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TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 9192; FCC 54-912]

[Rules Amdts. 1-65, 3-15 and 4-7]

PART 1—PRACTICE AND PROCEDURE

PART 3—RADIO BROADCAST SERVICES

PART 4—EXPERIMENTAL AND AUXILIARY BROADCAST SERVICES

APPLICATION FORMS

In the matter of proposed revision of application forms used in the International, Experimental Television, Experimental Facsimile, or Developmental Broadcast Services.

By the Commission: Commissioners Sterling and Henneck not participating.

1. The Commission has under consideration its Notice of Proposed Rule Making issued December 8, 1948 (FCC 48-885) proposing to adopt new application forms for the following authorizations in the International, Experimental Television, Experimental Facsimile, or Developmental Broadcast Services: construction permit for a new broadcast station; modification of an existing broadcast station authorization; station license; renewal of station license.

2. Comments were filed by the National Broadcasting Company, Inc., requesting that the questions concerning power be clarified in the various forms. Changes have been made in the forms in this connection and the Engineering section of FCC Form 309 has been redesigned in format to reflect the Commission's experience in the use of FCC Form 301. The forms have been approved by the Budget Bureau.

3. Appropriate changes have been made in Parts 1, 3 and 4 of the Commission's Rules and Regulations to reflect the use of the new forms.

4. Public interest, convenience and necessity will be served by the amendments herein ordered and authority therefore is contained in sections 4 (1), 303 (1) and 303 (b) of the Communications Act of 1934, as amended.

5. It is ordered, That, effective September 1, 1954, Parts 1, 3 and 4 of the Commission's Rules are amended as follows:

A. Section 1.311 is amended to read as follows:

§ 1.311 Application forms for authority to construct a new station or make changes in an existing station; broadcast services. Applications for new facilities or modification of existing facilities in the broadcast services including standard, FM, television, international, experimental (experimental television, experimental facsimile and developmental), and auxiliary (remote pickup broadcast, broadcast STL, FM inter-city relay, television pickup, television STL and television inter-city relay) shall be made on the following forms:

(a) FCC Form 301 "Application for Authority to Construct a New Broadcast Station or Make Changes in an Existing Broadcast Station."

(b) FCC Form 309, "Application for Authority to Construct or Make Changes in an Existing International, Experimental Television, Experimental Facsimile, or a Developmental Broadcast Station."

(c) FCC Form 313, "Application for Authorization in the Auxiliary Broadcast Services."

(d) FCC Form 340, "Application for Authority To Construct or Make Changes in a Noncommercial Educational FM Broadcast Station."

B. Section 1.317 (b) (2) is amended to read as follows:

(2) FCC Form 310, "Application for an International, Experimental Television, Experimental Facsimile, or a Developmental Broadcast Station License."

C. Section 1.319 (b) (2) is amended to read as follows:

(2) FCC Form 309, "Application for Authority to Construct or Make Changes in an Existing International, Experimental Television, Experimental Facsimile, or a Developmental Broadcast Station."

D. Section 1.320 (c) (2) is amended to read as follows:

(2) FCC Form 311, "Application for Renewal of an International, Experimental Television, Experimental Facsimile, or a Developmental Broadcast Station License." To be used for all applications for renewal of licenses of

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(For use during 1954)

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Title 7: Parts 210-899 (\$2.25)

Title 19, Revised 1953 (\$5.00)

Title 32A, Revised Dec. 31, 1953 (\$1.50)

Title 46: Part 146 to end (\$6.50)

Previously announced: Title 3, 1953 Supp. (\$1.50); Titles 4-5 (\$0.60); Title 6 (\$2.00); Title 7: Parts 1-209, Revised 1953 (\$7.75); Part 900 to end (\$1.25); Title 8 (\$0.35); Title 9 (\$0.50); Titles 10-13 (\$0.50); Title 14: Parts 1-399 (\$1.25); Part 400 to end (\$0.50); Title 15 (\$1.25); Title 16 (\$1.00); Title 17 (\$0.50); Title 18 (\$0.45); Title 20 (\$0.70); Title 21 (\$1.50); Titles 22-23 (\$1.00); Title 24 (\$0.75); Title 25 (\$0.45); Title 26: Parts 1-79, Revised 1953 (\$7.75); Parts 80-169 (\$0.50); Parts 170-182 (\$0.75); Parts 183-299, Revised 1953 (\$5.50); Part 300 to end, and Title 27 (\$1.00); Titles 28-29 (\$1.25); Titles 30-31 (\$1.00); Title 32: Parts 1-699 (\$1.75); Part 700 to end (\$2.25); Title 33 (\$1.25); Titles 35-37 (\$0.70); Title 38 (\$2.00); Title 39 (\$2.00); Titles 40-42 (\$0.50); Title 43 (\$1.75); Titles 44-45 (\$0.75); Title 46: Parts 1-145 (\$0.35); Titles 47-48, Revised 1953 (\$7.75); Title 49: Parts 1-70 (\$0.60); Parts 71-90 (\$0.65); Parts 91-164 (\$0.45); Part 165 to end (\$0.60); Title 50 (\$0.55)

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International, Experimental Television, Experimental Facsimile, and Developmental Broadcast stations.

E. Section 3.711 is amended to read as follows:

§ 3.711 *Application for international broadcast stations.* If the application is for a construction permit or for modification of an existing authorization, FCC Form 309 shall be filed; if for a license, FCC Form 310 shall be filed; if for a renewal of license, FCC Form 311 shall be filed.

F. Section 3.759 is amended by deleting reference to (FCC Form 312) and substituting therefor the following: "(FCC Form 309)."

G. Section 4.11 is amended to read as follows:

§ 4.11 *Applications.* (a) If application is for a construction permit or a license for a new remote pickup broadcast, broadcast STL, FM inter-city relay, television pickup, television STL or television inter-city relay stations, or to make changes in facilities, or modification of license, or renewal of license of any such existing station an FCC Form 313 should be filed.

(b) If application is for a construction permit for an experimental television, experimental facsimile or developmental broadcast station, or to make changes in facilities, or modification of license of any such existing station, FCC Form 309 should be filed; for a station license, FCC Form 310 should be filed; for renewal of station license, FCC Form 311 should be filed.

6. It is further ordered, That, effective September 1, 1954, FCC Form No. 309, FCC Form No. 310, FCC Form No. 311, FCC Form No. 312 and FCC Form No. 318 in current use are made obsolete and that new FCC Form 309, FCC Form 310 and FCC Form 311 are adopted.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U. S. C. 303)

Adopted: July 21, 1954.

Released: July 23, 1954.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 54-5806; Filed, Aug. 2, 1954; 8:45 a. m.]

PART 7—STATIONS ON LAND IN THE MARITIME SERVICES

In the matter of revision of Part 7 of the Commission's Rules and Regulations to effect certain editorial changes therein.

The Commission having under consideration the desirability of making certain editorial changes in Part 7 of its Rules and Regulations; and

It appearing, that the amendments adopted herein are editorial in nature, and, therefore, prior publication of Notice of Proposed Rule Making under the provisions of section 4 of the Administrative Procedure Act is unnecessary, and the amendments may become effective immediately; and

It further appearing, that the amendments adopted herein are issued pursuant to authority contained in sections 4 (i), 5 (d) (1) and 303 (r) of the Communications Act of 1934, as amended, and paragraph F-6 of the Commission's Order Defining the Functions and Establishing the Organizational Structure of the Office of the Secretary, dated February 14, 1952, as amended;

It is ordered, This 20th day of July 1954, that, Part 7 of the Commission's Rules and Regulations is revised to read as set forth below, to include the aforementioned editorial changes and all outstanding amendments adopted as of this date.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,
Secretary.

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AUTHORITY: §§ 7.1 to 7.602 issued under sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interpret or apply sec. 303, 48 Stat. 1082, as amended; 47 U. S. C. 303.

§ 7.1 Basis and purpose. (a) The basis for the rules in this part is the Communications Act of 1934, as amended, and applicable treaties and agreements to which the United States is a party. The rules in this part are issued pursuant to the authority contained in the Communications Act of 1934, as amended, which vests authority in the Federal Communications Commission to regulate common carriers of interstate and foreign communications, to regulate radio transmissions and to issue licenses for radio stations.

(b) The purpose of the rules and regulations in this part is to prescribe the manner in which portions of the radio spectrum may be made available for the use of radio for maritime operations which require radio transmitting facilities on land. For the purpose of this part, the following definitions shall be applicable. (For other definitions, refer to Part 2, Frequency Allocations and Radio Treaty Matters; General Rules and Regulations; Part 8, Stations on Shipboard in the Maritime Services; and Part 14, Radio Stations in Alaska other than Amateur and Broadcast.)

SUBPART A—DEFINITION OF TERMS

§ 7.2 General.—(a) *Commission.* The term "Commission" means the Federal Communications Commission.

(b) *Statutes and international agreements.* (1) Communications Act: The Communications Act of 1934, as amended.

(2) International Radio Regulations: The Radio Regulations in force annexed to the International Telecommunications Convention, Atlantic City, 1947, as between the Government of the United States and other Contracting Governments; and such preceding international radio regulations as remain in force between the Government of the United States and other Contracting Governments.

(c) *Telecommunication.* Any transmission, emission or reception of signs, signals, writing, images, and sounds or intelligence of any nature by wire, radio, visual or other electromagnetic systems.

(d) *Radiocommunication.* Any telecommunication by means of Hertzian waves.

(e) *Public correspondence.* Any telecommunication which the offices and stations, by reason of their being at the disposal of the public, must accept for transmission.

(f) *Station.* A separate radio transmitter, or a combination of radio transmitter(s) and radio receiver(s), including the accessory equipment required for carrying on a radio communications service.

(g) *Station authorization.* Any valid construction permit, station license, or special temporary authority for use of a station, issued by the Commission.

(h) *Person.* Includes an individual, partnership, association, joint stock company, trust, or corporation.

(i) *Permittee.* A person who holds a valid station construction permit.

(j) *Station licensee.* A person who holds a valid station license or special temporary authorization.

(k) *Operator licensee.* A person who holds a valid license or valid permit for the actual operation of a licensed station.

(l) *Hours of service.* The period of time during each calendar day when a station is used, in conformity with the terms of the station authorization, for the rendition of its normal service.

(m) *Day.* Where the word "day" is applied to the use of a specific frequency assignment or to a specific authorized transmitter-power, such use of the word "day" shall be construed to mean transmission on such frequency assignment or with such authorized transmitter-power during that period of time included between one hour after local sunrise and one hour before local sunset.

(n) *Landing area.* Any locality, either of land or water, including airports and intermediate landing fields, which is used, or approved for use, for the landing and take-off of aircraft whether or not facilities are provided for the shelter, servicing, or repair of aircraft, or for receiving or discharging passengers or cargo.

(o) *Radio district.* A prescribed geographic area within the United States which, for the purpose of official inspection of radio stations in behalf of the Commission, is under the jurisdiction of a Commission engineer-in-charge whose official address and specific area of inspection associated therewith are designated by Appendix I to this part.

(p) *Commercial transport vessel.* Any ship or vessel which is used primarily in commerce (1) for transporting persons or goods to or from any harbor(s) or port(s) or between places within a harbor or port area, or (2) in connection with the construction, change in construction, servicing, maintenance, repair, loading, unloading, movement, piloting, or salvaging of any other ship or vessel.

(q) *Mile.* As used in this part, the term "mile" means a statute mile or 5,280 feet.

(r) *Installed.* As used in this part with respect to the requirements of radio apparatus in stations on land subject to this part, the term "installed" means installed in the particular station or vehicle to which the pertinent rule or regulation involving the use of this term is applied.

(s) *Shipyards land mobile unit.* A land vehicle operated and controlled by a shipyard and used for the transportation of shipyard personnel, material, or supplies.

§ 7.3 *Maritime mobile service—(a) Mobile service.* A service of radiocommunication between mobile and land stations, or between mobile stations.

(b) *Maritime and land mobile service—(1) Maritime mobile service.* A mobile service between ship stations and coast stations, or between ship stations. (Aircraft stations, when transmitting on frequencies allocated to the maritime mobile service, may communicate in this service with ship stations and coast stations.)

(2) *Land mobile service.* A mobile service between base stations and land mobile stations, or between land mobile stations. (Only land mobile service carried on exclusively for maritime purposes is governed by this part.)

(c) *Mobile station.* A station in a mobile service intended to be used while in motion, or during halts at unspecified points.

(d) *Land station.* A station in the mobile service not intended for operation while in motion.

(e) *Coast station.* A land station in the maritime mobile service carrying on a service with ship stations.

(f) *Public coast station.* A coast station open to public correspondence.

(g) *Limited coast station.* A coast station, not open to public correspondence, which serves the operational and business needs of ships.

(h) *Class I coast station.* A coast station (public or limited) licensed to provide a maritime mobile service to ships at sea, including such service over distances up to several thousand miles, whose frequency assignment for this purpose includes appropriate frequencies below 150 kc or between 5,000 kc and 25,000 kc.

(i) *Class II coast station.* A coast station (public or limited) licensed to provide a maritime mobile service, primarily of a regional character, whose frequency assignment does not include any frequency below 150 kc, or between 5,000 kc and 25,000 kc except on a secondary basis under specified conditions intended to minimize the possibility of interference to other stations having priority on these frequencies.

(j) *Class III coast station.* A coast station (public or limited) licensed to provide a maritime mobile service, primarily of a local character, whose frequency assignment does not include any frequency below 25,000 kc.

(k) *Operational designator.* The letter "A", "B", or "F", appended to the term "class I", "class II", or "class III", as these terms are defined in paragraphs (h), (i), and (j) of this section, designates that the coast station is licensed to render its normal service by means of (A) telegraphy, (B) telephony, or (F) facsimile. Operational designators are used individually or in combinations of two or more, as may be appropriate to a particular coast station. Examples of coast station classification for regulatory and administrative purposes in accord-

ance with these rules: Public I-A, Public III-B, Limited II-A, Limited III-BF, Public II-AB, etc.

(l) *Marine-utility coast station.* A coast station, readily portable for use as a limited coast station at unspecified points ashore within a designated local area.

(m) *Marine-utility ship station.* A ship station, readily portable for use as a limited ship station on mobile vessels within a designated local area.

(n) *Marine-utility station.* A coast or ship station in the maritime mobile service having a frequency assignment which is available for both marine-utility coast stations and marine-utility ship stations and licensed under one station authorization to operate as either a marine-utility coast station or a marine-utility ship station according to its location, pursuant to the provisions of paragraphs (l) and (m) of this section, at the time it is being operated.

(o) *Base station.* A land station in the land mobile service.

(p) *Shipyards base station.* A land station, licensed and operated primarily as a limited coast station in the maritime mobile service, which is authorized additionally to be operated on a secondary basis as a base station for communication with shipyard mobile stations of the same licensee within a local geographic area designated by the Commission.

(q) *Land mobile station.* A mobile station in the land mobile service capable of surface movement within the geographical limits of a country or continent.

(r) *Shipyards mobile station.* A land mobile station on a shipyard land mobile unit used for communication solely with one or more shipyard base stations of the same licensee within a local geographic area designated by the Commission.

§ 7.4 *Maritime radiolocation service—(a) Radiolocation.* Determination of a position or of a direction by means of the constant velocity or rectilinear propagation properties of Hertzian waves.

(b) *Radiolocation service.* A service involving the use of radiolocation.

(c) *Maritime radiolocation service.* A radiolocation service intended for the benefit of ships.

(d) *Radiolocation station.* A station in the radiolocation service.

(e) *Radiolocation land station.* A station in the radiolocation service not intended for operation while in motion.

(f) *Shore radiolocation station.* A radiolocation land station performing a maritime radiolocation service.

(g) *Shore radiolocation-training station.* A shore radiolocation station used solely to train and qualify persons in the effective use of maritime radiolocation.

(h) *Shore radiolocation-test station.* A shore radiolocation station used solely for testing maritime radiolocation apparatus incident to its manufacture, installation, repair, servicing and/or maintenance.

(i) *Radionavigation.* Radiolocation intended solely for the determination of position or direction or for obstruction warning, in navigation.

(j) *Radionavigation service.* A radiolocation service involving the use of radionavigation.

(k) *Maritime radionavigation service.* A radionavigation service intended for the benefit of ships.

(l) *Radionavigation station.* A station in the radionavigation service.

(m) *Radionavigation land station.* A station in the radionavigation service not intended for operation while in motion.

(n) *Shore radionavigation station.* A radionavigation land station performing a maritime radionavigation service.

(o) *Radar.* A radiolocation system where transmission and reception are carried out at the same location, and which utilizes the reflecting or retransmitting properties of objects in order to determine their position.

(p) *Primary radar.* Radar using reflection only.

(q) *Secondary radar.* Radar using automatic retransmission on the same or on a different radio frequency.

(r) *Shore-radar station.* A shore radionavigation station utilizing radar for the purpose of detecting above-water objects (primarily ships) with a determination of their direction and distance from the station.

(s) *Radio direction-finding.* Radiolocation in which only the direction of a station is determined by means of its emission.

(t) *Radio direction-finding station.* A radio location station intended to determine only the direction of other stations by means of transmissions from the latter.

(u) *Marine radiobeacon station.* A radionavigation land station, the emissions of which are intended to enable a ship station to determine its bearing or its direction in relation to the marine radiobeacon station.

§ 7.5 *Maritime fixed services—(a) Fixed service.* A service of radiocommunication between specified fixed points.

(b) *Fixed station.* A station in the fixed service.

(c) *Operational fixed station.* A fixed station, not open to public correspondence, operated by and for the sole use of those agencies operating their own radiocommunication facilities in the public safety, industrial, land transportation, marine, or aviation services.

(d) *Marine fixed station.* A fixed station, used primarily for safety communication which is established at a designated location in a water area of, or contiguous to, the United States, and isolated from the mainland by water or marsh.

(e) *Marine control station.* An operational fixed station used to control the emissions or operation of a coast station at a separate location.

(f) *Marine repeater station.* An operational fixed station used to retransmit, to a point of destination or to a message routing center, radiocommunications received at a coast station from ship or aircraft stations in the maritime mobile service.

(g) *Marine relay station.* An operational fixed station used for communi-

cation between coast stations or between a coast station and an associated remote control point, which is intended to expedite the movement of message traffic to or from mobile stations in the maritime mobile service.

(h) *Marine receiver-test station.* A fixed station used to simulate transmission from a ship station to a coast station for the purpose of periodically testing the normal receiving installation of a licensed coast station to determine that such receiving installation is in good working condition.

§ 7.6 *Developmental maritime stations on land—(a) Developmental land station.* A land station operated for the express purpose of developing equipment or a technique solely for use only in that portion of the non-government mobile service which has been specifically allocated the authorized frequency (or frequencies) of the developmental land station.

(b) *Developmental radiolocation station.* A radiolocation station operated for the express purpose of developing equipment or a technique solely for use only in that portion of the non-government radiolocation service (including the non-government radionavigation service) which has been specifically allocated the authorized frequency (or frequencies) of the developmental radiolocation station.

(c) *Developmental fixed station.* A fixed station operated for the express purpose of developing equipment or a technique solely for use only in that portion of the non-government fixed service which has been specifically allocated the authorized frequency (or frequencies) of the developmental fixed station.

(d) *Specific classification.* The specific classes of developmental stations on land licensed in the maritime mobile service, the maritime radiolocation service (including maritime radionavigation service), and the maritime fixed services, are the same as the classes defined in preceding sections of this part; however, for purposes of identification, the particular class of station is followed by the parenthetical indicator "(developmental)"; for example: "Public class III coast station (developmental)".

§ 7.7 *Operational—(a) Safety communication.* The transmission or reception of distress, alarm, urgent, or safety signals, or any communication preceded by one of these signals, or any form of radiocommunication which, if delayed in transmission or reception, may adversely affect the safety of life or property; and occasional test transmission or reception as necessary for determining whether or not the radio equipment is in good working condition for purposes of safety.

(b) *Superfluous radiocommunication.* Any transmission that is not necessary to the conduct of the service for which the station is licensed.

(c) *Harmful interference.* Any radiation or any induction which endangers the functioning of a radionavigation service or of a safety service, or obstructs or repeatedly interrupts a radio service operating in accordance with applicable laws, treaties, and regulations.

(d) *Distress signal.* (1) The distress signal is the international radiotelegraph or radiotelephone signal which indicates that a ship, aircraft, or other vehicle is threatened by grave and imminent danger and requests immediate assistance.

(2) In radiotelegraphy, the international distress signal consists of the group "three dots, three dashes, three dots", transmitted as a single signal in which the dashes are emphasized so as to be distinguished clearly from the dots.

(3) In radiotelephony, the international distress signal consists of the oral enunciation of the word "Mayday", pronounced as the French expression "m'aider". In case of distress, transmission of this particular signal is intended to insure recognition of a radiotelephone distress call by stations of any nationality.

(e) *Alarm signal.* The international radiotelegraph signal, consisting of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between two consecutive dashes being one second, having for its sole purpose the actuation of automatic devices giving warning by means of an alarm that a distress call or message is about to follow, or that an urgent cyclone warning is about to be sent by a coast station authorized to do so.

(f) *Urgency signal.* (1) The urgency signal is the international radiotelegraph or radiotelephone signal which indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or of some person on board or within sight.

(2) In radiotelegraphy, the international urgency signal consists of three repetitions of the group "XXX", sent before the call, with the letters of each group and the successive groups clearly separated from each other.

(3) In radiotelephony, the international urgency signal consists of three oral repetitions of the word "Pan" pronounced as the French word "panne" and sent before the call.

(g) *Safety signal.* (1) The safety signal is the international radiotelegraph or radiotelephone signal which indicates that the station sending this signal is ready to transmit a message concerning the safety of navigation or giving important meteorological warnings.

(2) In radiotelegraphy, the international safety signal consists of three repetitions of the group "TTT", sent before the call, with the letters of each group and the successive groups clearly separated from each other.

(3) In radiotelephony, the international safety signal consists of three oral repetitions of the French word "Securite", sent before the call.

(h) *Distress traffic.* All messages relative to the immediate assistance required by the ship, aircraft, or other vehicle in distress.

(i) *500 kilocycles silent period.* The three-minute period twice an hour beginning at x h 15 and x h 45, Greenwich mean time (GMT), during which the International Radio Regulations require

that all transmissions (except for certain emissions designated in those Regulations) must cease on all frequencies within a designated frequency-band centered on 500 kc.

(j) *Watch.* The act of listening for or to sound produced by a telephone receiver when the electric wave energy at audio frequency supplied to the telephone receiver:

(1) Results from simultaneous interception and detection of Hertzian waves of a designated radio frequency or frequencies, and

(2) Is substantially equivalent in frequency to the audio frequency or frequencies generated by detection of the intercepted Hertzian waves.

(k) *Calling.* Transmission from a station solely to secure the attention of another station, or other stations, for a particular purpose.

(l) *Working.* Radiocommunication carried on, for a purpose other than calling, by any station or stations using telegraphy, telephony, or facsimile.

(m) *Control point.* An operating position associated with a particular station or stations which is:

(1) Under the control and supervision of the station licensee or his authorized agent; and

(2) A place at which the required monitoring and control facilities are available; and

(3) A place at which a duly licensed operator (or other person if the requirement for a licensed operator is waived by the Commission) responsible for the operation of the transmitter(s) is stationed.

(n) *Dispatch point.* A place from which radiocommunication may be transmitted under supervision of a responsible operator at a control point.

§ 7.8 *Technical—(a) Radio frequency.* Any frequency between 10 kilocycles per second and 3,000,000 megacycles per second.

(b) *Audio frequency.* A frequency corresponding to the frequency of a normally audible sound wave, usually between 20 and 15,000 cycles per second.

(c) *Hertzian waves.* Electromagnetic waves of frequencies between 10 kc and 3,000,000 Mc.

(d) *Emission.* Any radiation of energy by means of Hertzian waves.

(e) *Spurious emission.* Any emission from a station at a frequency or frequencies outside an authorized frequency-band.

(f) *Telegraphy.* A system of telecommunication for the transmission of written matter by the use of a signal code.

(g) *Telephony.* A system of telecommunication set up for the transmission of speech or, in some cases, other sounds.

(h) *Facsimile.* A system of telecommunication for the transmission of fixed images with a view to their reception in a permanent form.

(i) *Selective-calling.* A means of calling in which signals are transmitted in accordance with a prearranged code for the purpose of operating a particular automatic attention device in use at the selected station whose attention is sought.

(j) *Crystal oscillator.* A generator of alternating-current energy, the frequency of which is determined by properties of a piezoelectric crystal.

(k) *Carrier frequency.* The frequency of the carrier. (For the definition of "carrier", see § 2.1 of this chapter.)

(l) *Authorized carrier frequency.* A specific carrier frequency authorized for use by a station, from which the actual carrier frequency is permitted to deviate, solely because of frequency instability, by an amount not to exceed the frequency tolerance.

(m) *Frequency tolerance.* The extent to which a carrier frequency (or when a carrier is not present, a frequency coinciding with the center of an emission-bandwidth) is permitted, by applicable regulations or by the terms of a station authorization, to depart, solely because of frequency instability, from the authorized carrier frequency (or, when a carrier is not present, from the assigned frequency).

(n) *Frequency-band.* A continuous range of frequencies extending between two designated limiting frequencies.

(o) *Bandwidth.* The number of cycles or kilocycles per second expressing the difference between the limiting frequencies of a frequency band.

(p) *Radio-channel.* A frequency-band, sufficient in width to permit its use for radiocommunication, comprised of the emission-bandwidth, the interference guard bands, and the frequency tolerance.

(q) *Emission-bandwidth.* The band of frequencies comprising 99 per cent of the total radiated power extended to include any discrete frequency on which the power is at least 0.25 per cent of the total radiated power. (This definition coincides with the definition of "Bandwidth Occupied by an Emission", which appears as par. 58 of the International Radio Regulations of Atlantic City, 1947. The emission-bandwidth is dependent upon the class of emission and the speed of signaling.)

(r) *Interference guard bands.* The two frequency-bands additional to and on either side of, the authorized frequency-band, which may be provided to minimize the possibility of interference between different radio-channels.

(s) *Authorized emission-bandwidth.* A specific emission-bandwidth authorized for use by a station.

(t) *Authorized frequency-band.* A frequency-band authorized for use by a station.

(u) *Assigned frequency.* The frequency coinciding with the center of the frequency-band in which the station is authorized to work; this frequency does not necessarily correspond to any frequency in an emission. (This definition coincides with the definition of "Frequency Assigned to a Station" which appears as par. 57 of the International Radio Regulations of Atlantic City, 1947.)

(v) *Frequency assignment.* The specific frequency or frequencies authorized for the emission(s) of a particular station; expressed for each radio-channel by:

(1) The authorized carrier frequency, the frequency tolerance, and the authorized emission-bandwidth.

(2) The authorized emission-bandwidth in reference to a specific assigned frequency (when a carrier does not exist), or

(3) The authorized frequency-band (when a carrier does not exist).

(w) *Modulation.* The process of producing a wave, some characteristic of which varies as a function of the instantaneous value of another wave called the modulating wave.

(x) *Modulation factor.* (1) In an amplitude-modulated wave, the ratio of half the difference between the maximum and minimum amplitudes to the average amplitude.

(2) In a frequency-modulated wave, the ratio of the actual frequency swing to the frequency swing defined as 100 per cent modulation.

(y) *Percentage modulation.* The modulation factor expressed in percent.

(z) *Amplitude modulation (AM).* Modulation in which the amplitude of a wave is the characteristic subject to variation.

(aa) *Frequency modulation (FM).* Modulation in which the instantaneous frequency of a sine-wave carrier is caused to depart from the carrier frequency by an amount proportional to the instantaneous value of the modulating wave.

(bb) *Frequency deviation.* In frequency modulation, the peak difference between the instantaneous frequency of the modulated wave and the carrier frequency.

(cc) *Frequency swing.* In frequency modulation, the peak difference between the maximum and the minimum values of the instantaneous frequency.

(dd) *Deviation ratio.* In frequency modulation, for a sinusoidal modulating wave, the ratio of the maximum frequency deviation to the maximum frequency of the modulating wave.

(ee) *Antenna (aerial).* A means for radiating or intercepting Hertzian waves.

(ff) *Artificial antenna (dummy antenna).* A device which has the equivalent impedance characteristics of an antenna and the necessary power-handling capabilities, but which does not radiate or intercept Hertzian waves.

(gg) *Last radio stage.* In an electron-tube radio transmitter, the radio-frequency oscillator or power amplifier stage which supplies all radio-frequency power to the antenna, either directly or through the medium of a transmission line.

(hh) *Plate (anode) input power.* The electrical power delivered to the plate (anode) of an electron tube by the source of supply; this power being the product of the indicated anode voltage and the indicated anode current.

(ii) *Antenna power.* The power supplied by a particular radio transmitter to the antenna used in connection with that transmitter, at a radio frequency or frequencies within an authorized frequency-band.

(jj) *Radiated power.* Energy, in the form of Hertzian waves, radiated from an antenna.

(kk) *Authorized transmitter power.* The power of a particular transmitter as designated in the respective station license or construction permit or in lieu thereof, the power designated in the applicable Commission rule(s) or regulation(s). Unless specifically expressed otherwise, this power is the total plate input power to all electron tubes of the last radio stage of the transmitter which are used to supply radio-frequency power to the antenna; without modulation present in the case of a transmitter used for telephony by means of class A3 emission.

(ll) *Telephone receivers.* Whenever use of the following terms occurs in reference to "watch" as defined in § 7.7 (j), such use of these terms shall be construed as follows:

(1) *Telephone receiver.* Any instrument used to convert energy consisting of electric waves at audio frequency into energy consisting of substantially equivalent sound waves.

(2) *Hand receiver.* A telephone receiver capable of being held to the ear by the hand and normally used in that manner.

(3) *Head receiver.* A telephone receiver capable of being held to the ear by an attached headband or other device and normally used in that manner.

(4) *Loudspeaker.* A telephone receiver capable of effectively radiating acoustic power for reception by ear at a distance and normally used for that purpose.

SUBPART B—APPLICATIONS¹

§ 7.21 *Authorization required for construction and operation of station.* (a) Any radio station required by the Communications Act to be licensed shall not be operated in any service regulated by this part except under and in accordance with a valid station authorization granted by the Commission. Further, the operation of such apparatus shall be conducted in conformity with the provisions of statute, international treaty or agreement, and the rules of the Commission relative to the licensing of operators.

NOTE: The Commission has exempted certain low power radio devices from its general licensing requirements. The extent of this exemption and related matters are set forth in Part 15, Restricted Radiation Devices. Licensing procedures and exemptions applicable to radio apparatus used for medical purposes, industrial heating, and other miscellaneous purposes not involving radiocommunication are set forth in Part 18, Industrial, Scientific and Medical Service.

(b) No license shall be issued by the Commission for the operation of any station subject to this part, unless a permit for construction has first been granted by the Commission upon written application therefor.

§ 7.22 *Administrative classification of stations.* (a) Stations in the maritime mobile service subject to this part are licensed according to the class of station as designated below:

- (1) Public class I coast stations.
- (2) Public class II coast stations.
- (3) Public class III coast stations.
- (4) Limited class I coast stations.
- (5) Limited class II coast stations.
- (6) Limited class III coast stations.
- (7) Marine-utility stations.

¹ For additional information concerning applications and for information concerning procedure relative to hearings, oral arguments, petitions, etc., refer to Part 1 of this chapter.

(b) Stations in the maritime radiolocation service subject to this part (other than those exclusively in the maritime radionavigation service) are licensed according to the class of station as designated below:

- (1) Shore radiolocation stations.
- (2) Shore radiolocation-training stations.
- (3) Shore radiolocation-test stations.

(c) Stations in the maritime radionavigation service subject to this part are licensed according to the class of station as designated below:

- (1) Shore radionavigation stations.
- (2) Shore-radar stations.

(d) Stations in the fixed service subject to this part are licensed according to the class of station as designated below:

- (1) Marine fixed stations.
- (2) Marine control stations.
- (3) Marine repeater stations.
- (4) Marine relay stations.
- (5) Marine receiver-test stations.

(e) Stations in the land mobile service subject to this part are licensed according to the class of station designated below:

- (1) Shipyard base stations.
- (2) Shipyard mobile stations.

Station licenses shall not be issued solely to authorize the use and operation of shipyard base stations and shipyard mobile stations. License authority to use and operate such stations shall be included in the station license which provides for use and operation of the land station facilities primarily as a limited coast station in the maritime mobile service.

§ 7.23 Statutory eligibility for station license. A station license shall not be granted to or held by:

(a) Any alien or the representative of any alien;

(b) Any foreign government or the representative thereof;

(c) Any corporation organized under the laws of any foreign government;

(d) Any corporation of which any officer or director is an alien;

(e) Any corporation of which more than one-fifth of the capital stock is owned of record or voted by aliens or their representatives or by a foreign government or representative thereof, or by any corporation organized under the laws of a foreign country;

(f) Any corporation directly or indirectly controlled by any other corporation of which any officer or more than one-fourth of the directors are aliens, if the Commission finds that the public interest will be served by the refusal or revocation of such license; or

(g) Any corporation directly or indirectly controlled by any other corporation of which more than one-fourth of the capital stock is owned of record or voted by aliens, their representatives, or by a foreign government or representatives thereof, or by any corporation organized under the laws of a foreign country, if the Commission finds that the public interest will be served by the refusal or revocation of such license.

§ 7.24 Application precedent to authorization. Except as otherwise pro-

vided in §§ 7.26 and 7.41, no authorization will be granted for use or operation of any radio station on land in any service governed by this part, nor for any change in station control, facilities, services, equipment or antenna, unless formal written application therefor in proper form first is filed with the Commission. Standard forms are prescribed herein for use in connection with the majority of applications submitted for Commission consideration. These forms may be obtained without cost from the Commission at Washington 25, D. C., or from any of its engineering field offices. Except as otherwise permitted by this part, a separate application shall be filed in respect to each station and service subject to this part. Each application for radio station authorization, and all correspondence relating thereto, shall be submitted in duplicate (unless otherwise specified in a particular case or with respect to a particular form) to the Secretary of the Commission at Washington 25, D. C. Except as otherwise provided in §§ 7.32, 7.36 and 7.41, an application should be filed at least sixty days prior to the earliest date on which it is desired that the requested authorization be granted by the Commission in order that action thereon may be taken by that date. The application shall be specific and complete with regard to the information required in the application form, or otherwise specifically requested by the Commission.

§ 7.25 Signature on applications. One copy of each application for an authorization shall be signed under oath or affirmation by the applicant if the applicant be an individual, or any one of the partners if an applicant be a partnership, or by an officer if the applicant be a corporation, or by a member who is an officer if the applicant be an unincorporated association: *Provided, however,* That applications may be signed by the attorney for an applicant (a) in case of physical disability of the applicant, or (b) his absence from the continental United States. If application is made by a person other than the applicant, such person must set forth in the verification the grounds of his belief as to all matters not stated upon his knowledge and the reason why the application is not made by the applicant. Applications filed on behalf of eligible governmental entities, such as states and territories of the United States and political subdivisions thereof, the District of Columbia, and units of local government including incorporated municipalities, shall be signed by such duly elected or appointed officials as may be competent to do so under the laws of the applicable jurisdiction. When more than one copy of an application is required to be filed with the Commission, only the original need be signed or verified; copies may be conformed.

§ 7.26 Informal applications. An application not submitted on a standard form prescribed by the Commission is an informal application. Each informal application shall be submitted in duplicate, normally in letter form, and, except as provided in § 7.41, the original copy shall be subscribed and verified as

provided in § 7.25. Each application shall be clear and complete within itself as to the facts presented and the action desired.

§ 7.27 Defective applications. (a) An application which is defective with respect to completeness of answers to required questions, execution, or other matters of a purely formal character, will not be received for filing by the Commission, unless the Commission shall otherwise direct, and will be returned to the applicant with a brief statement as to the defect.

(b) An application which is not made in accordance with the Commission's rules, regulations, or other requirements, will be considered defective unless accompanied either (1) by a petition to amend the rule or regulation with which the application is in conflict, or (2) by a request of the applicant for waiver of, or exception to, any rule, regulation or requirement with which the application is in conflict. Such request shall show the nature of the waiver or exception desired and set forth the reasons in support thereof.

(c) If an applicant is requested by the Commission to file any documents or information not included in the prescribed application form, a failure to comply with such request will constitute a defect in the application.

§ 7.28 Amendments of applications.

(a) Any application may be amended as a matter of right prior to the designation of such application for hearing by filing the appropriate number of copies of the amendments duly executed. Requests to amend an application after it has been designated for hearing will be considered only upon written petition properly served upon the parties of record, and will be granted only for good cause shown. A petition which requests either a change in frequency or power must be accompanied by the affidavit of a person with knowledge of facts as to whether or not consideration has been promised to or received by petitioner, directly or indirectly, in connection with the filing of such petition for amendment. If such consideration has been promised or received, the affidavit shall set forth in full detail all the relevant facts. A petition to amend an application will not be accepted (other than an amendment which is merely pro forma in nature, such as the removal of a named person because of death) if it is filed after public notice has been given of the issuance of a proposed decision with respect to such application, or of a recommended or an initial decision, as the case may be, where no proposed decision is to be issued.

(b) When leave to amend has been granted after an application has been designated for hearing, the application will not be removed from the hearing docket unless the Motions Commissioner shall determine that the proposed amendment substantially affects the issues upon which the application has been designated for hearing and orders that the application shall be removed from the hearing docket. An amended application which has been removed from the hearing docket will be reexamined

by the Commission and, when necessary, will be redesignated for hearing at a subsequent time.

§ 7.29 Dismissal of applications. Any application may be dismissed without prejudice as a matter of right prior to the designation of such application for hearing. Requests to dismiss an application without prejudice after it has been designated for hearing will be considered only upon written petition properly served upon all parties of record. Such petition must be accompanied by the affidavit of a person with knowledge of the facts as to whether or not consideration has been promised to or received by petitioner, directly or indirectly, in connection with the filing of such petition for dismissal of the application. Such petition to dismiss an application without prejudice will be granted only for good cause shown, but will, in no event, be granted after public notice has been given by the Commission of the issuance of a proposed decision proposing to deny the application.

§ 7.30 Partial grant of application. Whenever the Commission, without a hearing, grants an application in part, or with any privileges, terms, or conditions other than those requested, the action of the Commission shall be considered as a grant of such application unless the applicant shall, within 20 days from the date on which public announcement of such grant is made, or from its effective date if a later date is specified, file with the Commission a written protest, rejecting the grant as made. Upon receipt of such protest, the Commission will vacate its original action upon the application and, if necessary, set the application for hearing in the same manner as other applications are set for hearing.

§ 7.31 Establishment of station. (a) Application for permit to construct a station subject to this part shall be submitted on FCC Form 401. When actual construction is not involved, the term "construct" as used herein is construed to mean "installation" or any action of an equivalent nature involved in preparing the station for actual operation prior to the issuance of a station license.

(b) FCC Form 401A (revised), "Description of Proposed Antenna Structure", shall be submitted in quadruplicate with duplicate set of FCC Form 401 in each instance when:

- (1) The antenna structures proposed to be erected will exceed an over-all height of 170 feet above ground level; or
- (2) The antenna structures proposed to be erected will exceed an over-all height of one foot above the established airport elevation for each 200 feet of distance, or fraction thereof, from the nearest boundary of such landing area, except that where the antenna does not exceed 20 feet above the ground or if the antenna is mounted on top of an existing man-made structure or natural formation and does not increase the over-all height of such man-made structure or natural formation by more than 20 feet, no Form 401A need be filed.

NOTE: The term "antenna structures" includes the radiating system and its supporting structures. For detailed information on this subject, see Part 17 of this chapter.

(c) There shall be attached to each copy of FCC Form 401A (revised) a sketch showing the antenna structures and a map showing the location of the antenna structure, landing areas in the vicinity thereof, and all structures that may affect the marking of the antenna structures.

(d) The location of the control point shall be specified in the application for construction permit. The location of the control point may be the same as that of the transmitting equipment or it may be a separate location. More than one control point for the same transmitting equipment is permissible if specified in the application and authorized by the Commission.

(e) Each application for construction permit shall include such supplementary information as is prescribed in other applicable sections of this part, with respect to the particular class of station for which a station authorization is requested.

§ 7.32 Changes prior to completion of station. (a) When, during the term of a construction permit, any change is to be made in respect to the station which would result in a deviation from the terms of the permit, application for modification of such permit shall be filed on FCC Form 401.

(b) FCC Form 401A (revised), in quadruplicate, shall be submitted with FCC Form 401 in duplicate, whenever any change is to be made in the antenna structures if such structures, as the result of such change, will exceed an over-all height of one foot above the established airport elevation for each 200 feet of distance, or fraction thereof, from the nearest boundary of such landing area, except that where the antenna does not exceed 20 feet above the ground or if the antenna is mounted on top of an existing man-made structure or natural formation and does not increase the over-all height of such man-made structure or natural formation by more than 20 feet, no Form 401A (revised) need be filed; or whenever the over-all height of the antenna structures, as a result of such change, will exceed 170 feet above ground level; or whenever the antenna structure already is required to be painted or lighted in accordance with Part 17 of this subchapter. In such cases, there shall be attached to Form 401A (revised) a sketch and a map as prescribed in § 7.31 (c).

(c) FCC Form 701 shall be used whenever it is necessary to request an extension of the time limit specified on a valid construction permit. Such application shall be filed at least 30 days prior to the expiration date of the permit if the facts supporting such application for extension are known to the applicant in time to allow such filing. In other cases, such application will be accepted upon a showing satisfactory to the Commission of the reason for filing within less than 30 days prior to the expiration date. Such application shall contain specific and detailed information showing that failure to complete construction within the authorized period is the result of causes beyond the control of the permittee, or that the applicant has been

diligent in his efforts to complete the construction of the proposed station.

§ 7.33 Application concerning marine-utility stations. (a) A permit for construction of a marine-utility station is not required when such station is to be used and operated solely on board mobile vessels. In such circumstances, the marine-utility station is subject to the provisions of Part 8 of this chapter and application for station license may be filed in accordance with the applicable sections of that part.

(b) Whenever a marine-utility station is to be used and operated at any location on land (whether or not it is to be used and operated additionally on board mobile vessels) such station is subject to the applicable provisions of this part and an application for construction permit to establish such station shall be filed with the Commission.

§ 7.34 Temporary and permanent station locations. (a) Whenever a station (other than a marine-utility station or a shipyard mobile station) is to be used and operated, on and after the effective date of the station license, at any single location for a period of less than six months, the station location is construed to be temporary. An application for construction permit relative to such station shall specify the station location as temporary, and shall designate each temporary location at which the station is to be used and operated or shall specify the general geographic area within which the use and operation of the station will be confined.

NOTE: A general area may be designated in terms of a specific city, county, state, region, etc., or more than one of these designations may be specified. See also §§ 7.70 and 7.71.

(b) Whenever a station (other than a marine-utility station or a shipyard mobile station) is to be used and operated, on and after the effective date of the station license, at a single location for six months or more, the station location is construed to be permanent and shall be designated accurately in the application for construction permit.

§ 7.35 Application for station license. Upon completion of construction in accordance with the terms of the construction permit (as modified if a modified permit has been issued), an application for station license shall be submitted on FCC Form 403.

§ 7.36 Changes during license term. (a) When, during the term of a station license, any change is to be made in respect to the station, or with respect to its use and operation, which would result in a deviation from the terms of the license, an application for construction permit or modification of license, as the case may require, shall be filed as prescribed in paragraphs (b), (c), and (d) of this section.

(b) Authority for any physical change in the construction of the transmitting equipment or installation, or for the addition of radio transmitting apparatus, or for any change in station location, or for any change in antenna structures of the nature designated in § 7.32 (b), shall be requested by filing an

appropriate application for construction permit on FCC Form 401. If a physical change in the antenna structure(s) is proposed, a description of any marking currently required shall be supplied as part of the necessary application. Upon completion of the construction, installation, or change in station location or antenna structure(s) in accordance with the terms of the construction permit, an appropriate application for modification of station license shall be submitted on FCC Form 403.

(c) Authority for any change in the use and operation of the station, other than physical changes of the nature prescribed in paragraph (b) of this section, shall be requested by filing an appropriate application on FCC form 403 for modification of station license.

NOTE: See § 7.42 if assignment of the license or a change in corporate control of the licensee is involved.

(d) In accordance with § 7.24, an application for modification of a station license shall be submitted not less than 60 days prior to the date contemplated for such modification of license in order that action thereon may be taken by that date.

§ 7.37 *Renewal of license.* Application for renewal of station license shall be submitted on FCC Form 405-A. Unless otherwise directed by the Commission, each application for renewal of license shall be filed during the last 60 days of the license term. In any case in which the licensee has, in accordance with the Commission's rules made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

§ 7.38 *Reserved.*

§ 7.39 *Applications filed concurrently.* (a) Applications of different category but in respect to the same station and radio service may be filed concurrently by the same applicant as prescribed herewith:

(1) Application for modification of station license and for renewal of station license. However, no renewal may be granted more than thirty days prior to the expiration of the original license.

(2) Application for construction permit and for station license or related modification of license where the complete transmitter(s) is (are) available for immediate use and operation, including all accessory apparatus required for the service to be rendered, and where no construction is involved: *Provided*, The associated antenna structures are available for immediate use and do not exceed an over-all height of 170 feet above ground level or do not exceed an over-all height of one foot above the established airport elevation for each 200 feet of distance, or fraction thereof, from the nearest boundary of such landing area, except that where the antenna does not exceed 20 feet above the ground or if the antenna is mounted on top of an existing man-made structure or natural formation and does not increase the over-all height of such man-made structure or natural formation by more than

20 feet, no Form 401A (revised) need be filed.

(3) Application for modification of construction permit and for station license: *Provided*, Such application for modification of construction permit does not request authority for any additional construction, extension of time in which to complete construction, or change in construction of the station (including the height of the antenna or supporting structures): *And further provided*, That the complete transmitter(s) and all accessory apparatus required for the service to be rendered are available for immediate use and operation in accordance with the terms of the modified permit desired.

(4) Application for modification of station license and for consent to voluntary assignment or transfer of control of station license.

(5) Application for renewal of station license and for consent to voluntary assignment or transfer of control of station license. However, no renewal may be granted more than thirty days prior to the expiration of the original license.

(b) Applications of different category in respect to the same land station used, or to be used, primarily as a limited coast station in the maritime mobile service and secondarily as a shipyard base station (with associated shipyard mobile stations) in the land mobile service may be filed concurrently by the same applicant in the same manner as is prescribed in paragraph (a) of this section concerning applications in respect to the same station and radio service.

§ 7.40 *One application for plurality of stations.* (a) As indicated below, one application may be submitted to cover two or more stations subject to the conditions prescribed in paragraph (b) of this section: *And provided*, The individual stations covered by each application are clearly identified therein:

(1) Applications for construction permits and for station licenses for marine-utility stations to be used and operated in the same geographic area;

(2) Application for modification of construction permits for marine-utility stations to be used and operated in the same geographic area when the modification requested is the same for all stations covered by the application;

(3) Application for modification of station licenses for any class of station subject to this part when the modification requested is the same for all stations covered by the application;

(4) Application for consent to assignment or control of station authorizations.

(5) Application for construction permit(s) for shipyard mobile stations to be used and operated in association with the same shipyard base station(s);

(6) Application for modification of construction permit(s) for shipyard mobile stations to be used and operated in association with the same shipyard base station(s), when the modification requested is the same for all stations covered by the application.

(b) The provisions of paragraph (a) of this section shall apply only when the following elements are the same in re-

spect to all of the existing or requested station authorizations involved at the time the application is filed:

- (1) Applicant;
- (2) Nature of service(s) and class(es) of station(s);
- (3) Legal control of the station(s);
- (4) Expiration date of the station authorization when application is made for modification or renewal thereof.

§ 7.41 *Application for special temporary authority for installation and operation of transmitting apparatus.* (a) Upon receipt of application therefor, the Commission may grant special temporary authorization for a period not to exceed three months for the installation and operation of transmitting apparatus in the maritime mobile service or the maritime radiolocation service (provided the proposed operation is not in conflict with the rules and regulations of the Commission) with a station classification in accordance with §§ 7.6 or 7.22, under the following conditions:

(1) In cases which require the immediate use of existing and available radio transmitting apparatus not already authorized for the desired operation: *Provided*, The associated antenna structures (if not covered by an existing station authorization) do not exceed an over-all height of 170 feet above ground level or do not exceed an over-all height of one foot above the established airport elevation for each 200 feet of distance, or fraction thereof, from the nearest boundary of such landing area, except that where the antenna does not exceed 20 feet above the ground or if the antenna is mounted on top of an existing man-made structure or natural formation and does not increase the over-all height of such man-made structure or natural formation by more than 20 feet, no Form 401A (revised) need be filed;

(2) In cases where an urgent need is shown for operation of an authorized station (without the addition of more radio transmitting apparatus or increase in height of antenna structures) for a limited time only, in a manner or for a period of time other than that specified in the existing station authorization;

(3) For the purpose of conducting a field survey to obtain necessary data in connection with the filing of one or more formal applications. In this case, authority shall be requested for the developmental operation only, and those sections of this part applicable to developmental stations shall govern the nature of the application.

(b) Whenever practicable, an application for special temporary authority shall be filed as a formal application on a form or forms prescribed in the applicable section(s) of this part. When necessary, however, such applications may be filed as an informal application as prescribed in § 7.26. The form(s) to be used and the procedure in filing shall be governed by the provisions of this part applicable to the type of document (construction permit, license, modification thereof, etc.) which would be requested normally in a particular case in lieu of special temporary authority.

(c) An application for special temporary authority shall be filed in written form not less than ten days prior to the earliest date of proposed operation thereunder unless acceptable explanation of reason for failure to meet this time limitation is included with the application form.

(d) Each application for special temporary authority shall contain the following information:

(1) Name and address of applicant;

(2) Official call letters of any valid station authorization already held by applicant, and the station location;

(3) Relation of applicant to the owner of any transmitting equipment for which initial authority is requested;

(4) Class of station and nature of service;

(5) Station(s) or class of station with which communication will be carried on;

(6) Carrier frequency or frequencies, class of emission, and emission-bandwidth to be employed, if these elements are involved.

(7) Equipment to be used, specifying the manufacturer, model number, the normal plate input power to the last radio stage, and frequency tolerance that can be maintained if these elements are involved;

(8) The date(s) and time(s) of the proposed operation;

(9) Complete particulars concerning purpose, nature, and location of proposed operation;

(10) Explanation of the need for special temporary authority in lieu of normal type of authorization.

(e) Each application for special temporary authority submitted by an applicant who does not hold a valid station authorization issued by the Commission, or has not already filed formal application therefor, shall, in addition to the information required under paragraph (c) of this section, contain such factual statements as may be necessary for the Commission to determine whether or not the granting of the desired authorization will be in accordance with the citizenship eligibility requirements of section 310 of the Communications Act.

§ 7.42 Application for consent to assignment or transfer of control of construction permit or station license—(a) Voluntary. Application for consent to voluntary assignment of a construction permit or license covering a station subject to this part, or for consent to voluntary transfer of control of a corporation holding such a construction permit or license, shall be filed with the Commission on FCC Form 702, "Application for Consent to Assignment of Radio Station Construction Permit or License", or FCC Form 703, "Application for Consent to Transfer of Control of Corporation Holding Construction Permit or Station License", as the case may require, at least 60 days prior to the contemplated effective date of assignment of transfer of control.

(b) **Involuntary.** In the event of the death or legal disability of a permittee or licensee, or a member of a partnership, or a person directly or indirectly in control of a corporation, which is a permittee or licensee:

(1) The Commission shall be notified in writing promptly of the occurrence of such death or legal disability; and

(2) Within 30 days after the occurrence of such death or legal disability, application on FCC Form 702 or FCC Form 703, as the case may require, shall be filed for consent to involuntary assignment of such station permit or license or for involuntary transfer of control of such corporation to a person or entity legally qualified to succeed to the foregoing interests under the laws of the place having jurisdiction over the estate involved.

§ 7.43 Application precedent to hearing. Whenever the Commission regards an application for renewal of license as essential to the proper conduct of a hearing or investigation and specifically directs that the licensee file such application by a certain date, the application shall be filed within the time thus specified. If the licensee fails to file such application within the prescribed time, the hearing or investigation shall proceed as if such renewal application had been received.

§ 7.44 Failure to prosecute applications. An applicant not desiring to prosecute his application may request that it be dismissed without prejudice. A request of an applicant for the return of an application which has been accepted for filing will be considered as a request to dismiss the same without prejudice. Where an applicant fails to respond to official correspondence or request for additional material, the application will be dismissed without prejudice.

§ 7.45 Inconsistent or conflicting applications. When an applicant has an application pending or undecided, no other inconsistent or conflicting application filed by the same applicant, his successor or assignee, or on behalf of or for the benefit of said applicant, will be considered by the Commission.

§ 7.46 Applications for authority to discontinue, reduce or impair service provided by a public coast station. (a) Procedures relating to applications under section 214 of the Communications Act for authority to discontinue, reduce or impair service provided by a public coast station are set out in Part 63 of this chapter.

(b) Licensees of public coast stations who propose to discontinue service at the end of any license period shall file an appropriate application for discontinuance of service, as provided in Part 63 of this chapter. Any licensee of a public coast station who has filed, or who proposes to file, an application for authority to discontinue service provided by such station shall, during the period that such application is pending before the Commission, continue to file appropriate applications as may be necessary for extension or renewal of station license in order to provide legal authorization for such station to continue in operation pending final action on the application for discontinuance of service.

§ 7.47 Request for amendment or waiver of rules. (a) Any provisions of

the rules in this part (except those provisions which set forth specific requirements, not subject to waiver or change, of any applicable statute, or any applicable international agreement to which the United States is a signatory party) may be repealed, amended or supplemented, subject to the provisions of the Administrative Procedures Act. Any interested person may petition for issuance, amendment, or repeal of any rule or regulation governing stations in the maritime mobile service, maritime radiolocation service, or fixed service subject to this part. Such petition may be filed in relation to specific applications for station authorization, or independently thereof, and shall show the text of the proposed rule(s), and shall set forth the reason(s) in support of the petition.

(b) Any provisions of the rules in this part (except those provisions which set forth specific requirements, not subject to waiver or change, of any applicable statute, or any applicable international agreement to which the United States is a signatory party) may be waived by the Commission, if the Commission finds that important or exceptional circumstances require such waiver and that the public interest will be served thereby. A request for such waiver may be filed in relation to specific applications for station authorization, or independently thereof, and shall set forth in detail the reason(s) said waiver is considered to be necessary, and how the public interest would be served thereby.

§ 7.48 Applications in an emergency. (a) In cases of emergency involving danger to life or property or due to damage to equipment, applications for a construction permit and a station license, or modification or renewal thereof, may be filed by unverified telegram or letter, and in the event that the Commission finds that such an emergency exists temporary authorization may be granted to construct or operate a station in accordance with the unverified request for the duration of such emergency: *Provided*, That in such cases as may be considered necessary by the Commission, the applicant may be required to supplement such application by filing, as soon as practicable thereafter, a verified written application for the same authorization as normally prescribed by applicable provisions of this part.

(b) (1) Each application submitted under the provisions of paragraph (a) of this section shall contain, as a minimum requirement, the following information:

(i) Name of applicant;

(ii) Name of agent, if application is made by an agent, in cases under § 1.303 of this chapter;

(iii) Location of proposed installation or operation;

(iv) Official call letters of any valid station authorization already held by applicant and the station location;

(v) Class of station desired (not required for renewal, nor for modification unless class of station is to be modified);

(vi) Frequency assignment, authorized transmitter power(s), and authorized class or classes of emission desired (not required for renewal; required for modification).

fication only to the extent such information may be involved);

(vii) Equipment to be used, specifying the manufacturer and model number (not required for renewal; required for modification only to the extent such information may be involved);

(viii) Specific station(s) with which communication is desired (not required for renewal; otherwise required only when applicable under the Commission's rules);

(ix) Statement of facts which, in the opinion of the applicant, constitute an emergency to be found by the Commission for the purpose of this section including estimated duration of emergency.

Note: This statement should include a showing that circumstances beyond the control of the applicant prevented the filing of an application as normally prescribed by applicable provisions of this part on a date which would assure its receipt by the Commission in time sufficient for the Commission to take appropriate action thereon.

(2) Each application submitted under the provisions of paragraph (a) of this section shall, in addition to the information specified in subparagraph (1) of this paragraph, contain such of the following information as is not already on file with the Commission:

- (i) Address of applicant;
- (ii) Address of agent, if application is made by an agent, in cases under § 1.303 of this chapter;
- (iii) Relation of applicant to owner of transmitting equipment involved;
- (iv) Factual statements to the extent necessary for the Commission to determine whether or not the granting of the desired authorization will be in accordance with the citizenship eligibility requirements of section 310 of the Communications Act.

SUBPART C—STATION AUTHORIZATION

§ 7.61 *Construction period.* Each radio station construction permit issued by the Commission will specify the date of grant as the earliest date of commencement of construction and installation, and a maximum of eight months thereafter as the time within which construction shall be completed and the installation ready for operation, unless otherwise determined by the Commission in any particular case.

§ 7.62 *Forfeiture of construction permit.* A radio station construction permit shall be automatically forfeited if the construction authorized by such permit is not completed within the time specified therein or within such further time as the Commission may have allowed for completion, unless prevented by causes not under the control of the holder of the construction permit.

Note: A notation of the forfeiture of any construction permit under this provision will be placed in the records of the Commission as of the expiration date.

§ 7.63 *Changes in licensed station.* (a) A change may be made in licensed transmitting equipment without making application to the Commission and without specific authorization from the Commission: *Provided:*

(1) The change does not result in operation inconsistent with the rules of the Commission nor with the terms of the outstanding authorization for the station involved.

(2) A description of the change is incorporated in the next application for renewal or modification of license.

(b) Prior authorization from the Commission is required before the following antenna changes may be made at any station other than a marine-utility station:

(1) Any change that will increase or decrease by more than five feet the overall height of an antenna used for transmission on any frequency or frequencies above 100 Mc.

(2) Any change that will appreciably modify the power gain or radiation pattern of an antenna used for transmission on any frequency or frequencies.

(3) Any change in the antenna structures which will result in such structures exceeding an over-all height of 170 feet above ground level.

(4) Any change in the antenna structures or their location which will result in such structures exceeding an over-all height of one foot above the established airport elevation for each 200 feet of distance, or fraction thereof, from the nearest boundary of such landing area, except that where the antenna does not exceed 20 feet above the ground or if the antenna is mounted on top of an existing man-made structure, or natural formation and does not increase the over-all height of such man-made structure or natural formation by more than 20 feet, no Form 401A (revised) need be filed.

(5) Any change in antenna structures or their location when such structures already are required to be marked in accordance with Part 17 of this chapter.

Note: The term "antenna structures" includes the radiating system and its supporting structure. For detailed information on this subject, see Part 17 of this chapter.

(c) Changes, except as designated in paragraph (b) of this section, may be made in the antenna or antenna supporting structures of a licensed station without specific authorization from the Commission, provided that, for stations other than marine-utility stations:

(1) The Commission at Washington, D. C., and the Commission's engineer in charge of the inspection district in which the station is located are notified in advance of such changes; and

(2) A description of such changes is incorporated in the next application for renewal or modification of the station license.

§ 7.64 *Equipment and service tests.*

(a) Equipment and service tests of any radio transmitting facilities authorized by a construction permit issued by the Commission in respect to a station subject to this part may be conducted as prescribed in paragraphs (b), (c), and (d) of this section: *Provided,* That necessary precautions are taken to avoid interference to the service of other authorized stations.

(b) *Equipment test:* Upon completion of construction or installation of radio transmitting facilities in a station in

exact accordance with the terms of the related construction permit, the technical provisions of the application therefor, and the rules and regulations governing the class of station concerned, and prior to the filing of an application for license or modification of license, the permittee is authorized to test the equipment in accordance with applicable terms of the construction permit for a period not to exceed 10 days: *Provided,* That the Commission's engineer in charge of the radio district in which the station is located is notified two days in advance of the beginning of tests and that the permittee is not notified by the Commission to cancel, suspend, or change the date(s) for such tests.

(c) *Service test:* When equipment tests have been completed, and after application for station license or modification thereof has been filed with the Commission showing the transmitting equipment and associated apparatus to be in satisfactory operating condition, the permittee is authorized to conduct service tests in exact accordance with the terms of the construction permit for a period not to exceed 30 days: *Provided,* That the Commission's engineer in charge of the radio district in which the station is located is notified two days in advance of the beginning of such tests and that the permittee is not notified by the Commission to cancel, suspend, or change the date(s) for such tests.

(d) *Limitations:* The authorization for tests embodied in paragraphs (b) and (c) of this section shall not be construed as constituting a license to operate but as a necessary part of the authorized construction. Equipment and service tests shall not commence after the expiration date of the construction permit.

(e) *Common carrier service tests:* When new stations in common carrier services are ready in all respects to be placed in service, equipment and service tests are authorized to be conducted as outlined in paragraphs (b) and (c) of this section: *Provided,* All necessary precautions are taken to avoid interference to any other authorized station. No service may be furnished to the public during the equipment test period. Charges for service furnished during the service test period may be made, pursuant to the provisions of legally applicable tariffs.

Note: See § 61.62 of this chapter.

§ 7.65 *Normal license period.* (a) A license for a coast station (including a limited coast station license authorizing such station to be operated on a secondary basis as a shipyard base station, and authorizing one or more associated shipyard mobile stations) shall be issued for a period of two years, unless otherwise specified in the license, and shall expire at 3:00 a. m., e. s. t., on the first day of February. Unless otherwise ordered, if an application for a new coast station license is granted to become effective three months or less before the normal expiration date of the term of this class of license, the license shall be issued for the unexpired period of the current license term and for the full succeeding term. If granted to become effective more than three months before

the expiration date of the current license term, the new license shall be issued for the unexpired period of the current license term only.

(b) A license for any class of station subject to this part, other than a coast station or a developmental station, shall be issued for a period of one year, unless otherwise stated in the license, and shall expire at 3:00 a. m., e. s. t., on the first day of February. Unless otherwise ordered, if an application for a new station license is granted to become effective three months or less before the normal expiration date of the term of this class of license, the new license shall be issued for the unexpired period of the current license term and for the full succeeding term. If granted to become effective more than three months before the expiration of the current license term, the license shall be issued for the unexpired period of the current license term only.

(c) A license for a developmental station subject to this part shall be issued on a temporary basis and shall be valid for a specified period of time extending not more than one year from the date on which the license becomes effective.

§ 7.66 Period of modified license. When an application for modification of station license is granted, a superseding license shall, unless otherwise ordered, be issued for the unexpired period of the superseded license.

§ 7.67 Simultaneous modification and renewal. When an application is granted which necessitates the issuance of a modified station license less than 60 days prior to the expiration date of the license sought to be modified, and when an application for renewal of said license is granted subsequent or prior thereto, but within 30 days of expiration of the present license, the modified license as well as the renewal license will be issued to conform to the combined action of the Commission.

§ 7.68 One authorization for plurality of stations. (a) Unless otherwise determined by the Commission, one construction permit or one station license may be issued to authorize the construction, or use and operation, respectively, of a designated maximum number of marine utility stations, normally in multiples of ten stations, whenever the following elements are the same for each station and the requirement specified in paragraph (b) of this section is fulfilled.

(1) The permittee or station licensee, as applicable;

(2) The conditions which establish and maintain control of the station by the permittee or the station licensee, as applicable.

(3) The local geographic area to which use of the particular station will be confined;

(4) The type(s) of transmitting equipment to be authorized (different types of transmitting equipment, which are recognized by the Commission as being equivalent on an engineering basis, shall, for the purpose of this section, be considered as the same type);

(5) The authorized transmitter power of identical types of transmitting equipment to be authorized;

(6) The frequency assignment, and the authorized transmitter-power, and class or classes of emission authorized for each radio-channel.

(b) The transmitting equipment authorized for use by the station licensee shall not be authorized in any other instrument of authorization issued by the Commission.

(c) Unless otherwise directed by the Commission, one construction permit or one station license shall be issued to authorize the construction, or use and operation, respectively, of (1) a land station to be operated primarily as a limited coast station in the maritime mobile service and on a secondary basis as a shipyard base station in the land mobile service, and (2) one or more shipyard mobile stations in the land mobile service which are to communicate with such land station from within the local geographic area in which the land station is located.

§ 7.69 Transfer or assignment of station authorization. Section 310 (b) of the Communications Act expressly provides that a station license granted by the Commission, the frequencies authorized to be used by the licensee, and the rights therein granted shall not be transferred, assigned, or in any manner either voluntarily or involuntarily disposed of, or indirectly by transfer of control of any corporation holding such license, to any person, unless the Commission shall, after securing full information, decide that said transfer is in the public interest, and shall give its consent in writing.

§ 7.70 Authorized station location. (a) Whenever a station (other than a marine-utility station or a shipyard mobile station) is to be used and operated, on and after the effective date of the station license, at any single location for a period of less than six months, the station location is construed to be temporary and shall be designated in the station authorization as temporary together with either a specific temporary location or locations or within a prescribed geographic area, in accordance with information included in the related application for station authorization.

(b) Whenever a station (other than a marine-utility station or a shipyard mobile station) is to be used and operated, on and after the effective date of the station license, at a single location for six months or more, the station location is construed to be permanent and the particular location shall be specifically designated in the station authorization.

(c) When a station (other than a marine-utility station or a shipyard mobile station) which is authorized to be used and operated at a temporary location or locations remains at any single location for more than six consecutive months, an application for modification of the station license to specify such station location as permanent shall be filed not more than thirty days after the expiration of the six month period involved.

(d) When a station (other than a marine-utility station or a shipyard mobile station) which is authorized to be used

and operated at more than one temporary location, is moved from one radio inspection district to another for use and operation in the latter district, the station licensee shall so notify the Commission's engineers in charge of the respective districts. Such notification shall, if practicable, be given prior to such change in location but in any event not later than forty-eight hours thereafter.

(e) Prior authorization from the Commission is required before a station may be used and operated at any station location not authorized by either the station authorization or applicable rules and regulations of the Commission.

§ 7.71 Authorized control point. (a) Unless otherwise permitted in exceptional cases, each station shall be associated with one or more specific control points which shall, except as provided in subparagraph (1) of this paragraph be designated in the station license as stated in subparagraph (2) of this paragraph:

(1) When no control point location is designated in a station license, the control point shall be:

(i) Not more than 500 feet from the location of the authorized radio transmitting apparatus, for stations other than shipyard mobile stations.

(ii) On the shipyard land mobile unit in which the station is installed, in the case of shipyard mobile stations.

(2) When the control point is at a location more than 500 feet from that of the authorized radio transmitting apparatus, the control point location shall be designated as follows:

(i) In urban areas, the street address shall be specified.

(ii) In rural areas, the approximate location shall be specified in distance and direction from the transmitter in terms of feet and geographical quadrant, respectively; or in distance and direction from the center of a nearby established community in terms of statute miles and geographical quadrant, respectively.

(b) Prior authorization from the Commission is required before a change may be made in the location of an authorized control point or before any control point not authorized by the station license, or by applicable rules and regulations, may be utilized in respect to the particular station.

(c) Except for use with a shipyard mobile station a dispatch point or points may be installed and used without obtaining any instrument of authorization from the Commission: *Provided*, That in respect to public coast stations using telegraphy and limited coast stations using telegraphy, information relative to the location of each permanently established dispatch point, is submitted by the station licensee to the Commission for record purposes at the earliest practicable date relative to the date such dispatch point(s) is (are) permanently established.

§ 7.72 Assignment of call signs. (a) Stations subject to this part shall be assigned call signs in accordance with applicable provisions of the International Radio Regulations and the Com-

munications Act as set forth in the following paragraphs of this section:

(b) Class I and class II coast stations (public or limited) shall be assigned individual call signs each consisting of three letters, taken from either the group KAA through KZZ or the group WAA through WZZ.

(c) Class III coast stations (public or limited) shall be assigned individual call signs each consisting of three letters followed by three digits, taken from either the group KAA through KZZ or the group WAA through WZZ.

(d) Each station license issued to authorize the use and operation of one or more marine-utility stations or shipyard mobile stations shall designate for those stations a single call sign consisting of two letters followed by four digits, taken from the group KA through KZ.

(e) Stations on land in the maritime radiolocation service (including the maritime radionavigation service) shall be assigned individual call signs each consisting of three letters followed by three digits taken from either the group KAA through KZZ or the group WAA through WZZ.

(f) Marine fixed stations and marine relay stations shall be assigned individual call signs each consisting of three letters followed by two digits, taken from either the group KAA through KZZ or the group WAA through WZZ.

(g) Marine control stations and marine repeater stations shall be assigned individual call signs each consisting of three letters followed by two digits, taken from either the group KAA through KZZ or the group WAA through WZZ.

(h) Marine receiver-test stations shall be assigned individual call signs each consisting of three letters followed by three digits, taken from either the group KAA through KZZ or the group WAA through WZZ.

(i) Developmental stations shall be assigned call signs of the category assignable under the provisions of this section to the class of station associated with the respective developmental station.

(j) In accordance with the preceding paragraphs of this section, call signs shall be assigned on a strict sequence basis, without advance reservation of particular call signs for specific stations or specific purposes.

§ 7.73 Operation during emergency.

(a) The licensee of any station subject to this part may, during a period of emergency in which the normal communication facilities are disrupted as a result of hurricane, flood, earthquake, or similar disaster, utilize such station for emergency communication service in communicating in a manner other than that specified in the instrument of authorization or in the rules and regulations governing the operation of such stations: *Provided*, (1) That as soon as possible after the beginning of such emergency use, notice shall be sent to the Commission at Washington 25, D. C., and to the engineer in charge of the radio district in which the station is located, stating the nature of the emergency and the emergency use being made of the station; (2) that such emergency use of the station shall be discontinued

as soon as substantially normal communication facilities are again available; and (3) the Commission and the engineers in charge be notified immediately when such special use of the station is terminated: *And, provided further*, That in no event shall any station engage in emergency transmission on frequencies other than, or with power in excess of, that specified in the instrument of authorization or as otherwise expressly provided by the Commission, or by law: *And provided further*, That the Commission may, at any time, order the discontinuance of any such emergency communication undertaken under this section.

(b) The Commission may authorize the licensee of any radio station, during a period of national emergency, to operate its facilities upon such frequencies, with such power and points of communication, and in such a manner beyond that specified in the station license as may be requested by the Army, Navy or Air Force.

