

(r) At sea, if not used for communications, the emergency transmitter shall be tested daily using a suitable artificial aerial, and at least once during each voyage using the emergency aerial if installed. The emergency power supply shall also be tested daily.

(u) Notwithstanding the provisions of Regulation 4, an Administration may, in the case of cargo ships below 1,600 tons gross tonnage, relax the full requirements of Regulation 9 and this Regulation, provided that the standard of the installation shall in no case fall below the equivalent of that prescribed under Regulation 15 for radiotelephone installations so far as applicable.

### Regulation 11

#### *Auto Alarms*

(a) Any new type of auto alarm which is approved after the date of coming into force of the present Convention for use in accordance with the present Regulations shall comply with the following minimum requirements:—

(i) In the absence of interference of any kind it must be capable of being operated, without manual adjustment, by any alarm signal transmitted on the radiotelegraph distress frequency in the medium frequency band using the classes of emission assigned by the Radio Regulations for the alarm signal, provided that the frequency does not vary more than 8 kc/s from the nominal frequency and the strength of the signal at the receiver input is greater than 100 microvolts and less than 1 volt.

(ii) In the absence of interference of any kind it shall be operated by either three or four consecutive dashes when the dashes vary in length from 3.5 to as near 6 seconds as possible and the spaces vary in length between 1.5 seconds and the lowest practicable value, preferably not greater than 10 milliseconds.

(iii) It must not be actuated by atmospheric or by any signal other than the alarm signal, provided that the received signals do not in fact constitute a signal falling within the tolerance limits indicated in (ii).

(iv) The selectivity of the auto alarm shall be such as to provide a practically uniform sensitivity within 8 kc/s on each side of the distress frequency and to provide outside this band a sensitivity which decreases as rapidly as possible, in conformity with the best engineering practice.

(v) If practicable, the auto alarm in the presence of atmospheric or interfering signals shall automatically adjust itself so that within a reasonably short time it approaches the condition in which it can most readily distinguish the alarm signal.

(vi) When operated by an alarm signal, or in the event of failure of the apparatus, the auto alarm shall cause a continuous audible warning to be given in the radiotelegraph operating room, in the radio operator's cabin, and on the bridge. If practicable, warning shall also be given in the case of failure of any part of the whole alarm receiving system. Only one switch for stopping the warning shall be provided and this shall be situated in the radiotelegraph operating room.

(vii) For the purpose of regularly testing the auto alarm, the apparatus shall include a generator pre-tuned to the distress frequency and a keying device by means of which an alarm signal of the minimum strength indicated in (i) is produced.