SCHEDULE 1

Regulation 35(2)(c)

Certificate of Calibration of Direction-Finder

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(c)																									
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	(b) (c) erelintin	(a) calib Equivalent (b) hand (c) adju such ereby fur ating the ures on the	(a) calibrate Equipme (b) handed to (c) adjusted such table ereby further ating the posures on board	(a) calibrated, in Equipment) (b) handed to the such tables, dereby further certaining the position ures on board the	(a) calibrated, in a Equipment) Region (b) handed to the model (c) adjusted the said such tables, differeby further certify the ting the position, and the ship control of the ship contro	(a) calibrated, in accor Equipment) Regulation (b) handed to the maste (c) adjusted the said directly such tables, differ from the first that atting the position, at the trues on board the ship was a contract to the said that the position is the true of the ship was a contract to the said that t	(a) calibrated, in accordar Equipment) Regulations (b) handed to the master of (c) adjusted the said direction such tables, differ from the table for the position, at the titures on board the ship which	(a) calibrated, in accordance Equipment) Regulations 19 (b) handed to the master of the such tables, differ from the ereby further certify that the mating the position, at the time ures on board the ship which materials.	(a) calibrated, in accordance win Equipment) Regulations 1993. (b) handed to the master of that so (c) adjusted the said direction-find such tables, differ from the concreby further certify that the master ating the position, at the time of the ures on board the ship which might	(a) calibrated, in accordance with Equipment) Regulations 1993, the (b) handed to the master of that ship (c) adjusted the said direction-finder such tables, differ from the correctereby further certify that the master of ating the position, at the time of su ures on board the ship which might a	(a) calibrated, in accordance with Par Equipment) Regulations 1993, the disconnection of the content of the correct beautiful to the master of the correct beautiful the position, at the time of such tures on board the ship which might affection.	(a) calibrated, in accordance with Part V Equipment) Regulations 1993, the direct (b) handed to the master of that ship tables (c) adjusted the said direction-finder so that such tables, differ from the correct bearing ereby further certify that the master of the said ting the position, at the time of such califures on board the ship which might affect the	(a) calibrated, in accordance with Part VII Equipment) Regulations 1993, the direction (b) handed to the master of that ship tables of (c) adjusted the said direction-finder so that the such tables, differ from the correct bearings ereby further certify that the master of the said slating the position, at the time of such calibratures on board the ship which might affect the accordance with Part VII (b) handed to the master of that ship tables of the such tables of the said slating the position, at the time of such calibratures on board the ship which might affect the accordance with Part VII (c) adjusted to the master of that ship tables of the such tables of the such tables, differ from the correct bearings are provided to the said direction finder so that the such tables, differ from the correct bearings are provided to the said direction finder so that the such tables, differ from the correct bearings are provided to the said direction finder so that the such tables, differ from the correct bearings are provided to the said direction finder so that the such tables, differ from the correct bearings are provided to the said slating the position from the correct bearings are provided to the said slating the said slating the position from the correct bearing the said slating	(a) calibrated, in accordance with Part VII of Equipment) Regulations 1993, the direction-fin (b) handed to the master of that ship tables of cali (c) adjusted the said direction-finder so that the reason such tables, differ from the correct bearings by a creby further certify that the master of the said ship ating the position, at the time of such calibration ures on board the ship which might affect the accurate.	(b) handed to the master of that ship tables of calibrary (c) adjusted the said direction-finder so that the reading such tables, differ from the correct bearings by no receive further certify that the master of the said ship has ating the position, at the time of such calibration, oures on board the ship which might affect the accuracy	(a) calibrated, in accordance with Part VII of the M Equipment) Regulations 1993, the direction-finder in (b) handed to the master of that ship tables of calibration (c) adjusted the said direction-finder so that the readings to such tables, differ from the correct bearings by no more reby further certify that the master of the said ship has beating the position, at the time of such calibration, of to tures on board the ship which might affect the accuracy of the said ship	(a) calibrated, in accordance with Part VII of the Mer Equipment) Regulations 1993, the direction-finder insta (b) handed to the master of that ship tables of calibration of condition adjusted the said direction-finder so that the readings takes such tables, differ from the correct bearings by no more the ereby further certify that the master of the said ship has been sating the position, at the time of such calibration, of the tures on board the ship which might affect the accuracy of the	(a) calibrated, in accordance with Part VII of the Mercha Equipment) Regulations 1993, the direction-finder installed (b) handed to the master of that ship tables of calibration corrected adjusted the said direction-finder so that the readings taken the such tables, differ from the correct bearings by no more than ereby further certify that the master of the said ship has been furnating the position, at the time of such calibration, of the antures on board the ship which might affect the accuracy of the direction.	