§ 7.74 Notice of involuntary discontinuance, reduction or impairment of service.

(a) If, for any reason beyond the control of the station licensee, the service provided by a public coast station is discontinued, reduced or impaired for a period exceeding 24 hours, the station licensee shall immediately notify the Commission at Washington 25, D. C., and the Commission's engineer in charge of the radio district in which the station is located. In such cases, the licensee shall furnish full particulars as to the reasons for such discontinuance, reduction or impairment of service including a statement as to when normal service is expected to be resumed. In the event such changes in station operation include discontinuance, reduction or suspension of a watch normally kept on 500 kc or 2182 kc, immediate notification thereof shall be given by the station licensee to the nearest district office of the U. S. Coast Guard and to the Commission's engineer in charge of the radio district in which the station is located, together with notification of the estimated or known time of resumption of such watch. When normal service is resumed, immediate notification thereof shall be given to the Commission at Washington 25, D. C., and to the Commission's engineer in charge of the radio district in which the station is located. When the watch to which reference is made herein is resumed, immediate notification thereof shall be given to the Coast Guard and to the Commission's engineer in charge.

(b) Notification need not be given with respect to involuntary suspension or substantial reduction of the normal service of a limited coast station (provided a watch normally kept by such station on 500 kc or 2182 kc is not reduced or suspended thereby) or any other station subject to this part, except public coast stations as provided in paragraph (a) of this section, during any period of involuntary reduction or suspension not exceeding 10 days. Whenever the period of such involuntary suspension or reduction exceeds 10 days, notification thereof shall be given, except for marine-utility stations and shipyard mobile stations, to the Commission's engineer in charge of the radio

district in which the station is located, together with notification of the known or estimated time of resumption of normal operation. In the event any reduction or suspension of the service of a limited coast station causes a reduction or suspension of a watch normally kept on 500 kc or 2182 kc, immediate notification thereof shall be given by the station licensee to the nearest district office of the U. S. Coast Guard and to the Commission's engineer in charge of the radio district in which the station is located, together with notification of the estimated or known time of resumption of such watch.

NOTE: For rules covering the filing of applications for authority under sec. 214 of the Communications Act, see Part 63 of this chapter.

§ 7.75 *Notice of voluntary discontinuance, reduction or impairment of service.* When the service of any station subject to this part (other than a marine-utility station or a shipyard mobile station) is discontinued, reduced or impaired for any reason within the control of the station licensee, immediate notification thereof shall be given to the Commission's engineer in charge of the radio district in which the station is located, together with, in the case of suspension, a statement of the estimated or known time of resumption of normal service. In the case of a public coast station, such notification shall be given as soon as practicable. In respect to any other class of station (except a marine-utility station or a shipyard mobile station) subject to this part, such notification need be made only when the discontinuance, reduction, or impairment of service continues for a period of more than 10 days. In the event any voluntary suspension, reduction, or discontinuance of operation includes discontinuance, reduction, or suspension of a watch normally kept by any coast station on 500 kc or 2182 kc, immediate notification thereof shall be given by the station licensee to the nearest district office of the U. S. Coast Guard and to the Commission's engineer in charge of the radio district in which the station is located, together with notification of the estimated or known time of resumption of any such watch that has been suspended.

§ 7.76 *Cancellation of license.* In all cases of permanent discontinuance of operation of stations subject to this part, the licensee shall immediately forward the station license to the Washington, D. C., office of the Commission for cancellation: *Provided*, That this requirement shall apply to the permanent discontinuance of operation of marine-utility stations or shipyard mobile stations, only when the operation of all stations of either class authorized by one station license is permanently discontinued.

NOTE: See § 61.57 of this chapter for procedure in canceling applicable tariffs.

SUBPART D—GENERAL STATION REQUIREMENTS

§ 7.101 *Inspection of stations.* Pursuant to section 303 (n) of the Communications Act, all stations subject to this part and all station records required by

this part shall be available for inspection by authorized representatives of the Commission at such times and intervals which, within the discretion of the Commission, are considered reasonable and necessary to assure compliance with applicable rules, regulations, laws, treaties and international agreements.

§ 7.102 Posting of station license.

(a) The current station authorization for each station (other than a marine-utility station) subject to this part, which is authorized for use and operation at a permanent location, or at a single temporary location, shall be posted in a conspicuous place at the principal control point of that station. At all other control points designated in the station authorization, a photocopy of the authorization shall be posted. In addition, a Transmitter Identification Card (FCC Form 452-C), properly executed, shall be affixed to each transmitter of such station when such transmitter is not in view of, and readily accessible to, the responsible operator at the principal control position. The following information shall be entered on the Transmitter Identification Card by the permittee or station licensee:

- (1) Name of permittee or licensee;
- (2) Station call sign assigned by the Commission;

(3) Exact location or locations of the actual station authorization and any station records required by the Commission;

(4) The assigned frequency or frequencies on which the transmitting equipment is authorized to be operated; and

(5) Signature of the permittee or licensee, or his duly authorized agent.

(b) The current station authorization for a single marine-utility station and for each single station of any other class subject to this part, which is of portable nature and is authorized for use and operation of two or more temporary locations, shall be posted either at the control point of the station or retained in an envelope or other suitable container affixed to the transmitting apparatus, either inside or outside of any cabinet or other structure in which the transmitting apparatus is contained.

(c) With respect to a plurality of marine-utility stations authorized by one station license in accordance with the provisions of § 7.68, the station license shall be retained by the licensee at any location where it is accessible to Commission inspection. In lieu of posting the license, a Transmitter Identification Card (FCC Form No. 452-C Revised) properly executed shall be affixed to each authorized transmitter: *Provided*, That where the transmitting equipment (such as may be installed in a land vehicle) is not visible from the operating position or is not readily accessible for governmental inspection, the Transmitter Identification Card shall be affixed to the control apparatus at the station operating position. The following information shall be entered on the Transmitter Identification Card by the station licensee:

- (1) Name of station licensee;
- (2) Station call sign assigned by the Commission;

(3) Exact location or locations of the actual station license and any station records required by the Commission;

(4) The assigned frequency or frequencies on which the transmitting equipment is authorized to be operated; and

(5) Signature of the licensee, or his duly authorized agent.

(d) (1) With respect to one or more shipyard mobile stations authorized by one land station license in accordance with the provisions of § 7.22 (e) the current land station authorization shall be posted as designated in paragraph (a) of this section. On each shipyard land mobile unit in which an authorized shipyard mobile station is installed, either a photo-copy of the associated land station authorization or a Transmitter Identification Card (FCC Form No. 452-C Revised) shall be available as follows:

(i) The photo-copy of the land station authorization shall be posted in a conspicuous place in the mobile unit or shall be retained in an envelope or other suitable container affixed to the transmitting apparatus, either inside or outside any cabinet or other structure on the mobile unit in which the transmitting apparatus is contained; or

(ii) The Transmitter Identification Card shall be affixed to each authorized transmitter: *Provided*, That where the transmitting equipment is not visible from the operating position or is not readily accessible for governmental inspection, the Transmitter Identification Card shall be affixed to the control apparatus at the radio operating position on the mobile unit.

(2) When a Transmitter Identification Card is provided in accordance with subparagraph (1) of this paragraph, the following information shall be entered thereon by the station licensee:

- (i) Name of station licensee,
- (ii) Shipyard mobile station call sign assigned by the Commission,

(iii) Exact location of the associated land station license and any station records required by the Commission,

(iv) The assigned frequency or frequencies on which the transmitting equipment is authorized to be operated; and

(v) Signature of the licensee or his duly authorized agent.

§ 7.103 Requirements concerning station location.

(a) Unless otherwise required by exceptional conditions, the radio transmitting and receiving apparatus of each class I public coast station, when a specific location for the station is initially authorized by the Commission subsequent to January 1, 1952, shall, when such apparatus is to be used and operated on any frequency assignment below 5000 kc, be located as close as practicable to the open sea.

(b) Unless otherwise required by exceptional conditions, the radio transmitting and receiving apparatus of each class II public coast station, when a specific location for the station is initially authorized by the Commission subsequent to January 1, 1952, shall be installed at a location which, according to generally established engineering principles

and standards, should not result in abnormally high attenuation of emission, insofar as such attenuation is caused by land intervening between that location and the majority of ship stations with which communication is to be effected.

(c) Unless otherwise required by exceptional conditions, the radio transmitting and receiving apparatus of each class III public coast station, the construction of which is authorized by the Commission subsequent to July 1, 1952, shall be centrally located, insofar as practicable, in relation to the center of the geographic water area to which ship-shore communication is to be provided by the particular coast station, as specified in the related application for construction permit.

(d) Applicants for construction permits to establish coast stations for transmission on any frequency assignment(s) within the frequency-band 156.35 Mc to 162.05 Mc shall cooperate in the selection of sites for radio transmitting facilities so as to minimize interference (such, for example, as may be caused by intermodulation) to the service of other coast stations, base stations of any land mobile service, and United States Government stations.

§ 7.104 Facilities required for coast stations. (a) As a minimum, public coast stations using telegraphy shall be provided with the facilities designated herewith:

(1) Stations having a frequency assignment within the band 405 to 535 kc shall:

(i) Be equipped to transmit efficiently with classes A1 and A2 emission on the general maritime calling frequency (500 kc assigned frequency) and on at least one additional radio-channel authorized for working within the band 405 to 535 kc;

(ii) Be equipped to receive efficiently classes A1 and A2 emission on all radio-channels authorized for the maritime mobile service of telegraphy within the frequency-band 405 to 535 kc.

(2) Stations having a frequency assignment below 150 kc shall:

(i) Be equipped to transmit efficiently with class A1 emission on at least one radio-channel authorized for working within the band 100 to 150 kc;

(ii) Be equipped to receive efficiently class A1 emission on all radio-channels authorized for transmission by mobile stations operating in the maritime mobile service for telegraphy within the band 100 to 150 kc.

(3) Stations having a frequency assignment above 4000 kc shall:

(i) Be equipped to receive efficiently on each assigned frequency, and on each assigned frequency for ship stations using radiotelegraphy as designated in Part 8 of this chapter when such ship station frequency is in the same characteristic portion of the spectrum as is the coast station assigned frequency.

(b) As a minimum, public coast stations using telephony shall be provided with the facilities designated herewith:

(1) Each coast station licensed to transmit by telephony on any radio-channel within the band 1600 kc to 3500 kc shall be capable of transmitting and

receiving (and shall be licensed to transmit) class A3 emission (modulation by voice frequencies) with an antenna power of not less than 100 watts on the radio-channel of which 2182 kc is the authorized carrier frequency: *Provided*, That with respect to such stations outside the Great Lakes area, this requirement shall be effective on and after July 1, 1954.

(2) Effective on and after July 1, 1954, each coast station licensed to transmit by telephony on any radio-channel within the frequency band 156.35 mc. to 162.05 Mc shall be capable of transmitting and receiving (and shall be licensed to transmit) class F3 emission (modulation by voice frequencies) on the radio-channel of which the authorized carrier frequency is 156.8 Mc.

(c) All coast stations shall comply with the following requirements:

(1) Each coast station which is licensed to transmit on the radio-channel of which 2182 kc is the authorized carrier frequency, shall be capable of efficiently receiving telephony (A3 emission) on this channel, and shall be capable also of transmitting and receiving (and shall be licensed to transmit) class A3 emission (modulation by voice frequencies) on at least one other radio-channel authorized for working with ship stations in the band 2000 to 3500 kc.

(2) Each coast station which is licensed to transmit on the radio-channel of which 156.8 Mc is the authorized carrier frequency, shall be capable of efficiently receiving telephony (F3 emission) on this channel, and shall be capable also of transmitting and receiving (and shall be licensed to transmit) class F3 emission (modulation by voice frequencies) on at least one other radio-channel authorized for working with ship stations in the band 156.35 Mc to 162.05 Mc.

(3) Marine utility stations used on shore shall comply with the requirement of subparagraph (2) of this paragraph.

§ 7.105 *Special provisions relative to VHF facilities.* (a) Coast stations at locations separated by less than 150 statute miles, which transmit on a radio-channel above 100 Mc, shall minimize any interference between the particular stations using the same radio-channel above 100 Mc by a mutually agreeable time-sharing arrangement, subject to direction by the Commission if agreement cannot be attained by the involved station licensees. In addition, where practicable, such licensees shall use directive antennas to minimize interference between the particular stations.

(b) Coast stations at locations separated 150 statute miles or more, which transmit on a radio-channel above 100 Mc, shall minimize interference between the particular stations using the same radio-channel above 100 Mc in so far as is practicable by adjustment of radiated power (provided the authorized transmitter power is not exceeded), by adjustment of antenna height (within the physical limitations approved by the Commission with respect to air navigation), or by employing appropriate antenna directivity. Appropriate remedial action in this respect may be specifically required of particular station licensees

when, in the discretion of the Commission, such requirement must be imposed by a specific directive.

(c) Coast stations which transmit on a radio-channel above 100 Mc and are located within interference range on such channel of any station within a foreign country bordering on the United States, shall take such measures of the nature prescribed in paragraphs (a) and (b) of this section as may be practicable and appropriate to minimize interference to the involved foreign station(s), and shall keep the Commission fully informed of all pertinent developments.

(d) Each coast station subject to the provisions of any preceding paragraph of this section, which is authorized to operate on a secondary basis as a shipyard base station, shall, while so operating, comply with such provisions.

§ 7.106 *Operating controls.* (a) The transmitting apparatus of stations subject to this part shall be installed and protected so as to be not accessible to other than duly authorized persons.

(b) Effective on and after January 1, 1952, such operating controls as necessarily are used for commencing and discontinuing normal operation of each coast station, such operating controls as necessarily are used for normally changing from each operating radio-channel to any other associated operating radio-channel in the same characteristic portion of the spectrum, and such operating controls as necessarily are used for normally changing from transmission to reception and vice-versa, shall be available at the principal operating location of the station and shall be readily accessible to the authorized operator. This requirement, however, need not be met by equipment intended for use only in emergencies and not used for normal communications.

(c) Effective on and after January 1, 1952, every coast station using telegraphy shall, when an authorized operator is present at the principal operating location, be capable of change-over from telegraph transmission to telegraph reception and vice-versa within a total period of two seconds under circumstances which do not require a change in operating radio-channel at the same time.

(d) Effective on and after January 1, 1952, every coast station using telephony shall, when an authorized operator is present at the principal operating location, be capable of change-over from telephone transmission to telephone reception and vice-versa within a total period of two seconds under circumstances which do not require a change in operating radio-channel at the same time.

(e) Effective on and after January 1, 1952, every coast station shall, during its hours of service and when the authorized operator is present at the principal operating location, be capable of:

(1) Commencing operation within one minute after the need to do so occurs;

(2) Discontinuing all emission within five seconds after emission is no longer required or after the necessity arises for emission to cease.

(f) Effective on and after January 1, 1953, every coast station using a multi-channel installation for telegraphy shall, when the authorized operator is present at the principal operating location, be capable of changing, after the need to do so occurs, from each operating radio-channel for telegraphy to any other operating radio-channel for telegraphy within the same characteristic portion of the spectrum below 515 kc within a period of five seconds: *Provided, however*, That this requirement need not be met by equipment intended for use only in emergencies and not used for normal communication.

(g) Effective on and after the dates hereinafter designated in this paragraph, every coast station using a multi-channel installation for telephony shall, when the authorized operator is present at the principal operating location, be capable of changing, after the need to do so occurs, from one operating radio-channel for telephony to another operating radio-channel for telephony within:

(1) A period of five seconds, when changing from the calling channel to a working channel and vice versa within the frequency band 1600 kc to 4000 kc; effective on and after January 1, 1953; or

(2) A period of three seconds, when changing from the calling channel to a working channel and vice versa within the frequency band 156 Mc to 162 Mc; effective on and after January 1, 1952.

(h) (1) Each coast station authorized to operate on a secondary basis as a shipyard base station, shall, while so operating, comply with the provisions of this section which apply to coast stations using telephony.

(2) Each shipyard mobile station shall comply with the provisions of this section which apply to coast stations using telephony.

§ 7.107 *Antenna requirements.* (a) The antenna(s) of each public coast station shall, in so far as is practicable in each case, have electrical characteristics that will, in conjunction with the particular transmitting apparatus employed, assure good efficiency in the conversion of antenna power to radiated power.

(b) All emission of a coast station (public or limited) or a marine-utility station operated on shore, using telephony on any frequency assignment within the frequency band 30 Mc to 200 Mc normally shall be polarized vertically at the source: *Provided*, The Commission may authorize the use of any other form of polarization in addition to or in lieu of vertical polarization if the applicant or station licensee makes a satisfactory showing that such authorization is necessary for effective communication or reduction of interference and would be beneficial to reception of the emission by mobile stations.

§ 7.108 *Adjustment of equipment.* The transmitting equipment of each station subject to this part shall be operated, tuned, and adjusted so that there will be no radiation of emissions outside the authorized frequency-band that causes harmful interference or is capable of causing harmful interference to

the service of any other station. Any spurious emissions, including radio frequency harmonics and audio frequency harmonics, shall be maintained at the lowest practicable level.

§ 7.109 Measurement of emission frequencies. (a) The licensee of each station subject to this part shall be responsible for measurement of each carrier frequency in use by the station as stipulated in the following paragraphs of this section: *Provided*, That when a carrier does not exist (except for radar transmitters) measurements shall be made of the frequency coinciding with the center frequency of the emission-bandwidth, in lieu of measurement of the carrier frequency.

NOTE: The licensee of a station on land using a radar transmitter shall take the necessary measures to insure that the transmitter operates within the emission limits specified in § 7.133.

(b) Measurement of the carrier frequency shall occur during normal operating conditions, including with and without the application of amplitude modulation if such modulation is employed. In the case of a station using frequency modulation, measurement of the carrier frequency shall be made while modulation is not applied.

(c) Measurement of the carrier frequency shall be made by means independent of the carrier frequency determining elements of the transmitting apparatus, and the measuring equipment shall be capable of revealing deviation in cycles, kilocycles, or megacycles per second (as may be appropriate in each case) from the authorized carrier frequency or the assigned frequency of the station with an accuracy of at least one-half the frequency tolerance authorized by the Commission.

(d) Measurement of the carrier frequency shall, as a minimum requirement, be made at the following times:

(1) When the involved transmitting apparatus is placed in service both initially and on each occasion after it has been removed (other than marine-utility stations and stations of portable nature) physically and temporarily from its place of installation.

(2) As soon as is practicable after any change, replacement, or repair is made of any part of the equipment which determines or affects the frequency of the carrier (including marine-utility stations and stations of portable nature).

(3) As soon as is practicable after the licensee receives an official notice from the Commission that the carrier frequency or the frequency coinciding with the center of the emission-bandwidth has been observed by the Commission to be beyond the frequency tolerance.

(e) Each frequency measurement performed in order to comply with the provisions of this section shall be recorded in the official records of the station. In each instance of measurement the record shall show the location of the transmitter, the location of the measuring equipment, the identity of the transmitter involved, the time and date of measurement, the indicated deviation in cycles, kilocycles, or megacycles per second (as may be appropriate

in each case) above or below the authorized carrier frequency or (when a carrier does not exist) above or below the assigned frequency (or other appropriate data in respect to measurement of the frequencies of emission of a radar transmitter) and the signature of the person(s) who made the measurement, together with the name of any measurement service with which such person(s) may be associated for this purpose. Each original record of measurement shall, wherever practicable, be continuously retained in the official records of the station for a period of at least twelve months from the date of measurement, and shall be made available to the Commission upon request or during inspection of the station by an official representative of the Commission. When such retention of these records at the station is deemed by the licensee to be impracticable (such as may be the situation in respect to marine-utility stations and stations of portable nature) the original records shall be retained under jurisdiction of the station licensee at any location in the United States where they can be made readily available for inspection upon request by the Commission or an official representative thereof.

(f) Measurement of frequency required by the provisions of this section may, at the option of the station licensee, be made by any qualified engineering measurement service: *Provided*, That nothing contained in this paragraph shall be construed to change or diminish in any respect the responsibility of the station licensee for proper functioning and operation of the station in accordance with law.

§ 7.110 Measurement of transmitter power. (a) The actual power of each radio transmitter of a coast or fixed station, subject to this part, shall be maintained within the following tolerance of the specific power authorized for that transmitter by the Commission:

(1) When the maximum authorized transmitter-power only is indicated, the actual power shall, in so far as is practicable, not be more than that necessary to carry on the service for which the station is licensed and in no event more than 20 percent above the maximum power authorized;

(2) When the exact authorized transmitter-power is indicated, the actual power shall, whenever the transmitter is being operated, be within the limits of 120 and 80 percent of the authorized power.

(b) For the purpose of assuring adherence to the requirement of paragraph (a) of this section, each radio transmitter rated by the manufacturer as being capable of a plate input power in excess of 200 watts or an antenna power in excess of 100 watts and completed in construction after July 1, 1952, in a coast or fixed station, subject to this part, shall be fitted with the instrument(s) necessary to determine the actual plate power to the transmitter whenever the latter is in use: *Provided*, That on and after July 1, 1956, this requirement shall apply to all such transmitters (including stations of portable nature) rated by the manu-

facturer with respect to power as set forth in this paragraph.

(c) When the power of a transmitter in a coast or fixed station, subject to this part, as rated by the manufacturer, is capable of being more than 120 percent of the authorized power, the station licensee, effective on and after January 1, 1952, shall employ an approved procedure to determine that the actual power does not exceed the authorized power. This determination shall be made and the result thereof entered in the licensee's records (which shall be made available to the Commission or an official representative thereof, upon request) as follows:

(1) When the involved transmitting apparatus is placed in service, both initially and on each occasion after it has been removed (other than marine-utility stations and other stations of portable nature) physically and temporarily from its place of installation;

(2) As soon as practicable after any change, replacement, or repair is made of any part of the equipment which determines or affects the actual power (including marine-utility stations and stations of portable nature);

(3) When required by an official representative of the Commission on the basis that the actual power appears, from an official inspection of the station, to exceed the authorized power.

(d) With respect to a transmitter used for telephony by means of amplitude modulation, the term "power", as used in paragraphs (a), (b) and (c) of this section, means power without modulation present.

(e) (1) A coast station authorized to operate on a secondary basis as a shipyard base station, shall, while so operating, comply with the provisions of this section which apply to coast stations.

(2) Each shipyard mobile station shall comply with the provisions of this section which apply to coast stations.

§ 7.111 Modulation adjustments for telephony. (a) Coast stations, fixed stations, and marine-utility stations subject to this part and using class A3 emission for telephony shall be capable of proper technical operation with peak modulation percentage between 75 and 100 percent. In so far as is practicable, the AM transmitting equipment of such stations shall be adjusted so that the transmission of speech normally produces peak modulation percentages within these limits.

(b) Coast stations, fixed stations and marine-utility stations subject to this part using class F3 emission for telephony shall be capable of proper technical operation with peak modulation percentage as high as is practicable in reference to the frequency swing normally regarded as 100 percent modulation. In general, the FM transmitting equipment of such stations shall be adjusted so that the transmission of speech normally produces, on this basis, peak modulation percentages between 75 and 100 percent.

(c) The adjustments required by paragraphs (a) and (b) of this section shall be made and recorded in the licensee's records as follows:

(1) When the involved transmitting apparatus is placed in service, both in-

initially and on each occasion after it has been removed (except for marine-utility stations and other stations of portable nature) physically and temporarily from its place of installation.

(2) As soon as is practicable after any change, replacement, or repair is made of any part of the equipment which determines or affects the percentage modulation (including marine-utility stations and other stations of portable nature).

(3) When required by the Commission on the basis that the percentage modulation observed during an official inspection of the station by an official representative of the Commission appears to not comply with the requirement of paragraph (a) or (b) of this section.

(d) (1) A coast station authorized to operate on a secondary basis as a shipyard base station, shall, while so operating, comply with the provisions of this section which apply to coast stations.

(2) Each shipyard mobile station shall comply with the provisions of this section which apply to coast stations.

§ 7.112 General requirements for receiving apparatus. The radio equipment of each coast station, shipyard mobile station, and marine-utility station must be capable of permitting the reception of the class or classes of emission on the frequency or frequencies normally received for the service carried on, including any land mobile service for which the facilities of a coast station may be authorized. The technical arrangement of the station apparatus shall be such that the necessary reception of emissions can be readily effected prior to the transmission of any signals or communications by the coast, shipyard mobile, or marine-utility station on the associated transmitting frequency.

§ 7.113 Facilities for busy signal in telephony. (a) A "busy" signal, when used by a coast station in accordance with the provisions of § 7.312 (d) may be transmitted by appropriately modulating the carrier wave of the station by means of a single audio frequency regularly interrupted, as follows:

1. Modulating frequency: Not less than 100 nor more than 1100 cycles per second, provided the frequency used for this purpose shall not cause auto-alarms or selective-ringing devices to be operated.
2. Rate of interruption: 60 times per minute.
3. Duration of each interruption: 0.5 second.
4. Tolerance for each of the factors 2 and 3: 10 percent.

(b) As an alternative to the technical factors set forth in paragraph (a) of this section, other appropriate technical factors may be authorized by the Commission for the purpose of a "busy" signal pursuant to § 7.312 (d).

§ 7.114 Required coast station clock. (a) A reliable clock with a second hand shall be installed at the radio operating control point of each coast station licensed for telegraphy on frequencies below 515 kilocycles. This clock shall be mounted in a position that will allow the divisions between minutes to be easily and accurately read by the operator

from his normal operating position. In each coast station licensed to transmit on 500 kilocycles, the required clock shall be provided with a sweep second hand and shall be mounted in a position that will allow the second dial to be easily and accurately read by the operator from his normal operating position.

(b) On each day the coast station is operated, the time indicated by this clock, shall be compared with standard time and if a deviation is observed, the clock shall be adjusted to accurately coincide with standard time: *Provided*, That this requirement shall not preclude adjustment of this clock to Greenwich mean time pursuant to the International Radio Regulations.

§ 7.115 Retention and availability of radio station logs. (a) All station logs which are required under those provisions of this part pertaining to the particular classes of stations subject to this part shall be retained by the licensee for a period of one year from date of entry and for such additional periods as required by the following subparagraphs:

(1) Station logs involving communications incident to a distress or disaster shall be retained by the station licensee for a period of 3 years from date of entry;

(2) Station logs which include entries of communications incident to or involved in an investigation by the Commission and concerning which the station licensee has been notified shall be retained by the station licensee until such licensee is specifically authorized in writing by the Commission to destroy them.

(3) Station logs incident to or involved in any claim or complaint of which the station licensee has notice shall be retained by such licensee until such claim or complainant has been fully satisfied or until the same has been barred by statute limiting the time for the filing of suits upon such claims.

(b) Station logs shall be made available to an authorized representative of the Commission upon request.

NOTE. See Parts 45 and 46 of this chapter concerning preservation of records of common carriers.

§ 7.116 Requirements as to control points. At each control point of each coast, fixed, or shipyard mobile station subject to this part, following facilities shall be provided:

(a) A carrier-operated device which will provide continuous visual indication whenever the transmitting apparatus is supplying power at radio-frequency to the antenna; or, in lieu thereof, a pilot lamp or meter or equivalent device which will provide continuous visual indication whenever the transmitter control circuits have been placed in a condition to actuate the radio transmitting apparatus: *Provided, however*, That the provisions of this paragraph shall not apply to marine-utility stations;

(b) Equipment to permit the responsible operator to aurally monitor all transmissions originating at dispatch points under such operator's supervision, if dispatch points are utilized;

(c) Facilities which will readily permit the responsible operator either to disconnect the dispatch point circuits from the radio transmitting apparatus or to render such apparatus inoperative from any dispatch point under the supervision of such operator; and

(d) Facilities which will permit the responsible operator to energize and de-energize the radio transmitting equipment at will. For this purpose the term "de-energize" means to suppress completely all emission from the transmitting antenna. The use of a telegraphic key or keying device as a means of compliance with this provision is acceptable when it is readily possible for the responsible operator to de-energize the station by means of such key or keying device.

SUBPART E—STANDARD TECHNICAL REQUIREMENTS

§ 7.131 Authorized frequency tolerance. (a) Unless the particular instrument of authorization specifically provides otherwise, the frequency tolerances authorized for stations on land in the maritime services subject to this part shall be as prescribed in the following paragraphs.

(b) Authorized frequency tolerances for coast stations operating on frequencies below 515 kc or within the frequency-band 1600 kc to 25000 kc:

Frequency ranges:	Percent
(1) From 14 to 515 kc.....	0.02
(2) From 1600 to 25000 kc.....	.005

(c) Authorized frequency tolerances for coast stations operating on frequencies above 30 Mc and for marine-utility stations:

(1) From 30 to 50 Mc:	Percent
For stations licensed to operate with a plate input power not in excess of 3 watts.....	0.02
For all other stations.....	.01
(2) From 100 to 200 Mc:	
For stations licensed to operate with a plate input power not in excess of 3 watts.....	.01
For all other stations.....	.005

(d) Authorized frequency tolerances for fixed stations operating in the maritime fixed services:

Frequency range:	Percent
(1) From 2000 to 2450 kc: Marine fixed stations and marine receiver-test stations.....	0.005
(2) From 72 to 76 Mc: Marine control, marine repeater, and marine relay stations.....	0.005
(3) From 100 to 200 Mc: Marine receiver-test stations.....	0.005

(e) The frequency tolerance authorized for stations on land operating in the maritime radiolocation service shall be:

(1) When using radar transmitter(s) only, within a frequency-band above 2400 Mc, the frequency tolerance is prescribed as follows: the frequency at which maximum emission occurs shall be within the authorized frequency-band and shall not be closer than $1.5/T$ megacycles per second to the upper and lower limits of the authorized frequency-band, where "T" is the pulse duration in microseconds.

(2) For other stations on land operating in the maritime radiolocation service

the authorized frequency tolerance shall be specified in the instrument of authorization issued in behalf of each station.

§ 7.132 Authorized classes of emission. (a) When the class of emission is specifically designated in the instrument of

authorization, stations on land in the maritime services subject to this part shall use emission in conformity with the terms of that document. Otherwise, such stations are authorized to employ classes of emission as follows:

FREQUENCY-BAND AND CLASSES OF EMISSION AUTHORIZED¹

- | | |
|---|--|
| (1) Coast stations using telegraphy: | |
| 14 to 160 kc..... | A1, and for brief testing A0; |
| 160 to 315 kc..... | A1, A2, A2a, A2b, and for brief testing A0; |
| 315 to 2065 kc..... | A1 and for brief testing A0. |
| 2200 to 17000 kc..... | A1, A2, A2a, A2b, and for brief testing A0. |
| 17000 to 25000 kc..... | A1, and for brief testing A0. |
| (2) Coast stations and marine-utility stations using telephony: | |
| 1000 kc to 30 Mc. ² | A3, A3a, A3b; and for brief operating signals A1, A2, A2a, A2b; also for brief testing A0; |
| 30 Mc to 50 Mc..... | A3, A3a, A3b, F3; and for brief operating signals A1, A2, A2a, A2b, F1, F2; also for brief testing A0, F0; |
| 156.35 Mc to 162.05 Mc. ³ | F3; and for brief operating signals F1 and F2; also for brief testing F0; |
| For other frequencies or frequency-bands..... | As designated in the station authorizations. |
| (3) Marine fixed stations: | |
| 2000 to 2450 kc..... | A3, A3a, A3b; and for brief operating signals A1, A2, A2a, A2b; also for brief testing A0. |
| Marine receiver-test stations: | |
| 2000 to 2450 kc..... | Primarily A3, A3a, A3b; secondarily for test calling signals; A0, A1, A2, A2a, A2b; |
| 156.35 Mc to 157.45 Mc..... | Primarily F3; secondarily for test calling signals; F0, F1, F2. |
| Marine control, marine repeater and marine relay stations: | |
| 72 Mc to 76 Mc..... | A1, A2, A2a, A2b, A3, F1, F2, F3; and for brief testing A0, F0. |
| (4) Stations using radar transmitters only: | |
| Above 2400 Mc..... | P0. |

¹ The letter "a" following class "A2" or "A3" emission means the emission of a single side band, with reduced carrier. The letter "b" following class "A2" or "A3" emission means the emission of two independent side bands, with reduced carrier.

² Permissible by keying the modulated emission. Keying the modulating audio frequency only, without interruption of the carrier wave, is not permissible. The use of any audio frequency pulse device such as a so-called "chopper" is prohibited. The use of these classes of emission on frequencies between 4000 kc and 23000 kc, except for stations of survival craft and for special purposes, will be prohibited when Article 33 of the International Radio Regulations of Atlantic City, 1947, becomes effective.

³ See §§ 7.312 (a) (2) and 7.368 (a) (2).

Stations of any category not designated in subparagraphs (1), (2), (3) and (4) of this paragraph shall use the class or classes of emission specified in the particular station authorization.

(b) Classes of emission not authorized in paragraph (a) of this section may be authorized by the Commission in special circumstances, subsequent to a satisfactory showing by the applicant of a need therefor and provided harmful interference will not result from the use thereof. Each application requesting such special authorization shall fully describe the emission desired to be used, shall indicate the emission-bandwidth required for effective operation, and shall state the purpose for which such emission is required.

NOTE: For information regarding the classification of emissions and the calculation of the bandwidth, reference should be made to Part 2 of this chapter.

§ 7.133 Authorized emission-bandwidths. (a) When the authorized emission-bandwidth is specifically designated in the instrument of authorization, stations on land in the maritime services subject to this part shall use emission-bandwidth(s) in conformity with the terms of that document. Otherwise, such stations shall use emission-bandwidths not exceeding those set forth in this section for the respective classes of emission authorized in § 7.132.

(b) The authorized emission-bandwidths hereinafter designated are established in relation to the operational factors set forth in the following subparagraphs:

(1) Class A0 emission means the incidental radiation of an unmodulated carrier wave from a station which is authorized to use normally an amplitude-modulated wave;

(2) Class A1 emission means a carrier wave (without the use of modulating audio frequency) keyed normally for telegraphy so as to transmit intelligence in the International Morse Code at a speed not exceeding 40 words per minute, with the average word composed of 5 letters;

(3) Class A2 emission means a carrier wave amplitude-modulated at audio frequency not exceeding 1250 cycles per second, the modulated carrier wave being keyed normally for telegraphy so as to transmit intelligence in the International Morse Code at a speed not exceeding 40 words per minute, with the average word composed of 5 letters (the authorized emission-bandwidths for classes A2, A2a, and A2b emission are designated hereinafter on this basis);

(4) Class A3 emission means a carrier wave amplitude-modulated at audio frequencies corresponding to those necessary for intelligible speech transmitted at conversational speed. (The authorized emission-bandwidths for classes A3, A3a, and A3b emission are designated hereinafter on this basis);

(5) Class F0 emission means the incidental radiation of an unmodulated carrier wave from a station which is authorized to use normally a frequency-modulated wave;

(6) Class F1 emission means a continuous wave (without the use of modulating audio frequency), the frequency of

which is alternatively shifted between the normal value and another specific value, by keying normally for telegraphy, so as to transmit intelligence in the International Morse Code. The authorized bandwidth for class F1 emission is designated hereinafter on the basis of the bandwidth authorized for class F2 emission;

(7) Class F2 emission means a continuous wave frequency-modulated at such audio frequency and with such deviation ratio as to not exceed the authorized emission-bandwidth, the modulating frequency being keyed normally for telegraphy so as to transmit intelligence in the International Morse Code at a speed not exceeding 40 words per minute, with the average word composed of 5 letters;

(8) Class F3 emission means a continuous wave frequency-modulated at audio frequencies corresponding to those necessary for intelligible speech transmitted at conversational speed, with a deviation ratio of any value necessary for effective communication, provided the resulting emission shall not exceed the authorized emission-bandwidth;

(9) The keying of a carrier wave or the amplitude modulation of a carrier wave by means of audio or sub-audible frequency or frequencies, so as to transmit in each instance a selective signalling code intended to actuate a selective-calling device, shall be construed as class A1 emission or class A2, A2a, or A2b emission, respectively, within the limits of the respective authorized emission-bandwidths hereinafter set forth; provided that for class A2, A2a, or A2b emission, the frequency of modulation does not exceed 1300 cycles per second on radio-channels authorized for telegraphy, nor 3000 cycles per second on radio-channels authorized for telephony;

(10) The frequency-shift keying of a carrier wave or the frequency-modulation of a carrier wave at audio or sub-audible frequency or frequencies, so as to transmit in each instance a selective signalling code intended to actuate a selective-calling device, shall be construed as class F1 emission or class F2 emission, respectively, within the limits of the respective authorized emission-bandwidths hereinafter set forth; provided the frequency deviation used, and in the case of class F2 emission the modulating frequency or frequencies used, is (are) such that the emission in fact does not exceed the respective authorized emission-bandwidth.

(11) Class P0 emission means pulse transmission with the absence of any modulation intended to carry information, as used by ship radar stations licensed by the Commission.

(c) (1) The authorized emission-bandwidths for the classes of emission authorized in § 7.132 shall be as follows:

Class of emission	Emission designator	Emission bandwidth authorized for transmission of intelligence	Maximum authorized transmitter-power (when no modulation is present) ¹				
			Frequency-band in which transmission occurs				
			2,000-4,000 kc	4,000-5,000 kc	5,000-25,000 kc	Class I station (below 15,000 kc)	
Class C—plate or plate and screen-grid modulated	Day	Night	Watts	Watts	Watts	Above 15,000 kc	Class II station (above 15,000 kc)
Class C—control, screen, or suppressor-grid modulated	1,500	700	1,500	70	1,500	27	70
Class C—carrier-grid modulated	3,000	1,400	3,000	160	3,000	54	3,000
Class B—linear	2,400	1,120	2,400	112	2,400	43	2,400
Class B—high efficiency	1,800	840	1,800	84	1,800	32	1,800
Other classes	1,800	840	1,800	84	1,800	32	1,800

¹ See § 7.305 (a) (3).

(d) For coast stations and marine-utility stations using telephony on any frequency assignment within the frequency-band 35 Mc to 44 Mc and employing amplitude modulation (AM): the maximum authorized transmitter-power shall be:

Class of radio frequency amplifiers used in last radio stage of transmitter	Maximum authorized transmitter-power (when no modulation is present)	Coast stations	Marine-utility stations
Class C—plate, or plate and screen-grid modulated	100	100	10
Class C—control, screen, or suppressor-grid modulated	200	200	20
Class B—linear	150	150	15
Class B—high efficiency	100	100	10
Other classes	As specified in the station authorization	As specified in the station authorization	As specified in the station authorization

(e) For coast stations and marine-utility stations using telephony on any frequency assignment within one or more of the following frequency-bands, and employing frequency modulation (FM): the maximum authorized transmitter-power shall be:

Frequency-band in which operation occurs	Maximum authorized transmitter-power (without reference to modulation)	Public coast stations	Limited coast stations	Marine-utility stations
25 Mc to 44 Mc	100	100	100	10
150.35 to 157.45 Mc	250	250	250	10
161.55 to 162.55 Mc	1,000	1,000	1,000	10

(f) For stations in the maritime fixed services, the maximum authorized power shall be as prescribed herewith:

Frequency-band in which operation occurs	Maximum authorized transmitter-power (when no modulation is present)	Maritime fixed stations
25 Mc to 44 Mc	100	100
150.35 to 157.45 Mc	250	250
161.55 to 162.55 Mc	1,000	1,000

Frequency-band in which operation occurs:
Maritime fixed stations and marine receiver-test stations using telephony (amplitude modulation):
200 kc to 445 kc

Class C—plate, or plate and screen-grid modulated
Class C—control, screen, or suppressor-grid modulated
Class B—linear
Class B—high efficiency
Other classes as specified in authorization

Maritime receiver-test stations (using telephony frequency modulation): 156.35 Mc to 157.45 Mc

(g) For marine control, marine repeater, and marine relay stations operating within the frequency band 72 to 75 Mc, and for other classes of stations subject to this part operating on frequencies above 162.05 Mc, the authorized transmitter-power shall be specified in § 7.3 (hh) and (kk), may be computed

(h) (1) For the purpose of assuring adherence to the requirements of this section, or the applicable terms of the station authorization, the authorized transmitter-power, with reference to § 7.3 (hh) and (kk), may be computed

Class of emission	Emission designator	Emission bandwidth authorized for transmission of intelligence
A0	None	None
A1	A1	24 cycles per second
A2	A2	2,734 cycles per second
A3	A3	1,500 cycles per second
A4	A4	2,734 cycles per second
A5	A5	5,000 cycles per second
A6	A6	4,000 cycles per second
A7	A7	4,000 cycles per second
A8	A8	4,000 cycles per second
A9	A9	4,000 cycles per second
F1	Variable ¹	Variable ¹
F2	Variable ¹	Variable ¹
F3	Variable ¹	Variable ¹
F4	Variable ¹	Variable ¹
F5	Variable ¹	Variable ¹
F6	Variable ¹	Variable ¹
F7	Variable ¹	Variable ¹
F8	Variable ¹	Variable ¹
F9	Variable ¹	Variable ¹
F10	Variable ¹	Variable ¹
F11	Variable ¹	Variable ¹

¹ In the case of class F1 emission, the emission designator will vary according to the frequency deviation, the number of words per minute, and other factors involved. In the case of class F2 emission, the emission designator and the authorized emission-bandwidth will vary according to the specific values of the controlling technical factors. Reference may be made to individual station authorization which specify therein the respective emission designator and the respective authorized emission-bandwidth. Note also the provisions of § 7.131 (e) (1) concerning authorized frequency tolerance for radar transmitters.

(2) When a specific "emission designator", as expressed in subparagraph (1) of this paragraph, appears in a station authorization applicable to any station subject to this part, such designator specifies, for that station and for the particular radio-channel(s) involved, the corresponding authorized emission-bandwidth as set forth in subparagraph (1) of this paragraph.

(3) In the actual operation of a station on land subject to this part, unless otherwise provided by the station authorization:

(i) When a carrier is present, the frequency coinciding with the center of the frequency-band occupied by the emission-bandwidth shall, when class A2, A2b, A3, F2, or F3 emission is being used, be the same as the carrier frequency;

(ii) When a carrier is not present, the frequency-band occupied by the emission-bandwidth shall be within the authorized frequency-band.

(d) Bandwidths in excess of those set forth in paragraph (c) of this section or emission-bandwidths for other classes of emission may be authorized and set forth in the instrument of authorization if approved by the Commission subsequent to a satisfactory showing by the applicant of need therefor. Each application requesting such special authorization shall fully describe the emission desired to be used, shall indicate the emission-bandwidth required for effective operation, and shall state the purpose

(c) For coast stations using telephony on frequencies below 25,000 kc, the maximum authorized transmitter-power shall be:

Frequency-band in which transmission occurs:	Maximum authorized transmitter-power (with or without modulation)
14 kc to 150 kc	80
150 kc to 515 kc	40
2,035 kc to 2,065 kc	6.6
4,000 kc to 17,000 kc	80
17,000 to 25,000 kc	20

(c) For coast stations using telephony on frequencies below 25,000 kc, the maximum authorized transmitter-power shall be:

for electron-tube transmitters by the method set forth in the following subparagraphs: *Provided*, That when the particular transmitter is used for telephony by means of amplitude modulation (class A3 emission or class A2 or special emission for operating signals), the authorized transmitter-power shall, in all instances, be measured when modulation is not present.

(2) The authorized transmitter-power shall be the sum of the product(s) obtained by multiplying the indicated anode (plate) voltage, applied to each electron tube of the last radio stage supplying radio-frequency power to the antenna, by the indicated anode (plate) current flowing through each such tube, or shall be the sum of the indicated powers supplied to each such tube.

(3) Indication of the anode (plate) voltage may be accomplished by means of a direct-current type voltmeter (as applicable) or an alternating-current type voltmeter of proper frequency range (as applicable), each such instrument having an accuracy and reliability acceptable to the Commission. Where the same voltage is applied to more than one electron tube, indication of this voltage shall be regarded as indication of the voltage applied to each individual electron tube of that particular group.

(4) Indication of the anode (plate) current may be accomplished by means of a direct-current (D'Arsonval galvanometer movement) type ammeter having an accuracy and reliability acceptable to the Commission. Where the anode (plate) current through more than one electron tube flows through a common point in the electrical circuit, indication of the current at this point shall be regarded as indication of the total anode (plate) current flowing through all electron tubes of that particular group.

(5) Indication of the power in watts supplied to the anode (plate) circuit of one or more electron tubes shall be acceptable provided a wattmeter properly activated by the form of voltage and current supplied is employed, and has an accuracy and reliability acceptable to the Commission.

(6) When any current, in addition to the actual anode (plate) current, flows through an ammeter or wattmeter being used for indications in accordance with this subparagraph (such as screen-grid current), such current, unless separately indicated or specified by the manufacturer, shall not be deducted from the current indicated for the purpose of this subparagraph.

§ 7.136 Acceptance of transmitters for licensing. (a) Upon written request therefor made by the manufacturer or applicant for related station authorization, acceptance of a specific and readily identifiable type of radio transmitter as being capable of complying with all requirements of the Commission solely for the purpose of authorizing such transmitter in accordance with the provisions of § 7.21 will be given by the Commission subsequent to a satisfactory showing of compliance made by the applicant. The necessary showing of compliance shall, as a minimum, be in the form of a written statement (together with such

supplemental charts, graphs, illustrations, test data, etc., as may be deemed appropriate by the applicant for type-acceptance or as may be required by the Commission), over the signature of a competent radio engineer attesting to actual technical performance of the transmitter in accordance with all pertinent rules, regulations, and international agreements which must be met by the class of station for which the transmitter is intended to be licensed.

(b) Request for type-acceptance and showing of compliance pursuant to the provisions of paragraph (a) shall be submitted in duplicate to the Commission at Washington 25, D. C. One copy of such showing of compliance shall be signed under oath or affirmation by the engineer who conducted or supervised the related technical performance of the particular type of transmitter for the purpose of securing type-acceptance by the Commission.

(c) In the event the written showing of compliance prescribed by paragraphs (a) and (b) of this section is deemed by the Commission to not furnish all information or data which it requires for the purpose of type-acceptance of a particular type of radio transmitter, the Commission may supplementally require the applicant for such type-acceptance to demonstrate by actual operation of the involved equipment in the presence of one or more engineers of the Commission that the same will, in fact, comply with all pertinent rules, regulations, and international agreements. In the event the showing of compliance is finally adjudged by the Commission to be unsatisfactory for the purpose of acceptance for licensing of the particular type of transmitter, type-acceptance will not be given and that type of transmitter will not be licensed for the involved class of station.

§ 7.137 Special requirements for radiotelephone transmitters. (a) Except for transmitters authorized solely for developmental stations, each radiotelephone transmitter first licensed by the Commission after January 1, 1952, for use and operation in a coast station, a marine-fixed station or a marine-utility station on shore, and all radiotelephone transmitters licensed by the Commission after July 1, 1953, for use and operation in such classes of stations shall be used with a device that will automatically prevent modulation in excess of 100 percent. This requirement, however, shall not apply to transmitters incapable of a plate input power exceeding three watts which are authorized for marine-utility stations and other stations of portable nature.

(b) (1) Each radiotelephone transmitter authorized in a coast station license or a marine-utility station license granted, modified, or renewed by the Commission after July 1, 1951, for use and operation at frequencies above 30 Mc (other than transmitters authorized solely for developmental stations), must be a type which is acceptable to the Commission pursuant to the provisions of § 7.136. This requirement, however, shall not apply to any transmitter capable of operation exclusively at a frequency or frequencies above

30 Mc which was first authorized in a particular station license for use in the Maritime Mobile Service granted in behalf of a particular licensee prior to November 1, 1952, when that transmitter is authorized in a coast station license or a marine utility station license granted in behalf of the same licensee and having a date of expiration not later than December 31, 1954. In the event the operation of any such transmitter causes harmful interference to the service of any station, by reason of unauthorized emission, the Commission may, in its discretion, require that the use of such transmitter be discontinued until it has been type accepted pursuant to the foregoing provisions of this subparagraph.

(2) Before being finally considered for type-acceptance, such transmitters shall, in addition to meeting all other applicable requirements, comply with the following limitations and operating conditions:

(i) When radiating class F1, F2, or F3 emission on each marine radiochannel within the frequency-band 35 Mc to 44 Mc or within the frequency-band 156.35 Mc to 162.05 Mc, with 100 per cent modulation applied, the frequency deviation shall not exceed 15 kc.

(ii) When radiating class F1, F2, or F3 emission on each radiochannel within the frequency-band 35 Mc to 44 Mc or within the frequency-band 156.35 Mc to 162.05 Mc, any emission appearing on any radio frequency removed from the carrier frequency by not less than 20 kc nor more than 40 kc shall be attenuated 25 decibels or more below the intensity of the unmodulated carrier.

(iii) Any spurious or harmonic emission appearing on any frequency removed from the carrier frequency by not less than 40 kc, shall be attenuated below the intensity of the unmodulated carrier by not less than the amount specified herewith:

Maximum authorized transmitter-power as specifically defined in § 7.8 (kk):	Attenuation (decibels)
3 watts or less.....	40
Over 3 watts and including 150 watts.....	60
Over 150 watts and including 600 watts.....	70
Over 600 watts.....	80

(c) (1) Each coast station authorized to operate on a secondary basis as a shipyard base station, shall, while so operating, comply with the provisions of this section which apply to coast stations using telephony.

(2) Each shipyard mobile station shall comply with the provisions of this section which apply to coast stations using telephony.

§ 7.138 Special requirements for radar transmitters. (a) Each radar transmitter authorized for use in the maritime radiolocation service by any station license granted, modified, or renewed by the Commission after July 1, 1950 (other than licenses for developmental stations), must be type-approved by the Commission.

(b) (1) In addition to meeting all other applicable requirements, such transmitters shall not have means available for any external adjustment(s) which can result in a deviation from the

terms of the station authorization or any deviation from the applicable technical requirements for stations on land subject to this part with respect to the operation of radar transmitters.

(2) The provisions of § 7.136 governing the procedure to be followed for the purpose of obtaining type-acceptance of radio transmitters shall be applicable to radar transmitters for the purpose of requesting and obtaining type-approval thereof as required by paragraph (a) of this section.

SUBPART F—OPERATOR REQUIREMENTS

§ 7.151 *Authorized operator required.* (a) Except as otherwise provided in § 7.156 the actual operation of all transmitting apparatus in any radio station subject to this part shall be carried on only by a person holding an operator license issued by the Commission in accordance with Part 13 of this chapter, subject, however, to the following provisions:

(1) When the station is used for telephony, the person actually operating the transmitting apparatus (normally a person holding an operator license issued by the Commission in accordance with Part 13 of this chapter), may if authorized by the station licensee to do so, permit any person to speak over the station microphone; provided, that during such transmission the station licensee or the licensed operator (acting in this respect as the station licensee's agent) shall exercise his lawful control with respect to operation of the station so as to insure compliance with all applicable laws and regulations. In this respect, a microphone (located, for example at a dispatch point) used in connection with any land-wire telephone circuit which is electrically connected to the modulating system of the radiotelephone transmitting apparatus shall be construed for the purpose of this paragraph to be the station microphone.

(2) When the station is used for telegraphy, transmitted manually by means of the International Morse Code, the transmitting telegraph key shall, wherever its location, be manipulated only by a person who holds an operator license of the class valid for the operation of the particular class of station being operated.

§ 7.152 *Location of authorized operator.* (a) Whenever the transmitting apparatus of a station subject to this part is being used or operated, and the provisions of section 318 of the Communications Act (in so far as such provisions require the actual operation of such apparatus only by a person holding an operator license of the proper class issued by the Commission) are not waived by the Commission, at least one person holding an operator license of the proper class as prescribed in Part 13 of this chapter shall be on duty at an authorized control point of that station and shall be responsible for proper operation of the station as controlled from that location.

(b) Subject to the conditions stipulated in § 7.151, an unlicensed person at a dispatch point may, after being authorized by the station licensee to do so, operate from that point a coast station

or a fixed station: *Provided, however,* That such operation shall be under the direct supervision and responsibility of a person holding an operator license of the proper class issued by the Commission, who is on duty at an authorized control point associated for this purpose with the respective dispatch point.

§ 7.153 *Unattended operation of fixed stations.* (a) No person, whether or not a licensed operator, is required to be in attendance at any marine repeater station subject to this part which is licensed for operation solely on frequencies above 72 Mc with an authorized transmitter power not in excess of 100 watts when such station is being used and operated for re-transmission by self-actuating means of signals or communications being received simultaneously at that station from a marine control station, a marine relay station, or another marine repeater station: *Provided:*

(1) The emission of the station is controlled positively and solely by the received radio signals which, in accordance with the station authorization, are intended to effect such control.

(2) The activation and de-activation of the station is controlled positively by either radio or wire-line signals transmitted from an authorized control point at which a duly licensed operator exercises such control.

(b) Nothing contained in paragraph (a) of this section shall be construed to change or diminish in any respect the responsibility of the station licensee for having and maintaining control of the marine-repeater station or for proper functioning and operation of the station in accordance with law.

§ 7.154 *Adjustment or test of equipment.* Notwithstanding any other provisions of this subpart, all adjustments or tests of radio transmitting apparatus in any station subject to this part during or coincident with the installation, servicing, or maintenance of such apparatus which may affect the proper operation of such station, must be performed by or under the immediate supervision and responsibility of a person holding a first or second class commercial radio operator license, either radiotelephone or radiotelegraph, as may be appropriate for the class of station involved, who shall be responsible for the proper functioning of the station equipment.

§ 7.155 *Posting of operator license.* When a licensed operator is required for the operation of a station subject to this part, the original license of each such operator while he is employed or designated as radio operator of the station shall be posted in a conspicuous place at the authorized control point at which the operator is stationed in accordance with the provisions of § 7.152: *Provided,* That the foregoing requirement shall not apply in the case of marine-utility stations on shore and shipyard mobile stations, upon the express condition that the licensed radio operator engaged in operating the station shall have on his person either his required operator license or a duly issued verification card (FCC Form 758-F) attesting to the existence of that license.

§ 7.156 *Waiver of operator license for VHF shipyard mobile stations.* (a) Subject to the conditions hereinafter stated, the provisions contained in section 318 of the Communications Act are waived, insofar as such provisions require any person to hold an operator's license in order to operate, during the course of normal rendition of service, any shipyard mobile station when such station is authorized to use telephony only and further is authorized to be operated exclusively on one or more radio-channels above 30 Mc: *Provided:*

(1) The person who operates the transmitting equipment is authorized by the station licensee to do so, and the use of the station during such operation is subject to the lawful direction and authority of a person who, at the time, is an operator licensee on duty in accordance with § 7.152 at the control point of an authorized land station of the same station licensee with which the shipyard mobile station is associated, and with which it is authorized to communicate.

(2) The station uses one or more of the following classes of emission only: A3 or F3 for telephony and on the same radio-channels as are authorized for telephony A0, A2, F0, F2 solely for transmitting by automatic means attention signals, signals for actuating selective-calling devices, for brief testing of the authorized apparatus, or station identification, or signals in an emergency involving safety:

(3) In addition to complying with all other applicable rules and regulations, the transmitting apparatus of the station shall meet the following requirements:

(i) Operation of the transmitting apparatus shall require only use of simple external switching devices excluding all manual adjustment of radio frequency determining elements;

(ii) The required radio frequency stability of the transmitting apparatus must be maintained (at all times during such operation by an unlicensed person), by the apparatus itself;

(iii) None of the operations necessary to be performed during the course of normal rendition of service of the station shall be capable of causing any radiation of emission on an unauthorized frequency; and

(iv) The transmitting apparatus shall be used with a device that will automatically prevent modulation in excess of 100 percent.

(4) All transmitter adjustments or tests during or coincident with the installation, servicing, or maintenance of the station that may affect its proper operation shall be made by or under the immediate supervision and responsibility of a person holding an operator license of the proper class for this purpose as prescribed in Part 13 of this chapter.

(5) Subsequent to any transmitter adjustments made in accordance with subparagraph (4) of this paragraph, and at all other times, the station licensee shall be responsible for determining that the transmitting equipment continues to meet the conditions prescribed by subparagraph (3) of this paragraph;

(6) The person(s) authorized by the licensee to operate the station shall, in lieu of a licensed operator, comply with the provisions of § 7.152 (a) as though he were a licensed operator;

(7) Nothing contained in this paragraph shall be construed to change or diminish in any respect, the responsibility of the station licensee for having and maintaining control of the station or for proper functioning and operation of the station in accordance with law;

(8) No unlicensed person, authorized as provided by this paragraph to operate a station, may lawfully perform any act in relation to such station that he could not lawfully perform if he were acting under the authority of a radio operator license issued in his behalf by the Commission.

SUBPART G—GENERAL OPERATING REQUIREMENTS

§ 7.171 *International Regulations applicable.* In addition to being regulated by applicable rules of this part, the use and operation of stations subject to this part shall be governed by applicable provisions of the International Radio Regulations and the applicable radio provisions of all other international agreements in force to which the United States is a party.

§ 7.172 *Cooperative use of frequency assignments.* Unless provided otherwise by this part, or by the particular station authorization, each radiochannel authorized for use by a station subject to this part is available for such use on a shared basis only and shall not be construed as available for the exclusive use of any one station or any one station licensee. All station licensees shall cooperate in the use of their respective frequency assignment in order to minimize interference and obtain the most effective use of the authorized radiochannels.

§ 7.173 *Secrecy of communication.* The station licensee, and the responsible radio operators, as well as all persons who may have knowledge of the text or of the existence of the radio communications transmitted or received by a fixed, land, or mobile station subject to this part, or of any information whatever obtained by means of the radiocommunication service of such station, shall be under the obligation of observing and insuring the secrecy of communications to the extent required by the Communications Act and the International Radio Regulations.

NOTE: See sec. 501, 502 and 605 of the Communications Act; also Article 21 of the International Radio Regulations, Atlantic City, 1947.

§ 7.174 *Unauthorized transmissions.* Stations operating in the maritime mobile service or in any fixed or land mobile service subject to this part shall not engage in radiocommunication which is superfluous or unnecessary in that service. Except in an emergency which requires otherwise, the transmission by such stations of signals or communications not addressed to an authorized station or stations in an authorized maritime service is prohibited unless radio-

telegraphy is used and the transmission, preceded by CQ or CP in accordance with the International Radio Regulations, is intended to be intercepted by authorized stations of the maritime mobile service.

§ 7.175 *Suspension of transmission.* Transmission shall be suspended immediately upon detection by the station or operator licensee or upon notification by the Commission of a deviation from the technical requirements of the station authorization and shall remain suspended until such deviation is corrected, except for transmission concerning the immediate safety of life or property, in which case transmission shall be suspended immediately after the emergency is terminated.

§ 7.176 *Service of public coast stations.* (a) Each public coast station shall, within the scope of its normal operations, be bound to exchange radio-communication with any ship or aircraft station at sea: *Provided*, That such exchange of radio-communication shall be without distinction as to radio systems or instruments adopted by each station.

(b) Each public coast station shall, within the scope of its normal operations and without discrimination, acknowledge all calls and receive all messages and communications from mobile stations (except land mobile stations) within range which are addressed or directed to it, transmit all messages and communications delivered to or via the coast station which are addressed or directed to mobile (except land mobile stations) stations within range, and in all respects, render a maritime mobile service of public correspondence without discrimination.

§ 7.177 *Service of limited coast stations and marine-utility stations.* In addition to such messages as are necessary for compliance with § 7.178, and except as may be otherwise limited by the terms of this part governing the use of particular frequencies or by the terms of the station license, a limited coast station or a marine-utility station operated on shore is authorized to transmit within the scope of its normal operations messages necessary for the safe, expeditious or economical operation of ships or (when necessary) for the safety of aircraft.

§ 7.178 *General obligations of coast stations.* With respect to distress and the safety of navigation, life, or property, each coast station or marine-utility station shall, within the scope of its normal operation, acknowledge all such safety calls and receive all such safety communication addressed or directed to it by ship or aircraft stations. Notwithstanding the terms and conditions of the station license, such stations may transmit safety communication to any ship or aircraft station in the maritime mobile service.

§ 7.179 *Message charges.* (a) (1) No charge shall be made for the service of any public coast station unless effective tariffs applicable to such service are on file with the Commission, pursuant to the requirements of Section 203 of the Communications Act and Part 61 of this chapter.

(2) No charge shall be made for the service of any station subject to this part, other than a public coast station, except as provided by and in accordance with § 7.352.

(b) No charge shall be made by any station in the maritime mobile service of the United States for the transmission of distress messages and replies thereto in connection with situations involving the safety of life and property at sea.

(c) No charge shall be made by any station in the maritime mobile service of the United States for the transmission, receipt, or relay of the information concerning dangers to navigation designated in § 8.303 (b) of this chapter, originating on a ship of the United States or of a foreign country.

(d) Any common carrier subject to the Communications Act may furnish reports of positions of ships at sea to newspapers of general circulation, either at a nominal charge or without charge, provided the name of such common carrier is displayed along with such ship position reports.

(e) Any common carrier subject to the Communications Act may render to any agency of the United States Government free service in connection with the preparation for the national defense. Every such carrier rendering any such free service shall make and file, in duplicate, with the Commission, on or before the 31st day of July and on or before the 31st day of January in each year, reports covering the periods of 6 months ending on the 30th day of June and the 31st day of December, respectively, next prior to said dates. These reports shall show the names of the agencies to which free service was rendered pursuant to this paragraph, the general character of the communications handled for each agency, and the charges in dollars which would have accrued to the carrier for such service rendered to each agency if charges for all such communications had been collected at the published tariff rates.

§ 7.180 *Priority of communications to be observed.* Stations in the maritime mobile service shall observe at all times the priority of communications set forth in § 7.181; in particular, all such stations shall give absolute priority to radio communications or signals relating to any ship or aircraft in distress; shall, when any distress signal or communication is anticipated or intercepted, cease all transmission on frequencies which may interfere with any station hearing such radio communication or signal of distress except when engaged in answering or aiding the ship or aircraft in distress, and shall assist the vessel or aircraft in distress, so far as possible, by complying with its instructions.

§ 7.181 *Order of priority of communications.* (a) The order of priority of radiotelegraph communications in the maritime mobile service on any frequency used for this service shall be as follows:

(1) Distress calls (including the international distress signal for radiotelegraphy)¹ international automatic-alarm

¹ See § 7.7 for definition of this signal.

signals¹ for distress purposes, distress messages, and distress traffic.

(2) Communications preceded by the international radiotelegraph urgency signal.²

(3) Communications preceded by the international radiotelegraph safety signal.¹

(4) Communications relative to radio direction-finding bearings.

(5) Communications relative to the navigation and safe movement of aircraft.

(6) Communications relative to the navigation, movements, and needs of ships; including weather observation messages destined for an official meteorological service.

(7) Government communications for which priority right has been claimed.

(8) Service communications relating to the working of the radiocommunication service or to communications previously transmitted.

(9) All other communications.

(b) The order of priority of radiotelephone communications in the maritime mobile service on any frequency used for this service shall be as follows:

(1) Distress calls (including the international distress signals¹ for radiotelephony and radiotelegraphy), distress messages, and distress traffic.

(2) Communications preceded by the international radiotelephone urgency signal,¹ or known to the station licensee or his agent to consist of one or more urgent messages concerning the safety of a ship, aircraft, or other mobile unit or of some person on board or within sight of the ship, aircraft, or mobile unit.

(3) Communications preceded by the international radiotelephone safety signal,¹ or known to the station licensee or his agent to consist of one or more messages concerning the safety of navigation or important meteorological warnings.

(4) Communications known by the station licensee or his agent to consist of one or more messages relative to the navigation, movements, and needs of ships; including weather observation messages destined for an official meteorological service.

(5) Government communications for which priority right has been claimed.

(6) All other communications.

§ 7.182 Control by coast station. When communicating with a mobile station in the maritime mobile service, coast stations may, for the sole purpose of reducing or avoiding interference, expediting communication and rendering an efficient service give instructions to the mobile station relative to the order and time of transmission, to the choice of authorized frequency, to the suspension of communication, and to the permissible type of message traffic that may be transmitted or received by the particular coast station. This provision, however, shall not apply in the event of distress, either actual or impending, except as provided,

¹ See § 7.7 for definition of this signal.

² The international auto-alarm signal intended for use primarily in radiotelegraphy consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between two consecutive dashes being one second.

in respect to distress situations, by § 7.187 and applicable provisions of the International Radio Regulations.

NOTE: See Article 37 of the International Radio Regulations, Atlantic City, 1947.

§ 7.183 Prevention of interference. (a) Before any signals or communications are transmitted on any frequency, the licensed operator attending a land station or a land mobile station subject to this part (or the person responsible in lieu of a licensed operator in respect to land mobile stations for which the requirement of an operator license is waived by the Commission; or in a public coast station using telephony, the land-line telephone operator under the supervision of the licensed operator) shall first listen on the associated receiving frequency, and when necessary on the land or mobile station transmitting frequency, to determine insofar as is practicable whether transmission by the land or mobile station will interfere with communication already in progress, whenever the involved frequency or frequencies are assigned to other stations within the same interference area (for example, all stations in the Great Lakes region are considered, with respect to operation on frequencies below 30 Mc, to be in the same interference area): *Provided*, That the requirement may be waived by the Commission upon application therefor in behalf of individual land stations which employ other effective means to avoid interference.

(b) Whenever a radiocommunication in the maritime mobile service is already in progress between two mobile stations or between a mobile station and a coast station and it appears to be interfered with by a subsequent transmission from another mobile station, the latter must cease transmitting at the first request of either of the other two, except as priority may be otherwise determined by § 7.181. The station requesting this cessation must indicate the approximate length of the wait imposed upon the mobile station whose transmission is suspended.

(c) Communications between ship stations, between ships and aircraft stations, or between land stations and land mobile stations subject to this part, must not interfere with the work of coast stations. When this work is thus interfered with, the ship, aircraft, land mobile, or land station which causes such interference must stop transmitting or change to a different authorized frequency upon the first request of the coast station concerned: *Provided*, That this requirement shall not apply to ships or aircraft stations when they are transmitting signals or communications relating to a ship or aircraft in distress.

(d) Coast stations when operating on a frequency below 3500 kilocycles or above 30 Mc shall not carry on, or attempt to carry on, communication with any station which, under the currently prevailing conditions of transmission or reception, is not within reliable communication range of the coast station: *Provided*, That this provision shall not apply in event of distress, either actual or impending.

§ 7.184 Transmission of traffic lists by coast stations. (a) Public coast sta-

tions are authorized to transmit lists of official call signs (or in the use of telephony, the names of the respective ships) of mobile stations for whom they have public correspondence awaiting transmission. The use of calling frequencies for this purpose is prohibited; however, coast stations may announce on a calling frequency (including the assigned frequency 500 kc) that they are ready to begin transmission of such call lists on a specified radio-channel authorized for working.

(b) In operating pursuant to paragraph (a) of this section, public coast stations using telephony shall be governed by the applicable provisions of the International Radio Regulations.

NOTE: See Article 30, paragraph 3 of the International Radio Regulations, Atlantic City, 1947.

§ 7.185 Transmission to plurality of mobile stations. Information for the general benefit of mariners (including storm warnings and ordinary weather and hydrographic information) and press material may be transmitted by a coast station simultaneously to a plurality of mobile stations in the maritime mobile service: *Provided*, That the times at which such transmissions (except storm warnings and urgency and safety messages) are scheduled to begin, the maximum duration of each such transmission, and the specific radio-channels and class of emission used therefor, shall, with respect to each coast station, be subject to approval by the Commission.

§ 7.186 Hours of service of stations on land. (a) Each coast station or marine-utility station on shore whose hours of service are not continuous shall not suspend operation before having concluded all communication required in connection with a distress call or distress traffic.

(b) Each public coast station whose hours of service are not continuous shall not suspend operation before having concluded all communication (in addition to that designated in paragraph (a) of this section), within the scope of its normal operations, involving messages or calls originating in or destined to mobile stations or marine fixed stations which are within normal range of the coast station and which, in the case of mobile stations, have signalled their presence before the effective suspension of operation of the coast station.

(c) Unless otherwise authorized by the Commission upon adequate showing of need therefor, each class I public coast station shall maintain continuous hours of service during the entire period of validity of the station license.

(d) Unless otherwise specified by the Commission for particular stations, the hours of service of each class II and class III public coast station shall, within the scope of its normal operations, be such as to adequately meet the requirements of the particular region served by the station.

(e) Unless otherwise specified by the Commission for particular stations, the hours of service of limited coast stations and marine-utility stations on shore shall be determined by the station licensee in accordance with the requirements of the respective ships served by each station.

(f) The Commission, as public interest, convenience, or necessity requires, may order, at any time, the licensee of a public coast station not authorized for continuous hours of service to increase the hours of service of such station as may, in the discretion of the Commission, be required to provide adequate public service: *Provided*, That such requirement shall not be prescribed without the consent of the station licensee unless, after hearing, the Commission shall determine that such requirement will promote public convenience or interest or will serve public necessity, or the provisions of the Communications Act will be more fully complied with.

(g) Unless otherwise specified by the Commission for particular stations, the hours of service of stations subject to this part which are not operating in the maritime mobile service shall be determined by the station licensee in accordance with the requirements of the service carried on by the station(s) involved, subject to such applicable conditions and limitations as are imposed by the rules of the Commission or by the International Radio Regulations.

§ 7.187 *Procedure relative to distress communication.* In addition to the governing provisions of the International Radio Regulations applicable to the transmission and interception of distress signals and the handling of distress traffic, land stations which are subject to this part shall, in cases of distress, be governed by the following paragraphs of this section.

Note: See Article 37 of the International Radio Regulations, Atlantic City, 1947.

(a) *Acknowledgment of distress message.* Any station in the maritime mobile service which receives a distress message relative to a vessel, aircraft, or other unit which is beyond any possible doubt, in the vicinity of that station, shall, when it has appropriate transmitting apparatus available, immediately acknowledge receipt. If it appears that the vessel, aircraft, or other unit distress is not in its vicinity, a short interval of time shall elapse before the station acknowledges receipt of the distress message, in order to permit stations that may be nearer to the location of the distress to reply and acknowledge receipt without interference. All stations in the maritime mobile service which hear a distress signal or message must cease immediately any transmission capable of interfering with the distress signal or message and shall listen on the frequency used for the distress signal and message.

(b) *Form of acknowledgment by telegraphy.* The acknowledgment of receipt of a distress signal or message is transmitted, when telegraphy is used, in the following form:

(1) Call sign of the mobile station in distress (transmitted 3 times);

(2) The signal "de";

(3) Call sign of the station acknowledging receipt (transmitted 3 times);

(4) The signal "RRR"; and

(5) The distress signal.

