\(\text{§ 80.1157}\)

(2) Ships authorized to communicate by radioprinter with a common private coast station may also conduct intership radioprinter operations.

(3) Only those communications which are associated with the business and operational needs of the ship are authorized.

(c) Assignment and use of frequencies.

(1) Frequencies for radioprinter operations are shared by several radio services including the maritime mobile service.

(2) Ship stations must conduct radioprinter operations only on frequencies assigned to their associated private coast station for that purpose.

(d) Authorization procedure. The authorization procedure for ship station radioprinter operations is as follows:

(1) The associated private coast station must submit an application for specific radioprinter frequencies and provide the names of ships to be served.

(2) When the private coast station receives a radioprinter license, it must provide copies of their license to all ships with which they are authorized to conduct radioprinter operations. The private coast station license copy must be kept as part of the ship station license.

(3) Any addition or deletion of ships must be notified to the Commission by letter.

\(\text{§ 80.1157 Facsimile.}\)

Facsimile is a form of telegraphy for the transmission and receipt of fixed images. Ships must use facsimile techniques only with authorized public coast stations.

\(\text{§ 80.1159 Narrow-band direct-printing (NB-DP).}\)

NB-DP is a form of telegraphy for the transmission and receipt of direct printing public correspondence. Ships must use NB-DP techniques only with authorized public coast stations.

\(\text{§ 80.1161 Emergency position indicating radiobeacon (EPIRB).}\)

EPIRB transmissions must be used only under emergency conditions. The various classes of EPIRB’s are described in subpart V of this part.

\(\text{§ 80.1165 Assignment and use of frequencies.}\)

Frequencies for general radiotelephone purposes are available to ships in three radio frequency bands. Use of specific frequencies must meet the Commission’s rules concerning the scope of service and the class of station with which communications are intended. The three frequency bands are:

(a) 156-158 MHz (VHF/FM Radiotelephone). Certain frequencies within this band are public correspondence frequencies and they must be used as working channels when communicating with public coast stations. Other working frequencies within the band are categorized by type of communications for which use is authorized when communicating with a private coast station or between ships. Subpart H of this part lists the frequencies and types of communications for which they are available.

(b) 1600-4000 kHz (SSB Radiotelephone). Specific frequencies within this band are authorized for single sideband (SSB) communications with public and private coast stations or between ships. The specific frequencies are listed in subpart H of this part.

(c) 4000-23000 kHz (SSB Radiotelephone). Specific frequencies within this band are authorized for SSB communications with public and private coast stations. The specific frequencies are listed in subpart H of this part.

\(\text{§ 80.1169 [Reserved]}\)

\(\text{§ 80.1171 Assignment and use of frequencies.}\)

(a) The frequencies assignable to AMTS stations are listed in § 80.385(a). These frequencies are assignable to ship and coast stations for voice, facsimile and radioteletypewriter communications.

(b) [Reserved]

ON-BOARD COMMUNICATIONS

\(\text{§ 80.1175 Scope of communications of on-board stations.}\)

(a) On-board stations communicate:

(1) With other units of the same station for operational communications on the ship.
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§ 80.1183 Remote control for maneuvering or navigation.

(a) An on-board station may be used for remote control of maneuvering or navigation control systems aboard the same ship or, where that ship is towing a second ship, aboard the towed ship.

(b) The remote control system transmissions must contain a synchronization signal and a message signal composed of a documentation number group, a company control group, an actuation instruction group, and a termination of transmission group.

1. The synchronization signal must be the control character “SYN”, transmitted twice.

2. The message signal is composed of the following groups:
   (i) The documentation number group must be transmitted once and be the ship’s U.S. Coast Guard documentation number or, if the ship is not documented, the call sign of the on-board station.
   (ii) The company control group, composed of three letters taken from AAA through ZZZ, which must be transmitted one time.
   (iii) The actuation instruction group, composed of two letters taken from AA through ZZ, which must be transmitted one time.
   (iv) The termination of transmission group, composed of the control character “EM”, which must be transmitted twice.

(c) The receiving system must:
   (1) Reject any actuation instruction until it recognizes and accepts the company control group.
   (2) Reject any company control group until it recognizes and accepts the documentation number group.
   (3) The emission employed must be G2D. The provisions applicable to G3E emission are also applicable to G2D emission.