

**§ 80.332**

longer poses a threat to its safety and is ended with "Out".

(c) Use of power greater than 1 watt in a bridge-to-bridge station shall be limited to the following three situations:

- (1) Emergency.
- (2) Failure of the vessel being called to respond to a second call at low power.
- (3) A broadcast call as in paragraph (a)(1) of this section in a blind situation, e.g., rounding a bend in a river.

**§ 80.332 Equipment to aid search and rescue operations.**

(a) Survival craft stations may transmit distress, urgency and safety signals, calls and messages.

(b) EPIRB's may transmit only in accordance with the requirements of subparts V and X of this part.

**§ 80.333 Stations in the maritime mobile-satellite service.**

The provisions of §§ 80.311 and 80.324 apply to the operations of ship earth stations in the maritime mobile-satellite service.

**§ 80.334 False distress alerts.**

A distress alert is false if it was transmitted without any indication that a mobile unit or person was in distress and required immediate assistance. Transmitting a false distress alert is prohibited and may be subject to the provisions of part 1, subpart A of this chapter if that alert:

- (a) Was transmitted intentionally;
- (b) Was not cancelled in accordance with § 80.335;
- (c) Could not be verified as a result of either the ship's failure to keep watch on appropriate frequencies in accordance with § 80.1123 or subpart G of this part, or its failure to respond to calls from the U.S. Coast Guard;
- (d) Was repeated; or
- (e) Was transmitted using a false identity.

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**§ 80.335 Procedures for canceling false distress alerts.**

If a distress alert is inadvertently transmitted, the following steps shall be taken to cancel the distress alert.

- (a) VHF Digital Selective Calling.

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- (1) Reset the equipment immediately;
- (2) Immediately cancel the distress alert orally over the telephony distress traffic channel associated with each DSC channel on which the distress alert was transmitted;
- (3) Set to Channel 16; and

(4) Transmit a broadcast message to "All stations" giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert.

(b) MF Digital Selective Calling.

- (1) Reset the equipment immediately;
- (2) Immediately cancel the distress alert orally over the telephony distress traffic channel associated with each DSC channel on which the distress alert was transmitted; and

(3) Tune for radiotelephony transmission on 2182 kHz; and

(4) Transmit a broadcast message to "All stations" giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert.

(c) HF Digital Selective Calling;

- (1) Reset the equipment immediately;
- (2) Immediately cancel the distress alert orally over the telephony distress traffic channel associated with each DSC channel on which the distress alert was transmitted;

(3) Tune for radiotelephony on the distress and safety frequency in each band in which a false distress alert was transmitted; and

(4) Transmit a broadcast message to "All stations" giving the ship's name, call sign or registration number, and MMSI, and cancel the false distress alert frequency in each band in which a false distress alert was transmitted.

(d) INMARSAT ship earth station. Immediately notify the appropriate rescue coordination center that the alert is cancelled by sending a distress priority message by way of the same land earth station through which the false distress alert was sent. Provide ship name, call sign or registration number, and INMARSAT identity with the cancelled alert message.

(e) EPIRB. If for any reason an EPIRB is activated inadvertently, immediately contact the nearest U.S. Coast Guard unit or appropriate rescue coordination center by telephone, radio

or ship earth station and cancel the distress alert.

(f) General and other distress alerting systems. Notwithstanding paragraphs (a) through (e) of this section, ships may use additional appropriate means available to them to inform the nearest appropriate U.S. Coast Guard rescue coordination center that a false distress alert has been transmitted and should be cancelled.

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**Subpart H—Frequencies**

RADIOTELEGRAPHY

**§ 80.351 Scope.**

The following sections describe the carrier frequencies and general uses of radiotelegraphy with respect to the following:

- Distress, urgency, safety, call and reply.
- Working.
- Digital selective calling (DSC).
- Narrow-band direct-printing (NB-DP).
- Facsimile.

**§ 80.353 [Reserved]**

**§ 80.355 Distress, urgency, safety, call and reply Morse code frequencies.**

This section describes the distress, urgency, safety, call and reply carrier frequencies assignable to stations for Morse code radiotelegraphy.

(a) *Frequencies in the 100-160 kHz band.* The international calling frequency in the 100-160 kHz band is 143 kHz using A1A or J2A emission. When a ship station operating in the 100-160 kHz band desires to communicate with a coast station, it must call on the fre-

quency 143 kHz unless the International List of Coast Stations provides otherwise. Coast stations must reply on their normal working frequency in this band. Only individual calls, replies to such calls, and transmission of signals preparatory to traffic may be transmitted on 143 kHz.

(b) *Frequencies in the 2000-27500 kHz band—(1) Ship station frequencies.* The following table describes the calling frequencies in the 4000-27500 kHz band which are available for use by authorized ship stations equipped with crystal-controlled oscillators for A1A, J2A, J2B, or J2D radiotelegraphy. There are two series of frequencies for worldwide use and two series of frequencies for each geographic region. Ship stations with synthesized transmitters may operate on every full 100 Hz increment in the 0.5 kHz channel for the frequencies listed, except for 100 Hz above and below those designated for worldwide use. During normal business hours when not communicating on other frequencies, all U.S. coast radiotelegraph stations must monitor the worldwide frequencies and the initial calling frequencies for the region in which it is located. The specific frequencies which must be monitored by a coast station will vary with propagation conditions. The calling frequencies which are routinely monitored by specific coast stations can be determined by reference to the ITU publication entitled "List of Coast Stations." Initial calls by ship stations must be made on the appropriate initial calling frequency first. Calls on the worldwide frequencies may be made only after calls on the appropriate initial calling frequency are unsuccessful.

SHIP MORSE CALLING FREQUENCIES (kHz)

Region:	ITU							ITU	
Worldwide .....	3	4184.0	6276.0	8368.0	12552.0	16736.0	22280.5	C	25172.0
	4	4184.5	6276.5	8369.0	12553.5	16738.0	22281.0	C	25172.0
Atlantic:									
Initial .....	1	4182.0	6277.0	8366.0	12550.0	16734.0	22279.5	A	25171.5
Alternate ....	2	4182.5	6277.5	8366.5	12550.5	16734.5	22280.0	A	25171.5
Caribbean:									
Initial .....	1	4182.0	6277.0	8366.0	12550.0	16734.0	22279.5	A	25171.5
Alternate ....	2	4182.5	6277.5	8366.5	12550.5	16734.5	22280.0	A	25171.5
Gulf-Mexico:									
Initial .....	5	4183.0	6278.0	8367.0	12551.0	16735.0	22281.5	A	25171.5
Alternate ....	6	4183.5	6278.5	8367.5	12551.5	16735.5	22282.0	A	25171.5