(c) *Control of distress traffic.* (1) The control of distress traffic is the responsibility of the mobile station in distress, or of another mobile station which, in accordance with the governing provisions of the International Radio Regulations, has transmitted the distress call. These stations may, however, delegate the control of the distress traffic to another station.

(2) When any station has assumed control of distress traffic, it shall be responsible for maintaining silence on the distress frequency, or the frequency being used for distress traffic, for all emissions except distress signals and distress traffic, and for clearing the distress frequency when the distress traffic has ceased.

(3) The station in distress or the station in control of the distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. In telegraphy, the service abbreviation "QRT" followed by the international distress signal is used to impose silence for this purpose.

(4) Any station engaging in radiocommunication with the mobile station in distress or with the station in control of the distress traffic may impose silence on any station which interferes with distress traffic. In telegraphy, this is indicated by using the signal "AS" (. — . . .) followed by the word "distress" and the call sign of the station imposing silence.

(5) In cases of distress, the use of the radiotelegraph service abbreviation "QRT" must be reserved, as far as possible, for the mobile station in distress and for the station controlling distress traffic.

(6) Any station which has been notified to cease transmission in connection with a situation of distress shall not resume transmission on any frequency which may cause interference to distress signals or traffic until notified by the station in control of the distress traffic that the distress traffic has ceased and transmission may be resumed, or until notified by the station issuing the original notice that transmission from the station in question will not interfere with the distress signals or traffic.

(d) *Supplemental transmissions.* (1) A coast station equipped for telegraphy and located in the general vicinity of the vessel, aircraft, or other unit in distress shall, if possible and when deemed appropriate by the licensed radiotelegraph operator on duty at that station, transmit the radiotelegraph alarm signal* on the frequency 500 kc using the maximum available power and class A2 emission, when:

(i) A distress call has been transmitted and was not preceded by the alarm signal; or

(ii) Upon audible reception of an alarm signal which appears to be ineffective by reason of improper timing,

* This alarm signal consists of a series of 12 dashes transmitted in one minute, the duration of each dash being 4 seconds and the duration of the interval between 2 consecutive dashes being one second. The international distress signal for radio-telegraphy shall be transmitted 3 times immediately after the alarm signal, in order to operate such automatic apparatus as may be designed to be actuated by the international distress signal on 500 kc.

improper class of emission, insufficient signal strength, interference, or excessive deviation from the frequency 500 kc.

(2) When a coast station has heard a distress call or distress message for which acknowledgment of receipt has not been given promptly, and when the intercepting station itself is not in a position to render assistance, it shall, subject to the discretion of the licensed operator on duty at that station, make every effort possible to attract the attention of any station in the maritime service which appears to be in a position to render assistance. For this purpose, transmission of the distress call and distress message may be repeated, if possible on the frequency 500 kc using the maximum available power and if possible class A2 emission, and/or on such other frequency and with such other class of emission as may be deemed necessary or helpful. At the same time all necessary steps shall be taken to notify the authorities who may be able to intervene usefully.

(3) A coast station which repeats a distress call or distress message shall follow it by the words "transmitted for (insert identity of mobile craft in distress) by", and thereafter its own call sign transmitted 3 times. In radiotelegraphy, the repetition of the distress call or distress message on 500 kc shall, when circumstances permit, be preceded by transmission of the 500 kc international alarm signal followed by an interval of 2 minutes.

§ 7.188 *Radiotelegraph watch by coast stations.* (a) All coast stations (public and limited) licensed to use telegraphy on frequencies within the frequency-band 405 to 535 kc shall, during their hours of service, take the necessary measures to insure an efficient safety watch by a duly licensed radiotelegraph operator on the international distress frequency 500 kc for three minutes twice each hour, beginning at x h 15 and x h 45, Greenwich mean time (G. M. T.). For this purpose, either a head receiver or a loudspeaker may be used, on condition that use of the loudspeaker is not less effective than use of the head receiver. While maintaining this watch, the operator shall not use or operate any radio equipment (such as, for example, broadcast receivers, or amateur transmitters or receivers) not actually required in connection with maritime mobile service.

(b) All public coast stations licensed to use frequencies in the authorized bands between 405 and 535 kc shall, during their hours of service, remain on watch on the calling frequency 500 kc, except when the operator is transmitting on 500 kc, operating the station transmitting or receiving equipment on any other frequency authorized for transmission or reception in the maritime mobile service (including maintenance of the watch on 143 kc if required as provided by paragraph (c) of this section) if it is not possible to maintain at the same

* In the Great Lakes region, the frequency 2182 kc may be used with class A3 emission, and additionally in other regions where its use may prove beneficial in securing assistance for the mobile unit in distress.

time, by any practicable means* the watch for calls on 500 kc. The provisions of this section, however, shall not relieve the coast station from complying with the requirements for a safety watch as prescribed in paragraph (a) of this section.

(c) On condition that compliance with the following requirement shall in no way interrupt or reduce the efficiency of the safety watch prescribed in paragraph (a) of this section, each coast station equipped and licensed for communication by means of class A1 emission on frequencies within the band 90 to 160 kc shall, during its hours of service when not engaged in communication with another station of the maritime mobile service, keep watch for calls every hour on the frequency 143 kc for five minutes beginning at x h 35, Greenwich mean time (G. M. T.).

§ 7.189 *Radiotelephone watch by coast stations.* (a) Each public coast station licensed to use telephony shall, during its hours of service, keep watch on the radio-channel(s) authorized for working, which are used normally by mobile stations for transmission by telephony to the particular coast station; or in lieu of such watch, the coast station shall, during its hours of service, monitor such radio-channel(s) by any apparatus which will automatically intercept signals from mobile stations with no less efficiency than that attainable by a watch and which automatically indicates the interception of such signals by either aural or visual means.

(b) As an alternative to keeping watch on (or monitoring) the working radio-channel(s) as prescribed by paragraph (a) of this section, a public coast station may, in the discretion of the station licensee, keep watch on (or monitor) the comparable radio-channel(s) designated for calling by telephony (assigned frequency 2182 kc, comparable to working channels within the band 1600 kc to 3500 kc; assigned frequency 156.8 Mc, comparable to working channels within the band 100 to 200 kc).

(c) (1) Each public coast station licensed to transmit by telephony on one or more frequencies within the band 1600 and 3500 kc shall, during its hours of service for telephony, maintain an efficient* watch for the reception of class A3 emission on the radio-channel of which 2182 kc is the assigned frequency, whenever such station is not being used for transmission on that channel or, alternatively, shall monitor such radio-channel by automatic apparatus approved by the Commission for safety purposes: *Provided*, That with respect to such stations outside the Great Lakes area, this requirement shall be effective

on and after July 1, 1954: *Provided further*, That the Commission may exempt any coast station from compliance with this requirement if it considers that such radio-channel is adequately guarded by other stations or that circumstances relative to the operation or location of the involved coast station are such as to render this requirement unreasonable or unnecessary for the purpose of this paragraph.

(2) Effective on and after July 1, 1954, each public coast station licensed to transmit by telephony on one or more frequencies within the band 156.35 to 162.05 Mc shall, during its hours of service for telephony, maintain an efficient watch for the reception of class F3 emission on the radio-channel of which 156.8 Mc is the assigned frequency, whenever such station is not being used for transmission on that channel or, alternatively, shall monitor such radio-channel by automatic apparatus approved by the Commission for safety purposes: *Provided*, That the Commission may exempt any coast station from compliance with this requirement if it considers that such radio-channel is adequately guarded by other stations or that the circumstances relative to the operation or location of the involved coast station are such as to render this requirement unreasonable or unnecessary for the purpose of this paragraph.

(d) With respect to those provisions of paragraphs (a), (b) and (c) of this section pertaining to watch, the person who keeps such watch shall, in each instance, and at all times during the hours of service of the station, be a person who is authorized by the station licensee to operate, in accordance with applicable law and regulations, the appropriate radiotelephone transmitting apparatus of the particular station.

§ 7.190 *Maintenance tests.* Stations subject to this part are authorized to engage in a minimum amount of test transmissions when considered by the station licensee to be necessary for the proper maintenance of the station: *Provided*, That precautions shall be taken always to avoid, in so far as may be possible, interference to other stations: *Further provided*, That this test transmission shall conform to such test operating procedure as is prescribed elsewhere in this part for the particular class of station involved.

§ 7.191 *Inspection of antenna tower lighting.* (a) The licensee of a station subject to this part which has an antenna or antenna supporting structure(s) required to be illuminated pursuant to the provisions of section 303 (q) of the Communications Act shall:

(1) Make a daily check of the tower lights not later than one hour after local sunset either by visual observation of the tower lights or by observation of an automatic indicator to insure that all such lights are functioning properly as required;

(2) Report immediately by telephone or telegraph to the nearest Airways Communication Station or office of the Civil Aeronautics Administration any observed failure of any code and/or ro-

tating beacon light(s) if such failure(s) is (are) not corrected within 30 minutes after observation thereof, regardless of the cause of such failure. Further notification by telephone or telegraph shall be given the above station or office immediately upon resumption of the required illumination; and

(3) Inspect at intervals of at least once each 3 months all code and rotating beacon light(s) and automatic lighting control devices to insure that such apparatus is functioning properly as required.

(b) The station licensee or his representative shall make entries in the radio station log appropriate to the requirements of paragraph (a) of this section, as follows:

(1) The date and time of each day that the tower lights are turned on and off, if manually controlled;

(2) The time that the daily check of proper operation of the tower lights was made, either by visual observation of the tower lights or by observation of an automatic indicator;

(3) In the event of any observed failure of the tower lighting:

(i) Nature of such failure;

(ii) Date and time that the failure was observed;

(iii) Date, time, and nature of the adjustments, repairs, or replacements made;

(iv) Entry showing the identification of the Airways Communication Station (Civil Aeronautics Administration) which was notified of the failure of any code and/or rotating beacon light(s) not corrected within 30 minutes after observation and an entry of the date and time that such notice was given;

(v) Date and time that notice was given to the Airways Communication Station (Civil Aeronautics Administration) that the required illumination was resumed;

(4) Upon completion of the periodic inspection required by paragraph (a) (3) of this section:

(i) The date of the inspection and the condition of all required lights and associated lighting control devices, together with the measured voltage under normal load at a reference point in the lighting circuit and the computed voltage at each lamp socket.

(ii) Any adjustments, replacements, or repairs made to insure compliance with the lighting requirements and the date such adjustments, replacements, or repairs were made.

§ 7.192 *Maintenance of station log.* (a) Each station subject to this part which is required, under the provisions of this part pertaining to the particular class of station, to keep a radio station log, shall, in addition, comply with the applicable provisions of the following paragraphs of this section; the station licensee and the licensed radio operator (when a licensed operator is required) in charge of the station shall be responsible for compliance with this section.

(b) The log shall be kept in an orderly manner, in useable form, and in such detail that the information required for the particular class of station concerned is readily available. Key letters or ab-

*Any practicable means of maintaining this watch would include a loudspeaker or head receiver energized, if necessary, by an additional radio receiver (other than the receiver actually in use for non-watch purposes) which is tuned to 500 kc.

*This watch will not be deemed "efficient" unless the coast station is capable of normally receiving class A3 emission on 2182 kc from ship stations while the coast station is transmitting on any other authorized frequency or frequencies.

breviations may be used if their proper meaning or explanation is contained elsewhere in the same log.

(c) The station log or any portion thereof shall not be erased, obliterated, or wilfully destroyed within the period of retention required by § 7.115. However, during this period any necessary correction may be made of such log but only by the person originating the entry and that person shall strike out the erroneous portion, initial the correction made, and indicate the date of correction.

SUBPART H—COAST STATIONS, USE OF TELEGRAPHY

§ 7.201 *Supplemental eligibility requirements for public coast station authorization.* Subject to the basic eligibility requirements set forth in § 7.23, an authorization for a public coast station may be granted to any person, or State or local government subdivision, or any agency of the Federal Government which is subject to the provisions of section 301 of the Communications Act, provided the applicant is legally, financially, and technically qualified to render the proposed service, and the public interest, convenience or necessity would be served by a grant thereof.

§ 7.202 *Points of communication.* (a) Subject to the conditions and limitations imposed by the terms of the particular coast station license or by the applicable provisions of this part with respect to the use of particular radio-channels, public coast stations using telegraphy are authorized to communicate:

(1) With any ship station or aircraft station operating in the maritime mobile service, for the transmission or reception of safety communication;

(2) With any land station for the purpose of facilitating the transmission or reception of safety communication to or from a ship or aircraft station;

(3) With public ship stations, Government ship stations, aeronautical public service stations on board aircraft, and Government aircraft stations, for the transmission or reception of public correspondence:

(i) When the mobile station uses telegraphy on a frequency assignment available under the provisions of Part 8 of this chapter for use by ship stations for communication by means of telegraphy with public coast stations, or;

(ii) In respect to a United States Government or foreign ship or aircraft station, when such mobile station uses telegraphy on a frequency assignment available in accordance with the International Radio Regulations for use by ship stations for communication by means of telegraphy with public coast stations.

(b) Upon application, a public coast station using telegraphy may be authorized to transmit press material, and meteorological and marine navigational information of benefit to mariners, additionally to designated fixed locations, whenever the same information is transmitted by such coast station simultaneously and primarily to ship stations: *Provided*, A sufficient need for such authorization is shown to exist.

(c) Each public coast station using telegraphy is authorized to communicate additionally with other public coast stations (includes Government stations open to public correspondence) using telegraphy when such communication is necessary to facilitate the disposal of message traffic (public correspondence or safety communication) destined to or originated at mobile stations (public ship stations or aeronautical public service stations aboard aircraft) subject to and in accordance with the express conditions hereinafter set forth:

(1) For the interchange of operating signals, brief service messages or safety communication;

(2) For the transmission or receipt of message traffic destined to a mobile station which, by reason of its known or reported geographic location at the time, can be communicated with more effectively or more expeditiously by the coast station which receives such message traffic for relay to the mobile station: *Provided, however*, That this procedure shall not be used for normal routing of radio traffic, but only when the coast station initially concerned is unable to communicate in an effective manner directly with such mobile station;

(3) For the transmission or receipt of message traffic, which originated at a mobile station, by a public coast station in the Great Lakes region exclusively, when the use of available point-to-point communication facilities would unduly delay the delivery of such message traffic to the addressee(s).

(4) Such communication as is permissible under subparagraphs (2) and (3) of this paragraph shall be conducted only in exceptional circumstances and with discretion, without incurring additional charges: *Provided*, Such utilization of radiotelegraphy shall not in any way replace or be used in lieu of point-to-point communication facilities which are available for the forwarding of message traffic to and from the particular coast stations involved;

(5) Only radio-channels authorized for working with ship stations (and used primarily for that purpose) shall be employed for this communication between coast stations and, in so far as may be practicable, only authorized frequencies within the band 415 kc to 5000 kc shall be used;

(6) All communications engaged in under the provisions of this paragraph shall be confined exclusively to that which is actually required to facilitate the transmission or reception of ship-shore public correspondence or to enhance safety at sea;

(7) Neither harmful interference nor intolerable delay shall be caused to communication between mobile stations and land stations or to communication between mobile stations.

§ 7.203 *Supplemental eligibility requirements for limited coast station authorization.* (a) Subject to the statutory eligibility requirements set forth in § 7.23, an authorization for a limited coast station using telegraphy may be granted to any person, or State or local government subdivision, or any agency of the Federal Government which is sub-

ject to the provisions of section 301 of the Communications Act: *Provided*, The applicant is:

(1) Regularly engaged in performing a service for one or more governmental agencies; or

(2) An organization of which all persons who are members or shareholders are regularly engaged in performing a service for one or more governmental agencies; or

(3) A non-profit corporation or association, organized for the purpose of furnishing a maritime mobile service solely to persons who are regularly engaged in performing a service for one or more governmental agencies.

(b) Each application for station authorization for a limited coast station shall be accompanied by a written statement in detail sufficient to indicate clearly the applicant's eligibility under paragraph (a) of this section.

§ 7.204 *Points of communication of limited coast stations.* (a) Limited coast stations using telegraphy are authorized to communicate normally with the categories of ship stations designated herewith, subject to the conditions and limitations imposed by the terms of their particular station licenses or by the applicable provisions of this part with respect to the use of particular radio-channels:

(1) Any ship station using telegraphy on the assigned frequency 500 kc;

(2) Specified limited ship stations licensed by the Commission and using telegraphy on a frequency assignment designated for this purpose;

(3) Specified public ship stations licensed by the Commission and using telegraphy on a frequency assignment designated for this purpose;

(b) With respect to the terms of paragraphs (a) (2) and (3) of this section, the specific ship stations with which a limited coast station is authorized to communicate shall be designated appropriately in the license of such coast station.

§ 7.205 *Nature of service of limited coast stations.* (a) Limited coast stations using telegraphy shall:

(1) Not be open to public correspondence;

(2) Not be used to render a communication common carrier service;

(3) Not be used for the transmission of press material or news items which are not required to serve a governmental purpose;

(4) Be used exclusively to serve governmental purposes including the transmission of safety communication.

(b) In areas where adequate and appropriate weather and hydrographic information is transmitted by means of telegraphy through the medium of one or more public coast stations or United States government stations, limited coast stations shall not duplicate that service. In all other respects, limited coast stations may transmit by means of telegraphy such weather and hydrographic information as is required for the ships with which they normally communicate.

§ 7.206 *Assignable frequencies.* (a) Each of the specific frequencies in kilo-

cycles hereinafter designated in this paragraph may be licensed as an assigned frequency for use by coast stations (public or limited) employing telegraphy subject to and in accordance with the provisions of paragraph (b) of this section and Subpart E of this part, and upon the express condition that interference shall not be caused to any service or station which, in the discretion of the Commission, may have priority on the frequency or frequencies involved: *Provided*, That the use of each of these frequencies may be restricted by the Commission to specific areas or locations in order to avoid or minimize interference between stations: *Further provided*, That frequencies below 150 kc are assignable to class I coast stations only; frequencies above 5000 kc are assignable primarily to class I coast stations, and secondarily to class II coast stations serving inland waters of the United States (including the Great Lakes) subject to showing of need therefor and on condition that interference shall not be caused to any class I coast station:

(1)

143 calling	11200
500 calling and distress	11205
	11220
4462.5	11235
4705	11250
4780	11265
4785	11280
4790	11295
6250	11310
6260	11325
6270	11340
6280	11355
6290	12495
6300	12510
6310	12525
6320	12550
6340	12555
6350	12570
6360	12580
6370	12585
6390	12590
6400	12592.5
6410	12630
6440	12645
6450	12660
8350	12675
8360	12720
8370	12735
8375	12750
8380	13050
8390	13065
8420	13080
8430	13170
8435	16670
8440	16690
8445	16700
8450	16720
8452.5	16740
8480	16760
8490	16770
8495	16780
8500	16785
8580	16790
8640	16800
8670	16840
8680	16860
8687.5	16880
8690	16900
11115	16920
11130	16930
11145	16970
11160	16980
11175	16990
11190	

¹Subject to the special conditions and limitations set forth in paragraph (b) of this section.

(2) Each of the following frequencies is available for assignment to coast stations located within the general portion of the seacoast area of the continental United States as indicated below:

North Atlantic:	112.85, 124.05, 130.35, 132.10, 134.55, 137.00, 146.80, 147.50, 418, 436, 442, 460, ¹ 472, 476, 482, 22407, 22485, 22503, 22521, 22559, 22617.
South Atlantic:	137.70, 434, 464, 472, 488, 22431, 22503, 22569.
Central Atlantic:	482.
North Pacific:	482, 22539.
South Pacific:	418, 464, 22413, 22467.
Central Pacific:	126.15, 147.85, 436, 460, ¹ 476, 488, 22425, 22479, 22515, 22557, 22635.
Great Lakes:	482.
Gulf of Mexico:	139.80, 416, 420, 434, 438, 478, 484, 22431, 22467, 22569.

¹Subject to the special conditions and limitations set forth in § 7.206 (b).

(3) The following frequencies are available for assignment to coast stations located in Puerto Rico and within the Territory of Hawaii:

Territory of Hawaii:	472 kc—Kahuku, T. H.; 22,509 kc—any location within T. H.
Puerto Rico:	486 kc—Ensenada; 128.95 kc—Ensenada.

(4) Each of the following frequencies is available for assignment to coast stations at the respective locations indicated:

Frequency (kc)	For assignment to coast stations located primarily in ¹ or in the vicinity of ²
2036	Barnstable County, Mass. ¹
2037.5	San Francisco, Calif. ¹
2039	Florida (between latitudes 25° and 29°). ¹
2040.5	Boston, Mass. ¹
2042	Texas (east of longitude 96°; south of latitude 31°). ¹
2043.5	Savannah, Ga. ¹
2045	San Francisco, Calif. ¹
2046.5	New York, N. Y. ¹
2048	New Orleans, La. ¹
	Florida (between latitudes 25° and 29°). ¹
2049.5	Los Angeles, Calif. ¹
	Jacksonville, Fla. ¹
2051	New York, N. Y. ¹
	Hawaiian Islands. ¹
	Puerto Rico. ¹
2052.5	Texas and Louisiana (between longitudes 92° and 95°; south of latitude 31°). ¹
2054	New Jersey (south of latitude 40°; east of longitude 74°, 30 minutes). ¹
2055.5	Mobile, Ala. ¹
	Los Angeles, Calif. ¹
2057	Florida (between latitudes 25° and 29°). ¹
2058.5	Grays Harbor and Pacific Counties, State of Washington. ¹
2060	State of New York (east of longitude 73°). ¹
2061.5	San Francisco, Calif. ¹
	Baltimore, Md. ¹
2063	Seattle, Wash. ¹
	Galveston, Tex. ¹

(b) (1) Pending clearance of the band 2035–2107 kc in accordance with the Agreement concluded at the Extraordinary Administrative Radio Conference (Geneva, 1951) each of the assignable frequencies designated in paragraph (a) of this section within the band 2035 to 2065 kc inclusive may be authorized for use by coast stations on a "day only" basis upon the express condition that harmful interference will not be caused to stations which, in the discretion of the Commission, may have priority on the frequency used by the station to which interference is caused.

(2) In consideration of the fact that the frequency 455 kc is widely used as a standard intermediate frequency for the superheterodyne type of radio receiver,

applications requesting assignment of the frequency 460 kc will be considered in relation to the possibility of general interference with the operation of receiving equipment of this type.

(3) The frequencies 8480, 8490, 8495, 8500, 8580, 11295, 11310, 11325, 11340, and 11355 kc are authorized for use by coast stations upon the express condition that interference shall not be caused to intercontinental aeronautical services.

(4) In addition to the specific frequencies listed in paragraph (a) of this section, other frequencies within bands between 10 kc and 25000 kc shown in the Commission's Table of Frequency Allocations contained in § 2.104 (a) of the rules as being allocated for use by coast stations using telegraphy may be assigned to such coast stations: *Provided, however*, That initial authorizations for such frequencies shall be limited to six months duration.

(5) In addition to the frequency assignment designated for telegraphy in the license of a coast station (public or limited), such station when communicating by telegraphy with a mobile or coast station of the United States Government may, on the condition that its emission-bandwidth and frequency tolerance shall be within the respective limits thereof permitted for the government station, transmit on a radio-channel assigned to the United States Government when authorized or directed to do so by the government station responsible, or by the government department or agency for which the radio-channel is authorized. The coast station assigned frequency, the class of emission, and the permissible class of traffic on such radio-channel shall be designated by the government station, or the responsible government department or agency.

(c) Frequencies assigned to government radio stations are assignable to non-Government coast stations (public or limited) for communication with other non-Government stations by telegraphy when such communication is necessary in connection with activities performed in coordination with or in behalf of the Federal Government and where the Commission determines, after consultation with the appropriate government agency or agencies, that such assignment is necessary.

§ 7.207 Frequencies for calling. (a)

The general international calling frequency is 500 kc; the radio-channel of which this frequency is the assigned frequency shall be appropriately used by any coast station engaged in radiotelegraphy in the authorized bands between 405 and 535 kc. The radio-channel for replying to a call sent on the general calling channel (500 kc assigned frequency) is the same channel as that used for the call. A coast station, however, may reply to calls by transmitting on a working frequency, when a mobile station requests the use of this procedure. (In Region 2, and in other areas of heavy radiotelegraph traffic in this band, ship stations normally request coast stations to answer by means of their normal working channel.) In order to facilitate the reception of distress calls, all stations using the radio-

channel of which 500 kc is the assigned frequency shall reduce to the minimum their transmissions on this channel.

(b) The frequency 143 kc is the international calling frequency in the maritime mobile service in the band 90 to 160 kc (class A1 emission only). (When a ship station which uses frequencies within the band 90 to 160 kc desires to establish communication with a coast station, it normally calls that station on the frequency 143 kc, unless the International List of Coast and Ship Stations provides otherwise.) This frequency is authorized to be used exclusively for individual calls and replies to such calls and for the transmission of signals preparatory to traffic.

NOTE: Coast stations reply on their normal working frequency in this band.

(c) All radio-channels within the band 4000 kc to 23000 kc similarly authorized for working may be used for calling also: *Provided*, Interference is not caused to any communication in progress on the particular working channel.

(d) The normal calling frequency to be used by each coast station employing telegraphy when operating in the band 2035-2065 kc is its normal working frequency in this band. In addition to the transmission on the authorized working frequency in this band, coast stations may transmit on any frequency within the ship station calling band 2088.5 to 2093.5 kc for transmission of distress traffic exclusively.

§ 7.208 Frequencies for working. (a) Each assigned frequency listed in § 7.206 (a), and which is not identified therein with a specific use or function, is authorized as an assigned frequency for "working".

(b) The calling channel of which 500 kc is the assigned frequency may be used for the transmission of distress, urgency, and safety messages; any other use of this channel for working is prohibited.

(c) Coast stations having frequency assignments within the band 5000 kc to 25000 kc shall conduct their operations so as to reserve, in so far as is practicable, the use of frequencies within this band for communication over the relatively long distances for which these frequencies are particularly effective.

(d) In addition to the frequency assignment designated for telegraphy in the license of a ship station, such station, when working by means of telegraphy with a coast station, may, on condition that its emission-bandwidth and frequency tolerance shall be within the respective limits thereof permitted for the coast station, transmit:

(1) On a telegraph working channel of a coast station within the band 110 to 150 kc when directed to do so by the coast station for which the channel is authorized: *Provided*, Interference is not caused to the service of any land, fixed, broadcast, or radiolocation station: *And provided*, That the emission shall be class A1 only.

(2) On a telegraph working channel of a coast station within the bands 415 to 490 kc and 4000 kc to 17000 kc when directed to do so by the coast station for which the channel is authorized.

(3) Coast stations are authorized to direct ship stations to operate in accordance with the provisions of this section, whenever such means of operation is possible and appropriate.

§ 7.209 Use of Morse Code required. The signal code employed for telegraphy by stations in the maritime mobile service shall be the Morse Code signals specified in the Telegraph Regulations annexed to the International Telecommunication Convention (Atlantic City, 1947). However, for radiotelegraph communication of a special character, the use of other signals may be specifically authorized by the Commission in response to an appropriate application therefor.

§ 7.210 Identification of stations. All radiotelegraph emissions of a coast station shall be clearly identified by transmission therefrom of the official call letters assigned to that station for telegraphy by the Commission. These call letters shall be transmitted by telegraphy in accordance with § 7.209 and the procedure set forth in the International Radio Regulations, and by means of the class of emission normally used by the station for telegraphy: *Provided*, They shall be transmitted always upon completion of any transmission when the station resumes its watch or suspends transmission for an indefinite time; in addition they shall be transmitted at intervals not exceeding 20 minutes whenever transmission is sustained for a period exceeding 20 minutes.

§ 7.211 Procedure in testing. (a) Coast stations must use every precaution to insure that, when conducting operational transmitter tests, the emissions of the station will not cause harmful interference. Radiation must be reduced to the lowest practicable value and if feasible shall be entirely suppressed. When radiation is necessary or unavoidable, the radiotelegraph testing procedure described below shall be followed.

(1) The licensed radiotelegraph operator responsible for operation of the transmitting apparatus shall ascertain by careful listening that the test emissions will not be likely to interfere with transmissions in progress.

(2) The operator shall transmit the signal "IE" (two dots, space, one dot) on the test frequency as a warning that test emissions are about to be made on that frequency. When the frequency or frequencies of the test emissions is/are within the frequency-band 405 to 535 kc, a listening watch shall be maintained on 500 kc by a licensed radiotelegraph operator at the station throughout the test period.

(3) If, as a result of transmitting the test signal "IE", any station indicates, by transmitting the signal "AS" (wait), that it anticipates harmful interference, testing shall be suspended. When transmission of "IE" is resumed and no response is observed, and careful listening indicates that harmful interference should not be caused, the operator shall proceed as set forth in subparagraph (4) of this paragraph.

(4) Test signals composed of a series of "VVV" followed by the call sign of the

testing station shall be transmitted. The call sign shall be sent clearly and at relatively slow speed.

(b) When testing is conducted on the frequency 500 kc, the test signals shall not continue for more than 10 seconds, and no tests shall be conducted during the 500 kc silent periods. Care must be exercised not to so prolong and space the dash portion of the "VVV" series as to form the alarm signal.

§ 7.212 Radiotelegraph operating procedure. (a) Except for the transmission of distress or urgency signals, all transmissions by coast stations must cease within the band 485 to 515 kc during each 500 kc silent period, i. e., for three minutes twice an hour beginning at x h 15 and x h 45, Greenwich mean time (G. M. T.).

(b) In order to facilitate radiotelegraph communication in the maritime mobile service, all coast stations transmitting by means of telegraphy shall, whenever practicable, use the service abbreviations ("Q" signals) listed in Appendix 9 of the International Radio Regulations (Atlantic City, 1947).

(c) In addition to compliance with all applicable sections of this part, the operation of coast stations using telegraphy for call, reply, and the transmission of message traffic shall, in particular, comply with all applicable provisions of Articles 29 (except subparagraph (2) of paragraph 8 thereof), 30, 31, 32, 38, 39, and 40 of the International Radio Regulations (Atlantic City, 1947).

(d) After the dates hereinafter indicated a coast station shall not communicate with any mobile station which is transmitting on any radio-channel within a frequency band hereinafter indicated except solely to request the mobile station to transmit, for communication with that coast station, on an authorized radio-channel outside that frequency band; provided that this limitation shall not apply to the transmission or reception of safety communication:

Frequency band (kc):	Date
5500-5550	Mar. 15, 1953
11000-11100	June 3, 1953

§ 7.213 Station documents. (a) All public coast stations using telegraphy shall be provided with the following documents:

(1) A valid station license, available in accordance with the provisions of § 7.102;

(2) The necessary operator license or licenses, available in accordance with the provisions of § 7.102;

(3) The station log required by this part;

(4) The Alphabetical List of Call Signs prescribed in Article 15 of the General Radio Regulations (Revision of Cairo, 1938);

(5) The List of Coast Stations and Ship Stations prescribed in Article 15 of the General Radio Regulations (Revision of Cairo, 1938);

(6) The List of Stations performing Special Services prescribed in Article 15 of the General Radio Regulations (Revision of Cairo, 1938);

(7) Such provisions of the General Radiocommunication Regulations (Revi-

sion of Cairo, 1938), including Article 7, paragraph 7 thereof as are necessary for the operation of the radiocommunication service rendered by the coast station;

(8) Such provisions of the International Radio Regulations (Atlantic City, 1947), including Articles 29, 30, 31, 32, 35, 37, 38, 39, 40, and 41, as are necessary for the operation of the radiocommunication service rendered by the coast station;

(9) Parts 7 and 8 of this chapter.

(b) All limited coast stations using telegraphy shall be provided with the documents prescribed by paragraph (a) (1), (2), (3), (7), (8), and (9) of this section.

(c) These documents shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

§ 7.214 Station records. (a) Public coast stations using telegraphy shall maintain an accurate radiotelegraph log during their hours of service, as herein-after specified:

(1) Each sheet of the log shall be numbered in sequence and dated and shall include the official call sign of the coast station and also the signature(s) of the licensed operator(s) performing operating duties.

(2) The entry "on duty" shall be made by the operator beginning a duty period, followed by his signature. The entry "off duty" shall be made by the operator being relieved or terminating a duty period, followed by his signature. All log entries shall be currently completed and all entries shall, unless otherwise stated, be made by a licensed operator on duty. The use of initials or signs is not authorized in lieu of any operator's signature required by this section.

(3) The date and time of making an entry shall be shown opposite the entry and the time shall be expressed in Greenwich mean time (GMT),¹ except that in the Great Lakes region, the time shall be expressed in eastern standard time (e. s. t.) (counted from 00:00 to 24:00 o'clock, beginning at midnight), and for coast stations which communicate exclusively with vessels on inland waters of the United States (other than the Great Lakes) the time shall be expressed in local standard time (e. s. t., c. s. t., etc., counted from 00:00 to 24:00 o'clock, beginning at midnight). The first entry in each hour shall consist of 4 figures; additional entries in the same hour may be expressed in 2 figures by omitting the hour designation. The abbreviation "GMT" (e. s. t. in the Great Lakes area) (e. s. t., c. s. t., etc., for stations serving inland waters exclusively) shall be marked at the head of the column in which the time is entered.

(4) With respect to coast stations which, by reason of the provisions of Subpart G of this part, are required to maintain a watch on the radio-channel designated for radiotelegraph calling and distress (assigned frequency 500 kc),

entries shall be made showing each time this watch is begun, suspended, or concluded; without any requirement, however, of making such entries during interruption of this watch as may be necessary during hours of service for calling, answering, and exchanging operating signals and safety communications on this radio-channel. In respect to coast stations which, under applicable provisions of Subpart G of this part are required to maintain a watch on 500 kc during the 500 kc silent periods, a positive entry shall be made in respect to each such silent period, stating whether or not signals were received during that time and, if signals are received, entry shall be made of the call sign(s) of the station(s) heard and the time(s) of such reception. The use of a rubber stamp or equivalent device for making entries to show observation of the silent period is prohibited. Further, in respect to coast stations which, under applicable provisions of Subpart G of this part, are required to maintain a watch on 500 kc during their hours of service (i. e. not limited solely to the 500 kc silent periods), a positive entry shall be made at least once in each 15 minutes stating whether or not signals were received on this radio-channel (assigned frequency 500 kc) and, if signals are received, entry shall be made of the call sign(s) of the station(s) heard and the time(s) of such reception.

(5) All distress calls, alarm signals, urgency or safety signals and communications made or intercepted; the complete text, if possible, of such communications; and any information which may appear to be of importance to safety of life or property shall be entered, together with the time of such observation or occurrence, identification of the radio-channels on which such signals or messages were transmitted or received, and the position of any ship or other mobile unit in need of assistance, if this can be determined.

(6) All calls transmitted from or received by the coast station, together with a brief notation of any messages transmitted or received, shall be entered, showing the respective times, official call signs of the mobile or land stations communicated with, and the assigned frequency(s) on which the operations occurred.

(7) Whenever harmful interference is experienced by or reported to the responsible operator an entry shall be made by such operator to that effect, stating the source of the interference, if known.

(8) All test transmissions shall be entered, together with the time of such transmissions, without regard to whether two-way communication with any other station is established.

(9) A daily entry shall be made regarding comparison of the time indicated by the required clock(s) with standard time, including a statement of any deviations observed and corrections made.

(10) Failure of apparatus to operate as required, failure of power supply, and incidents tending to unduly delay communication shall be entered.

(11) All measurements of the transmitter frequency(s) shall be entered, in-

cluding such deviations from the assigned frequency(s) as may be observed, and a statement of any corrective action taken.

(12) Entries shall be made giving pertinent details of all installation, service, or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed and dated by the responsible licensed operator who supervised or performed the work, and unless he is regularly employed on a full-time basis at the station and has his operator license properly posted, shall also include his mail address and the class, serial number, and expiration date of his license.

(13) Entries shall be made also in reference to operation of the antenna tower lights when such entries are required by reason of applicable provisions of Subpart G of this part.

(b) Limited coast stations using telegraphy shall maintain an accurate radiotelegraph log, during their hours of service, in the same manner and to the same extent as is required by paragraph (a) of this section for public coast stations using telegraphy; provided, however, that the entries specified by subparagraphs (6) and (10) thereof shall not be required for limited coast stations.

SUBPART I—PUBLIC COAST STATIONS, USE OF TELEPHONY

§ 7.301 Supplemental eligibility requirements. Subject to the basic eligibility requirements set forth in § 7.23, an authorization for a public coast station may be granted to any person, or state or local government subdivision, or any agency of the Federal Government which is subject to the provisions of section 301 of the Communications Act of 1934: *Provided*, The applicant is legally, financially, and technically qualified to render the proposed service, and the public interest, convenience or necessity would be served by a grant thereof.

§ 7.302 Points of communication. (a) Subject to the conditions and limitations imposed by the terms of the particular coast station license or by the applicable provisions of this part with respect to the use of particular radio-channels, public coast stations using telephony are authorized to communicate:

(1) With any ship station or aircraft station operating in the maritime mobile service for the transmission or reception of safety communication;

(2) With any land station for the purpose of facilitating the transmission or reception of safety communication to or from a ship or aircraft station;

(3) With public ship stations, government ship stations, aeronautical public service stations on board aircraft, and government aircraft stations, for the transmission or reception of public correspondence;

(4) When the mobile station uses telephony on a frequency assignment designated in Part 8 of this chapter for shipshore public correspondence by means of telephony;

(5) In respect to a United States Government or foreign ship or aircraft station, when such mobile station uses telephony on a frequency assignment available in accordance with the Inter-

¹ For example, 8:01 p. m. eastern standard time should be entered as 0101 GMT; 8:30 a. m. eastern standard time should be entered as 1330 GMT; 7:45 p. m. eastern standard time should be entered as 0045 GMT.

national Radio Regulations for use by ship stations for communication by means of telephony with public coast stations.

(4) With marine fixed stations when the coast station uses for this purpose a frequency assignment below 4000 kc upon the express condition that neither harmful interference nor intolerable delay is caused to communication with mobile stations.

(b) Upon application, a public coast station using telephony may be specifically authorized by the terms of its station authorization to communicate with a designated station (government or non-government) at a remote fixed location isolated from the mainland where other communication facilities are not available: *Provided*,

(1) The station with which communication is carried on is duly authorized to communicate with the particular coast station involved; and

(2) The station with which communication is carried on shall transmit by telephony to the coast station:

(i) On a frequency assignment available for ship-shore public correspondence in accordance with the provisions of Part 8 of this chapter for public ship stations using telephony; or

(ii) On any other frequency assignment designated for this purpose in any other section of the Commission's rules or, with respect to United States Government stations, on any government frequency assignment duly authorized by the Government for this purpose.

(3) Any communication carried on shall be confined exclusively to that absolutely necessary for public safety or the protection of life or property; and

(4) Neither harmful interference nor intolerable delay is caused to safety communication with ship stations.

(c) Upon application, a public coast station using telephony may be authorized to transmit meteorological and marine navigational information, of benefit to mariners, additionally to designated fixed locations, whenever the same information is transmitted by such coast station simultaneously and primarily to ship stations: *Provided*, A sufficient need for such authorization is shown to exist.

§ 7.303 Duplication of facilities. A public coast station shall not be authorized to provide a very high frequency maritime mobile service by the use of any frequency assignment above 100 Mc solely to any geographic area in which such service is already provided, or for which a valid construction permit or permits has or have been issued for the establishment of a station or stations to provide such service in that area, unless the applicant shall make an affirmative showing that the public interest, convenience or necessity would be served by such a grant, and, among other things, that there is a need for such additional facilities in the area involved, that the authorized facilities in that area are not, or will not be, adequate to meet the very high frequency communication needs in the area, and that the applicant's proposed facilities involving a frequency assignment above 100 Mc will serve the very high frequency communication needs in such area.

§ 7.304 Assignable frequencies. (a) Each of the specific frequencies in kilocycles hereinafter designated in this paragraph may be licensed as an authorized carrier frequency for use by public coast stations employing telephony by means of amplitude modulation subject to and in accordance with paragraph (d) of this section, other applicable sections of this subpart, and Subpart E of this part:

2182—calling and distress

2450

2466

2482

2490

2506

2514

2522

2530

2538

2550

2558

2566

2572

2582

2590

2598

2738

2782

2784

4067

* 4162.5—Mississippi River system only.

4280

4372.4

4406.9

4420.7

4427.6

4434.5

4752.5

6240—Mississippi River system only.

6455—Mississippi River system only.

8205.5—Mississippi River system only.

8550

8630

8768.9

8797.3

8811.5

13157.5

13172.9

13180.6

13196

17302.1

17317.5

17340.6

17356

22677.5

22692.9

22716

* Not available after August 1, 1954.

(b) Each of the specific frequencies in megacycles hereinafter designated in this paragraph may be licensed as an authorized carrier frequency for use by public coast stations employing telephony by means of frequency modulation subject to and in accordance with the provisions of other applicable sections of this subpart and Subpart E of this part:

156.8

161.9

162.0

(c) (1) The following specific frequencies may be licensed as authorized carrier frequencies for use by those public coast stations using telephony which, prior to September 1, 1950, were authorized to use a carrier frequency within the band 30 Mc to 40 Mc:

For assignment to public coast station(s)
Carrier frequency: in the vicinity of—
35.14 Mc..... Philadelphia, Pa.
35.18 Mc..... Great Lakes region.

(2) The stations authorized to transmit on the radio-channel of which either

35.14 Mc or 35.18 Mc is the authorized carrier frequency, may employ either frequency modulation or amplitude modulation. Each of these carrier frequencies is available for use on a shared basis with limited coast stations, ship stations, marine-utility stations, and aircraft stations operating in the maritime mobile service at any location on the same radio-channel; they are not available exclusively for public correspondence. Licensees having authority to transmit on these frequencies shall cooperate in the use thereof in order to minimize interference.

(3) Applicants for public coast station authorization, or modification or renewal of station authorization, whose applications request authority to transmit on 35.14 or 35.18 Mc may be required, in the discretion of the Commission, to show a need for the use of such frequencies for public correspondence in lieu of the specific frequencies above 156 Mc authorized in this subpart for public correspondence exclusively.

(d) Assignment of the specific carrier frequencies designated in paragraph (a) of this section and use of frequency assignments of which those frequencies are the authorized carrier frequencies shall be subject to the express limitations and conditions hereinafter set forth in this paragraph.

(1) The frequency 2182 kc is authorized for use on a shared basis primarily by ship stations and secondarily by coast stations. Except when transmitting distress, urgency, or safety signals, or messages preceded by one of these signals, the use of this frequency by coast stations prior to August 1, 1954, shall not cause harmful interference to reception from any mobile stations transmitting on a radio-channel of which 2174 kc is the authorized carrier frequency.

(2) The frequencies 2514, 2550 and 2582 kc are authorized for use in the Great Lakes area on a shared basis with coast stations of Canada upon the express condition that, except in case of distress, the frequency 2550 kc shall not be used for transmission to ship stations of Canada and the frequency 2582 kc shall not be used for transmission to ship stations of the United States.

(3) The frequencies 4067 kc and 4162.5 kc are authorized for use by coast stations serving vessels on the Mississippi River and connecting inland waters only (except the Great Lakes); such use of these frequencies is authorized upon the express condition that interference shall not be caused to the service of any station which, in the discretion of the Commission, may have priority on the frequency or frequencies used for the service to which interference is caused.

(4) Use of the frequencies 6240 kc and 6455 kc, are authorized for use by coast stations serving vessels on the Mississippi River and connecting inland waters only (except the Great Lakes), upon the express condition that interference shall not be caused to the service of any station which, in the discretion of the Commission, may have priority on the frequency or frequencies used for the service to which interference is caused. In order to avoid such interference, transmission on these frequencies during

the period 8:00 p. m. until 5:00 a. m., c. s. t., is prohibited.

(5) Use of the frequencies 4372.4 kc and 8205.5 kc is authorized for use by waters only (except the Great Lakes), coast stations serving vessels on the Mississippi River and connecting inland upon the express condition that transmission on these frequencies during the period 8:00 p. m. until 5:00 a. m., c. s. t., is prohibited.

(6) Use of the frequency 8550 kc is authorized upon the express condition that interference shall not be caused to the intercontinental aeronautical services.

(7) Each carrier frequency which is not to be used prior to a specified beginning date, may be used under appropriate station authorization for test transmission during a period commencing not more than two months in advance of such specified beginning date; solely to determine whether an existing coast station is capable of proper technical operation on that particular radio-channel preparatory to rendering regular service thereon: *Provided*, That harmful interference is not caused by such test transmission to the service of any other station.

(e) In addition to the frequencies shown in paragraph (a) of this section, other frequencies may be authorized temporarily for the purpose of facilitating the implementation of the agreement concluded at the Extraordinary Administrative Radio Conference, Geneva, 1951.

(f) (1) In addition to the frequency assignment designated for telephony in the license of a public coast station, such station when communicating by telephony with a mobile or coast station of the United States Government may, on the condition that its emission-bandwidth and frequency tolerance shall be within the respective limits thereof permitted for the government station, transmit on a radio-channel assigned to the United States Government when authorized or directed to do so by the government station responsible, or by the government department or agency for which the radio-channel is authorized. The coast station assigned frequency, the class of emission, and the permissible class of traffic on such radio-channel, shall be designated by the government station or the responsible government department or agency.

(2) Frequencies assigned to government radio stations are assignable to non-Government public coast stations for communication with other non-Government stations by telephony when such communication is necessary in connection with or in behalf of the Federal Government and where the Commission determines, after consultation with the appropriate government agency or agencies, that such assignment is necessary.

§ 7.305 Frequencies for calling and distress.

(a) The frequency 2182 kc is the international radiotelephone distress and general calling frequency for the maritime mobile service. It may be used by public coast stations solely for transmission of:

(1) Distress signals and traffic as provided in Subpart G of this part.

(2) The international urgency signal, and very urgent messages (preceded by this signal) concerning the safety of a ship, aircraft or other vehicle, or the safety of some person on board or within sight of such ship, aircraft, or vehicle.

(3) The international safety signal, and occasional messages (preceded by this signal) concerning the safety of navigation or giving important meteorological warnings which messages in the interest of safety must be transmitted on this radio-channel instead of on a different radio-channel in accordance with the procedure authorized in subparagraph (5) of this paragraph.

(4) Normal calls, replies, and brief radio operating signals but only when the use of a different carrier frequency for this function appears to be impracticable by reason of operating or equipment limitations of a mobile station.

(5) Brief announcements specifying the nature of a particular communication to be transmitted soon thereafter on other radio-channel(s) by the same coast station to a plurality of mobile stations, when such communication will be of general interest to mobile stations of the maritime mobile service, including ordinary weather and hydrographic information, or will consist of lists of mobile stations with which the coast station desires to communicate.

(6) Brief test signals in accordance with the provisions of § 7.311, as may be necessary to determine whether the radio transmitting equipment of the station is in good working condition on this frequency.

(b) The frequency 156.8 Mc is the international radiotelephone frequency for calling, safety, intership, and harbor control purposes for the maritime mobile service using frequencies within the band 156.25 Mc to 162.05 Mc. This carrier frequency may be used by public coast stations as prescribed in § 7.309.

(c) In addition to the radio-channels of which the carrier frequencies are specifically authorized herein for "calling," the radio-channels authorized in this subpart for "working" may be used for call and reply: *Provided*, Interference is not caused to any communication in progress on the particular working channel.

§ 7.306 Availability of frequencies below 30 Mc. (a) The carrier frequencies designated herewith are assignable to class I public coast stations using telephony when the coast station and the mobile station transmit alternately on different radio-channels: *Provided*, That the designated carrier frequencies below

5000 kc and above 22650 kc are assignable only to coast stations located in the vicinity of the specific harbors, ports or places designated hereinafter opposite the respective coast station transmitting frequency: *Provided further*, That the coast station shall receive transmissions from mobile stations on the associated receiving frequency also designated here-with:

(1) Working frequencies below 5000 kc:

Coast station transmitting carrier frequency (kc)	Coast station located in the vicinity of—	Coast station receiving carrier frequency (kc)
2506	San Francisco, Calif.	2110
2539	Hawaiian Islands	2646
2590	New York, N. Y.	2134
4406.9	do.	2199
4420.7	Hawaiian Islands	4087.7
4280	San Francisco, Calif.	4402.5
4752.5	New York, N. Y.	4067
		4457.5

¹ These frequencies are those which may be specified in applications for coast station authorizations.

² Available on a temporary basis, to be withdrawn by the Commission from availability for this use by the maritime mobile service on a specific date to be designated in further rule-making as soon as practicable after the replacement frequency 2406 kc is made available.

³ This carrier frequency is to be made available by the Commission for use on a 24-hour basis by the maritime mobile service at this location on a specified beginning date to be designated in future rule-making as soon as practicable after its use by other radio services is terminated or is reduced to the extent necessary to avoid harmful interference to or from the maritime mobile service.

(2) Working frequencies between 5000 kc and 30 Mc:

Coast station transmitting carrier frequency (kc.)	Coast station located in the vicinity of—	Coast station receiving carrier frequency (kc.)
8450	Hawaii	8212.4
8811.5	New York, N. Y.	8282.3
8768.9	do.	8219.7
13196.9	do.	12395.8
13157.5	do.	12357.3
13180.6	San Francisco, Calif.	13220
13172.9	Hawaii	16471.9
17302.1	Hawaii	16471.9
17317.5	New York, N. Y.	17610
17356.0	do.	16525.8
17340.6	San Francisco, Calif.	17610
22677.5	New York, N. Y.	22027.3
22602.9	San Francisco, Calif.	22042.7
22710	New York, N. Y.	22665.8

¹ These frequencies are those which may be specified in applications for coast station authorizations.

(b) Subject to the specific limitations imposed herein and in § 7.304 (d) with respect to particular frequencies, the carrier frequencies designated herein are assignable for working purposes to class II public coast stations using telephony when the coast station and the mobile station transmit alternately on different radio-channels: *Provided*, That these frequencies are assignable only to coast stations located in the vicinity of the specific harbors, ports, or places designated hereinafter opposite the respective coast station transmitting frequency: *Provided further*, That each coast station shall receive transmission from mobile stations on the associated receiving frequency also designated herein:

Coast stations located in the vicinity of—	Coast station transmitting carrier frequency ¹		Associated coast station receiving carrier frequency	
	Frequency (kc)	Specific limitations imposed upon availability for use ²	Frequency (kc)	Specific conditions relative to reception ²
Boston, Mass.	2306	None.....	2110	Available on temporary basis. ⁴
			2406	Available, beginning on a date to be designated, as replacement for 2110 kc. ³
	2550	Day only; available on a temporary basis on condition that harmful interference is not caused to the service of any government station operating on this frequency or any adjacent frequency. ⁴	2158	Day only; available on temporary basis. ⁴
	2450	Available beginning on a date to be designated, as replacement for 2550 kc. ³	2306	Available, beginning on a date to be designated, as replacement for 2158 kc. ³
New York, N. Y.	2322	None.....	2126	None.
	2590	None.....	2198	None.
	2482	Available beginning on a date to be designated; on condition that harmful interference is not caused to the service of any coast station located in the vicinity of New Orleans, La., to which this carrier frequency is assigned for transmission. ³	2382	Available beginning on a date to be designated. ³
	2558	None.....	2166	None.
	4406.9	None.....	4087.7	None.
	4752.5	None.....	4457.5	None.
Wilmington, Del.	2558	None.....	2106	None.
Norfolk, Va. Quantico, Va.	2538	None.....	2142	None.
Charleston, S. C. Jacksonville, Fla.	2506	None.....	2174	Until Aug. 1, 1954.
			2390	Beginning Aug. 1, 1954.
Miami, Fla.	2490	Day only. ³	2031.5	Day only. ⁴
	2514	On condition, beginning when 2490 kc becomes available for this location on a 24-hour basis, that harmful interference is not caused to the service of any coast station located in the vicinity of Miami, Fla., to which the carrier frequency 2490 kc is assigned for transmission; also beginning on a date to be designated, unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually.	2118	Unconditional until a date to be designated; thereafter unlimited from Dec. 15 to Apr. 1, annually, day only from Apr. 1 to Dec. 15, annually.
	2550	Unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually, on condition that harmful interference is not caused to the service of any coast station located in the vicinity of Tampa, Fla., to which this carrier frequency is assigned for transmission.	2158	Unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually.
	4427.6	None.....	4402.5	None.
Tampa, Fla.	2466	Day only. ³	2009	Day only. ⁴
	2530	No limitation until 2466 kc becomes available for this location on a 24-hour basis; thereafter unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually.	2158	Unconditional until 2009 kc becomes available for this location on a 24-hour basis; thereafter unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually.
Mobile, Ala.	2572	None.....	2572	Available on a temporary basis. ⁴
			2430	Available, beginning on a date to be designated, as replacement for 2572 kc. ³
New Orleans, La.	2598	None.....	2206	None.
	2558	Day only; also on condition that harmful interference is not caused to the service of any coast station located in the vicinity of Mobile, Ala., to which the carrier frequency 2572 kc is assigned for transmission.	2166	Day only.
	2482	Available beginning on a date to be designated. ³	2382	Available, beginning on a date to be designated. ³
Galveston, Tex.	2530	None.....	2134	None.
	2506	Available until Aug. 1, 1954, only; on condition that harmful interference is not caused to the service of any coast station located in the vicinity of Galveston, Tex., to which the carrier frequency 2530 kc is assigned for transmission, or to the service of any government station operating on the same frequency or any adjacent frequency. ⁴	2110	Available until Aug. 1, 1954, only. ⁴
	2450	Day only, beginning Aug. 1, 1954, as replacement for 2506 kc; on condition that harmful interference is not caused to the service of any coast station located in the vicinity of Boston, Mass., San Francisco or Eureka, Calif., to which this carrier frequency is assigned for transmission. ⁴	2366	Day only, beginning Aug. 1, 1954, as replacement for 2110 kc. ³
San Juan, P. R.	2530	None.....	2134	None.

See footnotes at end of table.

(c) Subject to the specific limitations imposed herein and in § 7.304 with respect to particular frequencies, the carrier frequencies designated herein are assignable for working purposes to Class II public coast stations using telephony when the coast station and the mobile station transmit alternately on the same radio channel. *Provided*, That these frequencies are assignable only to coast stations located in the vicinity of the specific harbors, ports, or places designated hereinafter opposite the respective frequency:

Coast stations located in the vicinity of—	Carrier frequency (Kc.)	Specific limitations imposed upon availability for use
Chileno, Ill.; Pittsburgh, Pa.; Louisville, Ky.; St. Louis, Mo.; Memphis, Tenn.; and other locations as required, to serve vessels on the Mississippi River and connecting inland waters (other than the Great Lakes).	2782 4967 4182.5 4172.4 4390 6435 8205.5 2772 2782	Subject to applicable provisions of § 7.304. Available for ship stations on a temporary basis. None. The use of this frequency at locations other than Lake Mead, Nev., is subject to the condition that harmful interference is not caused to the service of any other station. Available on a temporary basis until 2784 Kc beginning on a date to be designated. The use of this frequency at locations other than The Dalles, Oreg., and Umatilla, Oreg., is subject to the condition that harmful interference is not caused to the service of any other station. Available for ship stations on a temporary basis. None. The use of this frequency at locations other than Lake Mead, Nev., is subject to the condition that harmful interference is not caused to the service of any other station. Available on a temporary basis until 2784 Kc beginning on a date to be designated. The use of this frequency at locations other than The Dalles, Oreg., and Umatilla, Oreg., is subject to the condition that harmful interference is not caused to the service of any other station.
Mobile, Ala. Lake Dallas, Tex.; Lake Texoma, Tex. Lake Mead, Nev., and other locations as required to serve vessels on inland waters of the southwestern continental United States.	2738 2784	Available for ship stations on a temporary basis. None. The use of this frequency at locations other than Lake Mead, Nev., is subject to the condition that harmful interference is not caused to the service of any other station. Available on a temporary basis until 2784 Kc beginning on a date to be designated. The use of this frequency at locations other than The Dalles, Oreg., and Umatilla, Oreg., is subject to the condition that harmful interference is not caused to the service of any other station.

These frequencies are those which may be designated in applications for coast station authorizations. For use of 2782 Kc at Mobile, Ala., after a different carrier frequency becomes available for ship stations, see paragraph (b) of this section.
This carrier frequency is to be made available by the Commission for use in the maritime mobile service at the location designated herein on a specific beginning date to be designated in future rule-making as soon as practicable after its use by other radio services is terminated or is reduced to the extent necessary to avoid harmful interference to or from the maritime mobile service.

(d) The use of the working frequencies authorized in paragraphs (a), (b) and (c) of this section is subject to the applicable conditions and limitations set forth in § 7.304 (d). Further, and insofar as is practicable, class II coast stations shall use frequency assignments within the band 4000 Kc to 30 Mc only when the use of frequency assignments outside this band will not provide effective communication.

§ 7.307 Availability of frequencies above 100 Mc. (a) Carrier frequencies which are assignable for use by public coast stations employing frequency modulation for telephony are designated herewith, these frequency assignments are not authorized for use in communicating with stations on board aircraft for the transmission or reception of public correspondence:

For transmission:	For reception:
161.9 Mc.....	157.4
162 Mc.....	157.3

Each of these assignable frequencies is available on a shared basis only and shall not be construed as available for the exclusive use of any one station licensee.

§ 7.308 Conditions imposed upon assignments in 156-162 Mc band. (a) The carrier frequency 161.9 Mc is assignable primarily to public coast stations employing frequency modulation for telephony which provide service to one or more of the harbors or ports designated herewith:

Coast stations located in the vicinity of—	Carrier frequency (Kc.)	Specific limitations imposed upon availability for use	Associated coast station receiving carrier frequency	Specific conditions relative to reception
Great Lakes	2530 2514 2532 4430.7 4434.5 5797.3	Subject to applicable provisions of § 7.304 (d). Subject to applicable provisions of § 7.304 (d). Subject to applicable provisions of § 7.304 (d). None. None. None.	2153 2113 2296 4113.3 4129.1 8248.1	None. None. None. None. None. None.
Los Angeles, Calif. San Diego, Calif.	2566 2466	None. Available beginning on a date to be designated, on condition that harmful interference is not caused to the service of any coast station located in the vicinity of Tampa, Fla., to which this carrier frequency is assigned for transmission.	2174 2069 2023	Until Aug. 1, 1954. Beginning Aug. 1, 1954. Available beginning on a date to be designated.
	2598 2522	Available beginning on a date to be designated, 7 a. m. to 7 p. m. P. s. t. only. 7 a. m. to 7 p. m. P. s. t. only, on condition that harmful interference is not caused to the service of any United States Government station which, in the discretion of the Commission, has priority on the frequency or frequencies used for the service to which interference is caused.	2206 2126	Available beginning on a date to be designated. 7 a. m. to 7 p. m. P. s. t. only. 7 a. m. to 7 p. m. P. s. t. only.

San Francisco, Calif. Eureka, Calif.	2506 2403 2323 4280	None. Available on condition that harmful interference is not caused to police radio service in Kansas, Wisconsin, or New York. Available beginning on a date to be designated, 7 a. m. to 7 p. m. P. s. t. only. None.	2110 2406 2003 2143 4007	Available on a temporary basis. Available, beginning on a date to be designated as replacement for 2110 Kc. None. Available beginning on a date to be designated, 7 a. m. to 7 p. m. P. s. t. only. None.
Astoria, Oreg. Portland, Oreg.	2598 2566	None. 7 a. m. to 7 p. m. P. s. t. only.	2206 2069	None. 7 a. m. to 7 p. m. P. s. t. only.
Seattle, Wash.	2532 2432	None. Available, beginning on a date to be designated, on condition that harmful interference is not caused to the service of any coast station located in the vicinity of New Orleans, La., to which this carrier frequency is assigned for transmission.	2138 2420	None. Available, beginning on a date to be designated.
Kahuku, T. H. Hilo, T. H.	2530 4430.7 2532	None. None. None.	2134 4432.3 2198	None. None. None.

These frequencies are those which may be designated in applications for coast station authorizations.
With respect to each specific date set forth herein, the associated limitation or condition imposed shall terminate or begin as applicable, at 3 a. m. eastern standard time.
This carrier frequency is to be made available by the Commission, for use (on a 24-hour basis except where specific hours of use are designated) by the maritime mobile service at the particular location designated herein, on a specific beginning date to be designated in future rule-making as soon as practicable after its use (or the use of its associated transmitting or receiving frequency) by other radio services is terminated or is reduced to the extent necessary to avoid harmful interference to or from the maritime mobile service.
This carrier frequency is to be withdrawn by the Commission from availability for this use by the maritime mobile service as the particular location designated herein for this frequency, on a specific date to be designated in future rule-making as soon as practicable after the associated replacement frequency designated herein is made available by the Commission for use in this service.

Portland, Maine.
 Albany, N. Y.
 Boston, Mass.
 Providence, R. I.
 New Haven, Conn.
 New York, N. Y.
 Philadelphia, Pa.
 Baltimore, Md.
 Norfolk, Va.
 Newport News, Va.
 Hampton Roads, Va.
 Charleston, S. C.
 Savannah, Ga.
 Jacksonville, Fla.
 Miami, Fla.
 Tampa, Fla.
 Mobile, Ala.
 New Orleans, La.
 Baton Rouge, La.
 Lake Charles, La.
 Port Arthur, Tex.
 Beaumont, Tex.
 Texas City, Tex.
 Galveston, Tex.
 Houston, Tex.
 Corpus Christi, Tex.
 Port Aransas, Tex.
 San Diego, Calif.
 Long Beach, Calif.
 Wilmington, Calif.
 Port San Luis, Calif.
 Estero Bay, Calif.
 San Francisco, Calif.
 Coos Bay, Oreg.
 Portland, Oreg.
 Tacoma, Wash.
 Seattle, Wash.
 Everett, Wash.
 Duluth, Minn.
 Superior, Wis.
 Two Harbors, Minn.
 Ashland, Wis.
 Presque Isle (Marquette County), Mich.
 Marquette, Mich.
 Port Inland, Mich.
 Escanaba, Mich.
 Green Bay, Wis.
 Milwaukee, Wis.
 Chicago, Ill.
 Indiana Harbor, Ind.
 Gary, Ind.
 Ludington, Mich.
 Calcutt (Rogers City), Mich.
 Detroit, Mich.
 Toledo, Ohio
 Sandusky, Ohio
 Lorain, Ohio
 Cleveland, Ohio
 Ashtabula, Ohio
 Conneaut, Ohio
 Erie, Pa.
 Buffalo, N. Y.
 Pittsburgh, Pa.
 Louisville, Ky.
 St. Louis, Mo.
 Memphis, Tenn.

(b) Public coast stations which provide service to any harbor or port not specifically designated in paragraph (a) may be assigned the carrier frequency 161.9 Mc upon the express condition that (1) such assignment shall be on a secondary basis with respect to the use of this assigned frequency by a station or stations providing service (existing or in the future) to one or more of the harbors or ports specifically designated in paragraph (a), and (2) subject to the provisions of §§ 7.180 and 7.181 interference shall not be caused to the service rendered any harbor or port specifically designated in paragraph (a).

(c) The carrier frequency 162 Mc is assignable to any public coast station employing frequency modulation for telephony: *Provided*, (1) The carrier frequency 162 Mc normally shall be assigned only to a station licensee who

already is licensed to use the carrier frequency 161.9 Mc to provide service to the particular harbor(s) or port(s) involved and who is utilizing the latter assigned frequency at maximum capacity to provide such service under the prevailing conditions of operation; OR the applicant for authority to use 162 Mc is not in a position to use the carrier frequency 161.9 Mc because the use thereof in the geographic area involved would create interference to stations already authorized to use this carrier frequency; and

(2) The licensee of any coast station to which the carrier frequency 161.9 Mc is already assigned who applies for additional authority to use the carrier frequency 162 Mc shall fully justify a need for such additional frequency assignment; and

(3) Any other applicant for authority to use the carrier frequency 162 Mc shall show a need for such frequency assignment in lieu of the carrier frequency 161.9 Mc.

§ 7.309 *Use of assigned frequency 156.8 Mc.* (a) The radio-channel of which 156.8 Mc is the authorized carrier frequency is designated primarily for calling and safety purposes. It may be used for safety communication as an alternative to the radiotelephone calling and distress frequency 2182 kc, when appropriate, by public coast stations employing telephony for short-distance communication.

(b) In addition to the provisions of paragraph (a) of this section, this radio-channel may be used when necessary by public coast stations for:

(1) Call, reply, and the exchange of brief operating signals;

(2) Brief operating signals preparatory to working on another radio-channel;

(3) Announcing transmission to be made soon thereafter, on another radio-channel, which transmission is of general interest to ship stations, including ordinary weather and hydrographic information.

(c) The use of this radio-channel by public coast stations for transmissions of any other category is not authorized.

(d) Although use of the assigned frequency 156.8 Mc by public coast stations for call and reply is authorized, calling and replying by these stations shall, in general, be conducted on a radio-channel authorized primarily for working.

§ 7.310 *Identification of station.*

(a) All radiotelephone emissions of a public coast station shall be clearly identified by voice transmission therefrom in the English language of either the official call sign assigned to that station by the Commission or the approximate geographic location of the station as approved² in each case by the Commission upon request made by the station licensee or permittee: *Provided*, That in lieu of identification of the station by voice, the official call sign may be clearly transmitted by tone-

² Such voice identification as "Washington marine operator" to indicate that the station is located at or near Washington, D. C., may be approved if there will be no conflict with identification of any other station.

modulated telegraphy in the International Morse Code either by a duly licensed radiotelegraph operator or by means of an automatic device approved² for this purpose by the Commission. Identification as herein prescribed shall be made:

(1) Upon completion of each communication with any other station;

(2) At the beginning and upon conclusion of each transmission made for any other purpose.

§ 7.311 *Procedure in testing.* (a) Public coast stations using telephony are authorized to carry on such routine tests as may be required for the proper maintenance of the station provided each such station shall use every precaution to insure that, when conducting operational transmitter tests, the emissions of the station will not cause harmful interference. Radiation must be reduced to the lowest practicable value and if feasible shall be entirely suppressed. When radiation is necessary or unavoidable, the testing procedure described below shall be followed:

(1) The licensed radio operator responsible for operation of the transmitting apparatus shall ascertain by careful listening that the test emissions will not be likely to interfere with transmissions in progress;

(2) The official call sign and the geographic location of the testing station, followed by the word "test", shall be announced by voice on the radio-channel being used for the test, as a warning that test emissions are about to be made on that frequency;

(3) If, as a result of the announcement prescribed in subparagraph (2), any station transmits by voice the word "wait", testing shall be suspended. When, after an appropriate interval of time, such announcement is repeated and no response is observed, and careful listening indicates that harmful interference should not be caused, the operator shall proceed as set forth in subparagraph (4) of this paragraph;

(4) The operator shall announce the word "testing" followed in the case of a voice transmission test by the count "1, 2, 3, 4 * * * etc." or by test phrases or sentences not in conflict with normal operating signals; or followed, in the case of other emission, by appropriate test signals not in conflict with normal operating signals. At the conclusion of the test, there shall be voice announcement of the official call sign of the testing station and its approximate geographic location.

(b) When testing is conducted on any frequency assignment within the band 2170 kc to 2194 kc or within the band 156.75 Mc to 156.85 Mc, the test transmission shall not continue for more than 15 seconds in any 15-minute period.

GENERAL RADIOTELEPHONE OPERATING PROCEDURE

§ 7.312 *General radiotelephone operating procedure — (a) Limitations on calling.* (1) Except when transmitting

² The conditions to be met by such a device in order to obtain the approval of the Commission will be determined and will be incorporated in proposed rule making.

a general call to all stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a public coast station shall call the particular station(s) with which it intends to communicate.

(2) Public coast stations may use authorized classes of emission for selective-calling on each radio-channel authorized for working. The use of selective-calling on the radio-channel of which either 2182 kc or 156.8 Mc is the authorized carrier frequency is prohibited.

NOTE. See those provisions of Subpart E of this part relative to authorized classes of emission.

(3) Calling a particular station, either by voice or by other means, shall not continue for a period of more than one minute in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of three minutes. In the event of an emergency involving safety, the provisions of this subparagraph shall not apply.

(4) Each public coast station, when using selective-calling to secure the attention of a ship station with which it intends to communicate, shall transmit the type of signal and the particular signal code necessary to actuate the automatic attention device (selective ringer) known to be installed in the particular ship station and normally used for monitoring the coast station radio-channel which is used for transmitting such calls.

(5) Except in the event of an emergency involving safety, a public coast station, with respect to operation on any radio-channel which is used also by other coast stations within the same communication area, shall not answer, or attempt to answer, a ship station until the latter has transmitted the call sign or name of the particular coast station with which it desires to communicate.

(6) A public coast station shall not attempt to communicate with a ship station that has specifically called another coast station until it becomes evident that the called station does not answer, or that communication between the ship station and the called station cannot be carried on because of unsatisfactory operating conditions.

(b) *Time limitation on calling frequency.* Transmission by coast stations on the calling channel of which 2182 kc or 156.8 Mc is the authorized carrier frequency (including calls, answers, operating signals, and conversation pertaining to safety) shall be kept to a minimum and in general any one exchange of communications shall not exceed three minutes in duration. In the event of distress or other emergency, this time limitation shall not apply.

(c) *Change to working frequency.* After establishing communication with another station by call and reply on the calling channel of which 2182 kc or 156.8 Mc is the authorized carrier frequency, coast stations shall change to an authorized working channel for the transmission of messages which, under the provisions of this subpart, cannot be transmitted on the respective calling channel.

(d) *Use of busy signal.* A public coast station, when communicating with a ship station which transmits to the coast station on a radio-channel which is a different channel from that used by the coast station for transmission, may transmit a "busy" signal whenever transmission from the ship stations is being received and during such other periods of time, pending completion of any one exchange of communications

with a particular ship station, as may be considered necessary by the coast station to avoid or minimize interference from other stations.

§ 7.313 *Station documents.* Public coast stations using telephony shall be provided with and have readily available during their hours of service to the responsible operator (except as otherwise permitted by § 7.102 or § 7.155) the documents hereinafter specified:

Document	Class of public coast station which must be provided with the document listed in the column at the left
Parts 7 and 8 of this chapter	Classes I, II, and III.
A valid station license available in accordance with the provisions of § 7.102.	Classes I, II, and III.
The necessary operator license or licenses available in accordance with the provisions of § 7.155.	Classes I, II, and III.
Station log required by this part	Classes I, II, and III.
Alphabetical List of Call Signs prescribed in Article 15 of the General Radio Regulations (Revision of Cairo, 1938).	Class I; and class II stations that provide communication with ocean-going vessels.
List of Coast Stations and Ship Stations prescribed in Article 15 of the General Radio Regulations (Revision of Cairo, 1938).	Class I; and class II stations that provide communication with ocean-going vessels.