(a) calibrated, in accordance with Part VII of the Merchant Equipment) Regulations 1993, the direction-finder installed in (b) handed to the master of that ship tables of calibration correction adjusted the said direction-finder so that the readings taken there such tables, differ from the correct bearings by no more than placeby further certify that the master of the said ship has been furnishating the position, at the time of such calibration, of the antennures on board the ship which might affect the accuracy of the direction.	(a) calibrated, in accordance with Part VII of the Merchant Shi Equipment) Regulations 1993, the direction-finder installed in the (b) handed to the master of that ship tables of calibration corrections (c) adjusted the said direction-finder so that the readings taken thereby such tables, differ from the correct bearings by no more than plus dereby further certify that the master of the said ship has been furnished atting the position, at the time of such calibration, of the antennas ures on board the ship which might affect the accuracy of the direction	(a) calibrated, in accordance with Part VII of the Merchant Shippin Equipment) Regulations 1993, the direction-finder installed in the (b) handed to the master of that ship tables of calibration corrections; (c) adjusted the said direction-finder so that the readings taken thereby, who such tables, differ from the correct bearings by no more than plus or mereby further certify that the master of the said ship has been furnished with a ting the position, at the time of such calibration, of the antennas and ures on board the ship which might affect the accuracy of the direction-finder.	(a) calibrated, in accordance with Part VII of the Merchant Shipping Equipment) Regulations 1993, the direction-finder installed in the (b) handed to the master of that ship tables of calibration corrections; (c) adjusted the said direction-finder so that the readings taken thereby, when such tables, differ from the correct bearings by no more than plus or minusereby further certify that the master of the said ship has been furnished with a lating the position, at the time of such calibration, of the antennas and of ures on board the ship which might affect the accuracy of the direction-finde	(a) calibrated, in accordance with Part VII of the Merchant Shipping (Na Equipment) Regulations 1993, the direction-finder installed in the (b) handed to the master of that ship tables of calibration corrections; (c) adjusted the said direction-finder so that the readings taken thereby, when corresuch tables, differ from the correct bearings by no more than plus or minus tweereby further certify that the master of the said ship has been furnished with a list of the position, at the time of such calibration, of the antennas and of all ures on board the ship which might affect the accuracy of the direction-finder. Radio	(a) calibrated, in accordance with Part VII of the Merchant Shipping (Naviga Equipment) Regulations 1993, the direction-finder installed in the (b) handed to the master of that ship tables of calibration corrections; (c) adjusted the said direction-finder so that the readings taken thereby, when correcte such tables, differ from the correct bearings by no more than plus or minus two decreby further certify that the master of the said ship has been furnished with a list or direction, at the time of such calibration, of the antennas and of all more ures on board the ship which might affect the accuracy of the direction-finder. Radio Ob Visual Ob	 (a) calibrated, in accordance with Part VII of the Merchant Shipping (Navigational Equipment) Regulations 1993, the direction-finder installed in the (b) handed to the master of that ship tables of calibration corrections; (c) adjusted the said direction-finder so that the readings taken thereby, when corrected with such tables, differ from the correct bearings by no more than plus or minus two degrees. Bereby further certify that the master of the said ship has been furnished with a list or diagram atting the position, at the time of such calibration, of the antennas and of all moveables.

SCHEDULE 2

Regulation 36(d)

RECORD OF CHECK-BEARINGS TAKEN BY MEANS OF THE DIRECTION-FINDER

Serial Number of Bearings	Date	Times (GMT(UTC) and ship's)	Ship's Appropriate Position	Longitude	Distance from Transmitter	Direction- Finder Bearing of (Name and frequency)	Direction-Finder Relative Bearing Correct for QE	Ship's Head by Compass 0/360°	Total Compass Error	} Convergency Applied	Ship's Head Corrected (True)	True Bearing by Direction-Finder [Col. (8) and Col. (12)]	True Bearing by Visual Check or Calculation (whether Visual or Calculation to be indicated; if by Calculation, the method to be stated)	Correction required to make Col. (13) equal Col. (14) (indicating whether - or +)	Signature of Observer or Observers
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)