

(j) The main receiver shall have sufficient sensitivity to produce signals in headphones or by means of a loudspeaker when the receiver input is as low as 100 microvolts. The emergency receiver shall have the same sensitivity except in cases where an approved auto alarm is used as the emergency receiver.

(k) There shall be available at all times, while the ship is at sea, a supply of electrical power sufficient for operating the main installation over the normal range required by paragraph (h) of this Regulation as well as for the purpose of charging any batteries forming part of the radiotelegraph installation. The voltage of the supply for the main installation shall be maintained as near the rated voltage as possible, and if practicable within ± 10 per cent.

(l) The emergency (reserve) installation shall be provided with a source of energy independent of the propelling power of the ship and of the ship's electricity system. The source of energy shall preferably consist of accumulator batteries and shall under all circumstances be capable of being put into operation rapidly and of operating the emergency (reserve) transmitter and receiver for at least six hours continuously under normal working conditions besides any of the additional loads mentioned below.

(m) The emergency source of energy may be used only to supply :

- (i) the emergency installation and the automatic alarm signal keying device specified in paragraph (s) of this Regulation;
- (ii) the emergency light specified in paragraph (d) of Regulation 9;
- (iii) the auto alarm; and
- (iv) the direction finder.

(n) Notwithstanding the provisions of paragraph (m) of this Regulation, in cargo ships, an Administration may authorise the use of the emergency source of energy for a small number of low-power emergency circuits which are wholly confined to the upper part of the ship, such as emergency lighting on the boat deck, on condition that these can be readily disconnected if necessary.

(o) The emergency source of energy and its switchboard shall be readily accessible to the radio operator and shall wherever possible be placed in close proximity to a radio room.

(p) While the ship is at sea, accumulator batteries, whether forming part of the main installation or emergency (reserve) installation, shall be brought up to the normal fully-charged condition daily.

(q) The radiotelegraph installation shall be provided with a device permitting changeover from transmission to reception and *vice versa* without manual switching. The application of this requirement may be delayed for one year after the date of the coming into force of the present Convention.

(r) All steps shall be taken to eliminate so far as is possible the causes of, and to suppress, radio interference from electrical and other apparatus on board.

(s) In addition to means for manually transmitting the auto alarm signal, an automatic alarm signal keying device shall be provided, capable of automatically keying the main and the emergency (reserve) installation so as to transmit the alarm signal. If electrically operated, this keying device shall be capable of operation from the emergency power supply. The application of this requirement may be delayed for two years after the date of the coming into force of the present Convention.