§ 7.314 *Station records.* (a) Public coast stations using telephony shall maintain an accurate radiotelephone log during their hours of service, as hereinafter specified:

(1) Each sheet of the log shall be numbered in sequence and dated and shall include the official call sign of the coast station and also the signature(s) of the licensed operator(s) performing operating duties.

(2) The entry "on duty" shall be made by the operator beginning a duty period, followed by his signature. The entry "off duty" shall be made by the operator being relieved of or terminating a duty period, followed by his signature. All log entries shall be currently completed and all entries shall, unless otherwise stated, be made by a licensed operator on duty. The use of initials or signs is not authorized in lieu of any operator's signature required by this section.

(3) The time of making an entry shall be shown opposite the entry and shall be expressed in Greenwich mean time (GMT), except that, in the Great Lakes region, the time shall be expressed in eastern standard time (e. s. t.) (counted from 00:00 to 24:00 o'clock, beginning at midnight) and for public coast stations which communicate exclusively with vessels on inland waters of the United States (other than the Great Lakes) the time shall be expressed in local standard time (e. s. t., c. s. t., etc., counted from 00:00 to 24:00 o'clock, beginning at midnight). The first entry in each hour shall consist of 4 figures; additional entries in the same hour may be expressed in 2 figures by omitting the hour designation. The abbreviation "GMT" (e. s. t. in the Great Lakes area) (e. s. t., c. s. t., etc., for stations serving inland waters exclusively) shall be marked at the head of the column in which the time is entered.

(4) With respect to public coast stations, which by reason of the provisions of Subpart G of this part, are required to maintain a watch on the radio-channel designated for radiotelephone calling and distress (assigned frequency 2182 kc), or

on the radiotelephone calling channel above 100 Mc (assigned frequency 156.8 Mc), entries shall be made showing each time this watch is begun, suspended, or concluded; without any requirement, however, of making such entries during interruption of this watch as may be necessary during hours of service for calling, answering and exchanging operating signals and safety communications on this radio-channel. These entries shall be made by the licensed operator(s) on duty who is (are) designated and authorized by the station licensee to do so; the name and signature of the operator(s) making these entries and the operator(s) who actually maintains such watch shall appear in the log and shall be properly related to each particular entry for this purpose.

(5) All radiotelephone distress, urgency or safety signals and communications made or intercepted; the complete text, if possible, of such communications; and any information which may appear to be of importance to safety of life or property shall be entered, together with the time of such observation or occurrence, identification of the radio-channel(s) on which such signals or messages were transmitted or received, and the position of any ship, or other mobile unit in need of assistance, if this can be determined. These entries shall be made by the licensed operator(s) on duty who is (are) designated and authorized by the station licensee to do so; the name and signature of the operator(s) making these entries shall appear in the log and shall be properly related to each particular entry of this category.

(6) All calls transmitted from or received by a coast station shall be entered, showing the call signs or names of vessels; the time, and the assigned frequencies involved: *Provided, however,* That when the manual operations of switching and handling of telephone calls directly between a ship telephone station and landline telephone facilities are not normally performed by a licensed radio operator, the entries prescribed by this

paragraph may be omitted from the station log upon the express condition that equivalent records shall be currently maintained by the station licensee. Such records shall be made available upon request of an authorized Commission representative. The equivalent records shall include the time and such other notations as are necessary to identify the frequency(s) employed and the station(s) communicated with or heard. In addition, for each communication handled, a notation shall be made of the points of origin and destination of the communication. Local standard time may be used to record the occurrence in the equivalent record in lieu of Greenwich mean time or eastern standard time prescribed by subparagraph (3) of this paragraph: *Provided*, That the licensee may be required, upon request of an authorized Commission representative, to convert the standard time recorded to that specified in subparagraph (3) of this paragraph.

(7) Whenever harmful interference is experienced by or reported to the responsible operator, an entry shall be made by such operator to that effect, stating the source of the interference, if known.

(8) All test transmissions shall be entered, together with the time of such transmissions, without regard to whether two-way communication with any other station is established.

(9) A daily entry shall be made regarding comparison of the time indicated by the required clock(s) with standard time, including a statement of any deviations observed and corrections made.

(10) Failure of apparatus to operate as required, failure of power supply, and incidents tending to unduly delay communication shall be entered.

(11) All measurements of the transmitter frequency(s) shall be entered, including such deviations from the assigned frequency(s) as may be observed, and a statement of any corrective action taken.

(12) An entry shall be made giving pertinent details of all installation, service, or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed, and dated by the responsible licensed operator who supervised or performed the work, and unless he is regularly employed on a full-time basis at the station and has his operator license properly posted, shall also include his mail address and the class, serial number, and expiration date of his license.

(13) Entries shall be made also in reference to operation of the antenna tower lights when such entries are required by reason of applicable provisions of Subpart G of this part.

SUBPART J—LIMITED COAST STATIONS AND MARINE-UTILITY STATIONS, USE OF TELEPHONE

§ 7.351 *Supplemental eligibility requirements.* (a) Subject to the statutory eligibility requirements set forth in § 7.23, an authorization for a limited coast station or a marine-utility station may be granted to any person, or state or local government subdivision, or any

agency of the Federal Government which is subject to the provisions of section 301 of the Communications Act provided the applicant is:

(1) Regularly engaged in the operation of one or more commercial transport vessels, or one or more vessels of a municipal or state government, or is:

(2) An organization of which all persons who are members or shareholders are regularly engaged in the operation of one or more commercial transport vessels, or is:

(3) Legally responsible for the operation, control, maintenance, or development of a harbor, port, or waterway used by commercial transport vessel, or is:

(4) Engaged in furnishing a ship arrival and departure service, and will employ the station only for the purpose of obtaining the information essential to that service.

(5) A non-profit corporation or association, organized for the purpose of furnishing a maritime mobile service solely to persons who are engaged in the operation of one or more commercial transport vessels.

(b) Each application for station authorization for a limited coast station or a marine-utility station shall be accompanied by a written statement in detail sufficient to indicate clearly the applicant's eligibility under paragraph (a) of this section.

§ 7.352 *Cooperative use of facilities.*

(a) A person, state or local government subdivision, or any agency of the Federal Government subject to the provisions of section 301 of the Communications Act, engaged in the operation of one or more commercial transport vessels or government vessels may receive maritime mobile service from a limited coast station or a marine-utility station used on shore even though not the licensee of the limited coast station or the marine-utility station. The rendition of such service, however, will not be required of the licensee of the limited coast station or the marine-utility station without his consent, except as may be necessary in the enforcement of paragraph (c) of this section. The necessary cooperative arrangements for this purpose will be governed by the following provisions:

(1) Such persons, state or local government subdivisions or Federal agencies may, and in the case of foreign persons shall themselves, be the licensees of the radio stations installed on board their respective vessels: *Provided*, That prior to receiving an authorization to render service to the involved ship station(s), the licensee of the coast station or the marine-utility station from whom the service is to be received files a request for authority to render such maritime mobile service to the person or government agency who is to receive the service. The request must be notarized but may be in letter form, submitted in duplicate. Upon approval of the request, the Commission will designate on the coast station or marine-utility station authorization the persons or government agencies to whom service may be rendered.

(2) The licensee of a limited coast station or marine-utility station used on shore may install licensed ship radio

stations on board United States commercial transport vessels of other persons or on board vessels of appropriate government agencies: *Provided*, That in each case such persons or government agencies shall enter into a written agreement verifying that the ship station licensee has the sole right of control of the involved ship stations, that the vessel operators shall use the ship stations subject to the orders and instructions of the licensee of the coast station or marine-utility station on shore, and that the said licensee shall have, at all times, such access to and control of the ship station equipment as will enable him to carry out his responsibilities under the ship station license. A copy of the agreement with vessel owners required hereby shall be kept with the coast station or marine-utility station records and held available for inspection by Commission representatives.

(3) All provisions of this section applicable to ship stations are applicable also to marine-utility stations while the latter are used on board vessels, and to stations on board commercial transport vessels of any foreign country.

(b) All cooperative arrangements entered into under the provisions of this section shall be governed by the following requirements as to costs and charges:

(1) The arrangement must be established on a non-profit, cost-sharing basis by written contract between the parties and a copy of the contract must be kept with the records of the coast station or the marine-utility station and held available for inspection by Commission representatives.

(2) Contributions to capital and operating expenses may be accepted only on a cost-sharing, non-profit basis, said costs to be prorated on an equitable basis among all persons or government agencies who are parties to the cooperative arrangement. Records which reflect the cost of the service and its non-profit, cost-sharing nature shall be maintained by the licensee of the coast station or the marine-utility station and held available for inspection by Commission representatives. A financial statement reflecting the non-profit, cost-sharing nature of the arrangement shall be submitted by the licensee of the coast station or the marine-utility station annually to the Commission's Washington office no later than three months after the close of the licensee's fiscal year.

(c) If, in a particular geographic area, the use and operation of limited coast stations and (or) marine-utility stations by a plurality of station licensees using the same frequency assignment(s) causes intolerable interference, even though all provisions of this subpart relative to the reduction of interference have been fully complied with, the Commission may, in accordance with the provisions of the Communications Act, require the involved station licensees to join in a single cooperative organization for rendition of the necessary maritime mobile service within the affected area by a single station licensee.

§ 7.353 *Reserved.*

§ 7.354 *Points of communication.* (a) Subject to the conditions and limi-

tations imposed by the terms of the particular coast station license or by the applicable provisions of this part with respect to the use of particular radio-channels, limited coast stations and marine-utility stations are authorized to communicate:

(1) With any mobile station in the maritime mobile service for the transmission or reception of safety communication;

(2) With any land station for the purpose of facilitating the transmission or reception of safety communication;

(3) With the following categories of ship stations for the transmission or reception of communication essential to the business or operational needs of ships:

(i) Specified limited ship stations, and specified marine-utility stations on board ship, licensed by the Commission and using telephony on a frequency assignment designated by the Commission for communication with limited coast stations or with marine-utility stations on shore;

(ii) Specified public ship stations licensed by the Commission and using telephony on a frequency assignment designated by the Commission for communication with limited coast stations or marine-utility stations on shore;

(iii) Specified ship stations of any foreign country using telephony on the radio-channel of which 156.6 Mc is the authorized carrier frequency.

(b) With respect to the terms of paragraph (a) (3) of this section, the specific ship stations or marine-utility stations on board ship with which a limited coast station or a marine-utility station on shore is authorized to communicate shall be designated appropriately in the license of such coast station or marine-utility station.

(c) Upon application and satisfactory showing of a need therefor, two or more limited coast stations of the same station licensee may be specifically authorized by the terms of their respective station licenses to communicate on a secondary basis between themselves: *Provided*,

(1) Any communication carried on shall be confined exclusively to that absolutely necessary for the business or operational needs of the ship(s) with which at least one of the involved coast stations is authorized to communicate; and

(2) Other point-to-point communication facilities between the particular coast station locations are inadequate, inoperative, economically impracticable, or unavailable; and

(3) Any two coast stations of this category which communicate with each other are separated by not more than 100 miles; and

(4) Neither harmful interference nor intolerable delay is caused to communication with or between mobile stations; and

(5) Such communication shall occur only on a frequency assignment above 30 Mc except on the radio-channel of which 156.6 Mc or 156.8 Mc is the authorized carrier frequency.

§ 7.355 *Nature of service.* (a) Limited coast stations and marine-utility stations using telephony shall:

(1) Not be open to public correspondence;

(2) Not be used to render a communications common carrier service;

(3) Not be used to transmit program material of any kind for use in connection with radio broadcasting;

(4) Not be used for the transmission of press material or news items which are not required to serve the business or operational needs of ships;

(5) Be used exclusively to serve the operational and business needs of ships, including the transmission of safety communication.

(b) In areas where adequate and appropriate weather and hydrographic information is transmitted by means of telephony through the medium of one or more public coast stations or United States Government stations, limited coast stations and marine-utility stations on shore shall not duplicate that service. In all other respects, limited coast stations and marine-utility stations on shore may transmit by means of telephony such weather and hydrographic information as is required for the business and operational needs of the ships with which they normally communicate.

(c) Each marine-utility station on shore shall be used and operated exclusively within the limits of the geographic area specified in the particular station license. Except as specifically provided otherwise in this part, each marine-utility station on shore shall be used and operated as a limited coast station and in accordance with all rules and regulations applicable to such coast stations.

§ 7.356 *Assignable frequencies above 30 Mc.* (a) Carrier frequencies above 100 Mc which may be authorized for use by limited coast stations and marine-utility stations on shore, employing frequency modulation for telephony, and for transmission and reception on the same radio-channel, are designated herewith:

(1) (i) For calling and safety purposes:

156.8 Mc

(ii) For working: (for communication pertaining only to the business and operational needs of ships)

156.4 Mc

156.5 Mc

156.6 Mc

156.7 Mc

156.9 Mc

157.0 Mc (this carrier frequency is not assignable to any coast station or marine-utility station on shore which is located within 100 miles of the Great Lakes, or of the Mississippi River or any tributary thereof, or within 100 miles of any portion of the Gulf of Mexico intracoastal waterway)

(2) Each of these assignable frequencies is available on a shared basis only, and shall not be construed as available for the exclusive use of any one station licensee in any area.

(b) The carrier frequency of each radio-channel which is assignable to a limited coast station or a marine-utility station as the initial working channel for communication with a specified class or classes of vessels is designated herewith; an additional radio-channel or channels for each function herein designated may

be assigned to a particular station in accordance with paragraph (a) of this section provided that a sufficient need therefor is shown to exist:

(1) For use in all areas except the Great Lakes area:

(i) For communication with commercial transport vessels and government vessels which are navigated primarily within harbor or port areas; one of the following carrier frequencies:

156.4 Mc

156.5 Mc

156.6 Mc

157.0 Mc subject to the limitations specified in paragraph (a) (1) (ii) of this section.

(ii) For communication with vessels of any class in connection with harbor or port operations, including docking, light-erage, pilotage, dredging, towing, ship repair, port development, maintenance of navigable channels, etc.:

156.6 Mc

(iii) For communication with commercial transport vessels and government vessels which are navigated primarily between separate harbors or ports or on voyages which primarily are beyond the limits of a harbor or port:

156.5 Mc

(iv) For communication with vessels of any class when such communication is essential to the effective operation of any duly authorized maritime radiolocation service which is available to all ships within the radiolocation service area:

156.7 Mc

In areas where the use of this carrier frequency is licensed for communication essential to radiolocation, the use of the radio-channel for such communication shall have absolute priority over any other use except for distress signals and distress traffic.

In areas where the use of this carrier frequency for communication essential to radiolocation is not required, or is not required continuously, it may be assigned and used for communication with vessels of the class or classes specified by the Commission as required under the conditions and circumstances in each case, subject to the express condition that interference shall not be caused to its primary use in connection with the maritime radiolocation service.

(v) For communication with pilot vessels, normally stationed at the entrance to a harbor or port, primarily for obtaining regularly from such vessels information concerning the arrival and departure of ships moving to and from that harbor or port, when such information is required by and supplied to persons or government agencies on shore in connection with the business or operation of ships:

156.9 Mc

In areas where the use of this carrier frequency for such communication with pilot vessels is not required, for the foregoing purpose, it may be assigned and used for communication with vessels of the class or classes specified by the Commission as required under the conditions and circumstances in each case.

(2) For use in the Great Lakes area:

(i) For communication with commercial

cial transport vessels, and government vessels which are used regularly to transport passengers and/or land vehicles (including motor vehicles and railroad rolling stock), between established marine terminals:

156.4 Mc

(ii) For communication with commercial transport vessels and government vessels which are navigated primarily between separate harbors or ports or on voyages which primarily are beyond the limits of a harbor or port and with commercial transport vessels used in the fishing industry:

156.5 Mc.

(iii) For communication with commercial transport vessels and government vessels which are used in marine construction activities:

156.5 Mc

(iv) For communication with commercial transport vessels and government vessels which are classified as tugboats:

156.9 Mc

(c) Carrier frequencies within the band 30 Mc to 50 Mc which may be authorized for use by limited coast stations and marine-utility stations on shore employing either frequency modulation or amplitude modulation for telephony, for transmission and reception on the same radio-channel of communication pertaining only to the business and operational needs of ships, are designated herewith:

Carrier frequency:	Normal geographic area of use
35.06 Mc----	Gulf coast area, Puerto Rico, and Virgin Islands.
35.10 Mc----	Pacific coast area and islands of the Pacific Ocean.
35.14 Mc----	Atlantic coast area.
35.18 Mc----	Mid-continent area, including Great Lakes.

Each of these assignable frequencies is available on a shared basis only and shall not be construed as available for the exclusive use of any one station licensee.

§ 7.357 *Conditions imposed upon assignments in 35-36 Mc band.* Each application which requests assignment of a carrier frequency designated in § 7.356 (c) shall designate normally the carrier frequency specified in that paragraph for use in the geographic area in which the coast station or the marine-utility station on shore is located. Normally, only that carrier frequency is assignable for use in that area. When any other of these carrier frequencies is requested for assignment in a specified area, the application therefor shall include a satisfactory showing that the carrier frequency designated in § 7.356 (c) for use in the particular area will not meet the need of the proposed or existing service. When, in the opinion of the applicant, the location of the involved station is not clearly within one of the geographical areas designated in § 7.356 (c), the applicant may obtain the necessary information in this respect by corresponding directly with the Commission at Washington, D. C.

§ 7.358 *Conditions imposed upon assignments in 156-162 Mc band.* Normally, a limited coast station or a marine-utility station on shore shall be authorized to use, for working, one radio-channel only, within the frequency-band 156.35 Mc to 157.05 Mc in accordance with the terms of § 7.356 (b). Application for authority to use more than one radio-channel for working shall include a satisfactory showing of need for such additional facility.

§ 7.359 *Use of assigned frequency 156.8 Mc.* (a) The radio-channel of which 156.8 Mc is the authorized carrier frequency is designated primarily for calling and safety purposes. It may be used when appropriate by limited coast stations and marine-utility stations employing telephony for short-distance communication as an alternative to the radiotelephone distress frequency 2182 kc, for distress calls and distress traffic, and for safety communication.

(b) In addition to the provisions of paragraph (a) of this section, this radio-channel may be used by limited coast stations and marine-utility stations for:

(1) Call, reply, and the exchange of brief operating signals; and

(2) Operating signals preparatory to message traffic on another radio-channel within the frequency-band 156.35 Mc to 157.05 Mc.

(c) The use of this radio-channel by limited coast stations or marine-utility stations for transmission of any other category is not authorized.

§ 7.360 *Call and reply on working channels.* Although use of the assigned frequency 156.8 Mc by limited coast stations and marine-utility stations on shore for call and reply is authorized, calling and replying by these stations shall, in general, be conducted on a radio-channel authorized primarily for working.

§ 7.361 *Use of assigned frequency 156.6 Mc.* The radio-channel of which 156.6 Mc is the authorized carrier frequency is designated primarily for communication concerning port operations. It may be used by limited coast stations and marine-utility stations, with discretion, to serve other business and operational needs of ships on condition that such use shall not interfere with nor delay the exchange of port operational message traffic.

§ 7.362 *Limitations on use of marine-utility stations.* (a) Marine-utility stations on shore shall be used and operated solely within the local geographic area specified in the particular station license.

(b) The antenna structures of a marine-utility station on shore shall meet all applicable requirements of Part 17 of this chapter.

(c) Marine-utility stations on shore shall not be used or operated in the immediate vicinity of any radio transmitting or receiving installation of a coast station, a base station in any land mobile service, or a U. S. Government station, which transmits or receives on any radio-channel(s) above 30 Mc unless the fact has been established, by actual

tests in cooperation with the involved station(s), that interference is not caused by such operation to the service of the coast, base, or government station(s) concerned.

§ 7.363 *Use of working frequencies for calling.* In addition to any radio-channel of which the carrier frequency is specifically authorized herein for "calling", the radio-channels authorized in this subpart for "working" may be used for call and reply also, provided interference is not caused to any communication in progress on the particular working channel.

§ 7.364 *Time limitation on communication.* All communication engaged in by limited coast stations and marine-utility stations shall be limited to the minimum practicable transmission time, and each station licensee shall employ standardized operating practices and procedures to this effect.

§ 7.365 *Frequencies below 3000 kc for business, operational, and safety purposes.* (a) In addition to availability of the carrier frequencies 2738 kc and 2830 kc, primarily for intership communication as prescribed in § 8.358 of this chapter, either of these frequencies may, in response to proper application therefor, be specifically authorized in the licenses of a limited coast station for use (in areas where their use is authorized for ship stations using telephony as prescribed in § 8.358 of this chapter) to a limited extent in communicating by telephony (amplitude modulation) with such ship stations as are designated in the particular coast station license: *Provided,*

(1) The applicant makes a showing satisfactory to the Commission that exceptional and limited use of either of these carrier frequencies for ship-shore communication, in lieu of a different comparable frequency, or a frequency above 30 Mc, normally authorized for ship-shore communication (public correspondence or otherwise), is necessary to serve an important business or operational need of one or more commercial transport vessels or government vessels (other than public correspondence) and that the desired communication will be effective even though ship-to-ship communication for safety and other purposes has priority in the use of the particular frequency; and

(2) Harmful interference will not be caused to the service of ship-to-ship communication on the radio-channel of which either 2738 kc or 2830 kc is the authorized carrier frequency; and

(3) The plate input power to be used will be the minimum amount necessary to provide effective ship-shore communication on the radio-channel to be used and will not at any time exceed the average plate-input power generally used by ship stations for intership communication on this radio-channel; and

(4) The ship-shore communication on the radio-channel to be used shall be limited exclusively to that which is necessary to serve an important business or operational need of commercial transport vessels or government vessels (excluding public correspondence);

(5) The use of either of these carrier frequencies in accordance with any station authorization granted pursuant to this section shall be on a shared basis with any other coast station using this same frequency in accordance with a similar station authorization.

(b) The carrier frequency 2214 kc may, in response to proper application therefor, be specifically authorized in the license of a limited coast station for use exclusively at locations at which interference is not caused to the service of any United States Government station, in communicating by telephony (amplitude modulation) with such ship station(s) on board commercial transport vessel(s) or government vessels (when they use this same carrier frequency for transmission) as are designated in the particular coast station license: *Provided*,

(1) The applicant makes a showing satisfactory to the Commission that use of this carrier frequency, in lieu of a frequency above 30 Mc normally authorized for use by ship stations, is necessary to serve an important business or operational need of commercial transport vessel(s) or government vessels (other than public correspondence); and

(2) The communication carried on by the limited coast station on the radio-channel of which 2214 kc is the authorized carrier frequency shall be limited exclusively to that which is necessary to serve an important business or operational need of commercial transport vessel(s) or government vessels (excluding public correspondence); and

(3) The use of this carrier frequency in accordance with any station authorization granted pursuant to this section shall be on a shared basis with any other coast station using this same frequency in accordance with a similar station authorization.

(c) In no event, however, shall the carrier frequencies 2214 kc, 2738 kc and 2830 kc be available for assignment under this section in any instance in which the desired radio communication is primarily over distances for which frequencies above 30 Mc would be suitable.

§ 7.366 Availability of 2182 kc for limited coast stations. (a) The frequency 2182 kc is the international radiotelephone distress and general calling frequency for the maritime mobile service. It may be used by limited coast stations solely for transmission of:

(1) Distress signals and traffic as provided in Subpart G of this part.

(2) The international urgency signal, and very urgent messages (preceded by this signal) concerning the safety of a ship, aircraft or other vehicle, or the safety of some person on board or within sight of such ship, aircraft, or vehicle.

(3) The international safety signal, and occasional messages (preceded by this signal) concerning the safety of navigation or giving important meteorological warnings which messages in the interest of safety must be transmitted on this radio-channel instead of on a different radio-channel.

(4) Normal calls, replies, and brief radio operating signals but only when the use of a different carrier frequency for this function appears to be imprac-

ticable by reason of operating or equipment limitations of a mobile station.

(5) Brief test signals in accordance with the provisions of § 7.311, as may be necessary to determine whether the radio transmitting equipment of the station is in good working conditions on this frequency.

(b) When using this frequency for other than distress traffic and urgency and safety signals and messages, the mean antenna power of the unmodulated carrier wave shall not exceed 100 watts.

§ 7.367 Procedure in testing. (a) Limited coast stations and marine-utility stations using telephony are authorized to carry on such routine tests as may be required for the proper maintenance of the station provided each such station shall use every precaution to insure that, when conducting operational transmitter tests, the emissions of the station will not cause harmful interference. Radiation must be reduced to the lowest practicable value and if feasible shall be entirely suppressed. When radiation is necessary or unavoidable, the testing procedure described below shall be followed:

(1) The licensed radio operator responsible for operation of the transmitting apparatus shall ascertain by careful listening that the test emissions will not be likely to interfere with transmissions in progress;

(2) The official call sign and the geographic location of the testing station, followed by the word "test", shall be announced by voice on the radio-channel being used for the test, as a warning that test emissions are about to be made on that frequency;

(3) If, as a result of the announcement prescribed in subparagraph (2) of this paragraph, any station transmits by voice the word "wait", testing shall be suspended. When, after an appropriate interval of time, such announcement is repeated and no response is observed, and careful listening indicates that harmful interference should not be caused, the operator shall proceed as set forth in subparagraph (4) of this paragraph;

(4) The operator shall announce the word "testing" followed in the case of a voice transmission test by the count "1, 2, 3, 4, * * * etc." or by test phrases or sentences not in conflict with normal operating signals; or followed, in the case of other emission, by appropriate test signals not in conflict with normal operating signals. At the conclusion of the test, there shall be voice announcement of the official call sign of the testing station and its approximate geographic location.

(b) When testing is conducted on any frequency assignment within the band 2170 kc to 2194 kc or within the band

¹The power supplied to the antenna during normal operation, averaged over a time sufficiently long compared to the period corresponding to the lowest frequency encountered in actual modulation. (In general, a time of one-tenth second, during which the mean power is a maximum, will be selected.) See Article 1, paragraph 63 of the International Radio Regulations, Atlantic City, 1947.

156.75 to 156.85 Mc, the test transmission shall not continue for more than 15 seconds in any 15 minute period.

§ 7.368 General radiotelephone operating procedure—(a) Limitations on calling. (1) Except when transmitting a general call to several stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a limited coast station or a marine-utility station shall call the particular station(s) with which it intends to communicate.

(2) Limited coast stations may use authorized classes of emission for selective-calling on each radio-channel authorized for working. The use of selective-calling on the radio-channel of which either 2182 kc or 156.8 Mc is the authorized carrier frequency is prohibited.

(3) Calling a particular station, either by voice or by other means, shall not continue for a period of more than thirty seconds in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of three minutes. In event of an emergency involving safety, the provisions of this subparagraph shall not apply.

(4) Each limited coast station, when using selective-calling to secure the attention of a ship station with which it intends to communicate, shall transmit the type of signal and the particular signal code necessary to actuate the automatic attention device (selective ringer) known to be installed in the particular ship station and normally used for monitoring the coast station radio-channel which is used for transmitting such calls.

(5) Except in the event of an emergency involving safety, a limited coast station or a marine-utility station with respect to operation on any radio-channel which is used also by other stations within the same communication area, shall not answer, or attempt to answer, a station on board ship until the latter has transmitted the call sign or name of the particular shore station with which it desires to communicate.

(6) A limited coast station or a marine-utility station shall not attempt to communicate with a ship station that has specifically called another station until it becomes evident that the called station does not answer, or that communication between the ship station and the called station cannot be carried on because of unsatisfactory operating conditions.

(b) **Time limitation on calling frequency.** Transmission on the calling channel of which 2182 kc or 156.8 Mc is the authorized carrier frequency (including calls, answers, operating signals, and conversation pertaining to safety) shall be kept to a minimum and in general any one exchange of communications shall not exceed three minutes in duration. In the event of distress or other emergency, this time limitation shall not apply.

(c) **Change to working frequency.** After establishing communication with another station by call and reply on the calling channel of which 2182 kc or 156.8 Mc is the authorized carrier frequency, land stations shall change to an author-

ized working channel for the transmission of messages which, under the provisions of this subpart, cannot be transmitted on the respective calling channel.

§ 7.369 *Station documents.* (a) Limited coast stations using telephony shall be provided with and have readily available to the responsible operator (except as otherwise permitted by §§ 7.102 and 7.155) during their hours of service, the following documents:

(1) A valid station license available in accordance with § 7.102;

(2) The necessary operator license or licenses available in accordance with § 7.155;

(3) The station log required by this part for stations of this category.

(4) Parts 7 and 8 of this chapter.

§ 7.370 *Station records.* (a) Limited coast stations using telephony shall maintain an accurate radiotelephone log during their hours of service, as herein-after specified:

(1) Each sheet of the log shall be numbered in sequence and dated and shall include the official call sign of the coast station and also the signature(s) of the licensed operator(s) performing operating duties.

(2) The entry "on duty" shall be made by the operator beginning a duty period, followed by his signature. The entry "off duty" shall be made by the operator being relieved of or terminating a duty period, followed by his signature. All log entries shall be currently completed and all entries shall, unless otherwise stated, be made by a licensed operator on duty. The use of initials or signs is not authorized in lieu of any operator's signature required by this section.

(3) The time of making an entry shall be shown opposite the entry and shall be expressed in local standard time (EST, CST, etc.) counted from 00:00 to 24:00 o'clock, beginning at midnight. The first entry in each hour shall consist of 4 figures; additional entries in the same hour may be expressed in 2 figures by omitting the hour designation. The abbreviation "e. s. t.", "c. s. t.", etc., shall be marked at the head of the column in which the time is entered.

(4) With respect to limited coast stations, which, by reason of the provisions of Subpart G of this part, are required to maintain a watch on the radio-channel above 100 Mc designated for calling (assigned frequency 156.8 Mc*) entries shall be made showing each time this watch is begun, suspended, or concluded; without any requirement, however, of making such entries during interruption of this watch as may be necessary during hours of service for calling, answering and exchanging operating signals and safety communications on this radio-channel. These entries shall be made by the licensed operator(s) on duty who is (are) designated and authorized by the station licensee to do so; the name and signature

of the operator(s) making these entries and the operator(s) who actually maintains such watch shall appear in the log and shall be properly related to each particular entry for this purpose.

(5) All radiotelephone distress, urgency or safety signals and communications made or intercepted; the complete text, if possible, of such communications; and any information which may appear to be of importance to safety of life or property shall be entered, together with the time of such observation or occurrence, identification of the radio-channel(s) on which such signals or messages were transmitted or received, and the position of any ship, or other mobile unit in need of assistance, if this can be determined. These entries shall be made by the licensed operator(s) on duty who is (are) designated and authorized by the station licensee to do so; the name and signature of the operator(s) making these entries shall appear in the log and shall be properly related to each particular entry of this category.

(6) Whenever harmful interference is experienced by or reported to the responsible operator, an entry shall be made by such operator to that effect, stating the source of the interference, if known.

(7) All test transmissions shall be entered, together with the time of such transmissions, without regard to whether two-way communication with any other station is established.

(8) All measurements of the transmitter frequency(s) shall be entered, including such deviations from the assigned frequency(s) as may be observed, and a statement of any corrective action taken.

(9) An entry shall be made giving pertinent details of all installation, service, or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed and dated by the responsible licensed operator who supervised or performed the work, and unless he is regularly employed on a full-time basis at the station and has his operator license properly posted, shall also include his mail address and the class, serial number, and expiration date of his license.

(10) Entries shall be made also in reference to operation of the antenna tower lights when such entries are required by reason of applicable provisions of Subpart G of this part.

(b) Marine-utility stations on shore shall maintain an accurate radiotelephone log during their hours of service as follows:

(1) Each sheet of the log shall be numbered in sequence and shall include notation of the geographic area(s) in which the station is operated; the date and local standard time of operation of the station; official call sign of the marine-utility station, the name and signature of the licensed operator (or other person in accordance with Subpart F of this part) who is responsible for operation of the marine-utility station. (The use of initials or signs in lieu of signatures is not authorized.)

(2) An entry shall be made giving pertinent details of all installation, service

or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed and dated by the responsible licensed operator who supervised or performed the work, and unless he is regularly employed on a full time basis at the station and has his operator license properly posted, shall also include his mail address and the class, serial number, and expiration date of his license.

§ 7.371 *Use of United States Government frequencies for telephony.* Frequencies assignable to government radio stations are assignable to non-Government limited coast stations for communication with other non-Government stations by telephony when such communication is necessary in connection with activities performed in coordination with or in behalf of the Federal Government and where the Commission determines, after consultation with the appropriate government agency or agencies, that such assignment is necessary.

SUBPART K—STATIONS ON LAND IN THE MARITIME RADIOLOCATION SERVICE

§ 7.401 *Limitation on station authorizations.* Pending further development of the use and operation of stations on land in the maritime radiolocation service, and until the requirements of this service have been more completely determined, only developmental station authorizations will be granted, subject to the applicable provisions of Subpart M of this part (including supplemental eligibility requirements) and in accordance with the following sections of this subpart.

§ 7.402 *Assignable frequencies.* (a) The following frequency-bands are authorized for use by shore radionavigation stations (including shore-radar stations) in the maritime radionavigation service; the maximum power shall be designated in each instrument of authorization: *Provided*, That for stations other than shore radar stations, the classes of emission, the frequency tolerance, and the bandwidth occupied by the emission may be designated in each station authorization:

3000 Mc to 3246 Mc
5460 Mc to 5650 Mc
9320 Mc to 9500 Mc

(b) The following frequency-bands are authorized for use by shore radiolocation stations in the maritime radiolocation service; the class of emission; the frequency tolerance; the bandwidth occupied by the emission; and the maximum power may be designated in each station authorization:

(1) 2450 to 2500 Mc for purposes other than radionavigation or safety, on the condition that harmful interference shall not be caused to the fixed and mobile services, and on the condition that no protection shall be given from interference caused by emissions from industrial, scientific, or medical equipment.

(2) 3000 Mc to 3246 Mc
5460 Mc to 5650 Mc
9320 Mc to 9500 Mc

The use of frequencies within these bands for radiolocation, other than radionavigation, shall not cause harmful interference to the radionavigation service.

*Pending further development of the use of very high frequencies, no watch is required to be maintained by limited coast stations or marine utility stations on shore under the existing provisions of Subpart G of this part.

§ 7.403 *Special conditions imposed.* (a) An authorization granted for the construction and/or operation of a shore radionavigation station shall be subject to the express condition that in so far as the station may be operated to provide information to be used for the purpose of aiding in the movement of any ship, the station shall be treated as a private aid to navigation for which permission must be obtained by the station permittee or licensee from the Commandant, United States Coast Guard, as provided in section 759, Title 33, U. S. Code.

(b) Upon the grant of an authorization for the construction and/or operation of a shore radionavigation station, the Commission will forward to the Commandant, U. S. Coast Guard, Washington, D. C., notification thereof together with a copy of the authorization.

SUBPART I—FIXED STATIONS ASSOCIATED WITH THE MARITIME MOBILE SERVICE

MARINE FIXED STATIONS

§ 7.451 *Supplemental eligibility requirements.* (a) Subject to the basic eligibility requirements set forth in § 7.23, authorizations for marine fixed stations may be granted to any person who is engaged in:

(1) Prospecting for, producing, collecting, refining, or transporting petroleum or petroleum products in the immediate vicinity of the marine fixed station requested; or

(2) An activity in the immediate vicinity of the marine fixed station requested which is necessary to a construction project of a public character.

(b) Additionally, and subject to the basic eligibility requirements set forth in § 7.23, authorizations for marine fixed stations may be granted to any non-profit corporation or association, organized for the purpose of furnishing a radiocommunication service solely to persons who are actually engaged, in the immediate vicinity of the marine fixed station, in one or more of the activities designated in paragraph (a) of this section. Such a corporation or association shall render service only on a non-profit cost-sharing basis, said costs to be prorated on an equitable basis among all persons to whom service is rendered. Records which reflect the cost-sharing non-profit basis shall be maintained and held available for inspection by Commission representatives.

§ 7.452 *Points of communication.* Marine fixed stations are authorized to communicate by means of telephony solely with class II public coast stations in the United States when these stations render a communication service of telephony in direct connection with the general public service land-line telephone system, provided the marine fixed station, in each instance, is located not more than 300 statute miles from each coast station of this class with which it communicates.

§ 7.453 *Showing of need.* Applicants for authority to establish and operate marine fixed stations must satisfy the Commission, through information contained in the application or as otherwise determined by the Commission, that a need for the desired communication ex-

ists primarily in respect to the safety of life or property, and that the use of any communication facility to satisfy such need, other than a marine fixed station, is impossible or impracticable for the purpose involved.

§ 7.454 *Assignable frequencies.* (a) Carrier frequencies within the band 2000 to 2450 kc, which are authorized by Part 8 of this chapter for use by public ship stations employing telephony for the transmission of public correspondence to public coast stations (normally providing direct connection with public service land-line telephone systems), are assignable to marine fixed stations for the same purpose; upon the condition that neither harmful interference nor intolerable delay is caused to communication between coast stations and mobile stations.

(b) In addition to the assignable frequencies designated in paragraph (a) of this section, the carrier frequency 2182 kc is assignable to marine fixed stations solely for use in transmitting, by means of telephony with an antenna power not exceeding 100 watts (when no modulation is present), distress calls and distress traffic, and urgency and safety signals and messages. The use of this radio-channel by marine fixed stations for ordinary calls and replies is prohibited.

§ 7.455 *Technical requirements.* The authorized frequency tolerance, authorized class of emission, authorized emission-bandwidth, and authorized transmitter-power for marine fixed stations are set forth in Subpart E of this part.

§ 7.456 *Scope of communication.* Marine fixed stations shall be used primarily for safety communication, as defined in § 7.7 (a): *Provided, however,* That other than safety communication may be carried on, by these stations, with discretion and to the extent required in behalf of the specific activities set forth in § 7.451: *Provided, That,* in this respect priority at all times shall be given to use of the assigned radio channel(s) for ship to shore transmission.

§ 7.457 *Station documents.* (a) Each marine fixed station shall be provided with the following documents:

- (1) A valid station license.
- (2) The necessary operator license or licenses.
- (3) The station log required by § 7.458.
- (4) Parts 7 and 8 of this chapter.

§ 7.458 *Station records.* (a) Marine fixed stations shall maintain an accurate radiotelephone log during their hours of service as follows: all entries shall be made by the licensed operator on duty at the station, except as otherwise provided in subparagraph (2) of this paragraph:

(1) Each sheet of the log shall be numbered in sequence and shall include the date(s) and time(s) of operation of the station; official call sign of the station, the name and signature of the licensed operator who is responsible for operation of the station. (The use of initials or signs in lieu of signatures is not authorized.)

(2) An entry shall be made giving pertinent details of all installation, service or maintenance work performed

which may affect the proper operation of the station. The entry shall be made, signed and dated by the responsible licensed operator who supervised or performed the work, and unless he is regularly employed on a full time basis at the station and has his operator license properly posted, shall also include his mail address and the class, serial number, and expiration date of his license.

(3) All radiotelephone distress, urgency or safety signals and communications made or intercepted; the complete text, if possible, of such communications; and any information which may appear to be of importance to safety of life or property shall be entered, together with the time of such observation or occurrence, identification of the radio-channel(s) on which such signals or messages were transmitted or received, and the position of any ship, or other mobile unit in need of assistance, if this can be determined.

(4) Whenever harmful interference is experienced by or reported to the responsible operator, an entry shall be made by such operator to that effect, stating the source of the interference, if known.

(5) All test transmissions shall be entered, including the date, time, and purpose thereof.

(6) The date and time of making each entry shall be shown opposite the entry and the time shall be expressed in local standard time as follows. The first entry in each hour shall consist of four figures; additional entries in the same hour may be expressed in two figures by omitting the hour designation. The abbreviation, e. s. t., c. s. t., etc., shall be marked at the head of the column in which time is entered.

§ 7.459 *Station identification.* For the purpose of station identification, the provisions of § 8.364 (a) of this chapter shall apply to marine fixed stations.

§ 7.460 *Procedure in testing.* For the purpose of conducting operational or maintenance tests, the provisions of § 8.365 (a) of this chapter shall apply to marine fixed stations.

§ 7.461 *Operating procedure.* In the use and operation of marine fixed stations, these stations shall be governed by the provisions of § 8.366 (a) and (h) of this chapter.

MARINE RECEIVER-TEST STATIONS

§ 7.471 *Eligibility requirements.* An authorization for a marine receiver-test station may be granted to the licensee of a public coast station using telephony and having a frequency assignment for this purpose within the frequency-band 2000 kc to 3500 kc or 156.35 Mc to 162.05 Mc.

§ 7.472 *Scope of service.* A marine receiver-test station shall be used solely for brief transmissions intended for interception by the regularly used radiotelephone receiving apparatus of an associated public coast station of the same station licensee; the purpose of such transmissions shall be limited to necessary determinations of the technical performance of such receiving apparatus. No other signals or communications shall

be transmitted by marine receiver-test stations.

§ 7.473 *Assignable frequencies.* The carrier frequency or frequencies assignable to a marine receiver-test station is (are) the specific carrier frequency or frequencies within the band 2000 kc to 3500 kc or 156.35 Mc to 162.05 Mc used by public ship stations in transmitting by means of telephony to the particular public coast station with which the marine receiver-test station is associated; these frequencies with respect to ship stations of the United States are designated in §§ 8.354 and 8.356 of this subchapter.

§ 7.474 *Technical requirements.* The authorized frequency tolerance, authorized class of emission, authorized emission-bandwidth, and authorized transmitter-power for marine receiver-test stations are set forth in Subpart E of this part.

§ 7.475 *Station identification.* The official call sign and the general geographic location of the marine receiver-test station shall be announced at the conclusion of each completed test transmission.

§ 7.476 *Operating limitations.* The station licensee shall exercise such control over the transmissions of a marine receiver-test station as is necessary to avoid interference to calls from ship stations and to the exchange of public correspondence between ship and shore. The maximum amount of transmission time permitted on any one radio-channel authorized for use by a particular marine receiver-test station in a region of heavy radio traffic on the involved radio-channel shall not exceed 24 minutes in each 24-hour period.

§ 7.477 *Station records.* (a) An accurate log shall be maintained with respect to the operation of each marine receiver-test station. The station licensee shall be responsible for compliance with this requirement. This log may be maintained and located at an authorized control point associated with the station.

(b) All log entries shall be made by the licensed operator responsible for operation of the station or by a person authorized and directed by the station licensee to make such entries.

(c) The log shall be maintained and entries made therein as follows:

(1) Each sheet of the log shall be numbered in sequence and shall include the date(s) and time(s) of operation of the station; official call sign of the station, the name and signature of the licensed operator who is responsible for operation of the station. (The use of initials or signs in lieu of signatures is not authorized.)

(2) An entry shall be made giving pertinent details of all installation, service or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed and dated by the responsible licensed operator who supervised or performed the work, and unless he is regularly employed on a full time basis at the station and has his operator license properly posted, shall also include his mail address

and the class, serial number, and expiration date of his license.

(3) All radiotelephone distress, urgency or safety signals and communications made or intercepted; the complete text, if possible, of such communications; and any information which may appear to be of importance to safety of life or property shall be entered, together with the time of such observation or occurrence, identification of the radio-channel(s) on which such signals or messages were transmitted or received, and the position of any ship, or other mobile unit in need of assistance, if this can be determined.

(4) Whenever interference to other stations is reported to the station licensee or to the responsible operator, an entry shall be made by the latter to that effect, stating the source of the interference report and the station(s) to which interference has been caused, if known.

(5) All test transmissions shall be entered, including the date, time, duration of the transmission, the class of emission and particular radio-channel used.

(6) The date and time of making each entry shall be shown opposite the entry and the time shall be expressed in local standard time as follows. The first entry in each hour shall consist of four figures (from 00:00 to 24:00 beginning at midnight local standard time); additional entries in the same hour may be expressed in two figures by omitting the hour designation. The abbreviation e. s. t., c. s. t., etc., shall be marked at the head of the column in which time is entered.

MARINE CONTROL STATIONS, MARINE REPEATER STATIONS AND MARINE RELAY STATIONS

§ 7.481 *Eligibility requirements.* Authorizations for marine control stations, marine repeater stations, and marine relay stations will be issued only to licensees of coast stations who have made a satisfactory showing of need therefor in relation to the particular coast station or stations of which they are the station licensee.

§ 7.482 *Showing of need.* Applicants for such authorization must show that (a) a need exists for a point-to-point radio circuit for control, repeater, or marine relay purposes, (b) that telecommunication facilities other than a marine control, marine repeater, or marine relay station are not available, or if available would not provide effective results, and (c) that the service to be rendered through use of the marine control station, marine repeater, or marine relay station is necessary for, or will prove beneficial to, the service rendered by the associated coast station(s).

§ 7.483 *Points of communication.* (a) Marine control stations are authorized to transmit exclusively to the particular coast station whose operation or emission is being controlled by such transmissions.

(b) Marine repeater stations are authorized to transmit exclusively to other authorized marine repeater stations, or to designated radio receiving locations to which the respective transmitted communication is addressed, or to an author-

ized message center at a designated fixed location.

(c) Marine relay stations are authorized to transmit to and receive from other authorized marine relay stations as specified in the station authorization.

§ 7.484 *Frequencies assignable.* (a) In any area in the continental United States, a maximum of four carrier frequencies assignable in accordance with Part 2 of this chapter within either or both of the bands 72.02 Mc to 74.58 Mc and 75.42 Mc to 75.98 Mc are available in the aggregate for use by marine control stations, marine repeater stations and marine relay stations on condition that harmful interference shall not be caused to:

(1) Reception by the general public of emissions from television stations on television channels 4 and 5;

(2) The service of existing and previously authorized marine control stations, marine repeater stations, or marine relay stations;

(3) The service of existing and previously authorized stations operating in any aviation service.

Pursuant to Part 2 of this chapter, assignable frequencies for this purpose are spaced 40 kc apart, beginning with the frequencies 72.02 Mc and 75.45 Mc and ending with the frequencies 74.58 Mc and 75.98 Mc, respectively. Should the Commission find that public interest, convenience, or necessity would be served thereby, licensees of marine control stations, marine repeater stations, and marine relay stations authorized to operate on one or more frequencies within these bands shall be required to share, on a coordinated non-interference basis, the use of their respective frequency assignments with other licensees using the same frequencies.

(b) Assignment of the frequencies set forth in paragraph (a) is subject to the following conditions and restrictions:

(1) The applicant must agree to eliminate any harmful interference caused by his operation to TV reception on either Channel 4 or 5 that might develop by whatever means are found necessary within 90 days of the time knowledge of said interference is first brought to his attention by the Commission and that if said interference is not cleared up within the 90-day period, operation of the fixed station will be discontinued.

(2) Vertical polarization must be used.

(3) Whenever it is proposed to locate a 72-76 Mc fixed station less than 80, but more than 10 miles from the site of a TV transmitter operating on either Channel 4 or 5, or from the post office of a community in which such channels are assigned but are not in operation, the fixed station shall be authorized only if there are fewer than 100 family dwelling units (as defined by the U. S. Bureau of Census) located within a circle centered at the location of the proposed fixed station (family dwelling units 70 or more miles distant from the TV antenna site are not to be counted) the radius of which shall be determined by use of the chart entitled, "Chart for Determining Radius from Fixed Station in 72-76 Mc Band to Interference Contour

Along Which 10% of Service From Adjacent Channel Television Station Would Be Destroyed." Two charts are provided, one for Channel 4 and one for Channel 5.

(4) Provided, however, that the Commission may, in a particular case, authorize the location of a fixed station within a circle as determined under subparagraph (3) above containing 100 or more family dwelling units upon a showing that:

(i) The proposed site is the only suitable location.

(ii) It is not feasible, technically or otherwise, to use other available frequencies.

(iii) The applicant has a plan to control any interference that might develop to TV reception from his operations.

(iv) The applicant is financially able and agrees to make such adjustments in the TV receivers affected as may be necessary to eliminate interference caused by his operations.

(5) All applications seeking authority to operate with a separation of less than 10 miles will be returned without action.

§ 7.485 Technical requirements. The authorized frequency tolerance, authorized class of emission, authorized emission-bandwidth, and authorized transmitter-power for marine fixed stations are set forth in Subpart E of this part.

§ 7.486 Limitation on station authorizations. Pending additional development of the use and operation of marine control, marine repeater, and marine relay stations, and until the necessary scope of service required to be rendered by these classes of stations has been more completely determined, such stations will be authorized exclusively on a developmental basis in accordance with the provisions of Subpart M of this part. In addition to the provisions of this subpart, the relevant conditions and limitations set forth in Subpart M shall apply to these classes of stations.

SUBPART M—DEVELOPMENTAL STATIONS

§ 7.501 Supplemental eligibility. An authorization for developmental operation of a station in any of the services under this part will be issued only to those persons who are eligible to operate such stations on a regular basis.

§ 7.502 Showing and statement required. (a) Except as provided in paragraph (c) of this section, each application for authorization for a developmental station shall be accompanied by a showing that:

(1) The applicant has an organized plan of development leading to a specific objective;

(2) A point has been reached in the program where actual transmission by radio is essential to the further progress thereof;

(3) The program has reasonable promise of substantial contribution to the expansion or extension of the use of radio for a maritime purpose, or is in a field of maritime operation not already investigated;

(4) The program will be conducted by qualified personnel;

(5) The applicant is legally and financially qualified, and possesses adequate

technical facilities for conduct of the program as proposed;

(6) The public interest, convenience, or necessity will be served by the proposed operation.

(b) Every application for authority to engage in developmental operation shall be accompanied by a statement signed by the applicant in which it is agreed that any authorization issued pursuant thereto will be accepted with the express understanding of the applicant that it is subject to change in any of its terms or to cancellation in its entirety at any time, upon reasonable notice but without a hearing, if, in the opinion of the Commission, circumstances should so require.

(c) The provisions of paragraph (a) of this section do not apply when an application is made for a developmental station solely for the reason that the frequency requested is restricted to such developmental use.

§ 7.503 Assignable frequencies. (a) Stations engaged in developmental operation may be authorized to use a frequency or frequencies, available for the service and class of station which they propose to operate. The number of frequencies assignable to a particular station shall depend upon the specific requirements of the developmental program and the number of frequencies available for such use in the particular area where the station is to be operated.

(b) In addition to the specific frequencies and frequency-bands designated in this part as available for a particular service and class of station, each of the following frequencies and frequency-bands may be licensed as an assigned frequency or as authorized frequency-band, respectively, for use by developmental stations subject to the applicable provisions of this part as follows:

Available for coast stations:

3,500-3,700 Mc

6,425-6,575 Mc

11,700-12,200 Mc

Available for coast stations and fixed stations:

26,000-30,000 Mc and

2,450-2,500 Mc

16,000-18,000 Mc

on condition that no protection shall be given from interference caused by emissions from industrial, scientific or medical equipment.

Available for operational fixed stations:

952-960 Mc

1,850-1,990 Mc

2,110-2,200 Mc

2,500-2,700 Mc

6,575-6,875 Mc

12,200-12,700 Mc

The class of emission, the frequency tolerance, the emission-bandwidth, and the maximum transmitter-power for use on the foregoing frequencies which are above 2,400 Mc shall be designated in each station authorization.

(c) In addition to the specific frequency bands designated by § 7.402 for shore radionavigation stations, each of the following frequencies or frequency bands may be licensed as an assigned frequency or an authorized frequency band for use by developmental shore radionavigation stations:

Authorized frequency band	Assigned frequency
2900 to 3000 Mc.	
3246 to 3266 Mc.-----	3256 Mc (Racons only).
3266 to 3300 Mc.	
5250 to 5440 Mc.	
5440 to 5460 Mc.-----	5450 Mc (Racons only).
8500 to 9300 Mc.	
9300 to 9320 Mc.-----	9310 Mc (Racons only).
9500 to 9800 Mc.	

§ 7.504 Use of developmental stations. (a) Developmental stations shall be constructed and used in such manner as to conform with all applicable technical and operating requirements contained in this part, unless deviation therefrom is specifically provided in the station authorization.

Note. Such requirements are those applicable to the corresponding established class of station including provisions relating to operator requirements, station records, station documents, assignment to call signs.

(b) Communication with any station of a country other than the United States is prohibited unless specifically authorized by the terms of the station authorization.

(c) The operation of a developmental station is subject to the condition that harmful interference is not caused to the operation of stations licensed in an established service under any part of the Commission's rules.

§ 7.505 Developmental program. (a) The developmental program as described by the applicant in the application for authorization shall be substantially followed unless the Commission shall otherwise direct.

(b) Where some phases of the developmental program are not covered by the general rules of the Commission and the rules in this part, the Commission may specify supplemental or additional requirements or conditions in each case as deemed necessary in the public interest, convenience or necessity.

(c) The Commission may, from time to time, require a station engaged in developmental work to conduct special tests which are reasonable and desirable to the authorized developmental program.

§ 7.506 Report of operation required. A report on the results of the developmental program shall be filed with and made a part of each application for renewal of authorization, or in cases where no renewal of authorization is requested, such report shall be filed within 60 days of the expiration of such authorization. Matters which the applicant does not wish to disclose publicly may be so labeled; they will be used solely for the Commission's information and will not be publicly disclosed without permission of the applicant. The report shall include comprehensive and detailed information on the following:

(a) The final objective of the developmental operation.

(b) Pertinent results of operation to date.

(c) Analysis of the results obtained.

(d) Copies of any published reports.

(e) Need for continuation of the program if such need exists.

(f) Number of hours of operation on each authorized frequency during the

term of the license to the date of the report.

§ 7.507 Identification of station. (a) The radiotelegraph and radiotelephone emissions of a developmental station shall be clearly identified in the manner provided for the corresponding established class of station.

(b) The facsimile emissions of a developmental station shall be identified either by telegraphy or by telephony as provided in paragraph (a) of this section.

(c) All other classes of emission of a developmental station shall be identified as prescribed in the respective station authorization.

SUBPART N—STATIONS OPERATED IN THE LAND MOBILE SERVICE FOR MARITIME PURPOSES

§ 7.521 Eligibility for shipyard base stations. Under the provisions of this part, a station authorization will not be issued solely for a shipyard base station in the land mobile service. Subject to the provisions of § 7.523 only a land station authorized to operate as a limited coast station in the maritime mobile service may be authorized, upon proper application therefor, to be used additionally, and on a secondary basis, as a shipyard base station in the land mobile service.

§ 7.522 Eligibility for shipyard mobile stations. Under the provisions of this part, a station license will not be issued solely for one or more shipyard mobile stations in the land mobile service. Subject to the provisions of §§ 7.524 and 7.525, authority to construct, or to use and operate, one or more shipyard mobile stations in the land mobile service may be granted, upon proper application therefor, exclusively to the licensee or permittee of a limited coast station when that station is authorized to be used additionally and on a secondary basis as a shipyard base station in the land mobile service.

§ 7.523 Showing precedent to shipyard base station authorization. (a) Prior to a grant by the Commission of any shipyard base station authorization pursuant to the provisions of § 7.521, the applicant therefor must establish, in connection with each related application, that:

(1) Such applicant controls and operates a shipyard, in commerce, which is regularly engaged in the construction, change in construction, or repair of commercial transport vessels and/or Government vessels;

(2) Each limited coast station to be used additionally as a shipyard base station will be operated primarily as a coast station for communication with one or more commercial transport vessels operated and controlled by the applicant, which are used in connection with the construction, change in construction, or repair of commercial transport vessels and/or Government vessels by the shipyard to which reference is made in subparagraph (1) of this paragraph.

§ 7.524 Showing precedent to shipyard mobile station authorization. (a) Prior to a grant by the Commission of any shipyard mobile station authorization

pursuant to the provisions of § 7.522, the applicant therefor must establish in connection with each related application, that each shipyard mobile unit on which a shipyard mobile station is to be installed and operated is:

(1) Controlled and operated by the applicant;

(2) To be used for the expeditious transportation of shipyard personnel, material, or supplies within the local geographic area to which reference is made in § 7.523 (a) (1) in connection with the construction, change in construction, or repair of commercial transport vessels or Government vessels by that shipyard.

§ 7.525 Limitation on number of shipyard mobile stations. (a) The number of shipyard mobile stations which may be authorized for each land station permittee or licensee pursuant to the provisions of §§ 7.522, and 7.524 shall be limited to a maximum of one shipyard mobile station for each three ship stations (for example, the licensee of up to and including 5 ship stations is entitled to one shipyard mobile station; the licensee of 6, 7, or 8 ship stations is entitled to two shipyard mobile stations, etc.) when each ship station included for this purpose is:

(1) Licensed in the name of the particular land station permittee or licensee;

(2) Located on board a commercial transport vessel operated and controlled by the particular land station permittee or licensee;

(3) Used for communication with one or more limited coast stations of the same station licensee, in connection with the construction, change in construction, or repair of commercial transport vessels and/or Government vessels.

§ 7.526 Points of communication. (a) Subject to the provisions of § 7.527, a land station, when operating as a shipyard base station, is authorized to communicate exclusively with shipyard mobile stations of the same licensee.

(b) Subject to the provisions of § 7.527, each shipyard mobile station is authorized to communicate exclusively with any land station of the same licensee which is licensed to operate as a shipyard base station.

§ 7.527 Limitations on use. (a) Communication between a land station, operating as a shipyard base station, and any shipyard mobile station may be transmitted only when:

(1) The involved facilities of the land station are not required at the same time for any maritime mobile service; and

(2) Both the land station and the shipyard mobile station are within a geographic area designated by the Commission in reference to those stations.

(b) Each shipyard mobile station shall be operated exclusively within the local geographic area specified in the applicable station authorization: *Provided*, That such stations shall not be operated in the immediate vicinity of any transmitting or receiving radio installation of any land station (other than a land station of the same licensee) or any U. S.

Government station, which transmits or receives on any radio-channel(s) above 100 Mc unless the fact has been established, by actual tests in cooperation with the involved station(s), that interference is not caused by such operation to the service of the land station or Government station concerned.

(c) Under no circumstances shall the operation of a shipyard mobile station or a land station being used as a shipyard base station interfere with any maritime mobile service.

§ 7.528 Scope of communication. (a) Each land station, when operating as a shipyard base station, and each shipyard mobile station is authorized to transmit:

(1) Communication concerning the use of shipyard mobile units for expediting the construction, change in construction, repair, servicing, or maintenance of commercial transport vessels or government vessels by the shipyard which controls and operates such mobile units;

(2) In an emergency, communication concerning the immediate safety of life or property when the use of other communication facilities might be less effective.

(b) Transmission of any other class of communication by shipyard base stations or shipyard mobile stations is not authorized.

§ 7.529 Assignable frequencies. (a) Provided one of the following designated carrier frequencies is authorized for use by a particular limited coast station in the maritime mobile service in accordance with the applicable provisions of Subpart J of this part, such carrier frequency may be authorized for additional use by that land station for operation (on a secondary basis in reference to maritime mobile service) as a shipyard base station in a supplemental land mobile service:

(1) For use by stations in any area: 156.5 Mc.

(2) For use by stations in any area except the Great Lakes area: 156.4 Mc.

(3) For use by stations located more than 100 miles from the Great Lakes, the Mississippi River or any tributary thereof, and the Gulf of Mexico intra-coastal waterway: 157.0 Mc.

(b) The carrier frequency which may be authorized for use (on a secondary basis in reference to maritime mobile service) by one or more shipyard mobile stations is the same as that authorized, in accordance with the provisions of paragraph (a) of this section, for use by a land station of the same permittee or licensee with which such mobile stations are to communicate: *Provided*, That the same carrier frequency is licensed also for use by ship stations of that permittee or licensee which regularly communicate with that land station.

§ 7.530 Technical requirements. The authorized frequency tolerance, authorized class of emission, authorized emission-bandwidth, and authorized transmitter power for shipyard base stations and shipyard mobile stations shall be the same as is designated for coast stations in Subpart E of this part.

§ 7.531 *Cooperative use of facilities.* If, in a particular geographic area, the use and operation of shipyard mobile stations and shipyard base stations by a plurality of station licensees using the same frequency assignment(s) causes intolerable interference, even though all provisions of this part relative to the reduction of interference have been fully complied with, the Commission may, in accordance with the provisions of the Communications Act, require the involved station licensees to join in a single cooperative organization for rendition of the necessary land mobile service within the affected area by a single station licensee.

§ 7.532 *General operating procedure.* (a) All communication engaged in by shipyard base and mobile stations shall be limited to the minimum practicable transmission time, and each station licensee shall employ standardized operating practices and procedures to this effect.

(b) Each licensee of shipyard mobile stations shall exercise such control over the transmissions of those stations as is necessary to avoid interference to calls from ship stations which may be transmitted on the radio-channel used by the shipyard mobile stations.

(c) Calling a particular station, either by voice or by other means, shall not continue for a period of more than 30 seconds in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of three minutes. In event of an emergency involving safety, these time limitations shall not apply.

(d) Shipyard base stations may use authorized classes of emission for the selective calling of shipyard mobile stations on each radio-channel authorized for communication between such base and mobile stations.

§ 7.533 *Identification of stations.* (a) All emissions of a shipyard base station shall be clearly identified by voice transmission therefrom in the English language of either (1) the official call sign assigned to that station (the official call sign assigned to the same station as a coast station in accordance with § 7.72) by the Commission, or (2) the name of the station licensee (in abbreviated form if practicable) as formally reported to and approved by the Commission; if the licensee operates more than one shipyard base station within mutual interference range, the name of the licensee shall be followed by a digit indicating distinctly the respective land station, as formally reported to the Commission.

(b) All emissions of a shipyard mobile station shall be clearly identified by voice transmission in the English language of either (1) the single official call sign assigned by the Commission to the shipyard mobile station(s) of that licensee in the particular geographic area, followed by two digits indicating distinctly the respective shipyard land mobile unit as reported to the Commission, or (2) the name of the station licensee (in abbreviated form if practicable) as formally reported to and approved by the Commission followed by

two digits indicating distinctly the respective shipyard land mobile unit as reported to the Commission.

(c) Identification of stations as prescribed in this section shall be made:

(1) Whenever another station is called;

(2) Upon completion of each communication with any other station;

(3) At the beginning and upon completion of each transmission made for any other purpose.

§ 7.534 *Procedure in testing.* With respect to test transmission, the provisions of § 7.367 which apply to limited coast stations and marine-utility stations shall apply also to shipyard base stations and shipyard mobile stations: *Provided*, That the term "licensed radio operation" as used in paragraph (a) (1) of that section shall, with respect to test operation of shipyard mobile stations pursuant to this section, be construed in each instance to mean the operator licensee on duty at the control point of the associated shipyard base station as provided in § 7.156 (a) (1).

§ 7.535 *Station documents.* (a) With respect to documents required to be available at a shipyard base station, the provisions of § 7.369 which apply to limited coast stations using telephony shall apply also to shipyard base stations.

(b) Each shipyard mobile station shall be provided with the following documents during its hours of service:

(1) A valid station authorization, available in accordance with § 7.102.

(2) The necessary operator license or licenses, available in accordance with § 7.155 (this requirement is not applicable when the station is operated under the provision of § 7.156).

§ 7.536 *Station records.* (a) (1) With respect to station records required to be maintained by a shipyard base station, the provisions of § 7.370 which apply to limited coast stations using telephony shall apply also to shipyard base stations.

(2) Each licensee of a land station operated as a shipyard base station shall, upon specific request made by the Commission, be responsible for the submission of such reports as are requested by the Commission to show the value and practical performance of that station and the associated shipyard mobile station(s) in the land mobile service in relation to

the maritime mobile service for which the same land station is licensed.

(b) Unless otherwise determined by the Commission subsequent to pertinent developments in the use and operation of shipyard mobile stations, no station records need be maintained by those stations upon the express condition that (1) such station records as are required by other applicable sections of this part (including §§ 7.109, 7.110, and 7.111) are maintained as part of the required records of the associated shipyard base station, and (2) the records of the latter station with respect to the log entries required by § 7.370 (a) (7), (8) and (9) shall include the specified information concerning the involved shipyard mobile station(s).

SUBPART O—VIOLATIONS

§ 7.551 *Answers to notice of violation.* Any person receiving official notice of a violation of the terms of the Communications Act, any legislative act, Executive order, treaty to which the United States is a party, terms of a station or operator license, or the rules and regulations of the Federal Communications Commission, shall, within three days from such receipt, send a written answer to the office of the Commission originating the official notice. If an answer cannot be sent, or an acknowledgment made within such three-day period, acknowledgment and answer shall be made at the earliest practicable date with a satisfactory explanation of the delay. The answer to each notice shall be complete in itself and shall not be abbreviated by reference to other communications or answers to other notices. The answer shall contain a full explanation of the incident involved and shall set forth the action taken to prevent a continuation or recurrence thereof. If the notice relates to lack of attention to, or improper operation of the station, or to log or watch discrepancies, the answer shall give the name and license number of the licensed operator on duty.

§ 7.552 *Reports of infringements of the International Radio Regulations.* In the event that infringement of the International Radio Regulations by a foreign station is detected, report thereof may be made by the submission to the Commission of a form similar to that set forth in the International Radio Regulations.

SUBPART P—APPENDICES

§ 7.601 *Appendix I—Location of Engineering Field Offices and Monitoring Stations.*

Radio district	Address of the engineer in charge	Territory within district—	
		States	Counties
1	1600 Customhouse, Boston 9, Mass.	Connecticut..... Maine..... Massachusetts..... New Hampshire..... Rhode Island..... Vermont..... New Jersey.....	All counties. Do. Do. Do. Do. Do. Bergen, Essex, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Passaic, Somerset, Sussex, Union, and Warren.
2	748 Federal Bldg., 641 Washington St., New York 14, N. Y.	New York.....	Albany, Bronx, Columbia, Delaware, Dutchess, Greene, Kings, Nassau, New York, Orange, Putnam, Queens, Rensselaer, Richard, Rockland, Schenectady, Suffolk, Sullivan, Ulster, and Westchester.

SUBPART P—APPENDICES—Continued

SUBPART P—APPENDICES—Continued

Radio club title	Address of the engineer in charge	States	Territory within district— Counties
3	1005 New U. S. Customhouse, Philadelphia 5, Pa.	Delaware New Jersey Pennsylvania	New Castle, Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, and Salem. Adams, Bucks, Carbon, Chester, Cum- berland, Dauphin, Delaware, Lancaster, Lebanon, Lehigh, Monroe, Montgomery, Northampton, Perry, Philadelphia, Schuylkill, and York.
4	530 McCawley Bldg., 430 East Lombard St., Baltimore 2, Md.	Delaware Maryland Virginia	Kent and Sussex. All except District 34. Carle, Fairfax all except District 24, Fauquier, Frederick, Loudoun, Page, Prince George, Bayswater, Shenandoah, and Warren. Baltimore, Berkeley, Grant, Hampshire, Har- rison, Jefferson, Lewis, Madison, Mineral, Montgomery, Morgan, Pendleton, Preston, Randolph, Taylor, Tucker, and Upshur.
5	Room 402, Federal Bldg., Norfolk Ships Office, Room 200, U. S. Post Office Bldg., Newport News, Va.	West Virginia North Carolina Virginia	All except District 2. All except District 4.
6	411 Federal Annex, Atlanta 3, Ga. Suboffice: P. O. Box 17, 314 Post Office Bldg., Savannah, Ga.	Alabama Georgia North Carolina	All except District 8. All counties. Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Cleveland, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Madison, Mitchell, Polk, Rutherford, Swain, Transylvania, Wilkes, and Yancey.
7	P. O. Box 131, 312 Federal Bldg., Miami 1, Fla. Suboffice: 402-410 P. O. Bldg., Tampa 2, Fla.	South Carolina Tennessee Florida	All counties. Do. All except District 8.
8	400 Audubon Bldg., New Orleans 14, La. Suboffice: 418 U. S. Courthouse and Customhouse, Mobile 16, Ala.	Alabama Arkansas Florida Louisiana Mississippi Texas	Baldwin and Mobile. All counties. Escambia. All counties. Do. City of Texas only.
9	324 U. S. Appraisers Bldg., 7200 Wingate St., Houston 11, Tex. Suboffice: P. O. Box 127 (222 Post Office Bldg.), Beaumont, Tex.	Alabama Arkansas Florida Louisiana Mississippi Texas	Angelina, Arkansas, Atascosa, Austin, Bandera, Bastrop, Bee, Bexar, Blanco, Brewster, Brown, Brooks, Burleson, Caldwell, Calhoun, Cam- eron, Chambers, Colorado, Comal, De Witt, Dumas, Duval, Edwards, Fayette, Fort Bend, Frio, Galveston, Gillespie, Goliad, Gonzales, Grimes, Guadalupe, Hardin, Hays, Harris, Hidalgo, Jackson, Jasper, Jefferson, Jim Hogg, Jim Wells, Karnes, Kemey, Koe- dal, Kerr, Kinney, Kuber, La Salle, Lavaca, Lee, Liberty, Live Oak, Matagorda, Madison, Maverick, McMullen, Medina, Montgomery, Nacogoches, Newton, Nueces, Orange, Pecos, Real, Refugio, San Antonio, San Jacinto, San Patricio, Sabine, Starr, Tarrant, Terrell, Travis, Val Verde, Victoria, Walker, Waller, Washington, Webb, Wharton, Wilkes, Wigg, Winnon, Wilson, Zapata, Zavala, and Tyler.
10	P. O. Box 323, 320 U. S. Terminal Annex Bldg., Dallas 22, Tex.	Oklahoma Texas	All counties. All except District 9 and the city of Texarkana.
11	529 U. S. Post Office and Court- house Bldg., Tampa and Spring Sta., Los Angeles 12, Cal. Suboffice: No. 15-C U. S. Cour- thouse, Union and F Sts., San Diego 1, Calif. Ship office: Room 325 U. S. Post Office and Custom- house, San Pedro Canal, San Pedro, Calif.	Arizona California Nevada	All counties. Imperial, Inyo, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, and Ventura. Clark.
12	323-A Customhouse, San Francisco	California	All except District 11.
13	433 New U. S. Courthouse, 629 Southwest Main St., Portland 5, Oreg.	Nevada Oregon Washington	All except Clark. All except District 14. All counties. Wahkiakum, Cowlitz, Clark, Skamania, and Klickitat.

Radio district	Address of the engineer in charge	States	Counties	Territory within district—
14	802 Federal Office Bldg., Seattle 4, Wash.	Idaho.....	Bennett, Blaine, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Percé, and Shoshone.	
15	321 New Customhouse, Denver 2, Colo.	Montana..... Washington..... Colorado..... Utah..... Wyoming..... Nebraska.....	All counties. All except District 13. All counties. Do. Do. Buster, Box Butte, Clayville, Dawes, Deuel, Garden, Kimball, Morrill, Scott, Bluff, Sheridan, and Sioux.	
16	208 Uniform Post Office and Federal Court Bldg., 4th and Washington Sts., St. Paul 2, Minn.	South Dakota..... New Mexico..... Minnesota..... Michigan.....	Butte, Custer, Fall River, Lawrence, Meade, Pennington, Sully, and Washington. All counties. Do. Acker, Bagley, Chippewa, Delta, Dickinson, Golden, Hamilton, Iron, Keweenaw, Lake, Marshall, McLeod, Minnegan, and Sibley.	
17	3100 Federal Office Bldg., Kansas City 45, Mo.	South Dakota..... North Dakota..... Wisconsin..... Iowa..... Kansas..... Missouri.....	All counties except District 15. All counties except District 15. All counties except District 15. All except District 15. All counties. Do.	
18	526 U. S. Courthouse, 219 South Clark St., Chicago 4, Ill.	Nebraska..... Illinois..... Indiana..... Iowa.....	All counties except District 15. All counties. Do. Allanabee, Buchanan, Cedar, Clayton, Clinton, Delaware, Des Moines, Dubuque, Fayette, Henry, Jackson, Johnson, Jones, Lee, Linn, Lodi, Muscatine, Scott, Washington, and Winnebago.	
19	1029 New Federal Bldg., Detroit 26, Michigan.	Wisconsin..... Kentucky..... Do.....	Brown, Columbia, Calumet, Crawford, Dunn, Dodge, Door, Fond du Lac, Grant, Green, Iowa, Jefferson, Kewaunee, Kenosha, Lafayette, Manitowish, Marinette, Milwaukee, Oconto, Outagamie, Racine, Richland, Rock, Sauk, Shawano, Walworth, and Washington. All counties except District 12. Do.	
20	328 Post Office Bldg., Buffalo 2, N. Y.	Ohio..... Michigan..... West Virginia..... New York.....	Allen, Ashtabula, Cuyahoga, Franklin, Huron, Licking, Lorain, Madison, Mahoning, Mercer, Morgan, Muskingum, Noble, Richland, Seneca, Shelby, Stark, Summit, Tazewell, Tuscarawas, Warren, Wayne, and Woodford. All counties. All counties except District 16. All counties except District 4. All except District 2. All except District 3.	
21	303 Federal Bldg., Honolulu 1, T. H.	Territory of Hawaii and adjoining Pacific possessions, except Alaska and adjacent islands		
22	P. O. Box 287, 323-323 Federal Bldg., Suite 11, P. R.	Puerto Rico		
23	P. O. Box 1123, 7-8 Shattuck Bldg., Jackson 4, Alaska	Verde Islands, Alaska		
24	Subdiv. P. O. Box 444, Room 51, U. S. P. O. and Customs Bldg., Anchorage, Alaska	District of Columbia		
25	Federal Communications Commission, Washington 25, D. C.	Marshall Islands, Virgin Islands		

ALL
Within 10 miles of D. C. boundary.
Dec.

The offices of the Regional Managers of the Field Engineering and Monitoring Bureau are located at the following addresses:

Region No. 1, 954 Federal Building, 641 Washington Street, New York 14, N. Y.—To include: Districts Nos. 1, 2, 3, 4, 5, and 24.

Region No. 2, 411 Federal Annex, Atlanta, Ga.—To include: Districts Nos. 6, 7, 8, 9, 10, and 22.

Region No. 3, 323-A Customhouse, San Francisco 26, Calif.—To include: Districts Nos. 11, 12, and 15.

Region No. 4, 802 Federal Office Building, Seattle 4, Wash.—To include: Districts Nos. 13 and 14.

Region No. 5, P. O. Box 1142, Lanikai, Oahu, T. H.—To include: District No. 21.

Region No. 6, P. O. Box 644 (Rm. 52 U. S. P. O. and Courthouse), Anchorage, Alaska—To include: District No. 23.

Region No. 7, 832 U. S. Courthouse, Chicago 4, Illinois—To include: Districts Nos. 16, 17, and 18.

Region No. 8, 1029 New Federal Building, Detroit 26, Michigan—To include: Districts Nos. 19 and 20.

The primary monitoring stations of the Field Engineering and Monitoring Bureau are located at the following addresses:

Federal Communications Commission, Allegan Monitoring Station, P. O. Box 89, Allegan, Mich.

Federal Communications Commission, Central Frequency Monitoring Station, P. O. Box 788, Grand Island, Nebr.

Federal Communications Commission, Kingsville Monitoring Station, P. O. Box 632, Kingsville, Tex.

Federal Communications Commission, Dover Road, P. O. Box 458, Millis, Mass.

Federal Communications Commission, P. O. Box 1142, Lanikai, Oahu, T. H. (Fort Hase Military Reservation).

Federal Communications Commission, 2700 West Edinger, P. O. Box 744, Santa Ana, Calif.

Federal Communications Commission, P. O. Box 31, Laurel, Md.

Federal Communications Commission, P. O. Box 989, Livermore, Calif.

Federal Communications Commission, 2310 Northeast 148 Avenue, P. O. Box 5165, Portland 16, Oreg.

Federal Communications Commission, P. O. Box 4, Powder Springs, Ga.

Secondary monitoring stations of the Field Engineering and Monitoring Bureau are located at the following addresses:

Federal Communications Commission, P. O. Box 5098, Fort Lauderdale, Fla.

Federal Communications Commission, P. O. Box 99, Lexington, Ky.

Federal Communications Commission, P. O. Box 1448, Muskogee, Okla.

Federal Communications Commission, Searsport, Maine; main address: P. O. Box 44, Belfast, Maine.

Federal Communications Commission, P. O. Box 191, Spokane, Wash.

Federal Communications Commission, P. O. Box 499, Twin Falls, Idaho.

Federal Communications Commission, P. O. Box 719, Anchorage, Alaska.

Federal Communications Commission, P. O. Box 810, Fairbanks, Alaska.

§ 7.602 Appendix II—International Radio Regulations in Force Between the Government of the United States and Other Contracting Governments.

(a) Between the Government of the United States and those Governments which are parties to the International Telecommunication Convention (Atlantic City, 1947):

The Radio Regulations annexed to the International Telecommunication Convention (Atlantic City, 1947), in part, as follows:

Articles 1, 3, 4, 6, 7, 8, 9, 13, 14, 15, 16, 18, 19, 21, 22, 23, 24, 25, 26, 27, 30, 31, 32, 35, 36, 38, 39, 40, 41, 42, 43, 45, 46, and 47;

Article 5 (with the exception of the table of allocation of frequencies covering the bands below 27,500 kilocycles);

Article 29 (with the exception of paragraph 621);

Article 37 (with the exception of paragraph 889);

Article 44 (with the exception of paragraphs 1025 and 1032); and

Appendices 2, 9, 11, 13, 14, 15, 16, A, B, and C.

(b) Between the Government of the United States and those Governments which are parties to the International Telecommunication Convention (Atlantic City, 1947) and the General Radio Regulations (Cairo Revision, 1938) annexed to the International Telecommunication Convention (Madrid, 1932):

The General Radio Regulations (Cairo Revision, 1938) annexed to the International Telecommunication Convention (Madrid, 1932), in part, as follows:

The table of frequency allocations below 27,500 kilocycles as reflected in Article 7; and

The procedure for notification and registration of frequencies as provided in Article 16.

(c) Between the Government of the United States and a Government which is not a party to the International Telecommunication Convention (Atlantic City, 1947), but which is a party to a prior Convention, the regulations of the most recent of the following Conventions to which the contracting Government is a party:

The General Radio Regulations (Cairo Revision, 1938) annexed to the International Telecommunication Convention (Madrid, 1932);

The General Radio Regulations annexed to the International Telecommunication Convention (Madrid, 1932);

The General Regulations annexed to the International Radiotelegraph Convention (Washington, 1927); and

The Service Regulations affixed to the International Radiotelegraph Convention (London, 1912).

[F. R. Doc. 54-5804; Filed, Aug. 2, 1954; 8:45 a. m.]

[FCC 54-910]

[Rules Amdt. 10-4]

PART 10—PUBLIC SAFETY RADIO SERVICES FREQUENCIES

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 21st day of July 1954.

The Commission having under consideration the provisions of Parts 2 and 10 of its rules with respect to the use of the frequency 27.255 Mc by Fixed and Mobile stations; and

It appearing, That in accordance with the provisions of Part 2 of the Commission's Rules, the frequency 27.255 Mc, within the frequency band 27.23-27.28 Mc, is available for assignment to non-Government fixed, land or mobile sta-

tions subject to no protection from interference due to the operation of industrial, scientific and medical devices on the frequency 27.12 Mc; and

It further appearing, that licensees in the Public Safety Radio Services frequently have need for radio circuits to provide miscellaneous control operations as well as to permit the handling of relatively low priority voice communications, the nature of which would not permit their being handled on the assigned service frequencies, but which in many instances could be conducted satisfactorily on the frequency 27.255 Mc, and that Part 10 of the rules should be amended to permit such operation; and

It further appearing, that the proposed amendment is solely for the purpose of listing a frequency in Part 10 of the rules which has already been made available to the respective services for the indicated uses, by previous action of the Commission, and, therefore, that general notice of proposed rule making, as prescribed by section 4 (a) of the Administrative Procedures Act, is unnecessary; and

It further appearing, That authority for this action is contained in sections 4 (i) and 303 (r) of the Communications Act of 1934, as amended;

It is ordered, That effective August 2, 1954, Part 10 of the Commission's Rules is amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U. S. C. 303)

Released: July 23, 1954.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS, Secretary.

In § 10.101 of the Commission's rules, add new subparagraph (d) to read as follows:

§ 10.101 Frequencies. * * *

(d) The frequency 27.255 Mc may be authorized to any eligible applicant in the Public Safety Radio Services subject to the following conditions and limitations:

(1) Notwithstanding the rule provisions relating to permissible communications and points of communication in the applicable subpart of this part, the frequency 27.255 Mc may be used to accomplish any radiocommunication requirement which is necessary to the licensee's activity, provided, that otherwise all operations are in accordance with the Commission's Rules.

(2) The frequency 27.255 Mc is available for assignment in the Public Safety Radio Services for use on a shared basis with stations in other services. All fixed and mobile operations on this frequency are subject to interference from the operation of industrial, scientific and medical devices in the frequency band 26.96 to 27.28 Mc.

[F. R. Doc. 54-5807; Filed, Aug. 2, 1954; 8:46 a. m.]

PART 8—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

In the matter of revision of Part 8 of the Commission's Rules and Regulations to effect certain editorial changes therein.

The Commission having under consideration the desirability of making certain editorial changes in Part 8 of its Rules and Regulations; and

It appearing, that the amendments adopted herein are editorial in nature, and, therefore, prior publication of Notice of Proposed Rule Making under the provisions of section 4 of the Administrative Procedure Act is unnecessary, and the amendments may become effective immediately;

It further appearing, that the amendments adopted herein are issued pursuant to authority contained in sections 4 (i), 5 (d) (1) and 303 (r) of the Communications Act of 1934, as amended, and paragraph F-6 of the Commission's Order Defining the Functions and Establishing the Organizational Structure of the Office of the Secretary, dated February 14, 1952, as amended;

It is ordered, This 20th day of July 1954, that, Part 8 of the Commission's Rules and Regulations is revised to read as set forth below, to include the aforementioned editorial changes and all outstanding amendments adopted as of this date.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

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AUTHORITY: §§ 8.1 to 8.804 issued under sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interpret or apply sec. 303, 48 Stat. 1082, as amended; 47 U. S. C. 303.

§ 8.1 *Basis and purpose.* (a) The basis for the rules following in this part is the Communications Act of 1934, as amended, and applicable treaties and agreements to which the United States is a party.

(b) The purpose of the rules and regulations in this part is to prescribe the manner in which parts of the radio spectrum may be made available for radiocommunication and radiolocation for maritime operations and for public correspondence which require radio transmitting facilities on board ship and, for certain maritime communications, including public correspondence, on board aircraft; and to prescribe, in so far as is necessary to carry out the provisions of statute and applicable treaties and agreements relative to radio oper-

ators and radio installation on board ships for safety purposes, the details as to location, manner of installation, use and availability, of the required equipment, apparatus, spare parts, and such supplementary equipment as may be necessary for the proper functioning of the required shipboard radio installations for the proper conduct of radio communication in time of emergency or distress. For the purposes of this part, the definitions set forth in Subpart A shall be applicable. (For other definitions, refer to Part 2, Frequency Allocations and Treaty Matters; General Rules and Regulations; Part 7, Stations On Land In The Maritime Services; and Part 14, Radio Stations in Alaska (other than amateur and broadcast).)

SUBPART A—DEFINITION OF TERMS

§ 8.2 *General.*—(a) *Commission.* The term "Commission" means the Federal Communications Commission.

(b) *Statutes and international agreements.*—(1) *Communications Act.* The Communications Act of 1934, as amended.

(2) *Ship Act.* The act approved June 24, 1910, as amended, requiring apparatus and operators for radio communication on certain Great Lakes steamers.

(3) *Safety Convention.* The International Convention for the Safety of Life at Sea, 1948, including the Regulations annexed thereto.

(4) *International Radio Regulations.* The Radio Regulations in force annexed to the International Telecommunications Convention, Atlantic City, 1947, as between the Government of the United States and other Contracting Governments; and such preceding international radio regulations as remain in force between the Government of the United States and other Contracting Governments.

(5) *Region 1, Region 2, and Region 3.* Those geographic areas defined as "Region 1", "Region 2", and "Region 3" in Article 5, paragraph 3, of the Radio Regulations of Atlantic City, 1947.

(c) *Telecommunications.* Any transmission, emission or reception of signs, signals, writing, images, and sounds or intelligence of any nature by wire, radio, visual or other electromagnetic systems.

(d) *Radiocommunication.* Any telecommunication by means of Hertzian waves.

(e) *Public correspondence.* Any telecommunication which the offices and stations, by reason of their being at the disposal of the public, must accept for transmission.

(f) *Station.* A separate radio transmitter, or a combination of radio transmitter(s) and radio receiver(s), including the accessory equipment required for carrying on a definite radiocommunication service.

(g) *Station authorization.* Any valid station license or special temporary authority for use of a station, issued by the Commission.

(h) *Person.* An individual, partnership, association, joint stock company, trust, or corporation.

(i) *Station licensee.* The holder of a valid station license.

(j) *Operator licensee.* The holder of a valid license or valid permit for the actual operation of a licensed station.

(k) *Hours of service.* The period of time during each calendar day when a station is used, in conformity with the terms of the station authorization, for the rendition of its normal service.

(l) *Day.* (1) Where the word "day" is applied to the use of a specific frequency assignment or to a specific authorized transmitter-power, such use of the word "day" shall be construed to mean transmission on such frequency assignment or with such authorized transmitter-power during that period of time included between one hour after local sunrise and one hour before local sunset.

(2) Where the word "day" occurs in reference to the provisions of section 353, subsection (c), of the Communications Act or the radio provisions of the Safety Convention, such use of the word "day" shall be construed to mean the calendar day, from midnight to midnight, local ship's time.

(m) *Radio district.* A prescribed geographic area within the United States which, for the purpose of official inspection of radio stations in behalf of the Commission, is under the jurisdiction of a Commission engineer in charge whose official address and the specific area of inspection associated therewith are designated by Appendix I of this part.

(n) *Ship or vessel.* "Ship" or "vessel" includes every description of watercraft or other artificial contrivance, except aircraft, used or capable of being used as a means of transportation on water, whether or not it is actually afloat.

(o) *Categories of ships.* (1) Where use of the term "passenger ship" or "cargo ship" occurs in reference to the provisions of Part II of Title III of the Communications Act, such use of the term shall be construed as follows: A ship is a passenger ship if it carries or is licensed or certificated to carry more than twelve passengers. A cargo ship is any ship not a passenger ship.

(2) Where use of the term "passenger ship" or "cargo ship" occurs in reference to the radio provisions of the Safety Convention or in reference to frequency assignment, such use of the term shall be construed as follows: A ship is a passenger ship if it carries more than twelve passengers. A cargo ship is any ship not a passenger ship.

(3) A "commercial transport vessel" is any ship or vessel which is used primarily in commerce (i) for transporting persons or goods to or from any harbor(s) or port(s) or between places within a harbor or port area, or (ii) in connection with the construction, change in construction, servicing, maintenance, repair, loading, unloading, movement, piloting, or salvaging of any other ship or vessel.

(p) *Safety Convention Certificates—*
(1) *Exemption Certificate.* A certificate issued to a ship which is granted exemption from applicable provisions of the Safety Convention.

(2) *Safety Certificate.* A certificate issued upon application, after inspection and survey by proper authorities, to a passenger ship which complies in an efficient manner with the requirements of the Safety Convention.

(3) *Safety Radiotelegraphy Certificate.* A certificate issued upon application, after inspection by proper authorities, to a cargo ship which complies in an efficient manner with the requirements of the Safety Convention.

(q) *Installed.* As used in this part with respect to the requirements of radio apparatus authorized under the provisions of this part for use on board ship or in stations subject to this part, the term "installed" means installed on board the particular ship or in the particular station to which the pertinent rule or regulation, involving the use of this term, is applied.

§ 8.3 *Maritime mobile service—*(a) *Mobile service.* A service of radio-communication between mobile and land stations, or between mobile stations.

(b) *Maritime mobile service.* A mobile service between ship stations and coast stations, or between ship stations. (Aircraft stations, when transmitting on frequencies allocated to the maritime mobile service, may communicate in this service with ship stations and coast stations.)

(c) *Mobile station.* A station in a mobile service intended to be used while in motion, or during halts at unspecified points.

(d) *Ship station.* A mobile station in the maritime mobile service located on board a vessel which is not permanently moored.

(e) *Public ship station.* (1) A ship station open to public correspondence.

(2) Public ship stations authorized to employ telegraphy for public correspondence are further classified according to their hours of service for telegraphy as designated herewith:

First Class. These stations carry on a continuous service of public correspondence.

Second Class. These stations carry on a designated service of public correspondence of prescribed but limited duration; at least during the period designated for ship stations of the second category by the International Radio Regulations or, in the case of voyages of short duration, as otherwise designated by the Commission in accordance with those Regulations.

Third Class. These stations carry on a service of public correspondence, the duration of which is prescribed but is less than that of stations of the Second Class, or is not prescribed but is determined by the master of vessel pursuant to his authority under section 358 of the Communications Act.

(f) *Limited ship station.* A ship station not open to public correspondence.

(g) *Marine-utility ship station.* A ship station, readily portable for use as a limited ship station on mobile vessels within a designated local area.

(h) *Marine-utility coast station.* A coast station, readily portable for use as a limited coast station at unspecified points ashore within a designated local area.

(i) *Marine-utility station.* A coast or ship station in the maritime mobile service having a frequency assignment which is available for both marine-utility coast stations and marine-utility ship stations, and licensed under one station authorization to operate as either a marine-utility coast station or a marine-utility ship station according to its location, pursuant to the provisions of paragraphs

(g) and (h) of this section, at the time it is being operated.

§ 8.4 *Maritime radiolocation service—*
(a) *Radiolocation.* Determination of a position or of a direction by means of the constant velocity or rectilinear propagation properties of Hertzian waves.

(b) *Radiolocation service.* A service involving the use of radio location.

(c) *Maritime radiolocation service.* A radiolocation service intended for the benefit of ships.

(d) *Radiolocation station.* A station in the radiolocation service.

(e) *Radiolocation mobile station.* A station in the radiolocation service intended to be used while in motion or during halts at unspecified points.

(f) *Ship-radiolocation station.* A radiolocation mobile station located on board a ship and used solely for maritime radiolocation service.

(g) *Radionavigation.* Radiolocation intended solely for the determination of position or direction or for obstruction warning, in navigation.

(h) *Radionavigation service.* A radiolocation service involving the use of radionavigation.

(i) *Maritime radionavigation service.* A radionavigation service intended for the benefit of ships.

(j) *Radionavigation station.* A station in the radionavigation service.

(k) *Radionavigation mobile station.* A station in the radionavigation service intended to be used while in motion or during halts at unspecified points.

(l) *Ship-radionavigation station.* A radionavigation mobile station located on board a ship and used solely for maritime radionavigation service.

(m) *Radar.* A radiolocation system where transmission and reception are carried out at the same location, and which utilizes the reflecting or re-transmitting properties of objects in order to determine their positions.

(n) *Primary radar.* Radar using reflection only.

(o) *Secondary radar.* Radar using automatic retransmission on the same or on a different radio frequency.

(p) *Ship-radar station.* A ship-radiolocation station utilizing radar for the purpose of detecting above-water objects, with a determination of their direction and distance from the ship.

NOTE: Where reference is made, in official documents issued by the Commission prior to the effective date of this section, to ship-radar stations in the "ship service", the term "ship service" shall be construed, with respect to such stations, to mean "maritime radionavigation service."

(q) *Radio direction-finding.* Radiolocation in which only the direction of a station is determined by means of its emissions.

(r) *Radio direction-finding station.* A radiolocation station intended to determine only the direction of other stations by means of transmissions from the latter.

(s) *Direction-finder (radio compass).* Apparatus capable of receiving clearly perceptible radio signals and capable of taking bearings on these signals from which the true bearing and direction of the point of origin of such signals with

respect to the point of reception may be determined.

(t) *Direction-finder receiver.* A radio receiver which is a component of a radio direction finder.

(u) *Marine radiobeacon station.* A radionavigation land station, the emissions of which are intended to enable a ship station to determine its bearing or its direction in relation to the marine radio beacon station.

(v) *Ship radiolocation-test station.* A ship-radiolocation station used solely for testing maritime radionavigation apparatus incident to its manufacture, installation, repair, servicing, and/or maintenance.

§ 8.5 *Developmental Maritime stations on board ship.*—(a) *Developmental mobile station.* A mobile station operated for the express purpose of developing equipment or a technique solely for use only in that portion of the non-government mobile service which has been specifically allocated the authorized frequency (or frequencies) of the developmental mobile station.

(b) *Developmental radiolocation station.* A radiolocation station operated for the express purpose of developing equipment or a technique solely for use only in that portion of the non-government radiolocation service (including the non-government radionavigation service) which has been specifically allocated the authorized frequency (or frequencies) of the developmental radiolocation station.

(c) *Specific classification.* The specific classes of developmental stations on board ships in the maritime mobile service and in the maritime radiolocation service (including maritime radionavigation service) are the same as the classes defined in preceding sections of this part; however, for purposes of identification, the particular class of station is followed by the parenthetical indicator "(developmental)"; for example, "limited ship station (developmental)".

§ 8.6 *Operational.*—(a) *Safety communication.* The transmission or reception of distress, alarm, urgent, or safety signals, or any communication preceded by one of these signals, or any form of radiocommunication which, if delayed in transmission or reception, may adversely affect the safety of life or property; and occasional test transmission or reception as necessary for determining whether or not the radio equipment is in good working condition for purposes of safety.

(b) *Superfluous radiocommunication.* Any transmission that is not necessary in properly carrying on the service for which the station is licensed.

(c) *Harmful interference.* Any radiation or any induction which endangers the functioning of a radionavigation service or of a safety service, or obstructs or repeatedly interrupts a radio service operating in accordance with law.

(d) *Distress signal.* (1) The distress signal is the international radiotelegraph or radiotelephone signal which indicates that a ship, aircraft, or other vehicle is threatened by grave and imminent danger and requests immediate assistance.

(2) In radiotelegraphy, the international distress signal consists of the group "three dots, three dashes, three dots", transmitted as a single signal in which the dashes are emphasized so as to be distinguished clearly from the dots.

(3) In radiotelephony, the international distress signal consists of the oral enunciation of the word "MAYDAY", pronounced as the French expression "m'alder".

NOTE: In case of distress, transmission of this particular signal is intended to insure recognition of a radiotelephone distress call by stations of any nationality.

(e) *Alarm signal.* The international radiotelegraph signal, consisting of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between two consecutive dashes being one second, having for its sole purpose the actuation of automatic devices giving warning by means of an alarm that a distress call or message is about to follow, or that an urgent cyclone warning is about to be sent by a coast station authorized to do so.

(f) *Urgency signal.* (1) The urgency signal is the international radiotelegraph or radiotelephone signal which indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or of some person on board or within sight.

(2) In radiotelegraphy, the international urgency signal consists of three repetitions of the group "XXX", sent before the call, with the letters of each group and the successive groups clearly separated from each other.

(3) In radiotelephony, the international urgency signal consists of three repetitions of the word "PAN" pronounced as the French word "panne" and sent before the call.

(g) *Safety signal.* (1) The safety signal is the international radiotelegraph or radiotelephone signal which indicates that the station sending this signal is ready to transmit a message concerning the safety of navigation or giving important meteorological warnings.

(2) In radiotelegraphy, the international safety signal consists of three repetitions of the group "TTT", sent before the call, with the letters of each group and the successive groups clearly separated from each other.

(3) In radiotelephony, the international safety signal consists of three repetitions of the French word "securite", sent before the call.

(h) *Distress traffic.* All messages relative to the immediate assistance required by the ship, aircraft, or other vehicle in distress.

(i) *500 Kilocycles silent period.* The three-minute period twice an hour beginning at x h 15 and x h 45, Greenwich mean time (GMT), during which the International Radio Regulations require that all transmissions (except for certain emissions designated in those Regulations) must cease on all frequencies within a designated frequency band centered on 500 kc.

(j) *Watch.* The act of listening for or to sound produced by a telephone re-

ceiver when the electric wave energy at audio frequency supplied to the telephone receiver:

(1) Results from simultaneous interception and detection of Hertzian waves of a designated radio frequency or frequencies, and

(2) Is substantially equivalent in frequency to the audio frequency or frequencies generated by detection of the intercepted Hertzian waves.

(k) *Calling.* Transmission from a station solely to secure the attention of another station, or other stations, for a particular purpose.

(l) *Working.* Radiocommunication carried on, for a purpose other than calling, by any station or stations using telegraphy, telephony, or facsimile.

§ 8.7 *Technical.*—(a) *Radio frequency.* Any frequency between 10 kilocycles per second and 3,000,000 megacycles per second.

(b) *Audio frequency.* A frequency corresponding to the frequency of a normally audible sound wave, usually between 20 and 15,000 cycles per second.

(c) *Hertzian waves.* Electromagnetic waves of frequencies between 10 kc and 3,000,000 Mc.

(d) *Emission.* Any radiation of energy by means of Hertzian waves.

(e) *Spurious emission.* Any emission from a station at a frequency or frequencies outside an authorized frequency-band.

(f) *Telegraphy.* A system of telecommunication for the transmission of written matter by the use of a signal code.

(g) *Telephony.* A system of telecommunication set up for the transmission of speech, or in some cases, other sounds.

(h) *Facsimile.* A system of telecommunication for the transmission of fixed images with a view to their reception in a permanent form.

(i) *Carrier frequency.* The frequency of the carrier. (For the definition of "carrier", see § 2.1 of this subchapter.)

(j) *Authorized carrier frequency.* A specific carrier frequency authorized for use by a station from which the actual carrier frequency is permitted to deviate, solely because of frequency instability, by an amount not to exceed the frequency tolerance.

(k) *Frequency tolerance.* The extent to which a carrier frequency (or when a carrier is not present, a frequency coinciding with the center of an emission-bandwidth) is permitted by applicable regulations, or by the terms of a station authorization, to depart, solely because of frequency instability, from the authorized carrier frequency (or, when a carrier is not present, from the assigned frequency).

(l) *Frequency-band.* A continuous range of frequencies extending between two designated limiting frequencies.

(m) *Bandwidth.* The number of cycles or kilocycles per second expressing the difference between the limiting frequencies of a frequency-band.

(n) *Radio-channel.* A frequency-band, sufficient in width to permit its use for radiocommunication, comprised of the emission-bandwidth, the interference guard bands, and the frequency tolerance.

(o) *Emission-bandwidth.* The band of frequencies comprising 99 per cent of the total radiated power extended to include any discrete frequency on which the power is at least 0.25 per cent of the total radiated power. (This definition coincides with the definition of "Bandwidth Occupied by an Emission", which appears as paragraph 58 of the International Radio Regulations of Atlantic City, 1947. The emission-bandwidth is dependent upon the class of emission and the speed of signalling.)

(p) *Interference guard bands.* The two frequency-bands additional to, and on either side of, the authorized frequency-band, which may be provided to minimize the possibility of interference between different radio-channels.

(q) *Authorized emission-bandwidth.* A specific emission-bandwidth authorized for use by a station.

(r) *Authorized frequency-band.* A frequency-band authorized for use by a station.

(s) *Assigned frequency.* The frequency coinciding with the center of the frequency-band in which the station is authorized to work; this frequency does not necessarily correspond to any frequency in an emission. (This definition coincides with the definition of "Frequency Assigned to a Station" which appears as paragraph 57 of the International Radio Regulations of Atlantic City, 1947.)

(t) *Frequency assignment.* The specific frequency or frequencies authorized for the emission(s) of a particular station; expressed for each radio-channel by:

(1) The authorized carrier frequency, the frequency tolerance, and the authorized emission-bandwidth in relation to the authorized carrier frequency.

(2) The authorized emission-bandwidth in reference to a specific assigned frequency (when a carrier does not exist), or

(3) The authorized frequency-band (when a carrier does not exist).

(u) *Modulation.* The process of producing a wave some characteristic of which varies as a function of the instantaneous value of another wave, called the modulating wave.

(v) *Modulation factor.* (1) In an amplitude-modulated wave, the ratio of half the difference between the maximum and minimum amplitudes to the average amplitude.

(2) In a frequency-modulated wave, the ratio of the actual frequency swing to the frequency swing defined as 100 percent modulation.

(w) *Percentage modulation.* The modulation factor expressed in percent.

(x) *Amplitude modulation (AM).* Modulation in which the amplitude of a wave is the characteristic subject to variation.

(y) *Frequency modulation (FM).* Modulation in which the instantaneous frequency of a sine-wave carrier is caused to depart from the carrier frequency by an amount proportional to the instantaneous value of the modulating wave.

(z) *Frequency deviation.* In frequency modulation, the peak difference between the instantaneous frequency of

the modulated wave and the carrier frequency.

(aa) *Frequency swing.* In frequency modulation, the peak difference between the maximum and the minimum values of the instantaneous frequency.

(bb) *Deviation ratio.* In frequency modulation, for a sinusoidal modulating wave, the ratio of the maximum frequency deviation to the maximum frequency of the modulating wave.

(cc) *Antenna (aerial).* A means of radiating or intercepting Hertzian waves.

(dd) *Artificial antenna (dummy antenna).* A device which has the equivalent impedance characteristics of an antenna and the necessary power-handling capabilities, but which does not radiate or intercept Hertzian waves.

(ee) *Last radio stage.* In an electron-tube radio transmitter, the radio-frequency oscillator or power amplifier stage which supplies all radio-frequency power to the antenna, either directly or through the medium of a transmission line.

(ff) *Plate (anode) input power.* The electrical power delivered to the plate (anode) of an electron tube by the source of supply; this power being the product of the indicated anode voltage and the indicated anode current.

(gg) *Antenna power.* The power supplied by a particular radio transmitter to the antenna used in connection with that transmitter, at a radio frequency or frequencies within an authorized frequency-band.

(hh) *Radiated power.* Energy, in the form of Hertzian waves, radiated from an antenna.

(ii) *Authorized transmitter power.* The power of a particular transmitter as designated in the respective station license or, in lieu thereof, the power designated in the applicable rule(s) or regulation(s). Unless specifically expressed otherwise, this power is the total plate input power to all electron tubes in the last radio stage of the transmitter which are used to supply radio-frequency power to the antenna, without modulation present in the case of a transmitter used for telephony by means of class A3 emission.

(jj) *Crystal oscillator.* A generator of alternating-current energy, the frequency of which is determined by properties of a piezoelectric crystal.

(kk) *Telephone receivers.* Whenever use of the following terms occurs in reference to "watch" as defined in § 8.6 (j), such use of these terms shall be construed as follows:

(1) *Telephone receiver.* Any instrument used to convert energy consisting of electric waves at audio frequency into energy consisting of substantially equivalent sound waves.

(2) *Hand receiver.* A telephone receiver capable of being held to the ear by the hand and normally used in that manner.

(3) *Head receiver.* A telephone receiver capable of being held to the ear by an attached headband or other device and normally used in that manner.

(4) *Loudspeaker.* A telephone receiver capable of effectively radiating acoustic power for reception by ear at

a distance and normally used for that purpose.

(ll) *Energize.* The term "energize", as applied in this part to transmitters, receivers, and other component equipment of ship radio installations required for safety purposes, means to supply with power as necessary to provide normal and effective operation of such equipment.

§ 8.8 *Installation for safety communication—(a) Main antenna.* An antenna installed in a fixed position on board a ship, and regularly available for use in connection with a main installation on the same ship.

(b) *Main radio transmitter.* A radio transmitter regularly available in a ship station for safety communication which is energized ordinarily by a main power supply.

(c) *Main radio receiver.* A radio receiver regularly available in a ship station for safety communication which is energized ordinarily by a main power supply.

(d) *Main power supply.* A normally available source of power on board a ship capable of simultaneously energizing all other components of the main installation.

(e) *Main installation.* A radio installation on board a ship including a main antenna, a main transmitter, a main receiver, and a main power supply; capable of being used for safety communication with other stations in the maritime mobile service.

(f) *Emergency antenna.* An antenna installed in a fixed position on board a ship, and immediately available for use in connection with (1) an emergency or reserve installation on the same ship, or (2) a main installation on the same ship (if a cargo ship) which complies also with all the requirements of an emergency or reserve installation.

(g) *Emergency radio transmitter.* A radio transmitter immediately available in a ship station for safety communication and capable of being energized by the emergency power supply.

(h) *Emergency radio receiver.* A radio receiver immediately available in a ship station for safety communication and capable of being energized by the emergency power supply.

(i) *Emergency power supply.* An immediately available source or sources of power on board a ship, capable of simultaneously energizing, independently of the propelling power of the ship and any other electrical system, all other components of the emergency or reserve installation.

(j) *Emergency or reserve installation.* A radio installation on board a ship; including an emergency antenna, an emergency radio transmitter, an emergency radio receiver, emergency electric lights, and an emergency power supply; capable of being used when energized solely by its emergency power supply, for safety communication with other stations in the maritime mobile service.

(k) *Automatic alarm receiver.* A complete receiving, selecting, and warning device capable of being actuated automatically by intercepted radio-frequency waves forming the international automatic alarm signal, as this signal is

specified by the International Radio Regulations.

(l) *Auto-alarm.* An automatic alarm receiver approved as specified by the provisions of section 3 (x) of the Communications Act.

(m) *Automatic alarm-signal keying device.* A device capable of automatically keying a radiotelegraph transmitter so as to transmit the international automatic-alarm signal, as this signal is specified by the International Radio Regulations.

SUBPART B—APPLICATIONS

§ 8.21 *Authorization required for operation of a radio station.* Radio stations required by the Communications Act to be licensed shall not be operated in the maritime mobile service or in the maritime radio-location service (including the maritime navigation service) except under and in accordance with a valid station authorization therefor granted by the Commission. Further, the operation of such apparatus shall be in conformity with the provisions of statute, international treaty or agreement, and the rules of the Commission relative to the licensing of operators.

NOTE: The Commission has exempted certain low power radio devices from its general licensing requirements as set forth in Part 15 of this chapter, Restricted Radiation Devices. Licensing procedures and exemptions applicable to radio apparatus used for medical purposes, industrial heating, and other miscellaneous purposes not involving radiocommunication are set forth in Part 18 of this chapter, Industrial, Scientific and Medical Service.

§ 8.22 *Administrative classification of stations.* (a) Stations in the maritime mobile service subject to this part are licensed according to the class of station normally as designated below:

(1) Public ship stations authorized to employ telegraphy for public correspondence:

- (i) First class;
- (ii) Second class;
- (iii) Third class;

(2) Public ship stations not authorized to employ telegraphy for public correspondence;

- (3) Limited ship stations;
- (4) Marine-utility stations.

(b) Public ship stations not authorized to employ telegraphy for public correspondence are licensed as public ship stations (one class) without distinction relative to hours of service for public correspondence.

(c) Limited ship stations are licensed (one class) without distinction relative to hours of service.

(d) One ship station license is issued in behalf of one station licensee to authorize the operation of a ship station which is within more than one class as enumerated in paragraph (a) of this section. In all such cases, if the station by reason of any portion of its use or operation, comes within the definition of a public ship station (as defined by § 8.3 (e)), it is licensed as a public ship station, if the station is authorized to employ telegraphy for public correspondence, it is further classified in accordance with paragraph (a) (1) of this section.

(e) Stations in the maritime radiolo-

cation service subject to this part (other than those exclusively in the maritime radionavigation service) are licensed according to the class of station, normally as designated below:

(1) Ship radiolocation stations.

(f) Stations in the maritime radionavigation service subject to this part are licensed according to the class of station, normally as designated below:

- (1) Ship radionavigation stations.
- (2) Ship radar stations.

§ 8.23 *Statutory eligibility for station license.* Section 310 of the Communications Act places the following express limitations on the granting and holding of station licenses:

(a) A station license shall not be granted to or held by:

(1) Any alien or the representative of any alien;

(2) Any foreign government or the representative thereof;

(3) Any corporation organized under the laws of any foreign government;

(4) Any corporation of which any officer or director is an alien;

(5) Any corporation of which more than one-fifth of the capital stock is owned of record or voted by aliens or their representatives or by a foreign government or representative thereof, or by any corporation organized under the laws of a foreign country;

(6) Any corporation directly or indirectly controlled by any other corporation of which any officer or more than one-fourth of the directors are aliens, if the Commission finds that the public interest will be served by the refusal or revocation of such license; or

(7) Any corporation directly or indirectly controlled by any other corporation of which more than one-fourth of the capital stock is owned of record or voted by aliens, their representatives, or by a foreign government or representatives thereof, or by any corporation organized under the laws of a foreign country, if the Commission finds that the public interest will be served by the refusal or revocation of such license.

(8) Nothing in subparagraphs (1) through (7) of this paragraph shall prevent the licensing of radio apparatus on board any vessel, aircraft, or other mobile station of the United States when the installation and use of such apparatus is required by Act of Congress or any treaty to which the United States is a party.

§ 8.24 *Application precedent to authorization.* (a) Except as otherwise provided by §§ 8.26, 8.41, and 8.42, no authorization will be granted for use or operation of any radio station on board ship in any service governed by this part unless formal written application therefor in proper form first is filed with the Commission at its offices in Washington 25, D. C., or pursuant to § 8.35 at a Field Engineering Office of the Commission.

(b) Except as otherwise provided by §§ 8.35, 8.41, and 8.42, an application in writing should be filed at least sixty days prior to the earliest date on which it is desired that the requested authorization be granted by the Commission, in order

that action therein may be taken by that date.

(c) Each application shall be specific and complete with regard to the information requested in the application form, or otherwise specifically requested by the Commission. Unless otherwise specified in a particular case or for a particular form, each application shall be filed in original only.

NOTE: Standard forms are prescribed herein for use in connection with the majority of applications submitted for Commission consideration. These forms may be obtained without cost from the Commission at Washington, D. C., or from any of its field offices.

§ 8.25 *Signature on applications.* One copy of each application for an authorization shall be signed under oath or affirmation by the applicant if the applicant be an individual, or any one of the partners if an applicant be a partnership, or by an officer if the applicant be a corporation, or by a member who is an officer if the applicant be an unincorporated association: *Provided, however,* That applications may be signed by the attorney for an applicant (a) in case of physical disability of the applicant, or (b) his absence from the continental United States. If it be made by a person other than the applicant, he must set forth in the verification the grounds of his belief as to all matters not stated upon his knowledge and the reason why it is not made by the applicant. Applications filed on behalf of eligible governmental entities such as states and territories of the United States and political subdivisions thereof, the District of Columbia, and units of local government including incorporated municipalities, shall be signed by such duly elected or appointed officials as may be competent to do so under the law of the jurisdiction. Where more than one copy of an application is required to be filed with the Commission, only the original need to be signed and verified; copies may be conformed.

§ 8.26 *Informal applications.* An application not submitted on a standard form prescribed by the Commission is an informal application. Each informal application shall be submitted in duplicate, normally in letter form, and with the original signed under oath or affirmation. Each application shall be clear and complete within itself as to the facts presented and the action desired.

§ 8.27 *Defective applications.* (a) An application which is not made in accordance with the Commission's rules or other requirements will be considered defective unless accompanied by a request to waive or petition to amend the rule or other requirement with which the application is in conflict. The reasons which are believed to support such a request or petition shall be set forth in detail.

(b) If an applicant is requested by the Commission to file any documents or information not included in the prescribed application form, a failure to comply with such request will constitute a defect in the application.

(c) When an application in written form is considered to be incomplete or

defective, the Secretary of the Commission or, in the case of an application for regular ship station license or modification of license filed at a Field Engineering Office of the Commission accompanied by a request for interim ship station license, either the Secretary of the Commission or the Engineer-in-Charge of the particular Engineering Field Office, will return it to the applicant unless the Commission should otherwise direct. The reason for return of the application will be indicated, and, if appropriate, necessary additions or corrections may be suggested.

§ 8.28 Amendment or dismissal of application. Any application may be amended or dismissed without prejudice upon request of the applicant prior to the time the application is granted or designated for hearing. Each amendment of, or request for dismissal of an application shall be signed, authenticated, and submitted in the same manner and with the same number of copies as required for the original application. All related correspondence or other material which is to be considered as a part of an application already filed shall be submitted in the form of an amendment to the application concerned.

§ 8.29 Partial grant of application. Whenever the Commission, without a hearing grants an application (other than a grant of an interim ship station license) in part, or with any privileges, terms, or conditions other than those requested, the action of the Commission shall be considered as a grant of such application unless the applicant shall, within 20 days from the date on which public announcement of such grant is made, or from its effective date if a later date is specified, file with the Commission a written protest, rejecting the grant as made. Upon receipt of such protest, the Commission will vacate its original action upon the application, if necessary, and set the application for hearing in the same manner as other applications are set for hearing.

§ 8.30 Request for amendment or waiver of rules. (a) Any provisions of this part (except these provisions which set forth specific requirements, not subject to waiver or change, of any applicable statute, or any applicable international agreement to which the United States is a signatory party) may be repealed, amended or supplemented, subject to the provisions of the Administrative Procedures Act. Any interested person may petition for issuance, amendment, or repeal of any rule or regulation governing stations in the maritime mobile or maritime radio-location service. Such petition may be filed in relation to specific applications for station authorization, or independently thereof, and shall show the text of the proposed rule(s), and shall set forth the reason(s) in support of the petition.

(b) Any provision of this part (except these provisions which set forth specific requirements, not subject to waiver or change, of any applicable statute, or any applicable international agreement to which the United States is a signatory party) may be waived by the Commission, if the Commission finds that im-

portant or exceptional circumstances require such waiver and that the public interest will be served thereby. A request for such waiver may be filed in relation to specific applications for station authorization, or independently thereof, and shall set forth in detail the reason(s) said waiver is considered to be necessary, and how the public interest would be served thereby.

§ 8.31 Applications concerning marine-utility stations. Whenever a marine-utility station is to be used and operated at any location on land (whether or not it is to be used and operated additionally on board mobile vessels), such station is subject to the applicable provisions of Part 7 of this subchapter and an application for construction permit to establish such station shall be filed with the Commission, pursuant to the requirements therefor contained in that part.

§ 8.32 Application for station license. (a) In accordance with § 8.24 application for station license to authorize the use and operation of radio transmitting apparatus on board ship shall be submitted on the appropriate Federal Communications Commission form as prescribed in § 8.36.

(b) Each application for a public ship station license which requests authority to employ telegraphy for public correspondence shall designate the class of station desired to be authorized, in accordance with the terms of § 8.3 (e).

§ 8.33 Changes during license term. When, during the term of a station license (other than an interim ship station license) any change is to be made in respect to the station, or with respect to its use and operation, which would result in a deviation from the terms of the license and/or any supplemental instrument of authorization, application for modification of license on the appropriate FCC form as prescribed in § 8.36 shall, except as otherwise provided by §§ 8.35, 8.41 and 8.42, be submitted in accordance with § 8.24 not less than 60 days prior to the date contemplated for such modification of license in order that action therein may be taken by that date.

§ 8.34 Renewal of license. Except as otherwise provided by § 8.42, application for renewal of station license shall be submitted on FCC Form 405-A. Unless otherwise directed by the Commission, each application for renewal of license shall be filed during the last 60 days of the license term. In any case in which the licensee has, in accordance with the Commission's rules made timely and sufficient application for renewal of license, no license with reference to any activity of a continuing nature shall expire until such application shall have been finally determined.

§ 8.35 Request for interim ship station license. (a) A formal application for ship station license, or for modification of existing license including modification to cover replacement of radiotelephone transmitting apparatus (but not including renewal of station license), to authorize the use of telephony on board a vessel not required by

any statute or international agreement to be fitted with a radiotelephone installation, when accompanied by a request for an interim ship station license, shall be filed in accordance with § 8.36 and presented in person by the applicant or his agent at the nearest Field Engineering Office of the Commission.

(b) Such application as prescribed in paragraph (a) of this section may be filed, without regard to the filing time specified in § 8.24 (b) and 8.33 whenever need arises for necessary authority to use a ship station for telephony under the limitations of an interim ship station license on board any vessel (not required by any statute or international agreement to be fitted with a radiotelephone installation) pending action by the Commission at Washington, D. C., on the related formal application for regular license or modification of license.

(c) In the event the use of a ship station under the limitations of an interim license would not meet the requirements of an applicant or when an application for renewal of station license is involved, the applicant may, subject to and in accordance with the conditions set forth in § 8.41 or 8.42, whichever is applicable, apply to the Commission at Washington, D. C., for special temporary station authorization or for license or modification or renewal of license in an emergency.

§ 8.36 Application forms for station authorizations. (a) The forms hereinafter designated in this section shall be used for filing formal applications for station authorizations:

(1) For new or modified license for all radio transmitting apparatus on board ship:

FCC Form 501.

except that an optional form may be used as follows where no separate FCC Form 501 is filed for other apparatus by the same applicant:

For radiotelephone license to use frequencies solely in the bands 1600-3500 kc, 30-40 Mc and 152-162 Mc: FCC Form 501 or FCC Form 501-A (short form).

(2) For renewal (without modification) of any license for radio station aboard ship:

FCC Form 405-A.

§ 8.37 Application for consent to voluntary assignment or transfer of control of station license. (a) Application for consent to voluntary assignment of a license (other than an interim ship station license) covering any class of station governed by this part, or for consent to voluntary transfer of control of a corporation holding such license, shall be filed with the Commission on FCC Form 702, "Application for Consent to Assignment of Radio Station Construction Permit or License", or FCC Form 703, "Application for Consent to Transfer of Control of Corporation Holding Construction Permit or Station License", as the case may be, at least 60 days prior to the contemplated effective date of assignment or transfer of control in order that action thereon may be taken by that date.

(b) In the case of stations on board ship licensed to operate in any service

governed by this part, involuntary assignment of licenses will not be made. Upon the death or legal disability of the licensee, such licenses shall be surrendered for cancellation.

§ 8.38 Applications filed concurrently. Applications of different category but in respect to the same station and radio service may be filed concurrently by the same applicant as prescribed herewith:

(a) Applications for modification of station license and for renewal of station license;

(b) Applications for modification of station license and for consent to voluntary assignment or transfer of control of station license;

(c) Applications for renewal of station license and for consent to voluntary assignment or transfer of control of station license.

§ 8.39 One application for plurality of stations. (a) One application may be filed for several station authorizations to cover similar stations on board different ships: *Provided*, The following elements are the same for all stations covered by such application:

(1) Nature of application (license, modification of license, or special temporary authority);

(2) Applicant;

(3) Licensee (when request is for modification or renewal);

(4) Nature of service and class of station as set forth in § 8.22;

(b) Paragraph (a) of this section shall apply only when the individual stations covered by such application are clearly identified therein and properly related to the information supplied which is applicable to the respective authorization requested for each station.

§ 8.40 Application for station of portable nature (other than marine-utility station). (a) Upon application as appropriate under §§ 8.26, 8.36, 8.41 or 8.42 including a supplemental statement as prescribed in subparagraphs (1) and (2) of this paragraph, the Commission may grant a license, modification of license, renewal of license, or special temporary authorization, permitting operation of a station of an established class in the maritime mobile or maritime radiolocation service which is readily portable for use as the occasion requires on board a ship or ships of the United States: *Provided*, The applicant makes a satisfactory showing that:

(1) The station will be operated as an established class of station on board ship in conformity with all applicable rules of the Commission, and

(2) Unusual circumstances exist whereby a station license to cover such operation is necessary to eliminate the necessity of frequently filing applications for special temporary authority, licenses, or modifications of license in order to permit on short notice the temporary operation of specified apparatus on board a designated ship or ships of the United States.

§ 8.41 Application for special temporary station authorization. (a) Application for special temporary authority in lieu of or supplemental to normal form of station license for use and operation

of radio transmitting apparatus on board ship in the maritime mobile service or the maritime radiolocation service, not involving an emergency found by the Commission, shall be limited to circumstances in which need exists for temporary use, for a limited period of time, of:

(1) Radio transmitting apparatus not currently authorized for the desired operation, or

(2) An authorized station in a manner or at times not permitted by the current station authorization.

(b) In accordance with paragraph (a) of this section written application for special temporary authority for the use and operation of radio transmitting apparatus on board ship may be filed informally as prescribed by § 8.26, except that such application shall be filed not less than 10 days prior to the earliest date of proposed operation unless an acceptable reason for failure to meet this time limitation is included in the application or is otherwise evident to the Commission.

(c) (1) Each application for special temporary authority submitted under the provisions of this section shall contain, as a minimum requirement, the following information:

(i) Name of applicant;

(ii) Name of agent, if application is made by an agent, in cases under § 1.303 of this chapter;

(iii) Official call letters of any valid station authorization or construction permit already held by applicant, and the related station location;

(iv) Name and type of ship;

(v) Official registry number of ship, if available;

(vi) Official call letters or radio call sign, if any, assigned to ship;

(vii) Explanation of need for special temporary authority in lieu of normal form of station license;

(viii) Class of station and nature of service desired;

(ix) Complete particulars concerning purpose and nature of proposed operation;

(x) Specific station(s) or class of station(s), whichever is appropriate, with which communication is intended;

(xi) Frequency assignment, authorized transmitter power, and authorized class or classes of emission desired;

(xii) Equipment to be used, specifying the manufacturer, model number, rated power, and frequency stability to be maintained;

(xiii) The date(s) and time(s) of the proposed operation.

(2) Each application for special temporary authority submitted under the provisions of this section shall, in addition to the information specified in subparagraph (1) of this paragraph, contain such of the following information as is not already on file with the Commission:

(i) Address of applicant;

(ii) Address of agent, if application is made by an agent, in cases under § 1.303 of this chapter.

(iii) Relation of applicant to owner of vessel;

(iv) Factual statements to the extent necessary for the Commission to determine whether or not the granting of the

desired authorization will be in accordance with the citizenship requirements of section 310 of the Communications Act.

§ 8.42 Application for license or modification or renewal of license in an emergency. (a) In cases of emergency involving danger to life or property or due to damage to equipment wherein the grant of an interim ship station license as provided by § 8.35 is not possible under the provisions thereof or wherein such grant would not satisfy the requirements of the emergency, applications for a station license, or for modification or for renewal of a station license, to authorize certain use and operation of radio transmitting apparatus on board ship in the maritime mobile or maritime radiolocation service in accordance with applicable provisions of treaty, statute, and rules of the Commission, may be filed at any time by unverified telegram or letter, and in the event that the Commission finds that such an emergency exists, temporary authorization may be granted to operate a station in accordance with the unverified request for the duration of such emergency: *Provided*, That in such cases as may be considered necessary by the Commission, the applicant may be required to supplement such application by filing, as soon as practicable thereafter, a verified written application for the same authorization as normally prescribed by applicable provisions of this part.

Note: For example, an emergency is found by the Commission when the desired authorization is urgently needed for the use of ship-board radio apparatus for purposes of safety at sea, and circumstances beyond control of the applicant have prevented the filing of a written application, as normally prescribed by applicable provisions of this part, on a date which would assure its receipt by the Commission in time sufficient for the Commission to take appropriate action thereon.

(b) (1) Each application submitted under the provisions of paragraph (a) of this section shall contain, as a minimum requirement, the following information:

(i) Name of applicant;

(ii) Name of agent, if application is made by an agent, in cases under § 1.303 of this chapter;

(iii) Name and type of ship;

(iv) Official registry number of ship, if available;

(v) Official call letters or radio call sign, if any, assigned to ship;

(vi) Class of station desired (not required for renewal, nor for modification unless class of station is to be modified);

(vii) Frequency assignment, authorized transmitter power(s), and authorized class or classes of emission desired (not required for renewal; required for modification only to the extent such information may be involved);

(viii) Equipment to be used, specifying the manufacturer and model number (not required for renewal; required for modification only to the extent such information may be involved);

(ix) Specific station(s) with which communication is desired (not required for renewal; otherwise required only when applicable under the Commission's rules);

(x) Statement of facts which, in the opinion of the applicant, constitute an emergency to be found by the Commission for the purpose of this section, including estimated duration of emergency.

(2) Each application for a station license submitted under the provisions of paragraph (a) of this section shall, in addition to the information specified in subparagraph (1) of this paragraph, contain such of the following information as is not already on file with the Commission:

(i) Address of applicant;

(ii) Address of agent, if application is made by an agent, in cases under § 1.303 of this chapter.

(iii) Relation of applicant to owner of vessel;

(iv) Factual statements to the extent necessary for the Commission to determine whether or not the granting of the desired authorization will be in accordance with the citizenship eligibility requirements of section 310 of the Communications Act.

(c) As provided by and in accordance with the provisions of paragraphs (a) and (b) of this section in respect to applications for a station license or modification or renewal of a station license, applications also may be filed, in cases of emergency involving danger to life or property or due to damage to equipment, for a permit to be issued by cable, telegraph, or radio for the operation of a station on board a ship at sea, and in the event the Commission finds such an emergency exists such permit may be granted to be effective in lieu of a station license until such ship shall return to a port of the continental United States.

§ 8.43 *Application precedent to hearing.* Whenever the Commission regards an application for renewal of license as essential to the proper conduct of a hearing or investigation and specifically directs that the licensee file such application by a certain date, the application shall be filed within the time thus specified. If the licensee fails to file such application within the prescribed time, the hearing or investigation shall proceed as if such renewal application had been received.

§ 8.44 *Failure to prosecute applications.* An applicant not desiring to prosecute his application may request that it be dismissed without prejudice. Where an applicant fails to respond within a reasonable time to official correspondence or request for additional material, the application will be dismissed without prejudice.

§ 8.45 *Inconsistent or conflicting applications.* When an applicant has an application pending or undecided, no other inconsistent or conflicting application filed by the same applicant, his successor or assignee, or on behalf of or for the benefit of said applicant, will be considered by the Commission.

NOTE: §§ 8.46 to 8.49, inclusive, relate only to ship radio installations required by law for safety purposes.

§ 8.46 *Application for inspection.* Pursuant to section 360 (b) of the Com-

munications Act, a ship of the United States which, by reason of the provisions of Part II of Title III of the Communications Act or the radio provisions of the Safety Convention, is required to be fitted with a radio installation for safety purposes, shall, at least once in each 12-month period, be made available by the owner or operating agency of the ship for a detailed inspection of the ship's radio installation. A formal application, FCC Form 801, "Application for Ship Radio Inspection", for such inspection shall be filed with the Commission's engineer in charge at the radio district office nearest the desired port of inspection at least 3 days prior to the date on which such inspection is desired. A service representative (who holds the proper class of radio operator license) of the ship station licensee and (unless otherwise notified by the Commission's representative) sufficient personnel to lower and raise the antenna(s) and to launch any required radio-equipped lifeboat(s), shall be available at the ship at the time inspection is to be conducted. The application for such inspection shall be filed by the shipowner, the ship operating agency, the ship station licensee, or the shipmaster. In the case of passenger ships, such application shall be filed preferably at a time to provide for such inspection coincident with the annual inspection of the vessel by the United States Coast Guard.

§ 8.47 *Application for certificate of compliance with Safety Convention.* Whenever a Safety Certificate or a Safety Radiotelegraphy Certificate or a modification or renewal thereof, is required by reason of the applicability to a ship of the radio provisions of the Safety Convention, an application, FCC Form 801, "Application for Ship Radio Inspection", for a required inspection of the radio installation on board and certification of the result of such inspection to the United States Coast Guard for the issuance of a Convention Certificate, shall be filed with the Commission's engineer in charge at the radio district office nearest the desired port of inspection at least 3 days prior to the date on which such inspection is desired. A service representative (who holds the proper class of radio operator license) of the ship station licensee and (unless otherwise notified by the Commission's representative) sufficient personnel to lower and raise the antenna(s) and to launch any required radio-equipped lifeboat(s), shall be available at the ship at the time inspection is to be conducted. Such application shall be filed by the shipowner, the ship operating agency, the ship station licensee, or the shipmaster; and when appropriate may be combined with the application for annual inspection prescribed by § 8.46.

§ 8.48 *Extra compensation for overtime services by inspectors.* Pursuant to section 4 (f) (2) of the Communications Act, inspectors in charge and radio inspectors of the Field Division of the Engineering Department of the Commission, who may be required to remain on duty to perform services in connection with the inspection of ship radio equipment and apparatus for the purposes of

Part II of Title III of the act at night or on Sundays and holidays, shall receive extra compensation, to be paid by the master, owner, or agent of the vessel, under the following regulations:

(a) The rates of extra compensation are payable in cases where the services of such inspectors have been duly requested and they have reported for duty, even though no actual service may be performed.

(b) The extra compensation for overtime services is in addition to the regular compensation paid by the government in the case of inspectors whose compensation is fixed on the ordinary per diem basis and those receiving compensation per month or per annum.

(c) Extra compensation for "waiting time" will not be allowed unless and until the inspector actually reports for duty.

(d) For the purpose of computing extra compensation, the word "night" shall mean the time between the established closing hour of one day at the office involved and the established opening hour of the following business day at such office, but shall not include any such time within the 24 hours of a Sunday or holiday. Each Sunday and each holiday shall comprise the 24 hours between midnight and midnight. For the purposes of this section the time between the established closing hour of an office and midnight of the day immediately preceding a Sunday or holiday and the time from midnight until the established opening hour of the day immediately following the said Sunday or holiday will be considered as a single night. The term "holiday" shall include only national holidays, viz. January 1, February 22, May 30, July 4, the first Monday in September, November 11, Thanksgiving Day (when designated by the President), December 25, and such other days as may be designated national holidays by the President or by Congress.

(e) For authorized service in excess of 8 hours on any day excluding Sunday and holidays, extra compensation equivalent to one-half day's pay is payable for each 2 hours or fraction thereof of at least 1 hour that the overtime extends beyond the said 8 hours provided that the overtime is not less than 1 hour. The maximum amount which may be paid for such authorized overtime services on any one day other than on a Sunday or holiday shall not exceed 2½ days' pay.

(f) In computing the amount earned for overtime at the rate of "one-half day's pay for each 2 hours or fraction thereof of at least 1 hour that the overtime extends beyond the established closing hour", one-half day's pay shall be one-half of the gross daily rate of pay; each 2 hours is the time period for the purpose of computation; at least 1 hour means the minimum service in any such 2-hour overtime period for which extra pay may be granted, and each additional period in the amount of 2 hours or fraction thereof of at least 1 hour will entitle the inspector to an additional one-half day's pay. Payment of extra compensation for services consisting of at least 1 hour is authorized from the established closing hour, even though

such services may not actually begin until later, provided that the inspector rendering the service remained on duty after the established closing hour, in which case the time between the established closing hour, and the time of beginning the actual services shall be computed as waiting time. Where the performance of actual service is preceded by such a waiting time there should be an affirmative statement that the inspector was required to remain on duty between the established closing hour and the time of beginning the actual services.

(g) In computing extra compensation where the services rendered are in broken periods, the time served should be combined with the waiting time and computed as continuous service.

(h) The same considerations shall apply when charging for waiting time as govern the charge for services actually rendered. No charge should be made unless after having reported for duty the waiting time amounts to at least 1 hour.

(i) For any authorized services performed on Sundays and holidays, totaling not more than 8 hours, extra compensation is payable equivalent to two days' pay in addition to any regular compensation for such days. For any authorized service in excess of 8 hours (starting either before or after 5 p. m. local time) extra compensation at the rate of one-half day's pay, based on the normal daily rate of pay, for each two hours of service or fraction thereof of not less than 1 hour, is payable in addition to the extra compensation payable for service up to and including 8 hours of service. The maximum extra compensation payable for work on Sundays and holidays is $4\frac{1}{2}$ days' pay.

(j) When inspectors are in travel status overtime shall apply the same as at official station. However, compensation for such overtime shall not include travel time.

(k) Assessments and collection of fees against steamship companies for overtime services shall be made even though the payment to employees for such services may not be made until funds are appropriated for that purpose.

(l) An application on a form prescribed by the Commission shall be filed with the office being requested to furnish overtime services before such assignment can be made.

(m) Overtime services shall be billed to the steamship companies as soon as possible after the services have been performed and on collection voucher provided for that purpose. Remittance shall be by postal money order or certified check payable to the "Collector of Customs, Treasury Department" and forwarded to that officer at the port indicated on the voucher, who shall in turn deposit such remittance on a properly designated receipt account.

(n) Protests against the exaction of extra compensation shall be forwarded to the Commission at Washington, D. C., and a copy thereof sent to the office which furnished the overtime services.

§ 8.49 Application for exemption.

(a) In accordance with the provisions of section 352 (b) of the Communica-

tions Act and/or the appropriate provisions of the Safety Convention (Regulations 5 and 6 of Chapter IV of the Regulations annexed to the Safety Convention of 1948) application for exemption from the radio equipment and operator requirements of Part II of Title III of the said Communications Act and/or the said Safety Convention, or application for modification or renewal of exemption previously granted, thereunder, may be made by submitting FCC Form 820, "Application for Exemption", to the Commission at Washington, D. C. In cases of emergency found by the Commission, the Commission may, at its discretion, consider an informal application which should include the full information normally furnished on FCC Form 820.

(b) Whenever exemption from the radio equipment and operator requirements of the Safety Convention is granted in behalf of a ship, the Commission certifies the necessary particulars to the United States Coast Guard in order that an Exemption Certificate in behalf of that ship may be duly issued.

NOTE: A list of general exemptions is contained in § 8.804.

§ 8.50 Application for exceptional authority to communicate with amateur stations. Upon proper application, including a supplemental statement as herein prescribed, the Commission may grant a license, modification of license, renewal of license, or special temporary authorization, permitting a ship telegraph station on board a vessel not engaged in commerce or a vessel used, or intended to be used, for scientific research or expedition, to transmit by means of class A1 or A2 emission on authorized ship telegraph frequencies within the band 2000 kc to 25,000 kc, for the purpose of exchanging radiotelegraph communications directly with licensed amateur stations on land in accordance with the provisions of § 8.70: *Provided*, The applicant includes a supplemental statement satisfactorily showing that:

(a) Unusual circumstances during the contemplated voyage(s) are anticipated which will make direct communication with amateur stations extremely beneficial to persons on board the vessel or to the person(s) responsible for the scientific research or expedition for which the vessel is used or is intended to be used;

(b) The messages to be exchanged with amateur stations will contain no material relating directly or indirectly to a commercial transaction; and

(c) Transmission for this purpose will be conducted on a secondary basis so as to avoid interference to commercial message traffic and other authorized emissions of stations operating in the maritime radiolocation service.

SUBPART C—STATION AUTHORIZATIONS

§ 8.61 Authority for distress communication. No provision of the International Radio Regulations shall prevent a mobile station in distress from using any means available to it for drawing attention, signalling its position, and obtaining help.

§ 8.62 Changes in equipment of licensed station. A licensed transmitter on board ship may be modified without making application to the Commission and without specific authorization from the Commission: *Provided*, (a) The change does not result in operation inconsistent with the rules of the Commission nor with the terms of the outstanding authorization for the station involved; (b) the change does not result in any impairment of the ability of the station licensee or the owner, operating agency, or ship master, to comply with any duty or obligation imposed by statute or international treaty or agreement for purposes of safety; and (c) a description of the change is incorporated in the next application for renewal or modification of license.

§ 8.63 Effective license periods. (a) Except as hereinafter provided in other paragraphs of this section, the period of time during which a license is valid for a station on board ship in the maritime mobile or maritime radiolocation service normally shall begin at 3:00 a. m. e. s. t., and normally shall be—

(1) For an initial license, from one to five years from the date on which it becomes effective, the term varying as may be necessary to permit the orderly scheduling of renewal applications;

(2) For a renewal license, four years from the date on which the renewal license becomes effective.

(b) Unless otherwise directed by the Commission, each license, modification of license or renewal of license issued solely on the basis of an application filed in accordance with § 8.42 shall become effective at the time when granted by the Commission and shall expire at a time not beyond the period of the emergency found by the Commission as provided by that section; *Provided*, that each renewal license granted under the provisions of that section prior to expiration of the license which it will renew, shall become effective only upon expiration of the latter license.

(c) A permit for the operation of a station on board a ship at sea, issued by cable, telegraph, or radio, as the result of an application therefor filed under the provisions of § 8.42 shall become effective at the time when granted by the Commission and shall be effective, in lieu of a station license until such ship first arrives at a port of the continental United States subsequent to the time of issuance of such permit.

(d) A license for a developmental station on board ship shall be issued specifically upon a temporary basis for a period beginning at 3:00 a. m. e. s. t. and not exceeding one year from the date on which it becomes effective.

(e) Each special temporary authorization granted on the basis of an application filed under the provisions of § 8.41 shall be issued specifically upon a temporary basis for a specified period of time designated in such authorization and not extending beyond expiration of the outstanding license of the particular station to which it applies or otherwise not exceeding the normal license term of stations of the particular class and in

the particular service designated in such special temporary authorization.

(f) An interim ship station license granted under the provisions of § 8.64 shall become effective when issued at the respective Field Engineering Office of the Commission and shall expire at 3:00 a. m. e. s. t. on a date three months from the date of grant, unless terminated earlier by the Commission pursuant to the provisions of § 8.64.

§ 8.64 *Interim ship station license.* Upon request made in accordance with § 8.35, an interim ship station license may be granted by the Commission at any of its Engineering Field Offices to authorize solely the use of a ship station for telephony in conformity with the conditions and limitations of § 8.369, on board a vessel not required by any statute or international agreement to be fitted with a radiotelephone installation, for an interim period of three months pending action by the Commission at Washington, D. C., on the related formal application for regular ship station license or modification of license filed at such Engineering Field Office as prescribed by §§ 8.35 and 8.36. Unless otherwise directed by the Commission in exceptional circumstances, an interim ship station license shall not be renewed and the authority conferred by such license may be terminated, without hearing, at any time prior to its normal expiration date if in the discretion of the Commission the need for such action arises.

§ 8.65 *Issuance of modified and renewed license simultaneously.* When an application is granted by the Commission which necessitates the issuance of a modified station license to become effective less than 60 days prior to the expiration date of the license sought to be modified, and when an application for renewal of said license is granted subsequent or prior thereto, but within 30 days of the date of expiration of the outstanding license, the modified license as well as the renewed license shall be issued as one document in accordance with the combined action of the Commission.

§ 8.66 *One license for plurality of stations.* (a) Unless otherwise determined by the Commission in exceptional circumstances, one station license may be granted to authorize the use and operation of a designated maximum number of stations in the maritime mobile service—normally in multiples of ten stations—on board two or more ships of the United States which do not engage on voyages to any foreign country whenever telephony is the sole type of transmission authorized and the following license elements are the same for each station and the requirements specified in paragraph (b) of this section are fulfilled:

- (1) The station licensee;
- (2) The conditions which establish and maintain control of the station by the station licensee;
- (3) The class of station and nature of service;
- (4) The type(s) of transmitting equipment to be authorized (different types of transmitting equipment, which

are recognized by the Commission as being equivalent on an engineering basis, shall, for the purpose of this section, be considered as the same type);

(5) The authorized transmitter-power of identical types of transmitting equipment to be authorized;

(6) The frequency assignment and the authorized transmitter-power and class or classes of emission authorized on each radio-channel.

(b) The issuance of one station license as provided in paragraph (a) of this section shall be contingent upon compliance by the applicant and station licensee with the following requirements:

(1) The licensee shall, at the time the application(s) for license is(are) filed and during the entire period in which the station license is valid, keep the Commission at Washington, D. C. and the Commission's engineer in charge of each radio district in which the stations are operated currently informed in writing of the names, registration number and respective classes of ships which are provided with stations authorized in accordance with the terms of the station license;

(2) The transmitting equipment is not installed on board ship for the purpose of complying with the provisions of any statute or international agreement requiring the installation or use of such equipment for safety purposes;

(3) The transmitting equipment shall not be authorized in any other instrument of authorization issued by the Commission.

§ 8.67 *Transfer or assignment of station authorization (see also § 8.37).* Section 310 (b) of the Communications Act expressly provides that a station license granted by the Commission, the frequencies authorized to be used by the licensee, and the rights therein granted shall not be transferred, assigned, or in any manner either voluntarily or involuntarily disposed of, or indirectly by transfer of control of any corporation holding such license, to any person, unless the Commission shall, after securing full information, decide that said transfer is in the public interest, and shall give its consent in writing.

§ 8.68 *Authority for lifeboat radio station.* Whenever, in an application for ship station license, additional radio transmitting equipment described therein is designated as intended for use solely in a lifeboat or other survival craft associated with the principal vessel to which the application applies, operation of such lifeboat radio equipment, for maintenance tests and safety communication only, will be specifically authorized by the ship station license issued in response to that application.

§ 8.69 *Authority for transmission from cable buoy.* Provided the transmitting equipment to be used on a cable marker buoy is adequately described and the necessary technical data is supplied in an application for station license for a ship station on board a cable-repair ship with which the buoy is associated, the use of such transmitting equipment for radiolocation in accordance with

§ 8.403 will be specifically authorized by the related ship station license.

§ 8.70 *Authority to communicate with amateur stations.* (a) A ship station shall not communicate with or transmit to any amateur station unless it is specifically authorized by the Commission to do so. When authorized to communicate with duly licensed amateur stations, a ship station shall conduct all operation for this purpose in conformity with the relevant terms of its station license and, except as otherwise permitted by the station license, shall, for this purpose,

(1) Transmit by means of A1 or A2 emission only on a frequency between 2000 kc and 25,000 kc authorized for such emission;

(2) Not cause harmful interference to stations in the maritime mobile service nor to stations in the radiolocation service;

(3) Not engage in any communications relating directly or indirectly to a commercial transaction.

(b) Communication with amateur stations of foreign countries shall be limited to communications with such amateur stations as are authorized to communicate with the ship station concerned; in addition, the nature of the communications exchanged with foreign amateur stations shall, in addition to the requirements of paragraph (a) of this section, be in accordance with the International Radio Regulations and in conformity with the regulations of the foreign administration(s) having jurisdiction over the amateur stations(s) involved.

§ 8.71 *Limitations concerning stations of portable nature (other than marine-utility stations).* Advance notice in writing or by telegram shall be given to the Commission and to the engineer in charge of the radio district where the operation is to take place by the licensee of a station of a portable nature (other than a marine-utility station) authorized for use on board ship prior to any operation contemplated on board a particular ship. Such notice shall state the call sign of such station, name of licensee, approximate date(s) of intended operation on board the designated ship, and the geographic area in which the ship is to be navigated. A station of a portable nature, (other than a marine-utility station) authorized to be operated on board a ship or ships, shall not be retained on board any one ship during any continuous period exceeding three months without giving further notice to the Commission and to the engineer in charge of the radio district where the operation is to take place: *Provided*, That the foregoing requirements shall not apply to operation of a station of a portable nature on board small boats (tenders, dories, lifeboats, etc.), which are regularly associated with a parent ship, when such station is specifically identified in the license of such parent ship.

§ 8.72 *Authority for ship-radar station.* Any license issued for a ship-radar station shall be subject to the condition that the station licensee in relation to the proper operation of the station in accordance with the radio law and rules

and regulations of the Commission, will be represented on board the radar-equipped vessel by the person who at any given time occupies the position of master.

§ 8.73 *Permanent discontinuance of station operation.* In case of permanent discontinuance of operation of a station on board ship in the maritime mobile service or the maritime radiolocation service, the licensee of that station shall, as soon as possible, return the station license to the Secretary, Federal Communications Commission, Washington 25, D. C., and shall as soon as possible, request by telegram or letter addressed to the Secretary that such license be cancelled. In the event, however, that such license is not available for this purpose, the licensee shall, by telegram or letter, inform the Secretary of that fact stating the reason why the license is not available, and shall request that the license be cancelled. If the station is within the United States, a copy of each telegram or letter sent to the Secretary pursuant to this section shall be forwarded at the same time to the Commission's Engineer in Charge of the radio district in which the station then is located.

§ 8.74 *Assignment of call signs.* (a) Ship stations in the maritime mobile service other than those designated in paragraphs (b), (c), (d) and (e) of this section shall be assigned call signs consisting of four-letter combinations commencing with the letter "K" or the letter "W". (Examples: KBCD or WBCD.)

(b) Ship stations authorized to use telephony (except those specified in paragraph (c) of this section), but not authorized to use telegraphy except secondarily for purposes incidental to the use of telephony, located on board ships whose survival craft being carried, if any, are not authorized to operate radio transmitting equipment, shall be assigned call signs consisting of two-letter, four digit combinations (the digits 0 and 1 may not immediately follow a letter) beginning with WA2000 and progressing numerically through WA9999 and beginning again with WB2000 and progressing thus through the "W" series of prefixes. In cases of vessels having or eligible for signal letters assignable by the United States Treasury Department, the Commission may, if it deems such action necessary or desirable, make exceptions to the foregoing provisions and assign call signs of such character as is legally permissible and as it may deem appropriate in each particular case.

(c) Normally, an individual call sign shall be assigned to each ship (other than survival craft attached to a parent ship) carrying a station licensed in the maritime mobile service, provided that a single call sign shall be assigned to a plurality of stations authorized by one station license in accordance with § 8.66 whenever such stations are easily identified by means other than call signs and their signal of identification or characteristics of emission are published, when required by international agreement, in appropriate international documents.

(d) Stations of lifeboats, liferafts and other survival craft carried aboard ships

shall be assigned call signs consisting of the call sign that has been assigned, or that would be assigned, to the ship station located on board that particular parent ship, followed by two digits (the digits 0 and 1 may not immediately follow a letter). (Example: If the call sign that has been assigned, or would be assigned, to a ship station on board a parent ship is KBCD, the survival craft station shall be KBCD followed by two digits, such as KBCD 45.)

(e) Ship-radar stations shall be assigned call signs for administrative purposes only. Such stations located on board ships having a ship station licensed in the maritime mobile service shall be assigned the same call sign as that ship station. If in a particular case the ship has no ship station licensed in the maritime mobile service, the ship-radar station shall be assigned a call sign consisting of a two-letter, four-digit combination (the digits 0 and 1 may not immediately follow a letter) beginning with the letter "W". (Examples: If a ship station licensed in the maritime mobile service with call sign WA2000, or KBCD, or WBCD, the ship-radar station call sign shall be respectively, WA2000, or KBCD, or WBCD. If the ship has no station licensed in the maritime mobile service, the ship-radar station call sign shall be of the type WA2000.) In case of a ship having, or eligible for, signal letters assignable by the United States Treasury Department, the Commission may if it deems such action necessary or desirable, make exceptions to the foregoing provisions and assign a call sign of such character as is legally permissible and as it may deem appropriate in each particular case.

(f) Each station license issued to authorize the use and operation of one or more marine-utility stations shall designate a single call sign consisting of two letters (taken from the group KA through KZ) followed by four digits (the digits 0 and 1 may not immediately follow a letter).

§ 8.75 *Operation during emergency.*

(a) The licensee of any ship station or developmental station in the maritime mobile service on board ship, may, during a period of emergency in which the normal communication facilities are disrupted as a result of hurricane, flood, earthquake, or similar disaster, utilize such station for emergency communication service in communicating in a manner other than that specified in the instrument of authorization or in the rules and regulations governing the maritime mobile service: *Provided*, (1) That as soon as possible after the beginning of such emergency use, notice shall be sent to the Commission at Washington 25, D. C., and to the Commission's engineer in charge of the district in which the station is located, stating the nature of the emergency and the emergency use being made of the station; (2) that such emergency use of the station shall be discontinued as soon as substantially normal communication facilities are again available; and (3) the Commission and the engineer in charge be notified immediately when such special use of the station is terminated: *And provided further*, That in no event shall any ship station or developmental station on board ship engage in emergency transmission on frequencies other than, or with power in excess of, that specified in the instrument of authorization or as otherwise expressly provided for by the Commission, or by law: *And provided further*, That the Commission may, at any time, order the discontinuance of any such emergency communication undertaken under this section.

(b) The Commission may authorize the licensee of any radio station governed by this part during a period of national emergency to operate its facilities upon such frequencies, with such power and points of communication, and in such a manner beyond that specified in the station license as may be requested by the Army, Navy, or Air Force.

SUBPART D—GENERAL STATION REQUIREMENTS

§ 8.101 *Inspection of station.* (a) Pursuant to section 303 (n) of the Communications Act, the radio installation on board any ship of United States registry shall be available for inspection by duly authorized representatives of the Commission at any reasonable time and at such frequent intervals as within the discretion of the Commission will insure compliance with applicable regulations, laws, and treaties.

(b) The governments or appropriate administrations of countries, where a ship equipped with a radio station calls, may require the production of the station license for examination. The operator of the station, or the person responsible for the station, must facilitate this examination. The station license must be available so that it can be produced without delay. When the license cannot be produced or when manifest irregularities are observed, governments or administrations may inspect the radio installation in order to satisfy themselves that the installation conforms to the conditions imposed by the International Radio Regulations.

§ 8.102 *Posting of station license.*

(a) Except for certain stations to which paragraphs (b) or (c) of this section are applicable, the original license for each station on board ship subject to this part shall be conspicuously posted at the principal location on board at which each such station is operated: *Provided*, That when a ship is fitted with two or more stations authorized by a single license document:

(1) The original license shall be conspicuously posted at the principal operating location of the compulsorily-provided station;

(2) If no station is compulsorily-provided, the original license shall be conspicuously posted at the principal operating location of any station authorized for telephony.

(b) With respect to stations of a portable nature, including marine-utility stations but excluding stations authorized in accordance with § 8.66, where posting of the station license is impracticable, the requirement of paragraph (a) of this section shall not apply: *Provided*, That in lieu thereof the original station license or a photocopy thereof is

retained on board the vessel (other than survival craft carried on board a parent ship) during the entire time the station is located thereon.

(c) With respect to a plurality of stations authorized by one station license in accordance with the provisions of § 8.66, the station license shall be retained by the licensee at any location where it is accessible to governmental inspection. In lieu of posting the license on board ship, a Transmitter Identification Card (FCC Form No. 452-C Revised) properly executed shall be affixed to the authorized transmitting equipment on board each ship: *Provided*, That where the transmitting equipment is not visible from the operating position on the ship or is not readily accessible for governmental inspection, the Transmitter Identification Card shall be affixed to the control apparatus at the principal station operating position on board. The following information shall be entered on the Transmitter Identification Card by the station licensee:

- (1) Name of station licensee;
- (2) Station call sign assigned by the Commission;
- (3) Exact location or locations of the actual station license and any station records required by the Commission;
- (4) The assigned frequency or frequencies on which the transmitting equipment is authorized to be operated; and

(5) Signature of the licensee, or his duly authorized agent.

(d) Notwithstanding the provisions of paragraphs (a), (b), and (c) of this section, notification by telegram or by letter, in each case by the Secretary of the Commission, stating that the Commission has granted an appropriate station authorization, may be posted in lieu of such authorization if the latter has not yet been received by the station licensee or permittee: *Provided*, That as the result of an official inspection of the station by an authorized representative of the Commission the posting of such notification may not be accepted in lieu of the formal station authorization until additional information pertaining thereto, as may be deemed necessary by that representative for purposes of official inspection, has been obtained from the Commission at Washington, D. C.

§ 8.103 *Location of station.* All components of a station on board ship subject to this part, including the antenna(s), antenna supporting structures, and source(s) of power used to energize the station equipment, shall be located on board the vessel identified in the station license, even though the vessel be temporarily moored. For purposes of communication, no component of a ship station shall be connected by wire line directly or indirectly to any equipment, apparatus, or facilities which are not located entirely on board the vessel identified in the station license: *Provided*, That the limitations of this section shall not apply (a) when the station is being operated in an emergency under the provisions of § 8.75, or (b) when it is necessary, while the ship is temporarily moored, to energize one or more components of a main installation or an

emergency installation by means of a source of power not located on board the ship, for the purpose of assuring compliance with any applicable safety radio requirement of law.

§ 8.104 *Operating controls.* (a) In each ship station, effective on and after January 1, 1953, operating controls capable of being used to:

- (1) Commence and discontinue normal operation of the station;
- (2) Change normally from each operating radio-channel to any other associated operating radio-channel in the same characteristic portion of the spectrum; and
- (3) Change normally from transmission to reception and vice-versa,

shall be readily available at the principal operating location of the station for instant use by the authorized operator in accordance with the provisions of § 8.154, whenever the station is being used for transmission.

(b) Effective on and after January 1, 1952, every ship station using telegraphy shall, when an authorized operator is present at the principal operating location, be capable of change-over from telegraph transmission to telegraph reception and vice-versa within a total period of two seconds under circumstances which do not require a change in operating radio-channel at the same time.

(c) Effective on and after January 1, 1956, every ship station using telephony shall, when an authorized operator is present at the principal operating location, be capable of change-over from telephone transmission to telephone reception and vice-versa within a total period of two seconds under circumstances which do not require a change in operating radio-channel at the same time: *Provided*, That ship stations and marine-utility stations using telephony on any frequency assignment above 30 Mc shall, with respect to operation on such frequencies, comply with this requirement, effective on and after January 1, 1952.

(d) Effective on and after January 1, 1952, every ship station shall, during its hours of service and when the authorized operator is present at the principal operating location, be capable of:

- (1) Commencing operation within one minute after the need to do so occurs;
- (2) Discontinuing all emission within five seconds after emission is no longer required or after the necessity arises for emission to cease.

(e) (1) Subject to the provisions of subparagraph (2) of this paragraph, each ship station using a multi-channel installation for telegraphy (except equipment intended for use only in emergencies on frequencies below 515 kc, or intended for use on any frequency on board lifeboat, liferaft or survival craft exclusively) shall, when the authorized operator is present at the principal operating location, be capable of changing, after the need to do so occurs, from each operating radio-channel to any other operating radio-channel for transmission or reception by means of telegraphy within:

(i) A period of five seconds if the particular radio-channels are within the same characteristic portion of the spectrum or

(ii) A period of fifteen seconds if the particular radio-channels are not within the same characteristic portion of the spectrum.

(2) The requirements of subparagraph (1) of this paragraph shall be effective:

(i) With respect to radio-channels below 515 kc, on and after January 1, 1956; and

(ii) With respect to the specific frequencies in the bands between 4000 kc and 23000 kc authorized by the International Radio Regulations (Atlantic City, 1947) exclusively for the maritime mobile service and radio channels within the frequency band 2065 kc to 2107 kc, on and after January 1, 1955.

(f) Effective on and after the dates hereinafter designated in this paragraph, every ship station and marine-utility station using a multi-channel installation for telephony shall, when the authorized operator is present at the principal operating location, be capable of changing, after the need to do so occurs, from one operating radio-channel to another operating radio-channel for transmission or reception by means of telephony within:

(1) A period of five seconds, when changing from the calling channel to a working channel and vice-versa within the frequency-band 1600 kc to 4000 kc; effective on and after January 1, 1962; or

(2) A period of three seconds, when changing from the calling channel to a working channel and vice-versa within the frequency band 156 Mc to 162 Mc; effective on and after January 1, 1952.

(g) Whenever the same radio-channel is used for radiotelephone transmission and reception, means shall be provided so that transmission of the carrier wave may be either automatically "voice-controlled" or controlled manually by the person whose speech is being transmitted.

(h) (1) Subject to the provisions of subparagraph (2) of this paragraph, each ship station using telegraphy on frequencies within the band 405 kc to 535 kc must, with respect to the use of any transmitter capable of a plate input power in excess of 450 watts and completed in construction subsequent to January 1, 1952, be provided with an arrangement readily permitting the use of a plate input power for telegraphy which is not in excess of 200 watts. Each such transmitter shall be furnished with a durable nameplate with the month and year of its completion permanently inscribed thereon.

(2) The requirement of subparagraph (1) of this paragraph shall not apply when there is available in the same station a duly authorized radiotelegraph transmitter capable of operation on the international calling frequency 500 kc and at least one working frequency within the band 405 kc to 485 kc, capable of being energized by a source of power other than an emergency power supply installed for compliance with applicable provisions of treaty or statute, and not

capable of a plate input power in excess of 450 watts when operated on such frequencies.

§ 8.105 Required radio-channels for telegraphy. (a) Each ship station using telegraphy on frequencies within the band 405 kc to 535 kc (except stations on lifeboats or survival craft) shall be capable of transmitting and receiving classes A1 and A2 emission on the radio-channel of which 500 kc is the assigned frequency, and on at least one additional radio-channel within this band which is authorized for working. When a radio-telegraph installation is compulsorily fitted for safety purposes, a third radio-channel which is authorized specifically for direction-finding within this band must be provided also.

(b) Each ship station using telegraphy or frequencies within the band 90 kc to 160 kc shall be capable of transmitting and receiving class A1 emission on the radio-channel of which 143 kc is the assigned frequency, and on at least two additional radio-channels within this band (except within the band 140 kc to 146 kc) which are authorized for working.

(c) Each ship station (except on lifeboats, liferafts and survival craft) using telegraphy on the specific frequencies in the bands between 4000 kc and 23000 kc authorized by the International Radio Regulations (Atlantic City, 1947) exclusively for the maritime mobile service shall, effective June 3, 1954, in each of the bands for which facilities are provided to carry on its service, be capable of transmitting and receiving Class A1 emission on at least one radio channel authorized for calling and at least two radio channels authorized for working.

(d) Each ship station using, when in Region 2, telegraphy on frequencies within the band 2065 kc to 2107 kc shall be capable of transmitting and receiving class A1 emission on at least one radio-channel in this band authorized for working in addition to a radio channel in this band authorized for calling.

§ 8.106 Required radio-channels for telephony. (a) Each ship station which:

(1) Is first licensed after January 1, 1954, for telephony on any radio-channel within the band 1600 kc to 3500 kc; or is authorized by license modification granted after January 1, 1954, to use additional or substitute radio apparatus for telephony on any radio-channel within the band 1600 kc to 3500 kc; or is authorized by license renewal granted after January 1, 1955, for telephony on any radio-channel within the band 1600 kc to 3500 kc; or

(2) Is licensed for telephony on any radio-channel within the band 1600 kc to 3500 kc, and is located on board a ship navigated on the Great Lakes;

shall be capable of transmitting and receiving (and shall be licensed to transmit) class A3 emission (modulation by voice frequencies) on the radio-channel of which 2182 kc is the authorized carrier frequency: *Provided*, That with respect to ship stations on board vessels navigated solely within 300 nautical miles of Charleston, South Carolina; Jacksonville, Florida; or Wilmington, California,

this requirement shall become effective on or after August 1, 1954.

(b) Each ship station using telephony on frequencies within the band 1600 kc to 4000 kc which is licensed to transmit on the radio-channel of which 2182 kc is the authorized carrier frequency, shall be capable also of receiving telephony on this channel, and shall be capable also of transmitting and receiving (and shall be licensed to transmit) class A3 emission (modulation by voice frequencies) on at least one other radio-channel authorized for working in this band.

(c) Each limited ship station, and each marine-utility station when used on board ship (except an experimental or developmental station) which is licensed to transmit by telephony on any radio-channel within the frequency band 156.25 Mc to 157.05 Mc, and effective July 1, 1954, each public ship station (except an experimental or developmental station) which is licensed to transmit on the radio-channel of which the assigned frequency is 157.3 Mc or 157.4 Mc, shall be capable of transmitting and receiving (and shall be licensed to transmit) class F3 emission on the radio-channel of which the authorized carrier frequencies are 156.3 Mc and 156.8 Mc and, in the case of limited ship or marine-utility stations, on at least one radio-channel in this frequency band which is authorized for communication with a coast station or stations: *Provided*, That each ship station licensed prior to January 1, 1952, to use less than three radio-channels for telephony within this band under authority of an experimental or developmental station license, need not comply with this requirement, when authorized to use the same transmitting equipment under regular class of ship station license, until on and after January 1, 1955: *Provided Further*, That this requirement shall not apply to marine-utility stations or other stations of portable nature which are not capable of a plate input power in excess of three watts and are not capable of being readily adjusted for operation on more than one radio-channel. The requirement of this paragraph, in respect to basic type of equipment, may be satisfied by the provision of (1) multi-channel equipment or (2) a plurality of single channel equipments, or (3) a combination thereof, at the option of the station licensee or the applicant for station license.

§ 8.107 Antenna requirements. (a) The antenna(s) of each public ship station and of each ship station compulsorily provided on board a vessel for safety purposes pursuant to statute or international agreement shall, insofar as is practicable in each case, have electrical characteristics that will, in conjunction with the particular transmitting apparatus employed, assure good efficiency in the conversion of antenna power to radiated power.

(b) All emission of a ship station, or a marine-utility station on board ship, using telephony on any frequency assignment within the frequency-band 30 Mc to 200 Mc normally shall be polarized vertically at the source when the vessel carrying the station is in a normal

vertical plane: *Provided*, The Commission may authorize the use of any other form of polarization in addition to or in lieu of vertical polarization if the applicant or station licensee makes a satisfactory showing that such authorization is necessary for effective communication or reduction of interference and would be beneficial to reception of the emission by other stations in the maritime mobile service.

§ 8.108 Adjustment of equipment. The transmitting equipment of each station subject to this part shall be operated, tuned, and adjusted so that there will be no radiation of emissions outside the authorized frequency-band that causes harmful interference or is capable of causing harmful interference to the service of any other station. Any spurious emissions, including radio frequency harmonics and audio frequency harmonics, shall be maintained at the lowest practicable level.

§ 8.109 Measurement of emission frequencies. (a) The licensee of each station on board ship subject to this part shall be responsible for measurement of each carrier frequency in use by the station as stipulated in paragraphs (b) through (f) of this section: *Provided*, That when a carrier does not exist (except for ship-radar stations) ¹ measurement shall be made of the frequency coinciding with the center frequency of the emission-bandwidth, in lieu of measurement of the carrier frequency.

Note: Paragraph 7, Article 28, of the International Radio Regulations (Atlantic City, 1947), which becomes effective when the new International Frequency List becomes effective (as provided by Article 47 of those Regulations), provides that when the ship station transmitter itself cannot be controlled in such a way that its frequency satisfies the tolerance specified in Appendix 3 of those Regulations, the ship station must be provided with a device, having a precision at least equal to one-half of this tolerance, for measuring the frequency of emission. For this purpose, the Commission will accept a master-oscillator of a ship station electron tube transmitter in lieu of the frequency meter prescribed by this international regulation, provided the calibration of the said transmitter and of the circuit as a whole is such as to permit the convenient adjustment of the transmitter to its licensed frequencies within the tolerance for ship stations prescribed by § 8.131.

(b) Measurement of the carrier frequency shall occur during normal operating conditions, including with and without the application of amplitude modulation if such modulation is employed. In the case of a station using frequency modulation, measurement of the carrier frequency shall be made while modulation is not applied.

(c) Measurement of the carrier frequency shall be made by means independent of the carrier frequency determining elements of the transmitting apparatus, and the measuring equipment, shall be capable of revealing deviation in cycles, kilocycles, or megacycles per second (as may be appropriate in each

¹ The licensee of a ship-radar station shall take the necessary measures to insure that the transmitter operates within the emission limits specified in § 8.133.

case) from the authorized carrier frequency or the assigned frequency of the station with an accuracy of at least one-half the frequency tolerance authorized by the Commission.

(d) Measurement of the carrier frequency shall, as a minimum requirement, be made at the following times:

(1) When the involved transmitting apparatus is placed in service both initially and on each occasion after it has been removed (other than marine-utility stations and stations of portable nature) physically and temporarily from its place of installation.

(2) As soon as is practicable after any change, replacement, or repair is made of any part of the equipment which determines or affects the frequency of the carrier (including marine-utility stations and stations of portable nature).

(3) As soon as is practicable after the licensee receives an official notice from the Commission that the carrier frequency or the frequency coinciding with the center of the emission-bandwidth has been observed by the Commission to be beyond the frequency tolerance.

(e) Each frequency measurement performed in order to comply with the provisions of this section shall be recorded in the official records of the station. In each instance of measurement the record shall show the location of the transmitter, the location of the measuring equipment, the identity of the transmitter involved, the time and date of measurement, the indicated deviation in cycles, kilocycles, or megacycles per second (as may be appropriate in each case) above or below the authorized carrier frequency or (when a carrier does not exist) above or below the assigned frequency (or other appropriate data in respect to measurement of the frequencies of emission of a ship-radar station) and the signature of the person(s) who made the measurement, together with the name of any measurement service with which such person(s) may be associated for this purpose. Each original record of measurement shall, wherever practicable, be continuously retained in the official records of the station for a period of at least twelve months from the date of measurement, and shall be made available to the Commission upon request or during inspection of the station by an official representative of the Commission. When such retention of these records at the station is deemed by the licensee to be impracticable (such as may be the situation in respect to marine-utility stations and stations of portable nature) the original records shall be retained under jurisdiction of the station licensee at any location in the United States where they can be made readily available for inspection upon request by the Commission or an official representative thereof.

(f) Measurement of frequency required by the provisions of this section may, at the option of the station licensee, be made by any qualified engineering measurement service: *Provided*, That nothing contained in this paragraph shall be construed to change or diminish in any respect the responsibility of the station licensee for proper functioning and operation of the station in accordance with law.

§ 8.110 Measurement of transmitter-power. (a) The actual power of each radio transmitter in a ship station, subject to this part, shall be maintained within the following tolerance of the specific power authorized for that transmitter by the Commission:

(1) When the maximum authorized transmitter-power only is indicated, the actual power shall, insofar as is practicable, not be more than that necessary to carry on the service for which the station is licensed and in no event more than 20 per cent above the maximum power authorized;

(2) When the exact authorized transmitter-power is indicated, the actual power shall, whenever the transmitter is being operated, be within the limits of 120 per cent and 80 per cent of the authorized power.

(b) For the purpose of assuring adherence to the requirement of paragraph (a) of this section, each radio transmitter in a ship station which is rated by the manufacturer as being capable of a plate input power in excess of 200 watts or an antenna power in excess of 100 watts and completed in construction after July 1, 1952, in a ship station, subject to this part, shall be fitted with the instrument(s) necessary to determine the actual plate power to the transmitter whenever the latter is in use: *Provided*, That on and after July 1, 1956, this requirement shall apply to all such transmitters (including stations of portable nature) rated by the manufacturer with respect to power as set forth in this paragraph.

(c) When the power of a transmitter in a ship station, subject to this part, as rated by the manufacturer, is capable of being more than 120 per cent of the authorized power, the station licensee, effective on and after January 1, 1952, shall employ an approved procedure to determine that the actual power does not exceed the authorized power. This determination shall be made and the result thereof entered in the licensee's records (which shall be made available to the Commission or an official representative thereof, upon request) as follows:

(1) When the involved transmitting apparatus is placed in service, both initially and on each occasion after it has been removed (other than marine-utility stations and other stations of portable nature) physically and temporarily from its place of installation;

(2) As soon as practicable after any change, replacement, or repair is made of any part of the equipment which determines or affects the actual power (including marine-utility stations and stations of portable nature);

(3) When required by an official representative of the Commission on the basis that the actual power appears, from an official inspection of the station, to exceed the authorized power.

(d) With respect to a transmitter used for telephony by means of class A3 emission, the term "power," as used in paragraphs (a), (b) and (c) of this section, means power without modulation present.

§ 8.111 Modulation adjustments for telephony. (a) Ship stations and marine-utility stations using class A3 emis-

sion for telephony shall be capable of proper technical operation with peak modulation percentage between 75 and 100 per cent. Insofar as is practicable, the AM transmitting equipment of such stations shall be adjusted so that the transmission of speech normally produces peak modulation percentages within these limits.

(b) Ship stations and marine-utility stations using class F3 emission for telephony shall be capable of proper technical operation with peak modulation percentage as high as is practicable in reference to the frequency swing normally regarded as 100 per cent modulation. In general, the FM transmitting equipment of such stations shall be adjusted so that the transmission of speech normally produces, on this basis, peak modulation percentages between 75 and 100 per cent.

(c) The adjustments required by paragraphs (a) and (b) of this section shall be made and recorded in the licensee's records as follows:

(1) When the involved transmitting apparatus is placed in service, both initially and on each occasion after it has been removed (except for marine-utility stations and other stations of portable nature) physically and temporarily from its place of installation.

(2) As soon as is practicable after any change, replacement, or repair is made of any part of the equipment which determines or affects the percentage modulation (including marine-utility stations and other stations of portable nature).

(3) When required by the Commission on the basis that the percentage modulation observed during an official inspection of the station by an official representative of the Commission appears to not comply with the requirement of paragraph (a) or (b) of this section.

§ 8.112 General requirements for receiving apparatus. The radio equipment of each ship station, or marine-utility station, using telegraphy or telephony, must be capable of permitting the reception of the class or classes of emission on the frequency or frequencies, normally received for the service carried on. The technical arrangement of the station apparatus shall be such that the necessary reception of emissions, including in particular that necessary for compliance with the provisions of §§ 8.181 and 8.240, can be readily effected prior to the transmission of any signals or communications by the ship station on the associated transmitting frequency.

§ 8.113 Installation of power source. The exact location and physical arrangement on board a vessel of any storage battery, or engine-driven generator and fuel tank, used as a source of power for any component of a licensed radio station subject to this part and located on board such vessel, and the method of ventilating the battery or engine compartment, shall be in accordance with applicable rules or regulations promulgated by the United States Coast Guard. If the Commission finds that such rules or regulations are not complied with by a particular station of this category, an application for license or modification or renewal of license thereafter filed in behalf of that station may be designated

by the Commission for hearing to determine whether or not the granting of such application would meet the public interest, convenience or necessity.

§ 8.114 Clock required. (a) Each ship station licensed to operate on frequencies below 515 kc shall be provided with a reliable clock with a second hand, preferably a sweep second hand. This clock shall be securely mounted in such a position that the second dial can be easily and accurately read by the operator from his normal operating position, from the operating position at which he would ordinarily transmit the international auto-alarm signal by hand, and from the operating position in the radio room used in testing the auto-alarm (if installed) for response to signals from the testing device. Stations which are compulsorily installed on board ship for safety purposes shall, in addition, meet such supplementary requirements for clocks as are prescribed in Subpart R of this part.

NOTE: Inquiries concerning applicable regulations of the Coast Guard may be addressed to The Commandant, United States Coast Guard, Washington, D. C., or to the nearest District Headquarters Office of the Coast Guard.

(b) Each ship station licensed for operation on frequencies above 1500 kilocycles only, shall, as may be necessary during operation, have available to the operator a suitable timepiece (preferably equipped with a second hand) of sufficient accuracy and reliability to allow for operation of the station in conformity with the terms of its license, regulations of the Commission, and the International Radio Regulations.

§ 8.115 Retention of radio station logs. (a) All station logs which are required under those provisions of this part pertaining to the particular classes of stations subject to this part shall be retained by the licensee for a period of one year from date of entry and for such additional periods as required by the following subparagraphs:

(1) Station logs involving communications incident to a distress or disaster shall be retained by the station licensee for a period of 3 years from date of entry;

(2) Station logs which include entries of communications incident to or involved in an investigation by the Commission and concerning which the station licensee has been notified shall be retained by the station licensee until such licensee is specifically authorized in writing by the Commission to destroy them;

(3) Station logs incident to or involved in any claim or complaint of which the station licensee has notice shall be retained by such licensee until such claim or complaint has been fully satisfied or until the same has been barred by statute limiting the time for the filing of suits upon such claims.

NOTE: See Parts 45 and 46 of this chapter concerning preservation of records of common carriers.

(b) Station logs shall be made available to an authorized representative of the Commission upon request.

(c) Ship station logs shall be fully completed at the end of each voyage and before the operator(s) (or other person(s) responsible under the applicable provisions of this part) leave the ship. The radio log currently in use shall be kept by the licensed operator(s) of the station or as otherwise authorized by the applicable provisions of this part, and during use shall be located in the principal radio operating room of the vessel. At the conclusion of each ocean voyage terminating at a port of the United States (includes Hawaii, Alaska, Puerto Rico, and Virgin Islands), the original radio log (or a duplicate thereof) dating from the last departure of the vessel from a United States port shall be retained under proper custody on board the vessel for a sufficient period of time (not more than 24 hours) to be available for inspection by duly authorized representatives of the

Commission. After retention on board the vessel as herein stipulated, the original log (and the duplicate log if provided) may be filed at an established shore office of the station licensee, and shall be retained as stipulated by paragraph (a) of this section.

SUBPART E—STANDARD TECHNICAL REQUIREMENTS

§ 8.131 Authorized frequency tolerance. (a) Unless the particular instrument of authorization specifically provides otherwise, the frequency tolerances authorized for stations on board ships subject to this part shall be as prescribed in paragraphs (b) through (e) of this section.

(b) Authorized frequency tolerances for ship stations operating on frequencies below 515 kc or within the frequency-band 1600 kc to 25000 kc.

Frequency ranges	Applicable until Jan. 1, 1955, to transmitters installed before Jan. 1, 1953.	Applicable to transmitters installed on and after Jan. 1, 1953, and to all transmitters on and after Jan. 1, 1955.
	Percent	Percent
(1) From 100 to 515 kc (except for emergency transmitters of the class specified in (2) and (3) below)	0.1	0.1
(2) From 100 to 515 kc; emergency transmitters only, whose use is confined solely to safety communication as defined in section 8.6 (a)	.3	.3
(3) 500 kc transmitters intended for use solely in lifeboats or other survival craft	.5	.5
(4) From 1600 to 3500 kc, inclusive (except for lifeboat transmitters under the condition specified below in (5))	.04	.02
(5) For emergency transmitters intended for use solely in lifeboats or other survival craft to be used on the telephone distress frequency 2182 kc or on the telegraph calling frequency 2094 kc	.05	.05
(6) Stations when using frequencies within the band 4000 to 25000 kc:		
For telephony		.005
For other than telephony		.02
(7) Stations when using frequencies within the band 4000 to 25000 kc other than those specified in (8) below	.02	
(8) Stations (including lifeboat transmitters) when using frequencies within the following bands:		
From 4115 to 4165 kc, inclusive	.05	
From 6200 to 6250 kc, inclusive	.05	
From 8230 to 8330 kc, inclusive	.05	
From 12340 to 12500 kc, inclusive (except 12440 and 12460 kc)	.05	
12440 and 12460 kc	.02	
From 16400 to 16700 inclusive (except 16530, 16575 and 16590 kc)	.05	
16530 and 16590 kc	.025	
16575 kc	.02	
22000 to 22200 kc	.05	

(c) Authorized frequency tolerances for ship stations operating on frequencies above 30 Mc and for marine-utility stations:

	Percent
(1) From 30 to 50 Mc:	
For stations licensed to operate with a plate input power not in excess of 3 watts	.02
For all other stations	.01
(2) From 100 to 200 Mc:	
For stations on survival craft intended for use in emergencies only	.01
For stations licensed to operate with a plate input power not in excess of 3 watts	.01
For all other stations	.005

(d) For stations in the maritime radiolocation service (other than ship-radar stations) the authorized frequency tolerance shall be specified in the instrument of authorization issued in behalf of each station.

(e) The frequency tolerance authorized for ship-radar stations is prescribed

as follows: The frequency at which maximum emission occurs shall be within the authorized frequency-band and shall not be closer than $1.5/T$ megacycles per second to the upper and lower limits of the authorized frequency-band, where "T" is the pulse duration in microseconds.

§ 8.132 Authorized classes of emission. (a) When the class of emission is specifically designated in the instrument of authorization, stations on board ship subject to this part shall use emission in conformity with the terms of that document. Otherwise, such stations are authorized to employ classes of emission as follows:

Frequency-band and classes of emission authorized
(1) Ship stations using telegraphy:
100 to 100 kc..... A1, and for brief testing A0.
100 to 515 kc..... A1, A2, A2a, A2b, and for brief testing A0.
2065 to 2107 kc..... A1 and for brief testing A0; except for stations on board survival craft which may use, in addition, class A2 emission.
2200 to 17000 kc..... A1, A2, A2a, A2b, and for brief testing A0.
17000 to 25000 kc..... A1, and for brief testing A0.

See footnotes at end of table.

* Duplicate logs are not required by the provisions of this paragraph, unless the original log is removed prior to opportunity for official inspection.

Frequency-band and classes of emission authorized¹—Con.

- (2) Ship stations using telephony:
1600 kc. to 30 Mc. A3, A3a, A3b; and for brief operating signals A1, A2, A2a, A2b; also for brief testing A0.
- 30 Mc. to 50 Mc. A3, A3a, A3b, F3; and for brief operating signals A1, A2, A2a, A2b, F1, F2; also for brief testing A0, F0.
- 152 Mc. to 162 Mc. In Regions 1, 2, and 3, F3; and for brief operating signals F1 and F2; also for brief testing F0; additionally in Regions 1 and 3 only, A3, A3a, A3b; and for brief operating signals A1, A2, A2a, A2b; also for brief testing A0.
- For other frequencies or frequency-bands. As designated in the station authorization.

- (3) Ship-radar stations:
Above 3000 Mc. PO.
- (4) Stations of any category not designated in subparagraphs (1), (2), and (3) of this paragraph shall use the class or classes of emission specified in the particular station authorization.

¹ The letter "a" following class A2 or A3 emission means the emission of a single sideband, with reduced carrier. The letter "b" following class A2 or A3 emission means the emission of two independent sidebands, with reduced carrier.

² Permissible by keying the modulated emission. Keying the modulating audio frequency only, without interruption of the carrier wave, is not permissible. The use of any audio frequency pulse device such as a so-called "chopper" is prohibited. The use of these classes of emission on frequencies between 4,000 kc and 23,000 kc, except for stations of survival craft and for special purposes, will be prohibited when Article 33 of the International Radio Regulations of Atlantic City, 1947, becomes effective.

³ See § 8.306 (a) (3).

(b) Classes of emission not authorized in paragraph (a) of this section may be authorized by the Commission in special circumstances, subsequent to a satisfactory showing by the applicant of a need therefor and provided harmful interference will not result from the use thereof. Each application requesting such special authorization shall fully describe the emission desired to be used, shall indicate the emission-bandwidth required for effective operation, and shall state the purpose for which such emission is required.

NOTE: For information regarding the classification of emissions and the calculation of the bandwidth, reference should be made to Part 2 of this chapter.

§ 8.133 Authorized emission-bandwidths. (a) When the authorized emission-bandwidth is specifically designated in the instrument of authorization, a station on board ship subject to this part shall use emission-bandwidth(s) in conformity with the terms of that document. Otherwise, such stations shall use emission-bandwidths not exceeding those set forth in this section for the respective classes of emission authorized in § 8.132.

(b) The authorized emission-bandwidths hereinafter designated are established in relation to the operational factors set forth in the following subparagraphs:

(1) Class A0 emission means the incidental radiation of an unmodulated carrier wave from a station which is authorized to use normally an amplitude-modulated wave;

(2) Class A1 emission means a carrier wave (without the use of modulating audio frequency) keyed normally for telegraphy so as to transmit intelligence in the International Morse Code at a speed not exceeding 40 words per minute, with the average word composed of 5 letters;

(3) Class A2 emission means a carrier wave amplitude-modulated at audio frequency not exceeding 1250 cycles per

second, the modulated carrier wave being keyed normally for telegraphy so as to transmit intelligence in the International Morse Code at a speed not exceeding 40 words per minute, with the average word composed of 5 letters. (The authorized emission-bandwidths for classes A2, A2a, and A2b emission are designated hereinafter on this basis);

(4) Class A3 emission means a carrier wave amplitude-modulated at audio frequencies corresponding to those necessary for intelligible speech transmitted at conversational speed. (The authorized emission-bandwidths for classes A3, A3a, and A3b emission are designated hereinafter on this basis);

(5) Class F0 emission means the incidental radiation of an unmodulated carrier wave from a station which is authorized to use normally a frequency-modulated wave;

(6) Class F1 emission means a continuous wave (without the use of modulating audio frequency), the frequency of which is alternately shifted between the normal value and another specific value, by keying normally for telegraphy, so as to transmit intelligence in the International Morse Code. The authorized bandwidth for class F1 emission is designated hereinafter on the basis of the bandwidth authorized for class F2 emission;

(7) Class F2 emission means a continuous wave frequency-modulated at such audio frequency and with such deviation ratio as to not exceed the authorized emission-bandwidth, the modulating frequency being keyed normally for telegraphy so as to transmit intelligence in the International Morse Code at a speed not exceeding 40 words per minute, with the average word composed of 5 letters;

(8) Class F3 emission means a continuous wave frequency-modulated at audio frequencies corresponding to those

necessary for intelligible speech transmitted at conversational speed, with a deviation ratio of any value necessary for effective communication, provided the resulting emission shall not exceed the authorized emission-bandwidth;

(9) The keying of a carrier wave or the amplitude modulation of a carrier wave by means of audio or sub-audible frequency or frequencies, so as to transmit in each instance a selective-signaling code intended to actuate a selective-calling device, shall be construed as class A1 emission or class A2, A2a, or A2b emission, respectively, within the limits of the respective authorized emission-bandwidths hereinafter set forth: *Provided*, That for class A2, A2a, or A2b emission, the frequency of modulation does not exceed 1300 cycles per second on radio-channels authorized for telegraphy, nor 3000 cycles per second on radio-channels authorized for telephony;

(10) The frequency-shift keying of a carrier wave or the frequency-modulation of a carrier wave at audio or sub-audible frequency or frequencies, so as to transmit in each instance a selective signaling code intended to actuate a selective-calling device, shall be construed as class F1 emission or class F2 emission, respectively, within the limits of the respective authorized emission-bandwidths hereinafter set forth: *Provided*, The frequency deviation used, and in the case of class F2 emission the modulating frequency or frequencies used, is (are) such that the emission in fact does not exceed the respective authorized emission-bandwidth;

(11) Class P0 emission means pulse transmission with the absence of any modulation intended to carry information, as used by ship-radar stations licensed by the Commission.

(c) (1) The authorized emission-bandwidths for the classes of emission authorized in § 8.132 shall be as follows:

Class of emission	Emission designator	Emission-bandwidth authorized for transmission of intelligence
A0	None	None
A1	0.16 A1	224 cycles per second.
A2	2.66 A2	2,724 cycles per second.
A2a	1.33 A2a	1,362 cycles per second.
A2b	2.66 A2b	2,724 cycles per second.
A3	6 A3	8,000 cycles per second.
A3a	3 A3a	4,000 cycles per second.
A3b	6 A3b	8,000 cycles per second.
F0	None	None
F1:		
For 30 to 50 Mc.	Variable ¹	40,000 cycles per second.
For 156.25 to 157.45 Mc.	Variable ¹	40,000 cycles per second.
F2:		
For 30 to 50 Mc.	36 F2	40,000 cycles per second.
For 156.25 to 157.45 Mc.	36 F2	40,000 cycles per second.
F3:		
For 30 to 50 Mc.	36 F3	40,000 cycles per second.
For 156.25 to 157.45 Mc.	36 F3	40,000 cycles per second.
P0	Variable ²	Variable ²

¹ In the case of class F1 emission, the emission designator will vary according to the frequency deviation, the number of words per minute, and other factors involved.

² In the case of class P0 emission, the emission designator and the authorized emission-bandwidth will vary according to the specific values of the controlling technical factors. Reference may be made to individual station authorizations which specify therein the respective emission designator and the respective authorized emission-bandwidth. Note also the provisions of § 8.131 (e) concerning authorized frequency tolerance for radar transmitters.

(2) When a specific "emission designator", as expressed in subparagraph (1) of this paragraph appears in a station authorization applicable to any station subject to this part, such designator specifies, for that station and for the particular radio-channel(s) involved, the corresponding authorized emission-

bandwidth as set forth in subparagraph (1) of this paragraph.

(3) In the actual operation of a ship station, unless otherwise provided by the station authorization:

(i) When a carrier is present, the frequency coinciding with the center of the frequency-band occupied by the emis-

sion-bandwidth shall, when class A2, A2b, A3, F2, or F3 emission is being used, be the same as the carrier frequency;

(ii) When a carrier is not present, the frequency-band occupied by the emission-bandwidth shall be within the authorized frequency-band.

(d) Bandwidths in excess of those set forth in paragraph (c) of this section or emission-bandwidths for other classes of emission may be authorized and set forth in the instrument of authorization if approved by the Commission subsequent to a satisfactory showing by the applicant of need therefor. Each application requesting such special authorization shall fully describe the emission desired to be used, shall indicate the emission-bandwidth required for effective operation, and shall state the purpose for which such emission-bandwidth is required.

§ 8.134 Authorized transmitter-power.

(a) Stations on board ship subject to

this part may use such antenna power as is necessary to carry on the service for which the station is licensed, on condition that the maximum authorized transmitter-power shall, subject to the provisions of § 8.110 (a), not be exceeded. Unless the station authorization specifically provides otherwise, the maximum authorized transmitter-power (as defined in § 8.7 (ii)) shall not exceed the particular power set forth in paragraphs (b) through (h) of this section which is applicable under the controlling factors designated therein in direct relation to that power.

(b) For ship stations on board passenger vessels of 5000 gross tons and over, the maximum authorized transmitter-power is set forth as follows:

For telegraphy below 25000 kc: 8000 watts (with or without modulation).

For telephony below 25000 kc:

Class of radio-frequency amplifier used in last radio stage of transmitter	Maximum authorized transmitter-power in watts (when no modulation is present)			
	2000-4000 kc band, except on U. S. inland waters ¹		4000 to 25000 kc band, except on U. S. inland waters ¹	2000 to 25000 kc band, on U. S. inland waters ¹
	Ship to shore	Ship to ship		
Class C—plate or plate and screen-grid modulated	1,000	150	3,000	150
Class C—control, screen, or suppressor-grid modulated	2,000	300	6,000	300
Class C—cathode modulated	1,600	240	4,800	240
Class B—linear	2,000	300	6,000	300
Class BC—high efficiency	1,200	180	3,600	180
Other classes	As specified in the station authorization			

¹ Means for this purpose the Great Lakes area and the Mississippi River (north of Baton Rouge, La.) and connecting inland waters.

(c) For ship stations on board any category of vessel, other than the class of passenger ship prescribed in paragraph (b) of this section, the maximum authorized transmitter-power is set forth as follows:

For telegraphy below 25000 kc: 2000 watts (with or without modulation).

For telephony below 25000 kc:

Class of radio-frequency amplifier used in last radio stage of transmitter	Maximum authorized transmitter-power in watts (when no modulation is present)			
	2000-4000 kc band, except on U. S. inland waters ¹		4000 to 25000 kc band, except on U. S. inland waters ¹	2000 to 25000 kc band, on U. S. inland waters ¹
	Ship to shore	Ship to ship		
Class C—plate or plate and screen-grid modulated	400	150	1,000	150
Class C—control, screen, or suppressor-grid modulated	800	300	2,000	300
Class C—cathode modulated	640	240	1,600	240
Class B—linear	800	300	2,000	300
Class BC—high efficiency	480	180	1,200	180
Other classes	As specified in the station authorization			

¹ Means for this purpose the Great Lakes area and the Mississippi River (north of Baton Rouge, La.) and connecting inland waters.

(d) For ship stations and marine-utility stations using telephony on any frequency assignment within the frequency-band 35 Mc to 44 Mc and employing amplitude modulation (AM):

Class of radio-frequency amplifier used in last radio stage of transmitter	Maximum authorized transmitter-power (when no modulation is present)	
	Ship stations	Marine-utility stations
Class C—plate, or plate and screen-grid modulated	100 watts	10 watts
Class C—control, screen, or suppressor-grid modulated	200 watts	20 watts
Class C—cathode modulated	160 watts	16 watts
Class B—linear	200 watts	20 watts
Class BC—high efficiency	120 watts	12 watts
Other classes	As specified in the station authorization	

(e) For ship stations using telephony on any frequency assignment within the frequency-band 35 Mc to 44 Mc or 156.25

Mc to 157.45 Mc and employing frequency modulation (FM), the maximum authorized transmitter-power (with or without

modulation) is 100 watts. For marine-utility stations under the condition prescribed in this paragraph for ship stations, the maximum authorized transmitter-power is 10 watts.

(f) For ship stations and marine-utility stations using telephony in Region 1 or 3, by means of amplitude modulation (AM) on any frequency assignment within the frequency-band 156.25 Mc to 157.45 Mc, the maximum authorized transmitter-power is the same as that designated in paragraph (d) of this section for operation within the band 35 Mc to 44 Mc.

(g) For stations on board ship which are authorized to transmit on frequencies above 157.45 Mc, the power authorized to be used shall be specified in the respective station authorization.

(h) (1) For the purpose of assuring adherence to the requirements of this section or the applicable terms of the station authorization, the authorized transmitter-power, with reference to paragraphs (f) and (ii) of § 8.7, may be computed for electron-tube transmitters by the method set forth in the following paragraphs: *Provided*, That when the particular transmitter is used for telephony by means of amplitude modulation (class A3 emission and secondarily class A2 or special emission for operating signals) the authorized transmitter-power may be measured when modulation is not present.

(2) The authorized transmitter-power shall be the sum of the product(s) obtained by multiplying the indicated anode (plate) voltage, applied to each electron tube of the last radio stage supplying radio-frequency power to the antenna, by the indicated anode (plate) current flowing through each such tube, or shall be the sum of the indicated powers supplied to each such tube.

(3) Indication of the anode (plate) voltage may be accomplished by means of a direct-current type voltmeter (as applicable) or an alternating current type voltmeter of proper frequency range (as applicable), each such instrument having an accuracy and reliability acceptable to the Commission. Where the same voltage is applied to more than one electron tube, indication of this voltage shall be regarded as indication of the voltage applied to each individual electron tube of that particular group.

(4) Indication of the anode (plate) current may be accomplished by means of a direct-current (d'Arsonval galvanometer movement) type ammeter having an accuracy and reliability acceptable to the Commission. Where the anode (plate) current through more than one electron tube flows through a common point in the electrical circuit, indication of the current at this point shall be regarded as indication of the total anode (plate) current flowing through all electron tubes of that particular group.

(5) Indication of the power in watts supplied to the anode (plate) circuit of one or more electron tubes shall be acceptable: *Provided*, A wattmeter properly activated by the form of voltage and current supplied is employed, and has an accuracy and reliability acceptable to the Commission.

(6) When any current, in addition to the anode (plate) current, flows through an ammeter or wattmeter being used for indications in accordance with this paragraph (such as screen-grid current), such current, unless separately indicated or specified by the manufacturer, shall not be deducted from the current measured for the purpose of this paragraph.

§ 8.135 Suppression of interference from receiving apparatus. (a) The use or operation of any radio receiving system or apparatus on board a ship of the United States (excluding lifeboats and other survival craft) shall not, by reason of emission therefrom cause harmful interference to any authorized maritime mobile or maritime radiolocation service or impair the efficiency of any autoalarm or watch on any radio frequency used for either of these services: *Provided*, That this regulation shall not prevent the use or operation of any radio receiving apparatus or system on board ship when the installation or use thereof is required by act of Congress or any treaty to which the United States is a party unless the Commission finds that the interfering emission from such apparatus or system is capable of:

(1) Creating an electromagnetic field, at a distance over sea water of one nautical mile from the receiver, in excess of the following value(s):

Frequency of interfering emission:	Field intensity in microvolts per meter
Below 30 Mc.....	0.1
30 to 100 Mc.....	.3
100 to 300 Mc.....	1.0
Over 300 Mc.....	3.0

or

(2) Delivering more than the following amounts of power, to an artificial antenna having electrical characteristics designated by the Commission as equivalent to those of the average receiving antenna(s) used on shipboard:

Frequency of interfering emission:	Power into artificial antenna in microwatts
Below 30 Mc.....	400
30 to 100 Mc.....	4,000
100 to 300 Mc.....	40,000
Above 300 Mc.....	400,000

(b) Any specifically identified type of radio receiving apparatus or system required to be installed or used on board a ship by act of Congress or any treaty to which the United States is a party shall be exempt from any subsequent finding by the Commission pursuant to paragraph (a) (1) and (2) of this section if the Commission, as a result of engineering measurements made relative to emission produced by such type of apparatus or system, finds that such emission, as developed on frequencies to which the provisions of paragraph (a) of this section apply under conditions equivalent to normal use or operation on board ship, is not in excess of the value(s) specified in paragraph (a) (1) and/or (2) of this section.

§ 8.136 Acceptance of transmitters for licensing. (a) Upon written request therefore made by the manufacturer or applicant for related station authorization, acceptance of a specific and readily

identifiable type of radio transmitter as being capable of complying with all requirements of the Commission solely for the purpose of authorizing such transmitter in accordance with the provisions of § 8.21 will be given by the Commission subsequent to a satisfactory showing of compliance made by the applicant. The necessary showing of compliance shall, as a minimum, be in the form of a written statement (together with such supplemental charts, graphs, illustrations, test data, etc., as may be deemed appropriate by the applicant for type acceptance or as may be required by the Commission) over the signature of a competent radio engineer attesting to actual technical performance of the transmitter in accordance with all pertinent rules, regulations, and international agreements which must be met by the class of station for which the transmitter is intended to be licensed.

(b) Request for type-acceptance and showing of compliance pursuant to the provisions of paragraph (a) shall be submitted in duplicate to the Commission at Washington 25, D. C. One copy of such showing of compliance shall be signed under oath or affirmation by the engineer who conducted or supervised the related technical performance of the particular type of transmitter for the purposes of securing type-acceptance by the Commission.

(c) In the event the written showing of compliance prescribed by paragraphs (a) and (b) of this section is deemed by the Commission to not furnish all information or data which it requires for the purpose of type-acceptance of a particular type of radio transmitter, the Commission may supplementally require the applicant for such type-acceptance to demonstrate by actual operation of the involved equipment in the presence of one or more engineers of the Commission that the same will, in fact, comply with all pertinent rules, regulations, and international agreements. In the event the showing of compliance is finally adjudged by the Commission to be unsatisfactory for the purpose of acceptance for licensing of the particular type of transmitter, type-acceptance will not be given and that type of transmitter will not be licensed for the involved class of station.

§ 8.137 Special requirements for radiotelephone transmitters. (a) Except as provided otherwise in paragraph (b) of this section, and except for transmitters authorized solely for developmental stations, each radiotelephone transmitter authorized in a ship station license or a marine-utility station license granted, modified, or renewed by the Commission after July 1, 1951, for use and operation at frequencies above 30 Mc, and all radiotelephone transmitters authorized in a ship station license or marine-utility station license granted, modified, or renewed after January 1, 1960, shall be used with a device that will automatically prevent modulation in excess of 100 per cent. This requirement, however, shall not apply (1) to transmitters incapable of a plate input power exceeding three watts which are authorized for marine-utility stations and other sta-

tions of portable nature; nor (2) to any transmitter capable of operation exclusively at a frequency or frequencies above 30 Mc which was first authorized in a particular station license for use in the maritime mobile service granted in behalf of a particular licensee prior to November 1, 1952, when that transmitter is authorized in a ship station license or a marine-utility station license granted in behalf of the same licensee and having a date of expiration not later than December 31, 1954.

(b) Each radiotelephone transmitter of a ship station or a marine-utility station shall be type accepted by the Commission prior to its operation by any unlicensed person pursuant to the provisions of § 8.155 (a). In addition to complying with all other applicable rules and regulations such a transmitter shall meet the following requirements:

(1) Operation of the transmitter shall require only the use of simple external switching devices excluding all manual adjustment of radio frequency determining elements;

(2) The required radio frequency stability of the transmitter must be maintained (at all times during such operation by an unlicensed person) by the transmitter itself;

(3) None of the operations necessary to be performed during the course of normal rendition of service to the station shall be capable of causing any radiation of emission on an unauthorized frequency; and

(4) The transmitter shall be used with a device that will automatically prevent modulation in excess of 100 percent.

(c) (1) Each radiotelephone transmitter authorized in a ship station license or a marine-utility station license granted, modified, or renewed by the Commission after July 1, 1951, for use and operation at frequencies above 30 Mc (other than transmitters authorized solely for developmental stations), must be a type which is acceptable to the Commission pursuant to the provisions of § 8.136. This requirement, however, shall not apply to any transmitter capable of operation exclusively at a frequency or frequencies above 30 Mc which was first authorized in a particular station license for use in the maritime mobile service granted in behalf of a particular licensee prior to November 1, 1952, when that transmitter is authorized in a ship station license or a marine-utility station license granted in behalf of the same licensee and having a date of expiration not later than December 31, 1954. In the event the operation of any such transmitter causes harmful interference to the service of any station, by reason of unauthorized emission, the Commission may, in its discretion, require that the use of such transmitter be discontinued until it has been type accepted pursuant to the foregoing provisions of this subparagraph.

(2) Before being finally considered for type-acceptance such transmitters shall, in addition to meeting all other applicable requirements, comply with the following limitations and operating conditions:

(i) When radiating class F1, F2, or F3 emission on each marine radio-channel within the frequency-band 35 Mc to 44 Mc, or within the frequency-band 156.25 Mc to 157.45 Mc, with 100 percent modulation applied, the frequency deviation shall not exceed 15 kc.

(ii) When radiating class F1, F2, or F3 emission on each radio-channel within the frequency-band 35 Mc to 44 Mc, or within the frequency-band 156.25 Mc to 157.45 Mc, any emission appearing on any radio frequency removed from the carrier frequency by not less than 20 kc nor more than 40 kc shall be attenuated 25 decibels or more below the intensity of the unmodulated carrier.

(iii) Any spurious or harmonic emission appearing on any frequency removed from the carrier frequency by not less than 40 kc, shall be attenuated below the intensity of the unmodulated carrier by not less than the amount specified herewith:

Maximum authorized transmitter-power as specifically defined in § 8.7 (ii):	Attenuation (decibels)
3 watts or less	40
Over 3 watts and including 150 watts	60
Over 150 watts and including 600 watts	70
Over 600 watts	80

§ 8.138 *Special requirements for ship-radar transmitters.* (a) Each radar transmitter authorized in any ship-radar station license granted, modified or renewed by the Commission after July 1, 1950 (other than licenses for developmental stations), must be type-approved by the Commission.

In addition to meeting all other applicable requirements such transmitters shall comply with the limitations and conditions set forth in the following paragraphs.

(b) (1) The design and construction of the radar transmitter shall be such that, when properly installed, its use will not produce harmful interference to any other radiolocation service or any maritime mobile service;

(2) The radar transmitter shall not have means available for any external adjustment(s) which can result in a deviation from the terms of the station authorization or any deviation from the applicable technical requirements for ship-radar stations stipulated in this part;

(3) The provisions of § 8.136 governing the procedure to be followed for the purpose of obtaining type-acceptance of radio transmitters shall be applicable to radar transmitters for the purpose of requesting and obtaining type approval thereof as required by paragraph (a) of this section.

SUBPART F—OPERATOR REQUIREMENTS

§ 8.151 *Authorized operator required.* (a) Except as otherwise provided in § 8.155, the actual operation of all transmitting apparatus in any radio station in the maritime mobile or maritime radiolocation service on board a ship of the United States shall be carried on only by a person holding an operator license issued by the Commission in accordance with Part 13 of this chapter.

(b) When the station is a public ship station used for telephony, the person

actually operating the station shall, if authorized by the station licensee or the master (acting in this respect as the station licensee's agent), and subject to the priority of communication set forth in § 8.177, permit any person to speak over the station microphone: *Provided*, That such person actually operating the station shall continue to exercise his control so as to insure the continued proper operation of the station.

(c) When the station is a limited ship station used for telephony, the person actually operating the station may, if authorized by the station licensee or the master (acting in this respect as the station licensee's agent), and subject to the priority of communication's set forth in § 8.177, permit any person to speak over the station microphone: *Provided*, That such person actually operating the station shall continue to exercise his control so as to insure the continued proper operation of the station.

(d) For the purpose of paragraphs (b) and (c) of this section, any microphone, without regard to its location on board ship, may be construed to be the station microphone when it is electrically connected to the modulating system of the radiotelephone transmitting apparatus.

§ 8.152 *Operator required by statute for safety.* (a) The radio installation required by Part II of Title III of the Communications Act or by the Safety Convention, for purposes of safety on board a ship of the United States, shall be in charge of and shall be operated only by one or more qualified operators who shall be subject to the lawful authority of the master.

NOTE: A qualified operator for the purpose of this section on a ship of the United States is a person holding a radio operator's license of the proper class, as prescribed and issued by the Commission. See Part 13 of this chapter and/or any applicable orders promulgated by the Commission.

(b) Each cargo ship of the United States required by Part II of Title III of the Communications Act to be fitted with a radio installation and not exempted therefrom by the Commission, which is not fitted with an auto-alarm, and each passenger ship required by that statutory provision to be fitted with a radio installation and not exempted therefrom by the Commission, shall, for safety purposes, carry at least two qualified operators.

(c) Each cargo ship of the United States required by Part II of Title III of the Communications Act to be fitted with a radio installation and not exempted therefrom by the Commission, which is fitted with an auto-alarm in accordance with that statutory provision, shall, for safety purposes, carry at least one qualified operator who shall have had at least six months previous service in the aggregate as a qualified operator in a station on board a ship or ships of the United States.

§ 8.153 *Operator required by Safety Convention.* (a) Each ship of the United States which is not subject to Part II of Title III of the Communications Act but which is required by the radio provisions of the Safety Convention to be fitted with a radiotelegraph in-

stallation, which has not been exempted therefrom by the Commission, shall, for safety purposes, carry at least one qualified operator. If not fitted with an auto-alarm in proper operating condition, at least two qualified operators shall be carried for this purpose by:

(1) A passenger ship of the United States;

(2) A cargo ship of the United States of more than 1600 tons gross tonnage.

NOTE: A qualified operator for this purpose is a person holding a certificate complying with the provisions of the International Radio Regulations (see Article 24 of the Radio Regulations of Atlantic City, 1947): *Provided*, however, That the operation of transmitting apparatus in all ship stations of the United States is subject to the provisions of § 8.151.

§ 8.154 *Location of authorized operator.* (a) Whenever the transmitting apparatus of a station in the maritime mobile service subject to this part is being used or operated, and the provisions of section 318 of the Communications Act (insofar as such provisions require the actual operation of such apparatus only by a person holding an operator's license of the proper class issued by the Commission) are not waived by the Commission, at least one person holding an operator license of the proper class as prescribed in Part 13 of this chapter shall be on duty at the place where such transmitting apparatus is located, and, subject to the lawful authority of the master, shall be in charge of the station: *Provided*, That in lieu of the transmitter location, such operator may be on duty at a different location on the ship when:

(1) Such apparatus is installed and protected so that it is not accessible to and may not be placed in an operating condition by other than duly authorized persons; and

(2) The transmitting and associated receiving apparatus can be operated from such other location in a manner which will fully comply with all applicable rules of the Commission (in particular § 8.104) and the terms of the station license; and without any delay in normal operation being introduced by such arrangement.

§ 8.155 *Waivers of operator license—* (a) *For VHF telephony.* Subject to the conditions hereinafter stated, the provisions contained in section 318 of the Communications Act are waived, insofar as such provisions require any person to hold an operator's license in order to operate, during the course of normal rendition of service, any ship station (including developmental ship stations) or marine-utility station on board ship, in the maritime mobile service, when such station is authorized to use telephony only and further is authorized to be operated exclusively on one or more radio-channels above 30 Mc: *Provided*:

(1) The person who operates the transmitting equipment is the station licensee or is authorized by the station licensee to do so, and the use of the station during such operation is subject to the lawful direction and authority of the person who, at the time, occupies the position of the master of the ship on which the station is located;

(2) The station uses one or more of the following classes of emission only: A3 or F3 for telephony; and on the same radio-channels as are authorized for telephony A0, A2, F0, F2 solely for transmitting by automatic means attention-signals, signals for actuating selective-calling devices, for brief testing of the authorized apparatus, or station identification, or signals in an emergency involving safety;

(3) The station is authorized to use transmitting equipment only of a type which is acceptable to the Commission for operation in this service by unlicensed persons in accordance with this paragraph;

(4) The transmitting equipment operated by an unlicensed person in accordance with this paragraph is not required on board the ship for safety purposes by any statutory provisions or by any international agreement or treaty in force;

(5) All transmitter adjustments or tests during or coincident with the installation, servicing, or maintenance of the station that may affect its proper operation shall be made by or under the immediate supervision and responsibility of a person holding an operator license of the proper class for this purpose as prescribed in Part 13 of this chapter who shall be responsible for the proper functioning of the station equipment;

(6) Subsequent to any transmitter adjustments made in accordance with subparagraph (5) of this paragraph, and at all other times, the station licensee shall be responsible for determining that the transmitting equipment continues to meet the conditions established by the Commission relative to acceptance of the particular type of equipment for the purpose of operation by unlicensed persons;

(7) The station licensee or the person(s) authorized by the licensee to operate the station shall, in lieu of a licensed operator, comply with the provisions of § 8.154 as though he were a licensed operator;

(8) Nothing contained in this paragraph shall be construed to change or diminish in any respect the responsibility of the station licensee for having and maintaining control of the station or for proper functioning and operation of the station in accordance with law;

(9) No unlicensed person, authorized as provided by this paragraph to operate a station, may lawfully perform any act in relation to such station that he could not lawfully perform if he were acting under the authority of a radio operator license issued in his behalf by the Commission.

(b) *For ship-radar.* (1) No radio operator license is required for the operation on board ship, during the course of normal rendition of service, of ship-radar stations licensed in the radiolocation service (Ship-radar stations heretofore licensed in the ship service are construed to be licensed in the maritime radiolocation service (including the maritime radionavigation service).) *Provided*, That the following conditions are met or provided for by the licensee of the station:

(i) The radar equipment shall employ as its frequency determining element a non-tunable, pulse-type magnetron;

(ii) The radar equipment shall be capable of being operated during the course of normal rendition of service in accordance with the radio law and the rules and regulations of the Commission by means of exclusively external controls, and

(iii) Operation during the course of normal rendition of service pursuant to this subparagraph (1), must be performed exclusively by the master of the radar-equipped ship or by one or more other persons responsible to him and authorized by him to do so.

(2) All adjustments or tests during or coincident with the installation, servicing, or maintenance of the equipment while it is radiating energy must be performed by or under the immediate supervision and responsibility of a person holding a first or second class commercial radio operator license, radiotelephone or radiotelegraph, containing a ship-radar endorsement, who shall be responsible for the proper functioning of the equipment in accordance with the radio law and the Commission's rules and regulations and for the avoidance and prevention of harmful interference from improper transmitter external effects: *Provided, however*, That nothing in this subparagraph shall be construed to prevent persons not holding such licenses or not holding such licenses so endorsed from making replacements of fuses or of receiving-type tubes.

(3) Nothing in this subparagraph shall be construed to change or diminish in any respect the responsibility of any ship radar station licensee for having and maintaining control over the station licensed to him, or for the proper functioning and operation of such station in accordance with the terms of the station license.

§ 8.156 *Posting of operator license.* When a licensed operator is required for the operation of a station subject to this part, the original license of each such operator while he is employed or designated as radio operator of the station shall be posted in a conspicuous place at the principal location on board ship at which the station is operated: *Provided*, That the foregoing requirement shall not apply in the case of stations of a portable nature, including marine-utility stations, upon the express condition that the licensed radio operator engaged in operating the station shall have on his person either his required operator license or a duly issued verification card (PCC Form 758-F) attesting to the existence of that license.

§ 8.157 *Adjustment or test of equipment.* Notwithstanding any other provisions of this part (except § 8.155 (b) (2) which specifically covers ship radar stations), all adjustments or tests of radio transmitting apparatus in any station subject to this part during or coincident with the installation, servicing, or maintenance of such apparatus which may affect the proper operation of such station, must be performed by or under the immediate supervision and responsibility of a person holding a first or second class commercial radio operator license, either radiotelephone or radiotelegraph as may be appropriate for the class of station involved, who shall be responsible

for the proper functioning of the station equipment.

SUBPART G—GENERAL OPERATING REQUIREMENTS

§ 8.171 *International regulations applicable.* In addition to being regulated by applicable rules of this part, the use and operation of stations subject to this part shall be governed by applicable provisions of the International Radio Regulations and the applicable radio provisions of all other international agreements in force to which the United States is a party.

§ 8.172 *Authority in event of distress.* No provision of the International Radio Regulations shall prevent a ship in distress from using any means of telecommunication available to it for drawing attention, signalling its position, and obtaining help. A distress call and message, however, shall be transmitted only on the authority of the master of, or the person responsible for, the ship from which this call and message are transmitted. No person shall, by means of any station subject to this part, knowingly transmit, or cause to be transmitted, any false or fraudulent signal of distress or communications relating thereto.

§ 8.173 *Authority of the master.* Except as may be regulated by law or international agreement or by the rules of the Commission, the radio service of each station on board ship shall at all times be under the supreme control of the master. However, during any period in which the Department of Defense lawfully may exercise and is in fact lawfully exercising emergency controls over United States merchant shipping, no provisions of the Commission's rules and regulations shall prevent the master of any ship of the United States from taking any action whatsoever in regard to the radio installation, the operators, the transmission and receipt of messages, and the radio service of the ship whenever in his discretion such action is necessary to carry out instructions of the Department of Defense.

§ 8.174 *Secrecy of communication.* The master or the person responsible, as well as all persons who may have knowledge of the text or even of the existence of the radio communications transmitted or received by a station on board ship or of any information whatever obtained by means of the radiocommunication service of such station, shall be under the obligation of observing and insuring the secrecy of communications to the extent required by the Communications Act and the International Radio Regulations.

NOTE: See secs. 501, 502, and 605 of the Communications Act; also Article 21 of the International Radio Regulations, Atlantic City, 1947.

§ 8.175 *Intercommunication in mobile service.* Each ship station in the maritime mobile service at sea shall, within the scope of its normal operations, be bound to exchange radio communication or signals with any other ship station or aircraft station in the maritime mobile service at sea or with any public coast station in the maritime mobile service: *Provided*, That such exchange

of radio communication shall be without distinction as to radio systems or instruments adopted by each station.

§ 8.176 Priority of communications to be observed. Ship stations in the maritime mobile service shall observe at all times the priority of communications set forth in § 8.177; in particular, all such stations shall give absolute priority to radio communications or signals relating to any ship or aircraft in distress; shall, when any distress signal or communication is anticipated or intercepted, cease all transmission on frequencies which may interfere with any station hearing such radio communication or signal of distress except when engaged in answering or aiding the ship or aircraft in distress, and shall assist the vessel or aircraft in distress, so far as possible, by complying with its instructions.

§ 8.177 Order of priority of communications. (a) The order of priority of radiotelegraph communications in the maritime mobile service on any frequency used for this service shall be as follows:

(1) Distress calls (including the international distress signal for radiotelegraphy), international automatic-alarm signals for distress purposes,¹ distress messages, and distress traffic.

(2) Communications preceded by the international radiotelegraph urgency signal.

(3) Communications preceded by the international radiotelegraph safety signal.

(4) Communications relative to radio direction-finding bearings.

(5) Communications relative to the navigation and safe movement of aircraft.

(6) Communications relative to the navigation, movements, and needs of ships; including weather observation messages destined for an official meteorological service.

(7) Government communications for which priority right has been claimed.

(8) Service communications relating to the working of the radio-communication service or to communications previously transmitted.

(9) All other communications.

(b) The order of priority of radiotelephone communications in the maritime mobile service on any frequency used for this service shall be as follows:

(1) Distress calls (including the international distress signals for radiotelephony and radiotelegraphy), distress messages, and distress traffic.

(2) Communications preceded by the international radiotelephone urgency signal, or known to the station licensee or his agent to consist of one or more urgent messages concerning the safety of a ship, aircraft, or other mobile unit or of some person on board or within sight of the ship, aircraft, or mobile unit.

(3) Communications preceded by the international radiotelephone safety signal.

¹The international auto-alarm signal intended for use primarily in radiotelegraphy consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between two consecutive dashes being one second.

nal, or known to the station licensee or his agent to consist of one or more messages concerning the safety of navigation or important meteorological warnings.

(4) Communications known by the station licensee or his agent to consist of one or more messages relative to the navigation, movements, and needs of ships; including weather observation messages destined for an official meteorological service.

(5) Government communications for which priority right has been claimed.

(6) All other communications.

§ 8.178 Unauthorized transmissions. Stations operating in the maritime mobile service shall not engage in radio-communication which is superfluous or unnecessary in this service. Except in an emergency which requires otherwise, the transmission by ship stations of signals or communications not addressed to an authorized station or stations in the maritime mobile service is prohibited unless radiotelegraphy is used and the transmission preceded by CQ or CP in accordance with the International Radio Regulations, is intended to be intercepted by authorized stations of the maritime mobile service.

§ 8.179 Control by coast or government station. When communicating with a coast station or any government station in the maritime mobile service, ship stations shall, except when transmitting distress signals or controlling distress traffic, comply with instructions given by the coast station or government station relative to the order and time of transmission, to the choice of authorized frequency, to the suspension of communication, and to the permissible type of message traffic that may be transmitted or received by the particular coast station or government station. This provision, however, does not apply in the event of distress, either actual or impending.

§ 8.180 Cooperative use of frequency assignments. Unless provided otherwise in this part, or in the particular station authorization, each radio-channel authorized for use by a station on board ship subject to this part is available for such use on a shared basis only and shall not be construed as available for the exclusive use of any one station or any one station licensee. All station licensees shall cooperate in the use of their respective frequency assignment in order to minimize interference and obtain the most effective use of the authorized radio-channels.

§ 8.181 Prevention of interference. (a) From the standpoint of interference the operation of a ship radio station (including receiving equipment, auto-alarm, and direction-finder) required by law to be installed on board a vessel for safety purposes, shall have priority over the operation of any other radio apparatus on board the same vessel.

(b) Before commencing transmission (other than signals of distress) a ship station shall, insofar as is practicable, make sure that it will not cause interference to communications in the maritime mobile service being carried on

within its range. For this purpose, the operator attending the station shall, before commencing transmission, use the necessary receiving installation to listen on the appropriate frequency or frequencies. If interference is likely, the station shall wait until the existing communications, which it may disturb, have been concluded; with due regard, nevertheless, for the priority of communications designated in § 8.177.

(c) Whenever a radiocommunication in the maritime mobile service is already in progress between two mobile stations or between a mobile station and a coast station and it appears to be interfered with by a subsequent transmission from another mobile station, the latter must cease transmitting at the first request of either of the other two, except as priority may be otherwise determined by § 8.177. The station requesting this cessation must indicate the approximate length of the wait imposed upon the mobile station whose transmission is suspended.

(d) Except in cases of distress, communications between ship stations or between ship and aircraft stations must not interfere with the work of public coast stations. When this work is thus interfered with, the ship or aircraft station which causes it must stop transmitting or change frequency upon the first request of the coast station concerned.

(e) Ship stations when operating on a frequency below 3500 kilocycles or above 30 Mc shall not carry on, or attempt to carry on, communication with any station which, under the currently prevailing conditions of transmission or reception, is not within reliable communication range of the ship station: *Provided*, That this provision shall not apply in event of distress, either actual or impending.

§ 8.182 Suspension of transmission. Transmission shall be suspended immediately upon detection by the station or operator licensee, or upon notification by the Commission, of a deviation from the technical requirements of the station authorization, and shall remain suspended until such deviation is corrected, except for transmission concerning the immediate safety of life or property, in which case transmission shall be suspended as soon as the emergency is terminated.

§ 8.183 Hours of service of ship stations. (a) Ship stations whose service is not continuous may not close before:

(1) Finishing all operations resulting from a distress call, or urgency or safety signal;

(2) Exchanging, so far as practicable and within the scope of their normal operation, all traffic originating in or destined for public coast stations situated within their range and mobile stations which, being within their range, have indicated their presence before the actual cessation of communication.

§ 8.184 Maintenance of station log. (a) Each station on board ship subject to this part which is required, under the provisions of this part pertaining to the particular class of station, to keep a radio station log, shall in addition, com-

ply with the applicable provisions of paragraphs (b) and (c) of this section; the station licensee and the licensed radio operator (when a licensed radio operator is required) in charge of the station shall be responsible for compliance with this section.

(b) The log shall be kept in an orderly manner, in useable form, and in such detail that the information required for the particular class of station concerned is readily available. Key letters or abbreviations may be used if their proper meaning or explanation is contained elsewhere in the same log.

(c) The station log or any portion thereof shall not be erased, obliterated, or wilfully destroyed within the period of retention required by § 8.115. However, during this period any necessary correction may be made of such log but only by the person originating the entry and that person shall strike out the erroneous portion, initial the correction made, and indicate the date of correction.

SUBPART H—WATCHES AND AUTO-ALARMS FOR SAFETY PURPOSES

§ 8.201 *Watch required by International Radio Regulations.* All ship stations employing telegraphy (either compulsorily or voluntarily provided with a radiotelegraph installation) and normally keeping watch on frequencies in the authorized bands between 405 and 535 kc shall, during their hours of service, take the necessary measures to insure an efficient watch by a duly licensed radiotelegraph operator on the international distress frequency 500 kc for three minutes twice each hour, beginning at x h 15 and x h 45, Greenwich mean time (GMT). For this purpose, either a head receiver or a loudspeaker may be used, on condition that use of the loudspeaker is no less effective than use of the head receiver. While maintaining this watch, the operator shall not use or operate any radio equipment (such as, for example, broadcast receivers, or amateur transmitters or receivers) not actually required for maritime mobile service.

§ 8.202 *Watch required by Communications Act.* (a) Each ship of the United States required by Part II of Title III of the Communications Act and the rules of the Commission to be fitted with a radiotelegraph installation and not exempted therefrom by the Commission shall, while being navigated outside a harbor or port, keep a continuous and efficient watch on the international distress frequency 500 kc by means of qualified radiotelegraph operators: *Provided, however,* That in lieu thereof on a cargo ship fitted with an auto-alarm in proper operating condition, a watch of at least eight hours per day, in the aggregate, shall be maintained as herein prescribed by means of a qualified radiotelegraph operator: *Provided further,* That in either instance such operator(s) shall be subject to the conditions and limitations prescribed by § 8.204.

(b) In accordance with the requirement set forth in paragraph (a) of this section for a cargo ship fitted with an auto-alarm in proper operating condition, when such vessel is navigated out-

side a harbor or port, the watch as prescribed in paragraph (a) shall be maintained by means of a qualified radiotelegraph operator for at least one-third of each day, or portion thereof, during the period of time the vessel is so navigated.

§ 8.203 *Watch required by Safety Convention.* (a) Paragraphs (b) through (f) of this section are applicable to ships of the United States subject to the radio provisions of the Safety Convention but not at the same time subject to the provisions of Part II of Title III of the Communications Act (for example, certain ships engaged on an international voyage, no part of which is in the open sea).

(b) Each ship of the United States, except cargo ships of 5500 tons gross tonnage or less, required by the Safety Convention to be fitted with a radiotelegraph installation and not exempted therefrom by the Commission shall, if not fitted with an auto-alarm in proper operating condition, while at sea, keep a continuous and efficient watch on the international distress frequency 500 kc by means of qualified radiotelegraph operators.

(c) Each cargo ship of the United States of 5,500 tons gross tonnage or less required by the Safety Convention to be fitted with a radiotelegraph installation and not exempted therefrom by the Commission shall, if not fitted with an auto-alarm in proper operating condition, while at sea, keep an efficient watch on the international distress frequency 500 kc by means of a qualified radiotelegraph operator for at least eight hours per day, in the aggregate.

(d) In keeping the watch prescribed in paragraphs (b) and (c) of this section, the operator(s) shall be subject to the conditions and limitations prescribed by § 8.204.

(e) The use of a certified watcher in lieu of a qualified radiotelegraph operator for the purpose of complying with this section is not authorized for ships of the United States.

(f) In accordance with the requirement set forth in paragraph (c) of this section for cargo ships of 5,500 tons gross tonnage or less and not fitted with an auto-alarm in proper operating condition, when such vessel is at sea, the watch as prescribed in paragraph (c) shall be maintained by means of a qualified radiotelegraph operator for at least one-third of each day, or portion thereof, during the period of time the vessel is so navigated.

§ 8.204 *Provisions governing safety watch.* (a) For the purpose of maintaining the watch prescribed in §§ 8.202 and 8.203, the operator shall use an effectively operating main or emergency radio receiver complying with the applicable requirements of § 8.503 or 8.504, respectively, and either a head receiver or a loudspeaker complying with the applicable requirements of § 8.503 or 8.504, respectively, on condition that use of the loudspeaker is not less effective than use of the head receiver.

(b) While maintaining this watch, the operator shall not use or operate any radio equipment (such as, for example,

broadcast receivers or amateur transmitters or receivers) not actually required for maritime mobile service.

(c) During the period of this watch and subject to the provisions of § 8.205, the operator may temporarily interrupt the required listening on the frequency 500 kc while he is transmitting or receiving signals or messages to or from a station operating in the maritime mobile service if it is not possible for the operator to maintain at the same time, by any practicable means, the watch on 500 kc. The provisions of this paragraph shall not relieve the ship station from the obligation of complying with the provisions of § 8.201.

(d) With respect to the provisions of paragraph (c) of this section, the term "by any practicable means" as used in that paragraph shall be construed to include the use of a loudspeaker or a head receiver energized by an additional radio receiver (other than the receiver actually in use for nonwatch purposes) which is adjusted or tuned for effective reception on the radio-channel of which 500 kc is the assigned frequency.

§ 8.205 *Compulsory use of auto-alarm.*

(a) The auto-alarm, when provided on a ship compulsorily fitted with a radiotelegraph installation for the purpose of compliance with Part II of Title III of the Communications Act or the radio provisions of the Safety Convention, shall be in operation, connected to the main antenna, and adjusted for normal efficiency according to prevailing conditions of radio reception, at all times while the ship is being navigated outside a harbor or port when a qualified operator is not on watch duty.

(b) Unless the use of an auto-alarm, compulsorily provided as specified in paragraph (a) of this section, is impracticable under the condition hereinafter designated, such auto-alarm shall be in operation, connected to a suitable antenna (for example, a main antenna, an emergency antenna, or an auxiliary antenna) and adjusted for normal efficiency according to prevailing conditions of radio reception, at all times while the ship is being navigated outside a harbor or port, when a qualified operator is on watch duty but the watch is temporarily interrupted (as contemplated under the provisions of § 8.204 (c)) for an extended period, and it is not possible for such operator to maintain, at the same time by any practicable means, the watch on 500 kc. Nothing contained in this paragraph shall relieve the ship station from the obligation of complying with the provisions of § 8.201.

§ 8.206 *Procedure in use of auto-alarm.* (a) Paragraphs (b) and (c) of this section shall apply to the use of an auto-alarm which is provided for the purpose of compliance with Part II of Title III of the Communications Act or the radio provisions of the Safety Convention on a ship compulsorily fitted with a radiotelegraph installation under that act or under the radio provisions of that convention.

(b) While the ship is being navigated outside a harbor or port, the auto-alarm shall be tested at least once every 24 hours by means of the testing device

supplied as part of the alarm, the timing of the dashes to be made by reference to the second hand of the ship station clock. A test also shall be made to determine that the auto-alarm mechanism is operated in a normal manner by signals from other stations which are received on the frequency 500 kc. A statement that the foregoing requirement has been fulfilled must be inserted in the radio station log daily.

(c) The qualified operator, when going off watch, shall report to the officer on watch on the bridge whether or not the auto-alarm has been placed in use and adjusted for effective operation as prescribed in § 8.205 (a).

SUBPART I—GENERAL PURPOSE WATCHES

§ 8.221 *Watch on 500 kc.* Ship stations using frequencies in the authorized bands between 405 and 535 kc shall, during their hours of service, remain on watch on the calling frequency 500 kc except when the operator is transmitting on 500 kc, operating the ship station equipment on any other frequency authorized for transmission or reception in the maritime mobile service (including maintenance of the watch on 143 kc as provided by § 8.222) if it is not possible for the operator to maintain at the same time, by any practicable means, the watch for calls on 500 kc. The term "by any practicable means" as used herein shall be construed to include the use of a loudspeaker or a head receiver energized by an additional radio receiver (other than the receiver actually in use for non-watch purposes) which is adjusted or tuned for effective reception on the radio-channel of which 500 kc is the assigned frequency. The provisions of this section, however, shall not relieve the ship from complying with the requirements for a safety watch as prescribed in §§ 8.201, 8.202 and 8.203.

§ 8.222 *Watch on 143 kc.* On condition that compliance with the following requirement shall in no way interrupt or reduce the efficiency of the safety watch prescribed in §§ 8.201, 8.202 and 8.203, each ship station equipped for working by means of class A1 emission on frequencies within the band 90 to 160 kc shall, during its hours of service when not engaged in communication with another station of the maritime mobile service, normally keep watch for calls every hour on the frequency 143 kc for five minutes beginning at x h 35, Greenwich mean time (G. M. T.).

§ 8.223 *Watch on 2182 kc.* (a) Each ship station on board a ship navigating the Great Lakes and licensed to transmit by telephony on one or more frequencies within the band 1600 to 3500 kc shall, during its hours of service for telephony, maintain an efficient watch for the reception of class A3 emission on the radio-channel of which 2182 kc is the assigned frequency, whenever the station is not being used for transmission on that channel or for communication on other radio-channels.

(b) Except as provided in paragraph (c) of this section and except for stations on board vessels required by law to be fitted with radiotelegraph equipment, each ship station (in addition to those

ship stations specified in paragraph (a) of this section) licensed to transmit by telephony on one or more frequencies within the band 1600 to 3500 kc shall, during its hours of service for telephony, maintain an efficient watch for the reception of class A3 emission on the radio-channel of which 2182 kc is the assigned frequency, whenever such station is not being used for transmission on that channel or for communication on other radio-channels. When the ship station is in Region 1 or 3, such watch shall, insofar as is possible, be maintained at least twice each hour for three minutes commencing at x h 00 and x h 30, Greenwich mean time (G. M. T.).

(c) With respect to ship stations on board vessels when within 300 nautical miles of Charleston, South Carolina; Jacksonville, Florida; or Wilmington, California, the requirement of paragraph (b) of this section shall become effective on or after August 1, 1954.

SUBPART J—PROCEDURE IN EVENT OF DISTRESS

§ 8.231 *Applicable regulations.* In addition to the governing provisions of the International Radio Regulations applicable to the transmission and interception of distress signals and the handling of distress traffic and the special provisions of §§ 8.61 and 8.172, mobile stations which are subject to this part shall, in cases of distress, be governed by this subpart.

NOTE: See Article 37 of the International Radio Regulations, Atlantic City, 1947.

§ 8.232 *Radio-channels for distress.* (a) In case of distress in the maritime service, the frequency to be used shall be the international distress frequency 500 kc with maximum power obtainable; the class of emission to be used if possible shall be A2. Stations which cannot transmit on 500 kc or use A2 emission shall, if possible use their normal calling frequency and normal class of emission with maximum power obtainable.

(b) Until such time as the frequency 2182 kc is effectively guarded for the reception of distress calls mobile stations in regions of the United States (other than the Great Lakes region) not capable of using 500 kc but equipped to use telephony on medium frequencies may, in case of distress only, communicate with stations of the United States Coast Guard on the frequency 2679 kc. In the Great Lakes region, the frequency 2182 kc should be used at any time for radiotelephone distress calls in lieu of the frequency 2670 kc.

§ 8.233 *Form of distress call.* (a) The distress call transmitted by radiotelegraphy comprises:

(1) The international distress signal which consists of the group "three dots, three dashes, three dots," transmitted as a single signal in which the dashes are emphasized so as to be distinguished clearly from the dots (this signal in each instance is transmitted 3 times);

(2) The signal "de"; and

(3) The call sign of the mobile station in distress (transmitted 3 times in each instance).

(b) (1) The distress call, when transmitted by radiotelephony, is gen-

erally preceded by the distress signal for radiotelegraphy as designated in paragraph (a) (1) of this section. Such signal may be produced by a whistle or any other suitable means.

(2) The distress call, when transmitted by radiotelephony, comprises the international distress signal "Mayday" (pronounced as the French expression "m'aider") spoken three times; the words "This is," followed by the identification of the mobile station in distress, the whole repeated three times in each instance.

§ 8.234 *Radiotelegraph alarm signal.* The distress call, when transmitted by radiotelegraphy on the frequency 500 kc, should, if possible, be preceded by the international alarm signal transmitted by means of class A2 emission on 500 kc. This alarm signal consists of a series of 12 dashes transmitted in one minute, the duration of each dash being 4 seconds and the duration of the interval between 2 consecutive dashes being one second. The distress signal for radiotelegraphy as designated in § 8.233 (a) (1) shall be transmitted 3 times immediately after the alarm signal, in order to operate such automatic apparatus as may be designed to be actuated by the normal distress signal on 500 kc. When circumstances permit, an interval of 2 minutes shall be observed after transmission of the alarm signal and distress signal, before transmitting the distress message on 500 kc, to allow time for operators warned by these signals to go on watch.

§ 8.235 *Distress message.* (a) The distress call, must be followed, as soon as possible, by the distress message which comprises:

- (1) The distress call;
- (2) The name of the mobile station in distress;
- (3) The particulars of its position;
- (4) The nature of the distress;
- (5) The kind of assistance desired; and
- (6) Any other information which might facilitate rescue.

(b) When telegraphy is used, the distress message shall be transmitted by means of the International Morse Code at a speed not exceeding 16 words per minute nor less than 8 words per minute.

(c) Where no reply to the distress signals or distress message has been received, these signals or this message shall be repeated at intervals (in radiotelegraphy especially during the 500 kc international silent periods), until a reply is received.

(d) When the mobile station in distress receives no answer to a distress message transmitted on a distress frequency, the message may be repeated on any other available frequency on which attention might be attracted.

§ 8.236 *Transmission for radiolocation.* After the transmission of its distress message, a mobile station at sea when equipped for telegraphy shall when possible transmit a signal in the form of 2 telegraphic dashes of approximately 10 seconds duration each, followed by its call sign, to permit radio direction-finding stations (or other stations equipped for radiolocation) to de-

termine its position. This transmission may be repeated by the mobile station, subject to the provisions of § 8.240, whenever it is requested to do so by other stations endeavoring to determine its position.

§ 8.237 *Acknowledgment of distress message.* Any station in the maritime mobile service which receives a distress message relative to a vessel, aircraft, or other unit which is, beyond any possible doubt, in the vicinity of that station, shall, when it has appropriate transmitting apparatus available, immediately acknowledge receipt. If it appears that the vessel, aircraft, or other unit in distress is not in its vicinity, a short interval of time shall elapse before the station acknowledges receipt of the distress message, in order to permit stations that may be nearer to the location of the distress to reply and acknowledge receipt without interference. All stations in the maritime mobile service which hear a distress signal or message must cease immediately any transmission capable of interfering with the distress signal or message and shall listen on the frequency used for the distress signal and message.

§ 8.238 *Form of acknowledgment by telegraphy.* (a) The acknowledgment of receipt of a distress signal or message is transmitted, when telegraphy is used, in the following form:

- (1) Call sign of the mobile station in distress (transmitted 3 times);
- (2) The signal "de";
- (3) Call sign of the station acknowledging receipt (transmitted 3 times);
- (4) The signal "RRR"; and
- (5) The distress signal.

§ 8.239 *Information from acknowledging stations.* (a) Every mobile station which acknowledges receipt of a distress signal or message must, on the order of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station, transmit in message form, as soon as possible, the following information in the order shown:

- (1) Its name;
- (2) Its position;
- (3) The course and speed at which it is proceeding towards the vessel, aircraft, or other unit in distress; and
- (4) Estimated time of arrival at the scene of distress.

(b) Before transmitting this message, the station must insure that it will not interfere with the transmissions of other stations which are better situated to render immediate assistance to the vessel, aircraft, or other unit in distress.

§ 8.240 *Control of distress traffic.* (a) The control of distress traffic is the responsibility of the mobile station in distress, or of another mobile station which, in accordance with the governing provisions of the International Radio Regulations, has transmitted the distress call. These stations may, however, delegate the control of the distress traffic to another station.

NOTE: See Article 37, paragraph 18, of the International Radio Regulations, Atlantic City, 1947.

(b) When any station has assumed control of distress traffic, it shall be responsible for maintaining silence on the distress frequency, or the frequency being used for distress traffic, for all emissions except distress signals and distress traffic, and for clearing the distress frequency when the distress traffic has ceased.

(c) The station in distress or the station in control of the distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. In telegraphy, the service abbreviation "QRT" followed by the international distress signal is used to impose silence for this purpose.

(d) Any station engaging in radio-communication with the mobile station in distress or with the station in control of the distress traffic may impose silence on any station which interferes with distress traffic. In telegraphy, this is indicated by using the signal "AS" (. — . . .) followed by the word "distress" and the call sign of the station imposing silence.

(e) In cases of distress, the use of the radiotelegraph service abbreviation "QRT" must be reserved, as far as possible, for the mobile station in distress and for the station controlling distress traffic.

(f) Any station which has been notified to cease transmission in connection with a situation of distress shall not resume transmission on any frequency which may cause interference to distress signals or traffic until notified by the station in control of the distress traffic that the distress traffic has ceased and transmission may be resumed, or until notified by the station issuing the original notice that transmission from the station in question will not interfere with the distress signals or traffic.

§ 8.241 *Supplementary transmissions.* (a) A mobile station located in the general vicinity of the vessel, aircraft, or other unit in distress shall, if possible and when deemed appropriate, upon authorization of the master or person responsible for the station, transmit the radiotelegraph alarm signal on the frequency 500 kc using the maximum available power and class A2 emission, when:

- (1) A distress call has been transmitted and was not preceded by the alarm signal; or

(2) Upon audible reception of an alarm signal which appears to be ineffective by reason of improper timing, improper class of emission, insufficient signal strength, interference, or excessive deviation from the frequency 500 kc.

(b) When a mobile station has heard a distress call or distress message for which acknowledgment of receipt has not been given promptly, and when the intercepting station itself is not in a position to render assistance, it shall, subject to the authority of the master, make every effort possible to attract the attention of any station in the maritime service which appears to be in a position to render assistance. For this purpose, transmission of the distress call and distress message may be repeated, if possible on the frequency 500 kc using the

maximum available power and if possible class A2 emission, and/or on such other frequency and with such other class of emission as may be deemed necessary or helpful. At the same time all necessary steps shall be taken to notify the authorities who may be able to intervene usefully.

(c) A mobile station which repeats a distress call or distress message shall follow it by the words "transmitted for (insert identity of mobile craft in distress) by", and thereafter its own call sign transmitted 3 times. In radiotelegraphy, the repetition of the distress call or distress message on 500 kc shall, when circumstances permit, be preceded by transmission of the 500 kc international alarm signal followed by an interval of 2 minutes.

SUBPART K—FOREIGN SHIP STATIONS IN UNITED STATES WATERS

§ 8.261 *Inspection of station.* Pursuant to section 303 (n) of the Communications Act, and subject to the provisions of Article 23 of the International Radio Regulations, Atlantic City, 1947, and Articles 53, 54 and 55 of the Safety Convention, London, 1929, the radio installation on board any foreign ship within the territorial jurisdiction of the United States, which installation is subject to the provisions of any Act, treaty, or convention binding on the United States, shall be available, at any reasonable time in any harbor, port, or place in the United States, for inspection by duly authorized representatives of the Commission at such frequent intervals as within the discretion of the Commission will insure compliance with applicable rules, regulations, laws, and treaties.

§ 8.262 *Installation for safety purposes.* (a) The provisions of Part II of Title III of the Communications Act, insofar as such provisions require certain radio apparatus in operating condition and one or more qualified operators (for this purpose, a qualified operator is defined by the Communications Act to be "a person holding a certificate as such complying with the provisions of the General Radio Regulations annexed to the International Telecommunications Convention in force, or complying with an agreement or treaty between the United States and the country to which the ship belongs") on board a ship which leaves or attempts to leave any harbor or port of the United States for a voyage in the open sea, apply to a ship of any foreign country except:

- (1) A cargo ship of less than 1600 gross tons;
- (2) A ship of war;
- (3) A ship belonging to a country which is a party to the Safety Convention and which ship carries a valid certificate exempting said ship from the radio provisions of that Convention, or which ship conforms to the radio requirements of such Convention or Regulations and has on board a valid certificate to that effect;
- (4) A yacht of less than 600 gross tons not subject to the radio provisions of the Safety Convention;
- (5) A vessel in tow; and
- (6) A vessel leaving or attempting to leave any harbor or port of the United

States for a voyage solely on the Great Lakes, or on any bays, sounds, rivers, or protected waters within the jurisdiction of the United States or navigating solely on any of these waters.

§ 8.263 *Limitations on transmission.* (a) Sections 301 and 318 of the Communications Act, relative to station licenses and operator licenses, respectively, are not applicable to any person sending radiocommunications or signals on a foreign ship while the same is within the jurisdiction of the United States; however, such communications or signals shall be transmitted only in accordance with applicable rules of the Commission intended to prevent interference including, among others, the following subparagraphs:

(1) The frequency or frequencies and the class or classes of emission used shall be available for the operation being conducted pursuant to the allocation of frequencies to radio services and the use of classes of emission established by the International Radio Regulations and pursuant to the terms of all other applicable international treaties and agreements to which the United States is a party;

(2) The operation of the radio apparatus shall not cause interference with the normal communications of other radio services, and only the minimum power necessary for effective communication shall be used;

(3) The station shall comply with the applicable provisions of the International Radio Regulations and other applicable international treaties and agreements to which the United States is a party;

(4) The operation of transmitting apparatus employing class B emission is prohibited in any harbor or port of the United States except for emergency communication or for necessary tests of brief duration.

(b) Any transmission by a station on board a foreign man-of-war shall, in addition to the provisions of paragraph (a) of this section, be governed also by the following provisions:

(1) Transmission by radio from any foreign man-of-war while the same is within the territorial waters of the United States is prohibited unless authorized by appropriate United States authorities and carried on in conformity with the provisions of paragraph (a) of this section. Normally, a request from a foreign man-of-war to use its radio transmitting apparatus while in United States ports and territorial waters shall be made to one of the United States naval district commandants or, after arrival in port, to the senior United States Navy Officer present. When a Navy Officer is not present, request shall be made to the port authorities, or to the United States Navy at Washington, D. C.

NOTE: The headquarters of District Commandants concerned are located at Boston, New York, Philadelphia, Norfolk; Charleston, South Carolina; San Diego, San Francisco, Seattle; Pearl Harbor, Territory of Hawaii; and Balboa, Canal Zone. In addition to having senior naval officers stationed at these places, the Navy has officers performing various duties at practically all other important United States ports.

SUBPART L—MESSAGE CHARGES

§ 8.271 *Distress messages.* No charge shall be made by any ship or station in the mobile service of the United States for the transmission of distress messages and replies thereto in connection with situations involving the safety of life and property at sea.

§ 8.272 *Danger messages.* No charge shall be made by any ship station or other station in the maritime mobile service of the United States for the transmission, receipt, or relay of the information concerning dangers to navigation designated in § 8.303 (b), originating on a ship of the United States or of a foreign country.

§ 8.273 *Tariff filing required.* No charge shall be made for the service of any station on board ship subject to this part unless effective tariffs applicable to such service are on file with the Commission, pursuant to the requirements of section 203 of the Communications Act and Part 61 of this chapter.

§ 8.274 *Responsibility for payment.* (a) Each ship station shall be responsible for the payment of all charges accruing to any other station(s) or facilities for the handling or forwarding of messages or communications transmitted by that station.

(b) The transmission by any ship station of information concerning dangers to navigation, made in compliance with the provisions of § 8.303 (b), to any station which imposes a charge for the reception, relay, or forwarding of the required information, shall be free of cost to the ship concerned and any communication charges incurred by the ship for transmission, relay, or forwarding of the information may be certified to the Commission for reimbursement out of moneys appropriated to the Commission for that purpose.

§ 8.275 *Ship position reports.* Any common carrier subject to the Communications Act may furnish reports of positions of ships at sea to newspapers of general circulation, either at a nominal charge or without charge, provided the name of such common carrier is displayed along with such ship position reports.

§ 8.276 *Free safety service.* Notwithstanding any other provision of law, any ship station may render free service in connection with situations involving the safety of life and property, including hydrographic reports, weather reports, reports regarding aids to navigation and medical assistance to injured or sick persons on ships and aircraft at sea: *Provided*, That the Commission, from time to time under particular circumstances, may impose specific limitations on such free service to the extent that it finds desirable in the public interest.

§ 8.277 *Free service for national defense.* Any common carrier subject to the Communications Act may render to any agency of the United States Government free service in connection with the preparation for the national defense. Every such carrier rendering any such free service shall make and file in duplicate, with the Commission, on or before the 31st day of July and on or before

the 31st day of January in each year, reports covering the periods of 6 months ending on the 30th day of June and the 31st day of December, respectively, next prior to said dates. These reports shall show the names of the agencies to which free service was rendered pursuant to this paragraph, the general character of the communications handled for each agency, and the charges in dollars which would have accrued to the carrier for such service rendered to each agency if charges for all such communications had been collected at the published tariff rates.

SUBPART M—NATURE OF SERVICE PROVIDED BY SHIP STATIONS AND SHIPBOARD MARINE-UTILITY STATIONS

§ 8.301 *Supplemental eligibility requirements.* (a) Subject to the basic eligibility requirements set forth in § 8.23, authorizations for limited ship stations, marine-utility stations, or public ship stations may be granted to any person, or state or local government subdivision; or any agency of the Federal Government which is subject to the provisions of section 301 of the Communications Act: *Provided*, That when the availability of the frequency assignment requested, or any part thereof, is specifically dependent upon the activity and/or the routes of voyage of the vessel, the application shall clearly show eligibility of the vessel for such station authorization under the provisions of this part which govern the assignment of frequencies: *And provided further*, That:

(1) An applicant for an authorization to operate a public ship station must request a frequency assignment on which the transmission of public correspondence is not excluded by any of the provisions of this part (although additionally he may request any other frequency assignment).

(2) An applicant for an authorization to operate a limited ship station or a marine-utility station must request a frequency assignment on which the transmission of public correspondence is excluded.

(b) In addition, any applicant requesting assignment of a frequency in the band 152-162 Mc for use primarily for communication with non-government limited coast stations and marine utility stations on shore for business and operational purposes must be regularly engaged in the operation of the commercial transport or governmental vessel on which the ship station or marine utility station would be utilized.

§ 8.302 *Points of communication.* Subject to the conditions and limitations imposed by the terms of the particular station license or by applicable provisions of this part with respect to the use of particular radio-channels, limited ship stations, marine-utility stations on board ships, and public ship stations are authorized to communicate with any station in the maritime mobile service including such other classes of stations as may be appropriately authorized in accordance with the provisions of this part for such communication: *Provided, however*, That for purposes of public correspondence between ship and shore, public ship stations are authorized to

communicate only with public coast stations and United States Government coast stations open to public correspondence.

§ 8.303. *Service requirements for all ship stations.* (a) Unless prohibited by the terms of the station license or by other sections of this part relative to the limited use of a specifically designated frequency, each ship station shall, within the scope of its normal operations and without discrimination, acknowledge all calls directed to it and receive from stations operating in the maritime mobile service, all messages and communications which are addressed to the ship or to any person or persons on board and which are for termination on such ship.

(b) The master of every ship, equipped with licensed radio transmitting apparatus capable of providing communication with other ships or with a coast station, on meeting with a direct danger to the navigation of other ships such as dangerous ice, a dangerous derelict, a tropical storm, or any other direct danger to navigation, shall cause to be transmitted, in so far as is possible, all pertinent information relating thereto, to ships in the vicinity and to the appropriate authorities provided that such procedure, in the discretion of the master, will not be a repetition of action already taken for this purpose by another station.

(c) At the request of any station operating in the maritime mobile service, a ship station may, within the scope of its normal operation accept messages or communications as requested for retransmission to any other station in the maritime mobile service. Whenever such messages or communications have been received and acknowledged by a ship station for this purpose, it shall be incumbent upon that station to retransmit the message as directed, with the least delay possible.

§ 8.304. *Service requirements for public ship stations.* In addition to such messages as are necessary for compliance with § 8.303, and except as may be otherwise limited by the terms of this part governing the use of particular frequencies or by the terms of the station license, a public ship station within the scope of its normal service, without discrimination and upon reasonable demand, shall provide, subject to the order of priority prescribed in § 8.177, a service of public correspondence for any person who, while on board in any status or capacity, requests the service covering any subject matter that legally may be transmitted by radio: *Provided, however, That, unless specifically authorized by the Commission in individual cases in advance, this service shall not be authorized to be provided when the ship carrying the station is out of service as a ship.*

§ 8.305. *Service of limited ship stations and marine-utility stations.* In addition to such messages as are necessary for compliance with § 8.303 and except as may be otherwise limited by the terms of this part governing the use of particular frequencies or by the terms of the station license, a limited ship

station or a marine-utility station is authorized to transmit within the scope of its normal operations messages necessary for the safe, expeditious or economical operation of ships or (when necessary) for the safety of aircraft.

SUBPART N—USE OF RADIOTELEGRAPHY

§ 8.321. *Assignable frequencies.* (a) (1) Each of the specific frequencies in kilocycles hereinafter designated in this paragraph may be authorized as an assigned frequency for use by ship stations (public or limited) employing telegraphy in accordance with the provisions of paragraph (b) of this section and Subpart E of this part. (The specific frequencies above 515 kc listed in this section shall not be assignable to ship stations (public or limited) on board cargo ships after January 1, 1955.)

143 calling	8250
152	8260
153	8280
154	8300
155	8320
156	8330
157	12360
158	12375
410 ¹	12390
425	12420
444 ¹	12440
448 (region 2 only).	12450
454	12480
468	16480
480 ¹	16500
500 calling and distress.	16520
4140	16530
4150	16560
4160 ¹	16575
4165 ¹	16590
6210 ¹	16600
6220	16605
6230	16640
8240	16660

¹ Subject to the special conditions and limitations set forth in paragraph (b) of this section.

(2) Except as may be otherwise specified herein or in the particular station license, the radio channels of which the above frequencies are the assigned frequencies may be employed for communication with ship stations or coast stations (public or limited): *Provided, however, That if the assigned frequency is above 5000 kc, the radio-channel thereof is authorized primarily for communication with coast stations.*

(b) (1) The frequency 444 kc is assignable exclusively for communication with United States Government stations; its use for any other communication (except distress) is not authorized: *Provided, That harmful interference shall not be caused to the service of any coast station.*

(2) In addition to the transmission of specific signals for purposes of radio-location, the radio channel of which 410 kc is the assigned frequency may be used for communication by radiotelegraphy with direction finding stations in connection with established international operating procedure, relative to radio-location by means of direction finding.

(3) Any radio-channel, of which 4165, or 6210 kc is the assigned frequency, shall not be used on the Great Lakes or on the inland waters of the United States.

(c) In addition to the frequencies shown in paragraph (a) of this section other frequencies may be authorized temporarily for the purpose of facilitating the implementation of the Agreement concluded at the Extraordinary Administrative Radio Conference, Geneva, 1951.

§ 8.322. *Frequencies for use in distress.* (a) The international distress frequency is 500 kc; it is used as an assigned frequency for this purpose by ship or aircraft stations, using frequencies in the band 405 to 535 kc, when requesting assistance from the maritime services. It is used, preferably with class A2 emission, for the distress call and distress traffic.

(b) The frequency 8364 kc is designated as the assigned frequency for the use of survival craft equipped to transmit on frequencies within the band 4000 kc to 23000 kc and desiring to establish with stations of the maritime mobile service, communications relating to search and rescue.

§ 8.323. *Frequencies for calling.* (a) The general international calling frequency is 500 kc; the radio-channel of which this frequency is the assigned frequency shall be used by any ship station engaged in radiotelegraphy in the authorized bands between 405 and 535 kc, and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in this band. The radio-channel for replying to a call sent on the general calling channel (500 kc assigned frequency) is the same channel as that used for the call. In Region 2, and in other areas of heavy radiotelegraph traffic in this band, ship stations shall request coast stations to answer by means of their normal working channel. In order to facilitate the reception of distress calls, all stations using the radio-channel of which 500 kc is the assigned frequency shall reduce to the minimum their transmissions on this channel.

(b) The frequency 143 kc is the international calling frequency in the maritime mobile service in the band 90 to 160 kc (class A1 emission only). The frequency for replying to a call sent on the frequency 143 kc is, for ship stations, 143 kc, the same as that of the call. (Coast stations reply on their normal working frequency in this band.) When a ship station which uses frequencies within the band 90 to 160 kc desires to establish communication with another station of the maritime mobile service, it shall call that station on the frequency 143 kc, unless the International List of Coast and Ship Stations provides otherwise. This frequency shall be used exclusively for individual calls and replies to such calls and for the transmission of signals preparatory to traffic.

(c) In Region 2, the frequency 2091 kc is the international calling frequency for ship stations using telegraphy within the band 2065-2107 kc. It shall be used for call, reply and signals preparatory to traffic by all ship stations using telegraphy to establish communication with other ship stations operating in the band 2065-2107 kc or with coast stations using telegraphy and operating in the band 2000-2850 kc: *Provided, That transmis-*

sion by ship stations for this purpose on any calling frequency within the band 2088.5-2093.5 kc is permissible as a practical operating procedure to minimize interference, in lieu of transmission on the frequency 2091 kc. The use of the frequency 2091 kc or any other calling frequency within the band 2088.5-2093.5 kc by ship stations for purposes other than those stipulated in this paragraph (except for transmitting distress traffic) is not authorized. A ship station, after establishing communications on a calling frequency within this band, shall change to an authorized working frequency for the transmission of traffic.

(d) Each of the specific frequencies between 2 Mc and 23 Mc designated in table 1-b of Appendix III to this part may be authorized in accordance with Appendix III as an assigned calling frequency for use by public or limited ship stations or, where specifically so indicated by Appendix III, by aircraft stations for establishing communication with stations of the maritime mobile service.

NOTE: Use of frequencies in the band 2065-2105 by ship stations is authorized on a day only basis and subject to the condition that harmful interference will not be caused to stations which, in the discretion of the Commission, may have priority on the frequency used by the station to which interference is caused.

§ 8.324 Frequencies for working. (a) Each assigned frequency listed in §§ 8.321 (a), and which is not identified therein with a specific use or function, is authorized as an assigned frequency for "working".

(b) Ship and aircraft stations using telegraph and working on frequencies within the band 415 to 490 kc shall use whenever practicable, an authorized working frequency of which 425, 448, 454, 468 or 480 kc is the assigned frequency. The frequency 448 kc may be used in Region 2 only.

(c) The calling channel of which 500 kc is the assigned frequency may be used for the transmission of distress, urgency, and safety messages; except for the applicable provisions of §§ 8.402 and 8.403 relative to radiolocation, any other use of this channel for working is prohibited.

(d) In so far as is practicable, ship station shall use frequency assignments within the high frequency-band (3000 to 23000 kc) only when other frequency assignments will not provide effective communication.

(e) In addition to the frequencies designated by paragraph (a) of this section for working, working frequencies are available for assignment, in accordance with Appendix III to this part, as follows:

(1) For use by ship stations (public or limited) on board passenger ships, and by aircraft stations for communication with stations of the maritime mobile service, each of the specific frequencies designated in table 1-a of Appendix III to this part in the following bands:

2065-2107 kc.¹
22070-22220 kc.

¹ Frequencies in this band are not assignable to aircraft stations.

² Use of frequencies in this band by ship stations is authorized on a day only basis and

is subject to the condition that harmful interference will not be caused to stations which, in the discretion of the Commission, may have priority on the frequency used by the station to which interference is caused.

(2) For use by ship stations (public or limited) on board cargo ships, each of the specific frequencies designated in table 1-c of Appendix III to this part in the following bands:

2065-2107 kc. ¹	12561-12714 kc. ²
4187-4238 kc. ²	16748-16952 kc. ²
6280.5-6357 kc. ²	22270-22400 kc.
8374-8476 kc. ²	

¹ Use of frequencies in this band by ship stations is authorized on a day only basis and is subject to the condition that harmful interference will not be caused to stations which, in the discretion of the Commission, may have priority on the frequency used by the station to which interference is caused.

² Available on and after July 1, 1954.

(f) In addition to the frequency assignment designated for telegraphy in the license of a ship station, such station, when working by telegraphy with a coast station, may, on condition that its emission-bandwidth and frequency tolerance shall be within the respective limits thereof permitted for the coast station, transmit:

(1) On a telegraph working channel of a coast station within the band 110 to 150 kilocycles (except within the band 140 kc to 146 kc) when directed to do so by the coast station for which the channel is authorized: *Provided*, Interference is not caused to the service of any land, fixed, broadcast, or radiolocation station: *And provided*, That the emission shall be class A1 only.

(2) On a telegraph working channel of a coast station within the bands 415 to 490 kc and 4000 kc to 17000 kc when directed to do so by the coast station for which the channel is authorized.

NOTE: Not applicable after January 1, 1955 to frequencies between 4000 and 23000 kc insofar as ship stations aboard cargo vessels are concerned.

(g) (1) In addition to use of the frequency assignment designated for telegraphy in the license of a ship station, such station when communicating by telegraphy with a mobile or land station of the United States Government may transmit on a government frequency assignment when authorized or directed to do so by the government station responsible or by the government department or agency for which use of such frequency assignment is authorized; on condition that the emission-bandwidth and frequency tolerance of the ship station shall be within the respective limits thereof required to be maintained by the government station. Under these circumstances, the ship station assigned frequency, the class of emission, and the permissible class of traffic shall be designated and controlled by the responsible government station, department, or agency: *Provided*, That on frequencies below 160 kc and within the bands 2000 to 2850 kc and 17000 to 25000 kc the emission shall be class A1 only.

(2) Frequencies assigned to government radio stations are assignable to non-Government ship radio stations for communication with other non-Govern-

ment stations by telegraphy when such communication is necessary in connection with activities performed in coordination with or in behalf of the Federal Government and where the Commission determines, after consultation with the appropriate government agency or agencies, that such assignment is necessary.

§ 8.325 Use of Morse Code required. The signal code employed for telegraphy by stations in the maritime mobile service shall be the Morse Code signals specified in the Telegraph Regulations annexed to the International Telecommunication Convention (Atlantic City, 1947). However, for radiotelegraph communication of a special character, the use of other signals may be specifically authorized by the Commission in response to an appropriate application therefor.

§ 8.326 Identification of stations. All radiotelegraph emissions of a ship station shall be clearly identified by transmission therefrom of the official call letters assigned to that station for telegraphy by the Commission. These call letters shall be transmitted by telegraphy in accordance with § 8.325 and the procedure set forth in the International Radio Regulations and by means of the class of emission normally used by the station for telegraphy: *Provided*, They shall be transmitted always upon completion of any transmission when the station resumes its watch or suspends transmission for an indefinite time; in addition they shall be transmitted at intervals not exceeding 15 minutes whenever transmission is sustained for a period exceeding 15 minutes.

§ 8.327 Procedure in testing. (a) Ship stations must use every precaution to insure that, when conducting operational transmitter tests, the emissions of the station will not cause harmful interference. Radiation must be reduced to the lowest practicable value and if feasible shall be entirely suppressed. When radiation is necessary or unavoidable, the radiotelegraph testing procedure described below shall be followed.

(1) The licensed radiotelegraph operator responsible for operation of the transmitting apparatus shall ascertain by careful listening that the test emissions will not be likely to interfere with transmissions in progress; if they are likely to interfere with the service of a coast station or aeronautical station in the vicinity of the ship station, the consent of the former station(s) must be obtained before the test emissions occur.

(2) The operator shall transmit the signal "IE" (two dots, space, one dot) on the test frequency as a warning that test emissions are about to be made on that frequency. When the frequency or frequencies of the test emissions is/are within the frequency-band 405-535 kc, a listening watch shall be maintained on 500 kc by a licensed radiotelegraph operator at the station throughout the test period.

(3) If, as a result of transmitting the test signal "IE", any station indicates, by transmitting the signal "AS" (wait), that it anticipates harmful interference, testing shall be suspended. When trans-

mission of "IE" is resumed and no response is observed, and careful listening indicates that harmful interference should not be caused, the operator shall proceed as set forth in subparagraph (4) of this paragraph.

(4) Test signals composed of a series of "VVV" having a duration of not more than ten seconds, followed by the call sign of the testing station shall be transmitted. The call sign shall be sent clearly and at relatively slow speed. This test transmission shall not be repeated until a period of at least one minute has elapsed; on the frequency 500 kc in a region of heavy traffic, a period of at least five minutes shall elapse before the test transmission is repeated.

(b) When testing is conducted on the frequency 500 kc, no tests shall be conducted during the 500 kc silent periods. Care must be exercised not to so prolong and space the dash portion of the "VVV" series as to form the alarm signal.

§ 8.328 Radiotelegraph operating procedure. (a) Except for the transmission of distress or urgency signals, all transmissions from stations on board ship must cease within the band 480 to 520 kc during each 500 kilocycles silent period, i. e., for three minutes twice an hour beginning at x h 15 and x h 45, Greenwich mean time (GMT).

(b) In order to facilitate radiotelegraph communication in the maritime mobile service, all ship stations transmitting by means of telegraphy shall, whenever practicable, use the service abbreviations ("Q" signals) listed in Appendix 9 of the International Radio Regulations (Atlantic City, 1947).

(c) In addition to compliance with all applicable sections of this part, the operation of ship stations using telegraphy for call, reply, and the transmission of message traffic shall, in particular, comply with all applicable provisions of Articles 29 (except subparagraph (2) of paragraph 8 thereof), 30, 31, 32, 38, 39, and 40 of the International Radio Regulations (Atlantic City, 1947).

§ 8.329 Station documents. (a) All ship stations on board ships compulsorily fitted with a radiotelegraph installation shall be provided with the following documents:

- (1) A valid station license;
- (2) The necessary operator license or licenses;
- (3) The station log required by this part for stations of this category;
- (4) The Alphabetical List of Call Signs;
- (5) The List of Coast Stations and Ship Stations;
- (6) The List of Radio Location Stations;
- (7) The List of Stations performing Special Services;
- (8) Such provisions of the International Radio Regulations (Atlantic City, 1947), including Articles 23, 24, 25, 26, 29, 30, 31, 32, 35, 37, 38, 39, 40, 41, 44, and 45, as are necessary for the operation of the radiocommunication and radiolocation service on board ship;
- (9) Telegraph tariffs of the countries for which the station most frequently accepts radiotelegrams;

(10) Part 8 of this chapter.

(b) All ship stations on board ships not compulsorily fitted with a radiotelegraph installation, but using telegraphy, shall be provided with the documents prescribed by subparagraphs (1), (2), (3), (4), (5), and (10) of paragraph (a) of this section.

(c) These documents shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

§ 8.330 Station records. (a) (1) Each ship station authorized to use telegraphy on frequencies within the band 90 to 535 kc shall maintain an accurate radiotelegraph log. The first page of each portion of the log covering each voyage shall consist of a "title page" which, upon completion of all entries for the particular voyage, shall contain the following information:

(i) Name of ship and call letters of ship station;

(ii) Period of time covered by such portion of the log;

(iii) Number of pages constituting such portion of the log;

(iv) A statement as to whether or not such portion of the log contains distress entries; if so, the pages containing such entries shall be designated;

(v) Operator's signature, mailing address, and radio operator license data (number, class, and date of issuance). In addition the log shall be maintained as follows:

(2) (i) Each sheet of the log shall be numbered in sequence, for each voyage, and shall include the name of the vessel, official call letters of the ship station and the name of the operator on watch.

(ii) The entry "on watch" shall be made by the operator beginning a watch, followed by his signature. The entry "off watch" shall be made by the operator being relieved or terminating a watch, followed by his signature. All log entries shall be currently completed at the end of each watch by the operator responsible for the entries. The use of initials or signs is not authorized in lieu of the operator's signature.

(3) During the period a watch is maintained by an operator, all calls transmitted to or from the ship station and all replies transmitted or received shall be entered, stating the time and frequencies, and the call letters of the station communicated with or heard. (If desired, the names of the stations or ships also may be entered.) In addition, a notation of any messages exchanged shall be entered stating the time, the frequency in kilocycles, and the call letters of the station(s) heard, or communicated with. (If desired, the names of the stations or ships also may be entered.) In so far as possible, a positive entry with respect to reception on 500 kc shall be made at least once in each 15 minutes. The entries required by subparagraph (5) of this paragraph shall be acceptable as positive entries: *Provided*, Operating conditions are such as to prevent additional entries being made.

(4) The date and time of each occurrence or incident required to be entered

in the log shall be shown opposite the entry and the time shall be expressed in Greenwich mean time (GMT),¹ except that in the Great Lakes region the time shall be expressed in eastern standard time (e. s. t.) (counted from 00:00 to 24:00 o'clock, beginning at midnight). The first entry in each hour shall consist of four figures; additional entries in the same hour may be expressed in two figures by omitting the hour designation. The abbreviation "GMT" (e. s. t. in the Great Lakes region) shall be marked at the head of the column in which the time is entered.

(5) During the period a watch is maintained by an operator, an entry shall be made twice per hour stating whether or not the international silent period was observed. In addition, entries shall be made indicating any signals or communications heard on 500 kilocycles during this period. If no signals are heard on 500 kc, an entry to that effect shall be made. The use of rubber stamps for making entries to show observation of the silent period is not authorized.

(6) All distress calls, automatic-alarm signals, urgent and safety signals made or intercepted, the complete text, if possible, of distress messages and distress communications, and any incidents or occurrences which may appear to be of importance to safety of life or property at sea, shall be entered, together with the time of such observation or occurrence, and the position of the ship or other mobile unit in need of assistance, if it can be determined.

(7) Whenever harmful interference is experienced, an entry shall be made to that effect, stating the source of the interference, if known.

(8) The approximate geographical location of the ship, preferably the noon position, shall be entered each day of each voyage, either in terms of latitude and longitude, or as the distance in nautical miles and the direction from a known fixed point. For this purpose, the master of the ship shall furnish this information to the radio operator. The position report so furnished shall correspond to any entry of the same position made in other official records of the ship.

(9) An entry shall be made of the date and time of departure and arrival of the vessel at each port, including in each entry the name of the port.

(10) A daily entry shall be made regarding comparison of the radio station clock with standard time, including an indication of any errors observed and corrections made. For this purpose, authentic radio time signals received from land or fixed stations shall be acceptable as standard time.

(11) All test transmissions shall be entered, together with the time of such transmissions and the approximate geographical location of the vessel, without regard to whether two-way communication with any other station is established.

(12) Any failure of equipment to operate as required, any failure of power

¹ For example, 8:01 p. m. eastern standard time should be entered as 0101 GMT; 8:30 a. m. eastern standard time should be entered as 1330 GMT; 7:45 p. m. eastern standard time should be entered as 0045 GMT.

supply, any inability to obtain sufficient power to charge storage batteries or to properly operate the radio installation and any incidents tending to unduly delay communications shall be entered.

(b) In addition to the radio log requirements stipulated in paragraph (a) of this section, the radio log of each ship station authorized to use telegraphy on frequencies within the band 90 to 535 kc, shall, when the ship is required by law and regulations to keep a radiotelegraph watch on 500 kc for safety purposes by means of a qualified operator, comply also with the following provisions:

(1) Entries shall be made of the results of tests of the emergency installation including transmitter antenna current, hydrometer readings of lead-acid storage batteries, voltage readings of other types of batteries, and quantity of fuel available for engine generators.

(2) An entry shall be made each time the emergency power supply is used (when the vessel is in the open sea) to carry on communication (other than a watch for safety purposes), stating the approximate period of time of such use.

(3) Results of inspections and tests of lifeboat radio equipment, when installed in compliance with requirements of law, prior to departure of the vessel from a harbor or port and the results of weekly inspections of such lifeboat equipment shall be entered.

(4) On a cargo vessel equipped with an auto-alarm, the entry "auto-alarm on", "sensitivity set at (The actual setting of the sensitivity control at the time the auto-alarm is placed in operation should be designated)", and the entry "auto-alarm off", respectively, shall be made whenever the operator places the auto-alarm in and out of operation. Results of the required auto-alarm tests shall be entered daily, including the sensitivity-control setting and the minimum number of 4-second dashes from the testing device which were necessary to properly operate the alarm.

(5) On a cargo vessel equipped with an auto-alarm, an entry shall be made in the radio station log whenever the visual indicator installed on the bridge (to indicate when the alarm becomes inoperative due to prolonged atmospheric or other interference), remains actuated for a continuous period of 5 minutes. A statement shall be included giving particulars as to the time the operator was called to make the necessary repairs or adjustments; any reason for the failure; the names of any parts removed, added, or substituted; repairs effected; and the time the alarm was restored to proper operating conditions.

(6) On a cargo vessel equipped with an auto-alarm, an entry shall be made in the radio station log whenever the auto-alarm becomes inoperative due to causes not indicated by the audible warning or the visual indicator, or whenever the audible warning is actuated. The entry shall include a statement showing the time the operator was called to make any necessary repairs or adjustments; the reason for the audible alarm being actuated or failing to be actuated, any parts removed, added, or substituted; repairs effected; and the

time the auto-alarm was restored to proper operating condition.

(c) Each ship station authorized to use telegraphy, on frequencies above 550 kc exclusively (except ship stations on the Great Lakes and on board vessels navigated solely on inland waters of the United States), shall maintain an accurate radiotelegraph log as prescribed in paragraph (a) of this section: *Provided*, That paragraph (a) (3) and (5) of this section shall, in this case, not be applicable.

(d) Each ship station on the Great Lakes and on board a vessel navigated solely on inland waters of the United States which is authorized to use telegraphy, on frequencies above 550 kc exclusively, shall maintain an accurate radiotelegraph log as follows:

(1) Each sheet of the log shall be numbered in sequence and shall include the name of the vessel, official call letters of the ship station and the signature of the licensed operator in attendance at the time communication is effected.

(2) An entry shall be made for each complete exchange of communications with any station, stating the approximate geographical location of the vessel, the call letters or the name of the station communicated with, the time of the communication, the nature of the messages or signals exchanged, and designation of the transmitting frequencies.

(3) All test transmissions shall be entered, including designation of the transmitting frequency, together with the time of commencement and completion of such transmissions and the approximate geographical location of the vessel, without regard to whether two-way communication with any other station is established.

(4) All distress calls, urgent and safety signals made or intercepted; the complete text, if possible, of distress messages and distress communication; and any incidents or occurrences which may appear to be of importance to safety of life or property shall be entered, together with the time of such observation of concurrence, designation of the frequency on which such transmissions were received, and the position of the ship or other mobile unit in need of assistance, if it can be determined.

(5) Any failure of equipment to operate as required, any failure of power supply, any inability to obtain power to charge storage batteries or to properly operate the radio installation and any incidents tending to unduly delay communication shall be entered.

(6) The date and time of making an entry shall be shown opposite the entry and the time shall be expressed as follows:

(i) For vessels navigated on the Great Lakes:

Eastern standard time (e. s. t.) (counted from 00:00 to 24:00 o'clock beginning at midnight).² The first entry in each hour

² For example, 7:01 p. m. eastern standard time would be entered as 1901 e. s. t.; 7:30 a. m. eastern standard time would be entered as 0730 e. s. t.; 6:45 p. m. eastern standard time would be entered as 1845 e. s. t.

shall consist of four figures; additional entries in the same hour may be expressed in two figures by omitting the hour designation. The abbreviation "e. s. t." shall be marked at the head of the column in which the time is entered.

(ii) For vessels navigated on inland waters of the United States, other than the Great Lakes:

Local standard time (e. s. t., c. s. t., etc.) (counted from 00:00 to 24:00 o'clock, beginning at midnight).³ The first entry in each hour shall consist of four figures; additional entries in the same hour may be expressed in two figures by omitting the hour designation. The abbreviation "e. s. t." or "c. s. t.", etc., shall be marked at the head of the column in which the time is entered. However, this provision shall not prohibit the use of time entries expressed in GMT (and so indicated) in lieu of local standard time.

(e) In all ship stations authorized to transmit on frequencies within the band 405 to 535 kc, a written record shall be maintained of the adjustments of the transmitting and receiving equipment for operation on the assigned frequencies 410 kc or 500 kc and at least one authorized working frequency within this band. This record shall be posted at all times in a conspicuous place on or near the particular equipment involved.

(f) The ship radiotelegraph log currently in use shall be kept by the licensed operator(s) of the station and while in use it shall be located in the main radiotelegraph operating room of the ship. At the conclusion of each voyage terminating at a port of the United States, the original station log or a duplicate thereof dating from the last departure of the ship from a United States port shall be retained under proper custody on board the ship for a sufficient period of time but not necessarily in excess of 24 hours, to be available for inspection by a duly authorized representative(s) of the Commission. Thereafter the original log, and the duplicate log, if provided, may be filed at an established shore office of the ship station licensee, and shall be retained as stipulated by § 8.115.

SUBPART O—USE OF RADIOTELEPHONY

§ 8.351 Assignable frequencies. (a) Each of the specific frequencies in kilocycles hereinafter designated in this paragraph may be licensed as an authorized carrier frequency for use by ship stations employing telephony by means of amplitude modulation subject to and in accordance with the provisions of paragraph (d) of this section, other applicable sections of this subpart, and Subpart E of this part:

2003	2366
2009	2382
2031.5	2390
2110	2406
2118	2430
2126	2572
2134	2638
2142	2738
2158	2782
2166	2784
2174	2830 ¹
2182	4067
2198	4087.7
2206	4115.3
2214	4129.1

4162.5 Mississippi River System only.
4372.4
4402.5
4457.5
6240 Mississippi River System only.
6455 Mississippi River System only.
8205.5 Mississippi River System only.
8212.6
8219.7
8248.1
8262.3
12357.3
12395.8
13220
16471.9
16525.8
17610
22027.3
22042.7
22065.8

* Not available until a date to be determined.

* Not available for Mississippi River System after August 1, 1954.

(b) Each of the specific frequencies in megacycles hereinafter designated in this paragraph may be licensed as an authorized carrier frequency for use by ship stations or marine-utility stations on board ship employing telephony by means of either amplitude modulation or frequency modulation subject to and in accordance with the provisions of other applicable sections of this subpart, and Subpart E of this part:

35.06	35.10	35.14	35.18	43.02
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(c) Each of the specific frequencies in megacycles hereinafter designated in this paragraph may be licensed as an authorized carrier frequency for use by ship stations and/or marine-utility stations as respectively designated herein which employ telephony by means of frequency modulation in Region 2 or by means of either frequency modulation or amplitude modulation in Regions 1 and 3, subject to and in accordance with the provisions of other applicable sections of this subpart and Subpart E of this part:

(1) Available for ship stations and marine-utility stations:

156.3	156.5	156.7	156.9
156.4	156.6	156.8	157.0

(2) Available for ship stations only:

157.3	157.4
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(d) Assignment of the specific carrier frequencies designated in paragraph (a) of this section and use of frequency assignments of which those frequencies are the authorized carrier frequencies shall be subject to the express limitations and conditions hereinafter set forth in this paragraph:

(1) The frequency 2738 kc may not be used or assigned unless there has been submitted to the Commission's office at Washington, D. C., by the licensee or the applicant for such assignment, a certification in accordance with the requirements of subparagraph (2) of this paragraph.

(2) The certification required by subparagraph (1) of this paragraph shall be signed by a person holding at least a second class radiotelephone operator license and shall show the number of such license and the class. It shall state that by reason of tests or measurements of the transmitter therein described and

performed by the certifier or under his supervision, he has determined:

(i) That the level of any emission appearing on the second harmonic frequency of the carrier frequency 2738 kc is attenuated below the level of the unmodulated carrier on the frequency 2738 kc by not less than the amount shown in the following table:

Maximum authorized transmitter power as specifically defined in section 8.7 (ii):	Attenuation in decibels ¹
Up to and including 150 watts.....	40
Over 150 watts up to and including 600 watts.....	50
Over 600 watts.....	60

¹ This provision is promulgated as an emergency measure to reduce interference with outstanding equipment. Attention is invited to the more stringent requirements proposed in Docket 10887.

and

(ii) That the transmitter meets the foregoing requirements without modification or in the event that modification of the transmitter was found to be necessary, a specific description of such modification, including a description of any wave trap or device which was utilized.

(3) Except in event of distress, use of the frequency 2206 kc in the Great Lakes area by ship stations of the United States is prohibited.

(4) The frequency 2182 kc is authorized for use on a shared basis primarily by ship stations and secondarily by coast stations. Prior to August 1, 1954, the use of this frequency for other than distress calls and distress traffic, and urgency and safety signals and messages, within 300 nautical mile of Charleston, South Carolina; Jacksonville, Florida; and Wilmington, California, is prohibited.

(5) The frequency 2214 kc is authorized for use exclusively at locations at which interference is not caused to the service of any United States Government station.

(6) The frequency 2738 kc is authorized for use in all areas, except the Great Lakes, on a shared basis with ship stations of other countries, for the purpose hereinafter prescribed in this subpart.

(7) Use of the frequencies 4162.5 kc and 4067 kc in the Mississippi River system is authorized upon the express condition that interference shall not be caused to the service of any station which may have priority on the frequency or frequencies used for the service to which interference is caused.

(8) Use of the frequencies 6240 kc and 6455 kc, is authorized in the Mississippi River system upon the express condition that interference shall not be caused to the service of any station which may have priority on the frequency or frequencies used for the service to which interference is caused. In order to avoid such interference, transmission on these frequencies during the period from 8:00 p. m. until 5:00 a. m., c. s. t., is prohibited.

(9) The frequency 4372.4 kc may be used beyond September 1, 1954 by ship stations on the Mississippi River and connecting inland waters (except the Great Lakes) which are not licensed to transmit on 6240 kc and/or 6455 kc.

(10) The frequencies 4372.4 kc and 8205.5 kc are authorized for use on the Mississippi River and connecting inland waters (except the Great Lakes), upon the express condition that transmission on these frequencies during the period from 8:00 p. m. until 5:00 a. m., c. s. t., is prohibited.

(11) Each carrier frequency which is not to be used prior to a specified beginning date, may be used under appropriate station authorization for test transmission during a period commencing not more than two months in advance of such specified beginning date; solely to determine whether an existing ship station is capable of proper technical operation on that particular radio-channel preparatory to the conduct of normal service thereon: *Provided*, That harmful interference is not caused by such test transmission to the service of any other station.

(e) In addition to the frequencies shown in paragraph (a) of this section other frequencies may be authorized temporarily for the purpose of facilitating the implementation of the Agreement concluded at the Extraordinary Administrative Radio Conference, Geneva, 1951.

§ 8.352 *Frequencies for use in distress.* (a) The frequency 2182 kc is the international radiotelephone distress frequency for the maritime mobile service. Subject to the provisions of paragraph (b) of this section, it may be used for this purpose by ship or aircraft stations employing telephony in the band 1605 to 2850 kc when requesting assistance from the maritime services. It may be used, preferably with class A3 emission, for the distress call and distress traffic.

(b) Until such time as the frequency 2182 kc becomes guarded effectively for distress calls in United States areas other than the Great Lakes region, ship stations using telephony in event of distress only may call stations of the United States Coast Guard on the Government frequency 2670 kc. Transmission on the Government frequency 2670 kc for any purpose other than distress is strictly forbidden. In the Great Lakes region, the distress frequency 2182 kc is to be used at all times for radiotelephone distress calls and traffic.

NOTE: In the Great Lakes region, the frequency 2182 kc has been in use as the general radiotelephone calling frequency for several years, and its use in time of distress in that area has proven effective.

§ 8.353 *Frequencies for calling.*

(a) The international general radiotelephone calling frequency for the maritime mobile service is 2182 kc. It may be used as a carrier frequency for this purpose by ship stations and aircraft stations operating in the maritime mobile service:

(1) In addition this frequency may be used for transmission of:

(i) The international urgency signal, and very urgent messages (preceded by this signal) concerning the safety of a ship, aircraft, or other vehicle, or the safety of some person on board or within sight of such ship, aircraft, or vehicle.

(ii) The international safety signal, and messages (preceded by this signal)

concerning the safety of navigation or giving important meteorological warnings.

(iii) Brief radio operating signals.

(iv) Brief test signals in accordance with the provisions of § 8.365, as may be necessary to determine whether the radio transmitting equipment of the station is in good working condition on this frequency.

(2) When using this frequency for purposes other than distress calls and distress traffic, and urgency and safety signals and messages, the mean antenna power of the unmodulated carrier wave shall not exceed 100 watts.

NOTE: As prescribed in paragraph 2, Article 3, of the Inter-American Radio Agreement, Washington, 1949, Article 1, paragraph 63 of the International Radio Regulations, Atlantic City, 1947, states as follows: "Mean power of a radio transmitter: The power supplied to the antenna during normal operation, averaged over a time sufficiently long compared to the period corresponding to the lowest frequency encountered in actual modulation." (In general, a time of one-tenth second, during which the mean power is a maximum, will be selected.)

(b) The frequency 156.8 Mc is the international radiotelephone frequency for calling, safety, intership, and harbor control purposes, for the maritime mobile service using frequencies within the band 156.25 Mc to 162.05 Mc. Use of this frequency by ship stations of the

United States, however, is subject to the provisions of § 8.359 (c).

(c) In addition to the radio-channels of which the carrier frequencies are specifically authorized in this section for "calling", the radio-channels authorized in this subpart for "working" may be used for call and reply also: Provided, interference is not caused to any communication in progress on the particular working channel.

§ 8.354 Frequencies below 5000 kc for public correspondence. (a) Carrier frequencies which are authorized for use by public ship stations employing telephony by means of amplitude modulation for the transmission of public correspondence exclusively are designated herewith; ship stations shall use the radio-channels of which these frequencies are the authorized carrier frequencies exclusively for working with public coast stations located at, or in the vicinity of, the specific harbors, ports or places designated hereinafter opposite the respective ship transmitting frequency, and shall receive transmission from the particular coast stations on the associated receiving frequencies also designated herewith:

(1) Frequencies available for use when the mobile station and the coast station transmit alternately on different radio channels:

For communication with coast stations located in the vicinity of—	Mobile station transmitting carrier frequency ¹		Associated coast station carrier frequency	
	Frequency (kc)	Specific limitations imposed upon availability for use ²	Frequency (kc)	Specific condition relative to reception ³
Boston, Mass.	2110	Available on a temporary basis ⁴ .	2008	None.
	2406	Available beginning on a date to be designated, as replacement for 2110 kc.	2500	Day only, available on a temporary basis ⁴ .
	2115	Day only, available on a temporary basis ⁴ .	2450	Available beginning on a date to be designated, as replacement for 2115 kc.
	2366	Available beginning on a date to be designated, as replacement for 2115 kc.	2450	Available beginning on a date to be designated, as replacement for 2366 kc.
New York, N. Y.	2126	None.	2502	None.
	2158	None.	2500	Available beginning on a date to be designated.
	2382	Available beginning on a date to be designated, on condition that harmful interference is not caused to the service of any ship station which is within 300 nautical miles of New Orleans, La., and is transmitting on this frequency to a coast station located in the vicinity of that port.	2450	None.
	2199	None.	2503	None.
	4387.7	None.	4406.9	None.
	4437.5	None.	4457.6	None.

See footnotes at end of table.

For communication with coast stations located in the vicinity of—	Mobile station transmitting carrier frequency ¹		Associated coast station carrier frequency	
	Frequency (kc)	Specific limitations imposed upon availability for use ²	Frequency (kc)	Specific condition relative to reception ³
Wilmington, Del.	2156	None.	2508	None.
	2142	None.	2508	None.
Norfolk, Va. Quantico, Va.	2174	Until Aug. 1, 1954.	2506	None.
	2390	Beginning Aug. 1, 1954.	2506	None.
Charleston, S. C. Jacksonville, Fla.	2155	Day only ⁴ .	2506	None.
	2115	No limitation until a date to be designated; thereafter unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually.	2506	Day only ⁴ .
Miami, Fla.	2158	Unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually; on condition that harmful interference is not caused to the service of any ship station which is within 300 nautical miles of Tampa, Fla., and is transmitting on this frequency to a coast station located in the vicinity of that port.	2506	Unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually.
	4432.5	None.	4437.6	None.
Tampa, Fla.	2509	Day only ⁴ .	2506	Day only ⁴ .
	2158	No limitation until 2090 kc becomes available for this location on a 24-hour basis; thereafter unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually.	2506	Unconditional until 2406 kc becomes available for this location on a 24-hour basis; thereafter unlimited from Dec. 15 to Apr. 1, annually, and day only from Apr. 1 to Dec. 15, annually.
Mobile, Ala.	2372	Available on a temporary basis ⁴ .	2507	None.
	2430	Available, beginning on a date to be designated, as replacement for 2372 kc.	2507	None.
New Orleans, La.	2266	None.	2508	None.
	2166	Day only.	2508	Day only.
	2382	Available beginning on a date to be designated.	2452	Available beginning on a date to be designated.
Galveston, Tex.	2134	None.	2500	None.
	2110	Available until Aug. 1, 1954, on condition that harmful interference is not caused to the service of any government station operating on this frequency or any adjacent frequency or to the service of any ship station which is within 300 nautical miles of Galveston, Tex., and is transmitting on this frequency to a coast station located in the vicinity of that port.	2500	Available until Aug. 1, 1954, only.
	2506	Day only, beginning Aug. 1, 1954, as replacement for 2110 kc; on condition that harmful interference is not caused to the service of any ship station which is within 300 nautical miles of Boston, Mass., and is transmitting on this frequency to a coast station located in the vicinity of that port.	2450	Day only beginning Aug. 1, 1954, as replacement for 2506 kc.
San Juan, P. R.	2134	None.	2500	None.
	2158	Subject to applicable provisions of § 8.351 (d).	2500	None.
Great Lakes	2115	Subject to applicable provisions of § 8.351 (d).	2514	None.
	4115.3	None.	4420.7	None.
	4126.1	None.	4434.5	None.

For communication with coast stations located in the vicinity of—	Mobile station transmitting carrier frequency ¹		Associated coast station carrier frequency	
	Frequency (kc)	Specific limitations imposed upon availability for use ²	Frequency (kc)	Specific condition relative to reception ³
Los Angeles, Calif. San Diego, Calif.	2174	Until Aug. 1, 1954.....	2566	None.
	2009	Beginning Aug. 1, 1954.....	2466	Available beginning on a date to be designated. ⁴
	2382	Available beginning on a date to be designated; on condition that harmful interference is not caused to the service of any ship station which is within 300 nautical miles of New Orleans, La., and is transmitting on this frequency to a coast station located in the vicinity of that port. ⁵	2598	Available beginning on a date to be designated; 7 a. m. to 7 p. m. P. s. t. only.
	2206	Available beginning on a date to be designated; 7 a. m. to 7 p. m. P. s. t. only.	2522	Available beginning on a date to be designated; 7 a. m. to 7 p. m. P. s. t. only.
San Francisco, Calif. Eureka, Calif.	2110	Available on a temporary basis ⁶	2506	None.
	2406	Available, beginning on a date to be designated, as replacement for 2110 kc. ⁷	2450	None.
	2003	Available on condition that harmful interference shall not be caused to the service of any ship station which is within 300 nautical miles of Los Angeles or San Diego, Calif., and is transmitting on 2009 kc to a coast station located in the vicinity of either of those ports.	2538	Available beginning on a date to be designated; 7 a. m. to 7 p. m. P. s. t. only.
	2142	Available beginning on a date to be designated; 7 a. m. to 7 p. m. P. s. t. only. ⁸	4280	None.
Astoria, Oreg. Portland, Oreg.	2206	None.....	2598	None.
	2009	7 a. m. to 7 p. m. P. s. t. only.....	2566	7 a. m. to 7 p. m. P. s. t. only.
Seattle, Wash.	2126	None.....	2522	None.
	2430	Available, beginning on a date to be designated. ⁹	2482	Available, beginning on a date to be designated. ⁹
Kahuku, T. H.	2134	None.....	2530	None.
	4402.5	None.....	4430.7	None.
Hilo, T. H.	2198	None.....	2582	None.

¹ These frequencies are those which may be designated in applications for ship station authorizations.

² With respect to each specific date set forth herein, the associated limitation or condition imposed shall terminate or begin, as applicable, at 3 a. m. eastern standard time.

³ This carrier frequency is to be made available by the Commission, for use (on a 24-hour basis except where specific hours of use are designated) by the maritime mobile service for ship-shore communication in respect to the particular coast station areas designated herein, on a specific beginning date to be designated in future rule-making as soon as practicable after its use (or the use of its associated transmitting or receiving frequency) by other radio services is terminated or is reduced to the extent necessary to avoid harmful interference to or from the maritime mobile service.

⁴ This carrier frequency is to be withdrawn by the Commission from availability for this use by the Maritime Mobile Service for ship-shore communication in respect to the particular coast station area designated herein for this frequency, on a specific date to be designated in future rule-making as soon as practicable after the associated replacement frequency designated herein is made available by the Commission for use in the service.

(2) Frequencies available for use when the mobile station and the coast station transmit alternately on the same radio channel:

For communication with coast stations located in the vicinity of—	Carrier frequency (kc) ⁴	Specific conditions imposed upon availability for use
Chicago, Ill.; Pittsburgh, Pa.; Louisville, Ky.; St. Louis, Mo.; Memphis, Tenn.; and other locations as required, to serve vessels on the Mississippi River and connecting inland waters (other than the Great Lakes).	2782 4067 4162.5 4372.4 6240 6455 2672 2738 2782	Subject to applicable provisions of paragraph (d) of § 8.351.
Mobile, Ala.	2672	Available for ship stations on a temporary basis. ⁵
Lake Dallas, Tex.; Lake Texoma, Tex.	2738	None.
Lake Mead, Nev., and other locations as required, to serve vessels on inland waters of the southwestern continental United States.	2782	The use of this frequency in areas other than Lake Mead, Nev., is subject to the condition that harmful interference is not caused to the service of any other station.
The Dalles, Oreg.; Umatilla, Oreg., and other locations as required, to serve vessels on inland waters of the northwestern continental United States.	2784	Available beginning on a date to be designated. The use of this frequency other than in the vicinity of The Dalles and Umatilla, Oreg., is subject to the condition that harmful interference is not caused to the service of any other station. ⁶

⁴ These frequencies are those which may be designated in applications for ship stations authorizations.

⁵ For use of 2672 kc at Mobile, Ala., after a different frequency becomes available for ship stations, see subparagraph (1) of this paragraph.

⁶ This carrier frequency is to be made available by the Commission for use in the maritime mobile service at the locations designated herein on a specific beginning date to be designated in future rule-making as soon as practicable after its use by other radio services is terminated or is reduced to the extent necessary to avoid harmful interference to or from the maritime mobile service.

(b) The use of the working frequencies authorized in paragraph (a) of this section is subject to the applicable conditions and limitations set forth in § 8.351 (d). Further, and in so far as is prac-

ticable, ship stations shall use frequency assignments within the band 4000 kc to 5000 kc only when frequency assignments below 4000 kc or above 30 Mc will not provide effective communication.

§ 8.355 Frequencies from 5000 kc to 30 Mc for public correspondence. (a) Carrier frequencies within the band 5000 kc to 30 Mc which are authorized for use by public ship stations employing telephony by means of amplitude modulation for the transmission of public correspondence exclusively are designated herewith; ship stations shall use the radio-channels of which these frequencies are the authorized carrier frequencies exclusively for working with public coast stations:

(1) Frequencies authorized for use by ship stations on board ocean-going vessels primarily for long-distance communication, when the ship station and the coast station transmit alternately on different radio-channels; except as expressly provided otherwise in this subpart, these frequencies shall not be used by ship stations on the Great Lakes or inland waters of the continental United States:

(kc)	(kc)
8212.6	16471.9 ¹
8219.7 ¹	16525.8 ¹
8262.3 ¹	17610
8840	22027.3
12357.3 ¹	22042.7
12395.8 ¹	22065.8
13220	

¹ For use in communication with public coast stations located in the vicinity of New York, New York.

² For use in communication with public coast station located in the Territory of Hawaii.

(2) Frequencies authorized for use by ship stations on board vessels while navigated on the Great Lakes; exclusively for communication with coast stations in the Great Lakes area, when the ship station and the coast station transmit alternately on different radio-channels. Ship stations shall receive transmission from the particular coast stations on the associated receiving frequencies also designated herewith:

Ship station transmitting carrier frequency	Ship station receiving carrier frequency
8248.1 kc	8797.3 kc

(3) Frequencies authorized for use by ship stations on board vessels while navigated on the Mississippi River and connecting inland waters (other than the Great Lakes); exclusively for communication with coast stations located in the vicinity of any harbor, port, or place on the Mississippi River and connecting inland waters (other than the Great Lakes), when the ship station and the coast stations transmit alternately on the same radio-channel:

6240 kc	6455 kc	8205.5 kc
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(b) The use of the working frequencies authorized in paragraph (a) of this section is subject to the applicable conditions and limitations set forth in § 8.351 (d). Further, insofar as is practicable, ship stations shall use frequency assignments within the band 5000 kc to 30 Mc only when frequency assignments below 5000 kc or above 30 Mc will not provide effective communication.

§ 8.356 Frequencies above 30 Mc for public correspondence. (a) Carrier frequencies above 156 Mc which are au-

thorized for use by public ship stations employing telephony by means of frequency modulation (or in Regions 1 and 3, amplitude modulation when required) for the transmission of public correspondence exclusively, are designated herewith; ship stations shall use the radio-channels of which these frequencies are the authorized carrier frequencies exclusively for working with public coast stations:

(1) For ship station transmission to public coast stations when the same radio-channel is used for transmission by the coast station (under exceptional circumstances wherein the method of working prescribed in subparagraph (2) of this paragraph would not be practicable) in areas where interference is not caused to the use of either of these frequencies by ship stations working as contemplated under subparagraph (2) of this paragraph:

157.3 Mc and 157.4 Mc

(2) For transmission to public coast stations when a different radio-channel is used for transmission by the coast station:

For ship station transmission	For ship station reception
157.3 Mc	162.0 Mc
157.4 Mc ¹	161.9 Mc ¹

¹In accordance with arrangements between the United States and certain foreign countries.

(b) (1) Carrier frequencies within the band 30 Mc to 40 Mc which, subject to and in accordance with the conditions and limitations hereinafter set forth in this paragraph are authorized for use by public ship stations employing telephony by means of either frequency modulation or amplitude modulation for transmission and reception of public correspondence exclusively on the same radio-channel, only when communicating with public coast stations licensed to transmit on frequencies within this band prior to the effective date of this section and located within the vicinity of the respective harbor(s), port(s), or place(s) designated herein opposite the particular carrier frequency.

For communication only with coast stations within the vicinity of—

Carrier frequency:	
35.14 Mc	Philadelphia, Pa.
35.18 Mc	Great Lakes region.

(2) Each of these carrier frequencies is available for use on a shared basis with limited coast stations, limited ship stations, marine-utility stations and aircraft stations operating in the maritime mobile service at any location on the same radio-channel; they are not available exclusively for public correspondence. Licensees having authority to transmit on these frequencies shall cooperate in the use thereof in order to minimize interference.

(3) Applicants for public ship station licenses or renewal or modification of such licenses whose applications request authority to transmit on 35.14 Mc or 35.18 Mc for the purpose of communicating with public coast stations as specifically set forth in this section, may be required, in the discretion of the Com-

mission, to show a need for the use of such frequencies for public correspondence in lieu of the specific frequencies above 156 Mc authorized in this subpart for public correspondence exclusively.

(4) Ship stations (except stations operating under appropriate licenses granted prior to the effective date of this paragraph) shall not use the carrier frequencies 35.14 Mc or 35.18 Mc for public correspondence unless such stations are specifically authorized to do so by the terms of the respective ship station license. Notwithstanding the provisions of Subpart M of this part, ship stations shall not be classified as public ship stations because of their authority to transmit on 35.14 Mc and/or 35.18 Mc, unless they are specifically authorized by the terms of their station licenses to use these carrier frequencies for public correspondence as prescribed in this section.

§ 8.357 *Additional frequencies for public correspondence.* In addition to the radio channels designated in this part or in the license of a public ship station for public correspondence by means of telephony, such station, when working by telephony with a foreign coast station for this purpose may, on condition that interference shall not be caused to the service of any station which in the discretion of the Commission may have priority on the involved radio-channel(s), transmit to such coast station when directed to do so by that station on a specific frequency assignment designated by the coast station for the service being carried on.

§ 8.358 *Frequencies below 3000 kc for safety purposes.* (a) Carrier frequencies below 3000 kc authorized for working between ship stations employing telephony for transmission and reception on the same radio-channel by means of amplitude modulation, primarily for safety communication, are designated herewith. The transmission of other than safety communication on these radio-channels is authorized upon condition that interference is not caused to safety communication. However, the use of these carrier frequencies for public correspondence between ship stations is prohibited. Their use is also prohibited when the use of a licensed frequency above 30 Mc in lieu thereof would provide effective communication. Their use shall be in accordance with respective geographic areas as follows:

Frequency (kc):	Geographic area in which use is authorized
2003...	Great Lakes only.
2738...	All areas except the Great Lakes and, beginning Jan. 1, 1955, except area where 2830 kc is authorized.
2830...	The Gulf of Mexico.
2638...	All areas.

(b) Insofar as practicable, the use of the frequency 2638 kc shall be confined to safety communication. Use of the frequency for other communications is restricted to that necessary for the safe, expeditious or economical operation of ships.

(c) The geographic limitations relating to the frequencies 2738 kc and 2830 kc shall not apply in event of distress or emergency nor shall they prohibit ship-

to-ship communication over any distance less than 200 statute miles when only one of the ship stations is within a geographic area in which use of the respective frequency is permissible.

§ 8.359 *Frequencies above 156 Mc for safety purposes.* (a) Carrier frequencies which are authorized for use by ship stations and by marine-utility stations on board ship, employing telephony for transmission and reception on the same radio-channel by means of frequency modulation (or by means of amplitude modulation in Regions 1 and 3 when required) primarily for the transmission of safety communication, are designated herewith:

156.8 Mc: For calling and safety; available for any ship station or marine-utility station on board ship in any area.

156.3 Mc: For intership (ship-to-ship) communication exclusively; available for any ship station or marine-utility station on board ship in any area.

156.7 Mc: In areas other than the Great Lakes—primarily for communication with limited coast stations for the exchange of information essential to the maritime radio-location service; in the Great Lakes area—for intership (ship-to-ship) communication exclusively. Available for any ship station or marine-utility station on board ship in any area.

157.0 Mc: For intership (ship-to-ship) communication exclusively; for this purpose available only for ship stations and marine-utility stations on board commercial transport vessels and vessels of municipal or state governments for use exclusively on the Great Lakes, the Mississippi River and tributaries, and the Gulf of Mexico Intracoastal Waterway.

The use of these carrier frequencies for public correspondence (except as may be required for communication with foreign coast stations) is prohibited. Further, their use by ship stations is subject to the conditions and limitations set forth in paragraphs (b) through (f) of this section.

(b) The carrier frequency 156.7 Mc or 157.0 Mc is assignable to ship stations and marine-utility stations on board ship, for ship-to-ship communication on the Great Lakes (and 157.0 Mc on the Mississippi River and tributaries, and the Gulf of Mexico Intracoastal Waterway), only when such stations are capable also of transmitting and receiving on the intership radio-channel of which 156.3 Mc is the authorized carrier frequency, and are authorized to communicate on that radio-channel. (One application, however, may be submitted when this requirement is fulfilled, for ship station license for initial authority to transmit for this purpose on 156.3 Mc and either 156.7 Mc or 157.0 Mc or both the latter frequencies.) The requirement of this paragraph shall not apply to a marine-utility station when the ship station on board the same vessel complies therewith.

(c) (1) The radio-channel of which 156.8 Mc is the authorized carrier frequency is designated primarily for calling and safety purposes in ship-to-ship and ship-shore communication. It may be used when appropriate by ship stations and marine-utility stations on board ship employing telephony for short-distance communication as an alternative to the radiotelephone distress frequency

2182 kc, for distress calls and distress traffic, and for safety communication.

(2) In accordance with the provisions of subparagraph (1) of this paragraph, this radio-channel may be used by ship stations and marine-utility stations on board ship for:

(i) Call, reply, and the exchange of brief operating signals;

(ii) Operating signals preparatory to message traffic on a different radio-channel;

(iii) The transmission from ship to ship of brief messages within the category of safety communication.

(3) The use of this radio-channel by ship stations, or marine-utility stations on board ship, for transmission not strictly in accordance with subparagraphs (1) and (2) of this paragraph is prohibited unless the stations engaged in communication are in the open sea and more than 150 nautical miles from the nearest land. Under the latter circumstances, this radio-channel may be used for ship-to-ship communication of any nature necessary for the safe, expeditious or economical operation of ships.

(d) The radio-channel of which 156.3 Mc is the authorized carrier frequency is designated for intership (ship-to-ship) communication exclusively. When a ship station or a marine-utility station on board ship is authorized to transmit on one radio-channel only (within the frequency-band 156.25 Mc to 157.45 Mc) exclusively for intership communication, the authorized carrier frequency of such intership radio-channel shall, in all cases, be 156.3 Mc: *Provided*, This condition shall not apply to a marine-utility station on board ship when the ship station on board the same vessel is authorized to transmit on the assigned frequency 156.3 Mc. This radio-channel may be used:

(1) Primarily for safety communication and the exchange of signals and messages of direct benefit to marine navigation;

(2) Secondly, and with discretion, for other communication concerning the safe, expeditious or economical operation of ships.

(e) The radio-channel of which 157.0 Mc is the authorized carrier frequency is designated, with respect to its use by ship stations and marine-utility stations on board ship on the Great Lakes, Mississippi River and tributaries, and the Gulf of Mexico Intracoastal Waterway, exclusively for intership communications. Its use for intership communication is authorized for stations on board commercial transport vessels and vessels of municipal or state governments only. For intership communication, this radio-channel may be used:

(1) Primarily for safety communication and the exchange of signals and messages of direct benefit to marine navigation;

(2) Secondly, and with discretion, for other communication concerning the safe, expeditious or economical operation of ships.

(f) (1) Except in the Great Lakes area, the radio-channel of which 156.7 Mc is the authorized carrier frequency is designated primarily for communica-

tion with limited coast stations when such communication is essential to the effective operation of any maritime radiolocation service which is available to all ships within the radiolocation service area. In areas where this carrier frequency is assigned for this function, its use as a communication facility for purposes of radiolocation shall have absolute priority over any other use except for distress. In areas (other than the Great Lakes) where the use of this carrier frequency for communication essential to radiolocation is not required, or is not required continuously, it may be assigned and used for any communication of benefit to the operation of commercial transport vessels, subject to the express condition that interference shall not be caused to its primary use in connection with the maritime radiolocation service.

(2) In the Great Lakes area only, the radio-channel of which 156.7 Mc is the authorized carrier frequency is designated for intership (ship-to-ship) communication exclusively. It may be used for stations on board any class of vessel for safety communication and communication necessary for the operational and business needs of ships.

§ 8.360 *Frequencies above 156 Mc for business and operational purposes.* (a) Carrier frequencies which are authorized for use by ship stations and marine-utility stations employing telephony by means of frequency modulation (or amplitude modulation in Regions 1 and 3 when required) for transmission and reception on the same radio-channel, are designated herewith; these carrier frequencies (except where intership use only is specified) are authorized primarily for communication with limited coast stations and marine-utility stations on shore, and secondarily with ship stations and marine-utility stations on board ship:

156.4 Mc: All areas.¹

156.5 Mc: All areas.¹

156.6 Mc: All areas;¹ except that on Great Lakes limited to intership and communication with government stations concerning passage of vessels through locks.

156.9 Mc: All areas.

157.0 Mc: All areas, except not available for ship-shore communication on the Great Lakes, the Mississippi River or any tributary thereof, the Gulf of Mexico Intracoastal Waterway, nor any location within 100 statute miles of any portion of these waters.

¹In accordance with arrangements between the United States and certain foreign countries.

The use of these carrier frequencies for public correspondence (except as may be required for communication with foreign coast stations) is prohibited. Further, their use by ship stations is subject to the conditions and limitations set forth in paragraphs (b) through (i) of this section.

(b) Each of the radio-channels of which the frequencies designated in paragraph (a) of this section are the authorized carrier frequencies is available on a shared basis only to serve the business and operational needs of ships and they shall not be construed as available for the exclusive use of any one

station licensee or any specific ship or ships. All licensees having authority to transmit on such assigned frequencies shall cooperate in the use thereof in order to minimize interference and obtain the most effective use of the authorized facilities.

(c) For all areas other than the Great Lakes area, the carrier frequency of each radio-channel which is assignable to a ship station or a marine-utility station on board a specified class or classes of ships or for a specified function is designated herewith:

(1) For assignment to ship stations on board commercial transport vessels and vessels of municipal or state governments which are navigated primarily within harbor or port areas:

156.4 Mc 156.5 Mc

157.0 Mc subject to the limitation specified in paragraph (a) of this section.

(2) For assignment to ship stations on board commercial transport vessels and vessels of municipal or state governments which are navigated primarily between separate harbors or ports or navigated primarily outside harbor or port areas:

156.5 Mc

When such vessels have need for an additional radio-channel for use within harbor or port areas, one or more of the carrier frequencies specified in other subparagraphs of this paragraph may be additionally assigned.

(3) For assignment to ship stations on board any class of vessel for communication solely in connection with harbor or port operations, including docking, lighterage, pilotage, dredging, towing, ship repair, port development, maintenance of navigable channels, and for communication concerning the passage of vessels through locks under governmental control:

156.6 Mc

(4) For assignment primarily to ship stations on board pilot vessels, normally stationed at the entrance to a harbor or port, and secondarily for assignment to other classes of commercial transport vessels for use in each case in accordance with the provisions of paragraph (f) of this section:

156.9 Mc

(d) For the Great Lakes area only, the carrier frequency of each radio-channel which is assignable to a ship station or a marine-utility station on board a specified class or classes of ships or for a specified function is designated herewith:

(1) For assignment to ship stations on board commercial transport vessels and vessels of municipal or state governments, which are used regularly to transport passengers and/or land vehicles (including motor vehicles and railroad rolling stock) between established marine terminals:

156.4 Mc

(2) For assignment to ship stations on board commercial transport vessels and vessels of municipal or state governments which are navigated primarily between separate harbors or ports or navigated primarily outside harbor or

port areas and commercial transport vessels used in the fishing industry:

156.5 Mc

(3) For assignment to ship stations on board commercial transport vessels and vessels of municipal or state governments which are used in marine construction activities:

156.6 Mc

(4) For assignment to ship stations on board any class of vessel for communication between tugboats and between tugboats and other vessels concerning the maneuvering of ships and docking operations primarily in harbor or port areas and for communication with government stations concerning the passage of vessels through locks under governmental control:

156.6 Mc

(5) For assignment to ship stations on board commercial transport vessels and vessels of municipal or state governments which are classified as tugs or tugboats:

156.9 Mc

(e) The carrier frequency 156.6 Mc is authorized for use within, or within the vicinity of, all harbor or port areas primarily for communication concerning port operations; in such areas it may be used additionally, on a secondary basis, to serve other business and operational needs of ships upon the express condition that such secondary use shall not interfere with nor delay the exchange of port operational message traffic.

(f) The carrier frequency 156.9 Mc is authorized primarily for use by pilot vessels, normally stationed at the entrance to a harbor or port, that regularly supply information (via one or more limited coast stations using this carrier frequency for such communication) to marine interests on shore concerning the arrival and departure of ships moving to and from that harbor or port. This carrier frequency may be assigned, in areas where its use is not required for the foregoing purpose, for any communication of benefit to the operation of commercial transport vessels.

(g) In order to avoid interference in certain geographic areas to the use of an exclusive intership radio-channel of which 157.0 Mc is the authorized carrier frequency, the use of this carrier frequency for ship-shore communication is prohibited (except for distress purposes) on the Great Lakes, the Mississippi River and tributaries, the Gulf of Mexico Intracoastal Waterway, and at any location within 100 statute miles of any portion of those waters.

(h) All communication on any radio-channel of which 156.4 Mc, 156.5 Mc, 156.6 Mc, 156.9 Mc, or 157.0 Mc is the authorized carrier frequency shall be limited solely to safety communication and communication necessary for the operational and business needs of ships; in particular, communication of a personal nature not relative to safety or the operational or business needs of ships is strictly forbidden. Whenever these radio-channels are used on a secondary basis for ship-to-ship communication, such use shall not willfully interfere with

nor delay any communication between ship and shore.

(i) Notwithstanding any of the provisions of this section, any radio-channel of which 156.4 Mc, 156.5 Mc, 156.6 Mc, 156.9 Mc, or 157.0 Mc is the authorized carrier frequency may be used for ship-to-ship communication of any nature necessary for the safe, expeditious or economical operation of ships when the stations engaged in communication are in the open sea and more than 150 nautical miles from the nearest land.

§ 8.361 Frequencies within the band 30 to 50 Mc for general communication.

(a) Carrier frequencies which are authorized for any communication necessary for the safe, expeditious or economical operation of ships (other than public correspondence) for use by ship stations and marine-utility stations on board ship employing either frequency modulation or amplitude modulation for telephony, for transmission and reception on the same radio-channel are designated herewith:

Carrier frequency:	Normal geographic area of use
35.06 Mc----	Gulf-Caribbean area north of 15° north latitude (includes Puerto Rico and Virgin Islands, does not include Florida east coast area).
35.10 Mc----	Pacific area within Region 2 and north of 15° north latitude.
35.14 Mc----	Atlantic area within Region 2 and north of 15° north latitude (includes Florida east coast area).
35.18 Mc----	Mid-continent area (includes Great Lakes).

Each of these assignable frequencies is available on a shared basis only and shall not be construed as available for the exclusive use of any one station licensee. All licensees having authority to transmit on such assigned frequencies shall cooperate in the use thereof in order to minimize interference and obtain the most effective use of the authorized facilities.

(b) Each application which requests assignment of a carrier frequency designated in paragraph (a) of this section shall designate normally the carrier frequency specified in that paragraph for use in the geographic area in which the station is to be operated. Normally, only that carrier frequency is assignable for use in that area. When any other of these carrier frequencies is requested for assignment in a specified area, the application therefor shall include a satisfactory showing that the carrier frequency designated in paragraph (a) of this section for use in the particular area will not meet the need of the proposed or existing service. When, in the opinion of the applicant, the location of the involved station is not, or will not be, clearly within one of the geographic areas designated in paragraph (a) of this section, the applicant shall obtain the necessary information in this respect by corresponding directly with the Commission at Washington, D. C.

(c) Each of these carrier frequencies is assignable for communication (other than public correspondence) by means of telephony with limited coast stations,

ship stations, and marine-utility stations on ship or shore, which for this purpose transmit on the same radio-channel. In addition, when required to serve a maritime purpose, each of these carrier frequencies is assignable in accordance with the geographic areas specified in paragraph (a) of this section for use by mobile stations on board aircraft at sea for communication by telephony with ship stations, limited coast stations, and marine-utility stations on board ship, when each of the involved stations transmits and receives on the same radio-channel; subject to this provision, ship stations and marine-utility stations are authorized to communicate additionally on such radio-channel(s) with mobile stations on board aircraft appropriately licensed for this purpose. Such stations on board aircraft shall be governed in the use of any of these frequency assignments by the same rules and regulations that apply to ship stations using the same frequency assignment.

(d) The carrier frequency 43.02 Mc may be authorized for use by ship stations employing telephony by means of either amplitude modulation or frequency modulation for ship-to-ship communication exclusively at locations or in areas (primarily outside the continental United States) where, as the result of transmission by ship stations on the radio-channel of which this frequency is the authorized carrier frequency, interference is not caused to any other service operating on the same or adjacent radio-channels.

§ 8.362 Frequencies below 3000 kc for business, operational and safety purposes. (a) In addition to availability of the carrier frequencies 2738 kc and 2830 kc, primarily for intership communication as prescribed in § 8.358, either of these frequencies may, in response to proper application therefor, be specifically authorized in the license of a ship station or be specifically authorized by order of the Commission in behalf of a particular group of ship stations for use (in areas where their use is authorized for ship stations using telephony as prescribed in § 8.358) to a limited extent in communicating by telephony (amplitude modulation) with such limited coast stations or such United States Government coast stations as are designated in the respective ship station license or in any applicable order of the Commission: *Provided:*

(1) The applicant makes a showing satisfactory to the Commission that exceptional and limited use of either of these carrier frequencies for ship-shore communication, in lieu of a different frequency normally authorized for ship-shore communication (public correspondence or otherwise) is necessary to serve an important business or operational need of the vessel on which the ship station is located (other than public correspondence) and that the desired communication will be effective even though ship-to-ship communication for safety and other purposes has priority in the use of the particular frequency; and

(2) Harmful interference will not be caused to the service of ship-to-ship

communication on the radio-channel of which either 2738 kc or 2830 kc is the authorized carrier frequency; and

(3) The plate input power to be used will be the minimum amount necessary to provide effective ship-shore communication on the radio-channel to be used and will not at any time exceed the average plate-input power generally used by ship stations for intership communication on this radio-channel; and

(4) The ship-shore communication on the radio-channel to be used shall be limited exclusively to that which is necessary to serve an important business or operational need of the vessel on which the ship station is located (excluding public correspondence);

(5) The use of either of these carrier frequencies in accordance with any station authorization granted pursuant to this section shall be on a shared basis with any other station using the same frequency in accordance with a similar station authorization.

(b) The carrier frequency 2214 kc may, in response to proper application therefor, be specifically authorized in the license of a ship station for use, subject to the applicable limitation set forth in § 8.351 (d), in communicating by telephony (amplitude modulation) with such limited coast station(s) and with such ship stations (when they use this same carrier frequency for transmission) as are designated in the particular ship station license: *Provided*,

(1) The applicant makes a showing satisfactory to the Commission that use of this carrier frequency, in lieu of a frequency above 30 Mc normally authorized for use by ship stations, is necessary to serve an important business or operational need of the vessel on which the station is located (other than public correspondence); and

(2) The communication carried on by the ship station on the radio-channel of which 2214 kc is the authorized carrier frequency shall be limited exclusively to that which is necessary to serve an important business or operational need of the vessel on which the ship station is located (excluding public correspondence); and

(3) The use of this carrier frequency in accordance with any station authorization granted pursuant to this section shall be on a shared basis with any other station using this same frequency in accordance with a similar station authorization.

(c) In no event, however, shall the carrier frequencies 2214 kc, 2738 kc and 2830 kc be available for assignment under this section in any instance in which the desired radio communication is primarily over distances for which frequencies above 30 Mc would be suitable.

(d) (1) In addition to availability of the carrier frequencies 2738 kc, and 2830 kc, primarily for intership communication as prescribed in § 8.358, either of these carrier frequencies may, in response to proper application therefor, be specifically authorized in private aircraft station licenses for communication (in areas where their use is authorized for ship stations using telephony as prescribed in § 8.358) by means of telephony

(amplitude modulation) with a ship station or stations: *Provided*,

(i) The applicant makes a showing satisfactory to the Commission that such communication is necessary to serve an important business or operational need of each particular ship while such ship is engaged in commercial fishing activities in the open sea or on any bay, sound, strait, or comparable waters adjacent to the open sea; and

(ii) Harmful interference is not caused to ship-to-ship communications; and

(iii) The maximum plate input power used for such communication shall not exceed 50 watts; and

(iv) The aircraft-to-ship and ship-to-aircraft communication which takes place on the radio-channel of which either 2738 kc or 2830 kc is the authorized carrier frequency shall be limited exclusively to that which is necessary to serve an important business or operational need of the vessel on which the ship station is located while such vessel is engaged in commercial fishing activities in the open sea or on any bay, sound, strait, or comparable waters adjacent to the open sea; and

(v) Except as otherwise provided in this paragraph, all of the provisions of this part in respect to authorization and use of the carrier frequencies 2738 kc and 2830 kc for ship-to-ship communication shall apply to all aircraft stations when operating under the provisions of this paragraph.

(2) As an alternative to one of the specific carrier frequencies designated in subparagraph (1) of this paragraph, the carrier frequency 2638 kc may be authorized in accordance with all other provisions of this paragraph only in behalf of those private aircraft stations which were licensed prior to July 23, 1951, to transmit on this carrier frequency for communication by telephony with ship stations for the purpose expressed in this paragraph.

§ 8.363 *Use of U. S. Government frequencies for telephony.* (a) In addition to use of the frequency assignment designated for telephony in the license of a ship station, such station when communicating by telephony with a mobile or land station of the United States Government, may transmit on a government frequency assignment when authorized or directed to do so by the government station responsible or by the government department or agency for which use of such frequency assignment is authorized; on condition that the emission-bandwidth and frequency tolerance of the ship station shall be within the respective limits thereof required to be maintained by the government station. Under these circumstances, the ship station carrier frequency, the class of emission, and the permissible class of traffic shall be designated and controlled by the responsible government station, department, or agency.

(b) Frequencies assigned to government radio stations are assignable to non-Government ship radio stations for communication with other non-Government stations by telephony when such communication is necessary in connection with activities performed in co-

ordination with or in behalf of the Federal Government and where the Commission determines, after consultation with the appropriate government agency or agencies, that such assignment is necessary.

§ 8.364 *Identification of station.* (a) All radiotelephone emission of a ship station or a marine-utility station on board a ship shall be clearly identified by transmission therefrom in the English language of the official call sign assigned to that station by the Commission; provided that, in lieu of identification of the station by voice, the official call sign may be clearly transmitted by tone-modulated telegraphy in the International Morse Code either by a duly licensed radiotelegraph operator or by means of an automatic device approved for this purpose by the Commission. This identification shall be made:

(1) At the beginning and upon completion of each communication with any other station;

(2) At the beginning and upon conclusion of each transmission made for any other purpose; and

(3) At intervals not exceeding 15 minutes whenever transmission is sustained for a period exceeding 15 minutes.

(b) When an official call sign is not assigned by the Commission to a ship station using telephony, the complete name of the ship on which the station is located and the name of the licensee shall be transmitted by voice in the English language for the purpose of station identification.

(c) The provisions of paragraphs (a) and (b) of this section shall apply also to ship stations of portable nature when using telephony and operated on board ship pursuant to §§ 8.40 and 8.71.

§ 8.365 *Procedure in testing.* (a) Ship stations must use every precaution to insure that, when conducting operational transmitter tests, the emissions of the station will not cause harmful interference. Radiation must be reduced to the lowest practicable value and if feasible shall be entirely suppressed. When radiation is necessary or unavoidable, the testing procedure described below shall be followed:

(1) The licensed radio operator or other person responsible for operation of the transmitting apparatus shall ascertain by careful listening that the test emissions will not be likely to interfere with transmissions in progress; if they are likely to interfere with the working of a coast or aeronautical station in the vicinity of the ship station, the consent of the former station(s) must be obtained before the test emissions occur;

(2) The official call sign of the testing station, followed by the word "test", shall be announced on the radio-channel being used for the test, as a warning that test emissions are about to be made on that frequency;

(3) If, as a result of the announcement prescribed in subparagraph (2) of this paragraph, any station transmits by voice the word "wait", testing shall be suspended. When, after an appropriate interval of time, such announcement is repeated and no response is observed, and careful listening indicates that

harmful interference should not be caused, the operator shall proceed as set forth in subparagraph (4) of this paragraph;

(4) The operator shall announce the word "testing" followed in the case of a voice transmission test by the count "1, 2, 3, 4, . . . etc." or by test phrases or sentences not in conflict with normal operating signals; or followed, in the case of other emission, by appropriate test signals not in conflict with normal operating signals. The test signals in either case shall have a duration not exceeding ten seconds. At the conclusion of the test, there shall be voice announcement of the official call sign of the testing station, the name of the ship on which the station is located, and the general location of the ship at the time the test is being made. This test transmission shall not be repeated until a period of at least one minute has elapsed; on the frequency 2182 kc or 156.8 Mc in a region of heavy traffic, a period of at least five minutes shall elapse before the test transmission is repeated.

(b) When testing is conducted on any frequency assignment within the band 2170 kc to 2194 kc, within the band 156.75 Mc to 156.85 Mc, within the band 480 kc to 510 kc (lifeboat transmitters only), or within the band 8362 kc to 8366 kc (lifeboat transmitters only), no test transmissions shall occur which are likely to actuate any automatic alarm receiver within range. Lifeboat stations using telephony shall not be tested on the assigned frequency 500 kc during the 500 kc silent periods.

§ 8.366 General radiotelephone operating procedure—(a) Limitations on calling. (1) Except when transmitting a general call to all stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a ship station shall call the particular station(s) with which it intends to communicate.

(2) Calling a particular station, either by voice or by automatic means, shall not continue for a period of more than thirty seconds in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of one minute. In event of an emergency involving safety, the provisions of this subparagraph shall not apply.

(3) The use of selective-calling on the radio-channel of which either 2182 kc or 156.8 Mc is the authorized carrier frequency is prohibited.

(b) Use of calling frequency required.

(1) Except when other operating procedure is used to expedite safety communication or is established in advance by and between the stations concerned, ship stations in the Great Lakes area, before transmitting on the intership radio-channel of which 2003 kc is the authorized carrier frequency, shall first establish communication with each other by initially calling and answering on the calling channel of which 2182 kc is the authorized carrier frequency.

(2) Except when other operating procedure is used to expedite safety communication or is established in advance by and between the stations concerned,

ship stations, before transmitting on the intership radio-channel of which 2638, 2738, or 2830 kc is the authorized carrier frequency, shall first establish communication with each other by initially calling and answering on the calling channel of which 2182 kc is the authorized carrier frequency: *Provided*, That this requirement shall be effective on and after August 1, 1954, with respect to ship stations on board vessels when within 300 nautical miles of Charleston, South Carolina; Jacksonville, Florida; or Wilmington, California.

(3) Except when other operating procedure is used to expedite safety communication or is established in advance by and between the stations concerned, the radio-channel of which 156.8 Mc is the authorized carrier frequency shall be used for call and reply by ship stations and marine-utility stations on board ship before establishing ship-to-ship communication on the radio-channel of which the authorized carrier frequency is, in all areas, 156.3 Mc; in the Great Lakes area 156.7 Mc or 157.0 Mc; and on the Mississippi River and tributaries and the Gulf of Mexico Intracoastal Waterway 157.0 Mc: *Provided*, That this requirement shall be effective on and after January 1, 1954: *Provided further*, That this requirement shall not apply to marine-utility stations or other stations of portable nature which are not capable of a plate input power in excess of three watts and are not capable of being readily adjusted for operation on more than one radio-channel.

(c) Calling coast stations. (1) Use of the carrier frequency 2182 kc by ship stations for calling coast stations, and for replying to calls from such stations is authorized; however, such calls and replies shall, in general, be made on a ship-shore radio-channel authorized primarily for working.

(2) Use of the carrier frequency 156.8 Mc by ship stations and marine-utility stations on board ship for calling coast stations and marine-utility stations on shore, and for replying to calls from such stations is authorized; however, such calls and replies shall, in general, be made on a ship-shore radio-channel authorized primarily for working.

(d) Time limitation on calling frequencies and adjacent working frequencies. (1) Transmission by ship stations on the calling channel of which 2182 kc or 156.8 Mc is the authorized carrier frequency (including calls, answers, operating signals, and conversation pertaining to safety) shall be kept to a minimum and in general any one exchange of communications shall not exceed 3 minutes in duration. In the event of distress or other emergency, this time limitation shall not apply.

(2) Transmission by ship stations, when in Region I, is prohibited on any frequency (including 2182 kc) in the band 2167–2197 kc during the two three-minute periods in each hour which commence at xh00 and xh30, Greenwich mean time (G. m. t.); *Provided*, That this requirement is not applicable to the transmission of distress signals, distress traffic, urgency and safety signals, and messages preceded by the urgency or safety signal.

(e) Change to working frequency. After establishing communication with another station by call and reply on the calling channel of which 2182 kc or 156.8 Mc is the authorized carrier frequency, stations on board ship shall change to an authorized working channel for the transmission of messages which, under the provisions of this subpart, cannot be transmitted on the respective calling channels.

(f) Shared use of 2003, 2638 and 2738 kc. (1) In regions of heavy radio traffic, any one exchange of communications between any two mobile stations on the radio-channel of which 2003, 2638, 2738, or 2830 kc is the authorized carrier frequency, or between a ship station and a limited coast station on the 2638, 2738, or 2830 kc channel, shall not exceed 5 minutes in duration after the two stations have established contact by calling and answering. Subsequent to such exchange of communications, the 2003, 2638, 2738, or 2830 kc channel shall not be used again for communication between the same two stations until 5 minutes have elapsed: *Provided*, That this requirement shall in no way limit or delay the transmission of distress or emergency communications.

(2) All transmission on the radio-channels of which 2003, 2638, 2738 and 2830 kc are the authorized carrier frequencies by two or more stations, engaged in any one exchange of signals or communications with each other, shall take place on only one of these channels. For this purpose, the stations involved shall transmit and receive on the same channel: *Provided*, That this requirement is waived in the event of emergency when by reason of interference or limitation of equipment this method of single-channel communication cannot be used.

(g) Authorized use of 2003, 2638, 2738, and 2830 kc. The radio channel of which 2003, 2638, 2738, and 2830 kc are the authorized carrier frequencies, shall be used by mobile stations particularly in accordance with the provisions of §§ 8.176, 8.177 (b), and 8.358. Communications which appear to be for a solely personal or social purpose, not relating in any way to safety or to a maritime purpose, may be construed by the Commission, with respect to the authorized use of these radio channels, to be superfluous communication as defined in § 8.6 (b) and as prohibited under the provisions of § 8.178.

(2) Ship stations licensed to transmit on the radio-channel of which 2638 kc is the authorized carrier frequency, shall, when on inland waters of the United States, restrict the use of this channel to a necessary minimum.

(h) Limitation on business and operational traffic. All ship-to-ship communication and communication with limited coast stations and marine-utility stations on shore engaged in by ship stations and marine-utility stations on board ship shall be limited, on radio-channels above 30 Mc, to the minimum practicable transmission time. In the conduct of ship-shore communication (other than distress), stations on board ship shall comply with instructions given by the limited coast station or marine-utility station on shore, with which they

are communicating, in all matters relative to operating practices and procedures and to the suspension of transmission in order to minimize interference.

§ 8.367 *Station documents.* (a) Ship stations using telephony, but not authorized to employ telegraphy except for calling purposes incidental to the use of telephony, shall be provided with the documents hereinafter specified:

(1) Ship stations on board vessels engaged on international voyages other than those voyages designated in subparagraph (2) of this paragraph:

- (i) A valid station license;
- (ii) The necessary operator license or licenses;
- (iii) The station log required by this part for stations of this category;
- (iv) The Alphabetical List of Call Signs;
- (v) The List of Coast Stations and Ship Stations;
- (vi) Part 8 of this chapter.

(2) Ship stations on board vessels not navigated on international voyages or engaged on international voyages solely on inland waters of the United States and Canada, including the Great Lakes; the documents listed in subparagraph (1) (i), (ii), (iii) and (vi) of this paragraph.

§ 8.368 *Station records.* (a) Ship stations using telephony shall maintain an accurate radio telephone log during their hours of service, as hereinafter specified:

(1) Each sheet of the log shall be numbered in sequence and shall include the name of the vessel, official call sign of the ship station, and the signature of the licensed operator (or other person in accordance with § 8.155) who is responsible for operation of the radiotelephone transmitting apparatus. The use of initials or signs in lieu of the operator's signature is not authorized.

(2) Except as provided otherwise in subparagraph (3) of this paragraph, the date and time of making each entry shall be shown opposite the entry and the time shall be expressed in Greenwich mean time (G. m. t.) as follows: The first entry in each hour shall consist of four figures; additional entries in the same hour may be expressed in two figures by omitting the hour designation. The abbreviation "G. m. t." shall be marked at the head of the column in which the time is entered.

(3) As an alternative to the use of Greenwich mean time in making entries as specified in subparagraph (2) of this paragraph, ship stations on board vessels not engaged on international voyages or while navigated on the Great Lakes or inland waters of the United States, may express the time of each entry in local standard time (e. s. t., c. s. t., etc., counted from 0000 to 2400 o'clock, beginning at midnight), with the appropriate abbreviation "e. s. t.", "c. s. t.", etc., entered at the head of the column in which time is entered: *Provided*, That in the Great Lakes area, eastern standard time (e. s. t.) exclusively may be used as the only alternative to Greenwich mean time. The first entry in each hour shall consist of four figures; additional entries in the same

hour may be expressed in two figures by omitting the hour designation.

Note: For example, 7:01 p. m. eastern standard time would be entered as 1901 e. s. t.; 7:30 a. m. eastern standard time would be entered as 0730 e. s. t.; 7:45 p. m. eastern standard time would be entered as 1945 e. s. t.

(4) Except when transmission occurs on a frequency above 30 Mc and the ship station is on inland waters of the United States other than in the Great Lakes area, all radiotelephone distress, urgency or safety signals and communications made or intercepted; a summary, if possible, of such communications; and any information which may appear to be of importance to maritime safety shall be entered, together with the time of such observation or occurrence, identification of the radio-channel(s) on which such signals or messages were transmitted or received, and the position of any ship, or other mobile unit in need of assistance, if this can be determined. In addition, the ship's own position and the distance from the distressed ship or other mobile unit, if obtainable, shall be entered. These entries shall be made by a licensed operator or by a member of the crew who is designated and authorized by the master to do so; the signature of the person(s) making the entries shall appear in the log and shall be properly related to each particular entry for this purpose.

(5) With respect to ship stations which, by reason of the provisions of § 8.223, are required to maintain a watch on the radio-channel designated for radiotelephone calling and distress (assigned frequency 2182 kc), entries shall be made showing each time this watch is begun, suspended, or concluded; without any requirement, however, of making entries solely to show interruption of this watch due to authorized communication with other stations. The required entries shall be made by a licensed operator or by a member of the crew who is designated and authorized by the master to do so; the signature of each person making these entries and each person who actually maintains such watch shall appear in the log and shall be properly related to each particular entry for this purpose.

(6) A summary of communications exchanged between the ship station and mobile stations or land stations (except public coast stations in the United States) shall be entered when:

- (i) Communication with a foreign station occurs; or
- (ii) Transmission occurs on a radio-channel below 30 Mc; or
- (iii) Transmission occurs on a frequency above 30 Mc and the ship station is within the territorial waters of a foreign country (except in the Great Lakes area) or is at sea within less than 150 nautical miles of a foreign country; or
- (iv) The entries prescribed in this subparagraph shall be made by a licensed operator or by a member of the crew who is designated and authorized by the master to do so; the signature of the person(s) making the entries shall appear in the log and shall be properly related to each particular entry for this purpose.

(7) An entry shall be made giving pertinent details of all installations, service, or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed and dated by the responsible licensed operator who supervised or performed the work, and unless such operator is regularly employed on a full-time basis at the station and his operator license is properly posted, such entry shall include his mail address and the class, serial number, and expiration date of his operator license.

(b) Marine-utility stations on board ship shall maintain an accurate radiotelephone log during their hours of service as follows:

(1) Each sheet of the log shall be numbered in sequence, shall include the general geographic area of navigation of the vessel upon which the station is operated, the name of the vessel, official call sign of the marine-utility station and the signature of the licensed operator (or other person in accordance with § 8.155) who is responsible for operation of the marine-utility station (the use of initials or signs in lieu of signatures is not authorized).

(2) Appropriate entries shall be made in the log giving pertinent details of all installations, service, or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed and dated by the responsible licensed operator who supervised or performed the work, and unless such operator is regularly employed on a full time basis at the station and his operator license is properly posted, shall also include his mail address and the class, serial number, and expiration date of his license.

§ 8.369 *Operation under interim ship station license.* (a) The use and operation of a station on board ship under the authority conferred by an interim ship station license shall be subject to and in accordance with all applicable rules of the Commission; *Provided*, that the class of station, the use of frequencies, the class of emission, and the transmitting equipment shall be limited at all times under such license to the authorization hereinafter designated:

(1) Class of ship station:
(i) Public, if equipped to operate on one or more of the frequencies designated by this section for transmission to public coast stations;

(ii) Limited, if not equipped to operate as prescribed in (i) above;

(2) Authorized carrier frequencies in kilocycles:

- (i) 2182 for calling and distress;
- (ii) For ship-to-ship communication: 2638 for use in all areas; 2738 for use in all areas except the Great Lakes; provided that a certification in accordance with the requirements of § 8.351 (d) has been submitted.

2003 for use on the Great Lakes exclusively;

(iii) The frequencies below 3500 kc which are authorized by § 8.354 of this part for transmission from ship stations to public coast stations in designated geographic areas as set forth in that section;

(3) Authorized classes of emission: A3; and for brief operating signals A2;

(4) Equipment: The particular equipment which is described in the related formal application filed for regular ship station license or modification of license, and which is capable of being operated with class A3 emission in accordance with all applicable rules and regulations on one or more radio-channels of which the authorized carrier frequencies are designated by this section.

SUBPART P—USE OF RADIOLOCATION

§ 8.401 *Assignable frequencies for direction-finding.* (a) The frequency 410 kc is the assigned frequency for direction finding.

(b) As an exception, on condition that signals of distress, urgency and safety, and calls and answers, are not interfered with, the calling channel of which 500 kc is the assigned frequency may be used additionally and with discretion, by ship stations for direction-finding; exclusively in Regions 1 and 3 outside areas of heavy radio traffic.

(c) In the event of distress, the following frequencies may be used for radiolocation for purposes of search and rescue by any licensed station on board ship, without regard to whether or not these frequencies are designated in the station license:

410 kc	2182 kc
500 kc	8364 kc

§ 8.402 *Use of direction-finding frequency.* Except in event of distress, transmission on the direction-finding frequency (410 kc as designated in § 8.401) is permissible only when authorized by the terms of the station license. The operating procedure used shall comply with that set forth in the International Radio Regulations applicable to the use of this frequency; the exchange of signals and communications on this frequency by means of radiotelegraphy which is a necessary adjunct to direction-finding, together with the actual process of direction-finding, constitutes a maritime radionavigation service.

§ 8.403 *Radiolocation by cable-repair ship.* Provided radio transmitting equipment attached to a cable-marker buoy has been adequately described in an application for ship radio station license for a cable-repair ship with which the buoy is associated, and provided further that such equipment is authorized in the related ship station license, that equipment may be operated (outside the territorial waters of a foreign country) on such radio-channels within the band 285–325 kc (285–315 Mc only in Region 1) as may be expressly authorized in each case by the Commission under authority of the ship station license, with A1 or A2 emission and a maximum plate input power of 30 watts. *Provided*, That interference shall not be caused by such operation to any maritime radionavigation service. The call-signals that must be used for a transmitter operating under the provisions of this section shall be the regularly assigned call of the ship station with which the buoy is associated, to be followed by the letters "BT", and the identifying number of the buoy.

The buoy transmitter shall be continuously monitored by a licensed radiotelegraph operator on board the associated cable-repair ship. Should a frequency deviation in excess of 0.5 percent or interference to the service of any other station be reported or observed, the radiation of the transmitter shall be suspended until the deviation is eliminated or until the transmitter can be operated without causing interference.

§ 8.404 *Assignable frequencies above 2400 Mc.* (a) The following frequency-bands are authorized for use by ship-radiolocation stations (including ship-radar stations) in the maritime radionavigation service (the associated transmitting frequencies of U. S. Government radar beacons (racons) are, respectively, as follows: 3256, 5450, and 9310 megacycles); the maximum power shall be designated in each instrument of authorization: *Provided*, That for stations other than ship-radar stations, the class of emission, the frequency tolerance, and the bandwidth occupied by the emission shall be designated in each instrument of authorization.

3000 Mc to 3246 Mc
5460 Mc to 5650 Mc
9320 Mc to 9500 Mc

(b) The following frequency-bands are authorized for use by ship-radiolocation stations in the maritime radiolocation service; the class of emission, the frequency tolerance, the bandwidth occupied by the emission, and the maximum power shall be designated in each instrument of authorization:

(1) 2450 to 2500 Mc for purposes other than radionavigation or safety, on the condition that harmful interference shall not be caused to the fixed and mobile services, on the condition that no protection shall be given from interference caused by emission from industrial, scientific, or medical equipment.

(2) 3000 Mc to 3246 Mc
5460 Mc to 5650 Mc
9320 Mc to 9500 Mc

The use of frequencies within these bands for radiolocation, other than radionavigation, shall not cause harmful interference to the radionavigation service.

§ 8.405 *Special provisions applicable to ship-radar stations.* (a) Every ship-radar station licensed, prior to the effective date of this section, in the former "ship service" shall, subsequent to the effective date of this section, be regarded as licensed in the maritime radionavigation service and the use and operation of such stations shall be governed accordingly.

(b) Each ship-radar station installation the manufacture of which was completed on or after 1947 shall be furnished with a durable name plate with the manufacturer's name, transmitter model number; and month and year of completion of manufacture permanently inscribed thereon. Such name plate shall be affixed to the indicator housing at the principal radar operating position or to some other component of the radar installation which is readily accessible for inspection.

(c) Each ship-radar station license issued shall be subject to the condition that the station licensee, in relation to the proper operation of the station in

accordance with the radio law, and rules and regulations of the Commission, will be represented on board the radar-equipped vessel by the person who at any given time occupies the position of master.

(d) Effective on and after January 2, 1951, the following provisions shall apply to ship-radar stations:

(1) The station licensee of each ship-radar station shall provide and require to be kept at the station a permanent installation and maintenance record. Entries in this record shall be made by or under the personal direction of the responsible installation, service, or maintenance operator concerned in each particular instance, but the station licensee shall have joint responsibility with the responsible operator concerned for the faithful and accurate making of such entries as are required by this paragraph.

(2) Each entry in this record shall be personally signed by the responsible operator concerned.

(3) The following entries shall be made in this record:

(i) The date and place of initial installation.

(ii) Any necessary steps taken to remedy any interference found to exist at the time of such installation.

(iii) The nature of any complaint (including interference to radio communication) arising subsequent to initial installation, and the date thereof.

(iv) The reason for the trouble leading to the complaint, including the name of any component or component part which failed or was misadjusted.

(v) Remedial measures taken, and date thereof.

(vi) The name, license number, and date of the ship-radar operator endorsement on the first or second class radio operator license of the responsible operator performing or immediately supervising the installation, servicing, or maintenance.

(e) Until the Commission shall otherwise provide, the ship-radar station licensee, by such arrangement as may be necessary with the ship master, operating agency, or ship owner, shall, upon specific request made by the Commission, be responsible for the submission of such reports as are requested by the Commission to show the value and practical performance of the ship-radar station. For assistance in preparing these reports, daily records, when the radar installation is tested or used, should, when practicable, be kept showing at least the following:

(1) Approximate number of hours of use while the ship is in operation;

(2) Number of service failures, and duration, nature, and cause of each failure if known;

(3) Performance under local weather conditions which are unfavorable for marine navigation; and

(4) Unusual incidents, including, among others, cases in which radar may have aided or hindered safe operation of the ship.

(f) In addition to the installation and maintenance record required by paragraphs (d) and (e) of this section, the following documents shall be available

for reference on board each radar-equipped vessel whose ship-radar station is licensed by the Commission:

- (1) Part 8 of this chapter.
- (2) At least one set of instructions from the respective manufacturer relative to the use and operation of the particular type of ship-radar installation.
- (g) No provisions of this part shall require any ship-radar station to transmit any signal(s) intended solely for the purpose of identifying that station.

SUBPART Q—DEVELOPMENTAL STATIONS

§ 8.431 *Supplemental eligibility.* An authorization for developmental operation of a station on board ship in any of the services under this part will be issued only to those persons who are eligible to operate such stations on a regular basis.

§ 8.432 *Showing and statement required.* (a) Except as provided in paragraph (c) of this section, each application for authorization for a developmental station on board ship shall be accompanied by a showing that:

- (1) The applicant has an organized plan of development leading to a specific objective;
- (2) A point has been reached in the program where actual transmission by radio is essential to the further progress thereof;
- (3) The program has reasonable promise of substantial contribution to the expansion or extension of the use of radio for a maritime purpose, or is in a field of maritime operation not already investigated;
- (4) The program will be conducted by qualified personnel;
- (5) The applicant is legally and financially qualified, and possesses adequate technical facilities for conduct of the program proposed;
- (6) The public interest, convenience, or necessity will be served by the proposed operation.

(b) Every application for authority to engage in developmental operation shall be accompanied by a statement signed by the applicant in which it is agreed that any authorization issued pursuant thereto will be accepted with the express understanding of the applicant that it is subject to change in any of its terms or to cancellation in its entirety at any time, upon reasonable notice but without a hearing, if, in the opinion of the Commission, circumstances should so require.

(c) The provisions of paragraph (a) of this section do not apply when an application is made for a developmental station solely for the reason that the frequency requested is restricted to such developmental use.

§ 8.433 *Assignable frequencies.* (a) Stations engaged in developmental operation may be authorized to use a frequency or frequencies, available for the service and class of station which they propose to operate. The number of frequencies assignable to a particular station shall depend upon the specific requirements of the developmental program and the number of frequencies available for such use in the particular area where the station is to be operated.

(b) In addition to the specific frequencies and frequency-band designated in this part as available for a particular service and class of station, each of the following frequencies and frequency-bands available for the maritime mobile service may be licensed as an assigned frequency or as an authorized frequency-band, respectively, for use by developmental ship stations subject to the applicable provisions of this part:

3,500 Mc to 3,700 Mc	
6,425 Mc to 6,575 Mc	
11,700 Mc to 12,200 Mc	
26,000 Mc to 30,000 Mc	
and	
16,000 Mc to 18,000 Mc	
2,450 Mc to 2,500 Mc	

on the condition that no protection shall be given from interference caused by emissions from industrial, scientific, or medical equipment. The class of emission, the frequency tolerance, the emission-bandwidth and the maximum transmitter-power for use on frequencies within these bands above 2400 Mc shall be designated in each station authorization.

(c) In addition to specific frequency bands designated by § 8.404 for ship radionavigation stations, each of the following frequencies or frequency bands may be licensed as an assigned frequency or an authorized frequency band for use by developmental ship radionavigation stations:

Authorized frequency band	Assigned frequency
2900 to 3000 Mc.	
3246 to 3266 Mc.-----	3256 Mc (Racons only).
3286 to 3300 Mc.	
5250 to 5440 Mc.	
5440 to 5460 Mc.-----	5450 Mc (Racons only).
8500 to 9300 Mc.	
9300 to 9320 Mc.-----	9310 Mc (Racons only).
9500 to 9800 Mc.	

§ 8.434 *Use of developmental stations.* (a) Developmental stations on board ship shall be constructed and used in such manner as to conform with all applicable technical and operating requirements contained in this part, unless deviation therefrom is specifically provided in the station authorization.

NOTE: Such requirements are those applicable to the corresponding established class of station including provisions relating to operator requirements, station records, station documents and assignments of call signs.

(b) Communication with any station of a country other than the United States is prohibited unless specifically authorized by the terms of the station authorization.

(c) The operation of a developmental station is subject to the condition that harmful interference is not caused to the operation of stations licensed in an established service under any part of the Commission's rules.

§ 8.435 *Developmental program.* (a) The developmental program as described by the applicant in the application for authorization shall be substantially followed unless the Commission shall otherwise direct.

(b) Where some phases of the developmental program are not covered by the general rules of the Commission and the rules in this part, the Commission may specify supplemental or additional requirements or conditions in each case

as deemed necessary in the public interest, convenience or necessity.

(c) The Commission may, from time to time, require a station engaged in developmental work to conduct special tests which are reasonable and desirable to the authorized developmental program.

§ 8.436 *Report of operation required.*

(a) A report on the results of the developmental program shall be filed with and made a part of each application for renewal authorization, or in cases where no renewal of authorization is requested, such report shall be filed within 60 days of the expiration of such authorization. Matters which the applicant does not wish to disclose publicly may be so labelled; they will be used solely for the Commission's information and will not be publicly disclosed without permission of the applicant. The report shall include comprehensive and detailed information on the following:

- (1) The final objective of the developmental operation;
- (2) Pertinent results of operation to date;
- (3) Analysis of the results obtained;
- (4) Copies of any published reports;
- (5) Need for continuation of the program if such need exists;
- (6) Number of hours of operation on each authorized frequency during the term of the license to the date of the report.

§ 8.437 *Identification of station.* (a) The radiotelegraph and radiotelephone emissions of a developmental station on board ship shall be clearly identified in the manner provided in §§ 8.326 and 8.364, respectively.

(b) The facsimile emissions of a developmental station on board ship shall be identified either by telegraphy or by telephony as provided in §§ 8.326 and 8.364, respectively.

(c) All other classes of emission of a developmental station on board ship shall be identified as prescribed in the respective station authorization.

SUBPART R—COMPULSORY SHIPBOARD RADIO INSTALLATIONS

§ 8.501 *Inspection of installation.*

(a) In accordance with § 8.101 (a) and pursuant to section 360 of the Communications Act, every ship of the United States, subject to Part II of Title III of the Communications Act, shall have the equipment and apparatus prescribed therein, inspected at least once each year by the Commission. The issuance of an appropriate certificate (see sec. 359 of the Communications Act) in behalf of any vessel of the United States concerning the radio particulars provided for in the Safety Convention is subject to a finding by the Commission that such vessel complies in an efficient manner with the applicable radio and communication provisions of that Convention or that, pursuant to the provisions of the Safety Convention, such vessel is exempt from those provisions of that Convention.

(b) In accordance with the Safety Convention, every ship of the United States holding a Safety Certificate, Safety Radiotelegraphy Certificate,

Safety Radiotelephony Certificate or Exemption Certificate is subject when in a port of a foreign country which is a party to the Safety Convention, to control by officers duly authorized by the government of that country, insofar as that control is directed towards verifying that there is on board a valid convention certificate and, if necessary, that the conditions of the vessel's seaworthiness correspond substantially with the particulars of that certificate.

NOTE: The privileges of the Convention may not be claimed in favor of any ship unless it holds appropriate valid certificates. In the event of control giving rise to intervention of any kind in a foreign port, the officer carrying out the control is required to notify the United States Consul in writing forthwith of all the circumstances in which intervention was deemed to be necessary.

§ 8.502 Main and emergency installations. (a) A radio installation on board a vessel subject to Title III, Part II of the Communications Act, to be construed as a main installation and a separate emergency or reserve installation, shall comply with the following conditions, in addition to all other requirements:

(1) A main radio transmitter and an associated main radio receiver shall be installed;

(2) A separate emergency radio transmitter and an associated separate emergency radio receiver shall be installed;

(3) Emergency electric lights shall be installed;

(4) An emergency power supply shall be installed.

(5) A main antenna and a separate emergency antenna shall be installed.

(b) Whenever a main installation only is provided on board a cargo vessel in accordance with the terms of paragraph (a) of section 354 of the Communications Act, this installation shall comply in full with all rules and regulations of the Commission that apply to an emergency or reserve installation on board a vessel subject to Title III, Part II of the Communications Act.

NOTE: Sec. 354 (a) of the Communications Act (Title III, Part II) provides that "The radio installation shall comprise a main and an emergency or reserve installation: *Provided, however,* That on a cargo ship, if the main installation complies also with all the requirements of an emergency or reserve installation, the emergency or reserve installation may be omitted."

§ 8.503 Requirements of main installation. (a) All main installations on board vessels subject to Title III, Part II of the Communications Act shall comply with the following conditions, in addition to all other requirements:

(1) The main antenna shall be as efficient as is practicable under the prevailing physical limitations and shall be adequately installed and protected so as to insure proper operation, and so as not to endanger the ship and the required radio installation. For the purpose of insuring adequate protection against failure of the main antenna installation when severe mechanical stress is suddenly applied, an approved "safety link" shall be provided as a component of this installation.

NOTE: A safety link may be described as a device which, under heavy stress, will operate to greatly reduce such stress without breakage of the antenna, the halyards, or any other antenna-supporting elements.

(2) The main transmitter shall be of the electron-tube type and shall be capable of meeting the requirements of § 8.552.

NOTE: Upon proper application and satisfactory demonstration being made, the Commission for the purpose of this regulation will consider approval of transmitters other than those of the electron-tube type, except transmitters employing class B emission.

(3) The main receiver shall be capable of efficiently receiving radiotelegraph signals, classes A1 and A2 emission, on all frequencies within the bands 100 to 200 kilocycles and 350 to 515 kilocycles, and in addition class B emission within the band 485 to 515 kilocycles. In addition, it shall be fitted with a head receiver capable of effective operation at every audio frequency from 200 to 3000 cycles per second, inclusive. Where a loudspeaker is additionally provided for use in accordance with the provisions of § 8.204, such device also shall be capable of effective operation at every audio frequency from 200 to 3000 cycles per second, inclusive.

(4) There shall be readily available for use at all times under normal load conditions, when the vessel is leaving or attempting to leave a harbor or port for a voyage in the open sea, while being navigated in the open sea outside a harbor port, and when required during inspection of the ship radio station by an authorized representative of the Commission, a main power supply for the main radio installation capable of supplying electrical power sufficient to energize simultaneously and efficiently the main transmitter at its required antenna power (the antenna power specified in § 8.552) and the main receiver; and at the same time to charge, at the required rate(s), all storage batteries used as the emergency power supply, and any other storage batteries which are charged by connection to this radio room main power supply. Under this load condition and at all times herein specified, the potential(s) of the main power supply at the radio room terminals shall not deviate from its rated electrical potential(s) by more than 10 per cent on vessels completed on or after July 1, 1941, nor by more than 15 per cent on vessels completed before that date.

(5) For the purpose of determining the potential(s) of the main power supply of the main transmitter at its radio room terminals, a suitable voltmeter or voltmeters of approved accuracy shall be permanently installed in the main radio operating room.

§ 8.504 Requirements of emergency or reserve installation. (a) All emergency or reserve installations on board vessels subject to Title III, Part II of the Communications Act shall comply with the following conditions, in addition to all other requirements:

(1) The emergency installation shall be capable of being placed in operation (by a qualified operator who is on duty at the operating location) within a maximum

time of 1 minute after the need arises for its use.

(2) The emergency antenna shall be as efficient as is practicable under the prevailing physical limitations and shall be adequately installed and protected so as to insure proper operation in time of an emergency, and so as not to endanger the ship and the required radio installation.

(3) The emergency transmitter shall be of the electron-tube type and shall be capable of meeting the requirements of § 8.553.

(4) The emergency receiver shall be capable of efficiently receiving radiotelegraph signals, classes A1 and A2 emission, on all frequencies within the band 350 to 515 kilocycles, and class B emission on all frequencies within the band 485 to 515 kilocycles. In addition, it shall be fitted with a head receiver capable of effective operation at every audio frequency from 200 to 3000 cycles per second, inclusive. Where a loudspeaker is additionally provided for use in accordance with the provisions of § 8.204, such device also shall be capable of effective operation at every audio frequency from 200 to 3000 cycles per second, inclusive.

(5) There shall be readily available for use at all times under normal load conditions, when the vessel is leaving or attempting to leave a harbor or port for a voyage in the open sea, while being navigated in the open sea outside a harbor or port, and when required during inspection of the ship radio station by an authorized representative of the Commission, an emergency power supply for the emergency installation (independent of the propelling power of the ship, and any other electrical system; and independent of the main power supply where a separate main and emergency or reserve installation is provided for the purpose of compliance with paragraph (a) of section 354 of the Communications Act) capable of supplying electrical power sufficient to energize simultaneously and efficiently the emergency transmitter at its required antenna power (the antenna power specified in § 8.553) and the emergency receiver. Such emergency power supply shall be maintained in readiness to operate effectively and shall have a reserve capacity of at least 6 continuous hours at all times while the vessel is navigated outside a harbor or port and whenever the vessel leaves or attempts to leave a harbor or port of the United States for a voyage in the open sea.

(6) There shall be provided emergency electric lights of not less than 10 watts per unit, capable of being energized solely by the radio installation emergency power supply and connected thereto through individual fuses. These electric lights shall be capable of operation independent of any other electrical system and shall be arranged so as to provide satisfactory illumination of the main and emergency radio operating controls and radio station clock. The emergency lighting electrical circuits shall be arranged so as to avoid the application of excessive voltage to the emergency lights during the charging of any emergency batteries. The provisions of this subparagraph or of § 8.8

(j) shall not preclude the use of any other power supply for energizing these lights solely as an additional provision.

(7) All emergency power supply circuits shall be appropriately fused to afford adequate protection from serious overloads or short-circuits.

(8) No electrical load circuits except those of the emergency installation (includes the required radio station emergency light(s)) shall be connected to the emergency power supply: *Provided*, That an approved automatic-alarm-signal keying device, or the audible warning apparatus associated with an approved auto-alarm receiver, or both, may be connected to that part of the emergency power supply furnishing power to the emergency transmitter: *Provided further*, That the reserve capacity of the emergency power supply shall include the additional capacity required to energize, in a normal manner and to a normal extent, any keying device or audible warning apparatus that may be connected as herein authorized, including sufficient capacity to energize any keying device continuously for a period of one hour.

(9) The emergency power supply shall be located as near to the emergency transmitter and receiver as is practicable: *Provided*, That the location of such power supply complies with all applicable rules and regulations of the United States Coast Guard.

(10) The cooling system of all internal-combustion engines used as part of the emergency power supply shall be adequately protected or treated to prevent freezing or overheating consistent with the season and route to be traveled by the particular vessel involved.

(b) (1) The shipowner, operating company, or station licensee, if directed by the Commission or its authorized representative, shall prove by demonstration prescribed in subparagraphs (2), (3), (4) and (5) of this paragraph or by such other means as may be deemed necessary, that the emergency installation satisfies the 6-hour operating requirement of law.

(2) When the emergency power supply, on board a vessel required by law to be equipped with a radio installation, consists of or includes a storage battery, proof of the ability of such battery power supply to operate continuously and effectively over a prescribed period of time is authorized to be established by a discharge test over such prescribed period of time, when supplying power at the voltage required for normal and effective operation, to an electrical load as prescribed by subparagraph (4) of this paragraph.

(3) When the emergency power supply, on board a vessel required by law to be equipped with a radio installation, consists of or includes an engine-driven generator, proof of the adequacy of the engine fuel supply to operate the unit continuously and effectively over a prescribed period of time may be established by using as a basis the fuel consumption during a continuous period of 1 hour when supplying power, at the voltage required for normal and effective operation, to an electrical load as prescribed by subparagraph (4) of this paragraph.

(4) The electrical load to be supplied by an emergency power supply for the purpose of establishing proof of required capacity shall be computed as the sum of all electrical loads presented by all other apparatus of the ship's radio installation which are connected to the emergency power supply under test. Allowances for intermittent use of such apparatus shall be made only in accordance with the following:

(i) The current supplied to the emergency transmitters may be computed as the current supplied when the transmitter is partially energized with the radiotelegraph key open plus one-fourth the difference between the current supplied when such key is open and the current supplied when such key is closed.

(ii) The current drawn by the automatic-alarm-signal keying device specified in paragraph (a) (8) of this section (if such device is connected to the emergency power supply) may be computed as one-sixth of the current supplied when this device is properly energized.

(iii) The current drawn by an audible warning apparatus associated with an approved auto-alarm receiver specified in paragraph (a) (8) of this section may be considered as negligible.

(5) At the conclusion of the tests specified in subparagraphs (2) and (3) of this paragraph, no part of the emergency source of power shall have an excessive temperature rise, nor shall the specific gravity or voltage of the storage battery be below the 90 percent discharge point as determined from information (such as voltage curves or specific gravity tables) supplied by the manufacturer for the type of battery involved.

§ 8.505 Tests of emergency installation.

(a) On vessels required by law to be equipped with an emergency or reserve installation, the condition of this installation shall be determined by test and actual operation prior to the vessel's departure from each port (but not necessarily more than once each day) and on each day the vessel is outside a harbor or port. It is recognized that in some cases, tank vessels cannot meet this requirement when in port because of the hazardous nature of the cargo being handled. When storage batteries are used as an emergency power supply or are used for the purpose of starting an emergency engine-driven generator, tests shall be made of the charging circuits for polarity and correct charging rate. Hydrometer readings of the electrolyte of a pilot cell and such other cells as are necessary to determine the state of charge of an emergency lead-acid storage battery and voltage readings under normal load as are necessary to determine the state of charge of emergency storage batteries of other types shall be taken. When an engine-driven generator is used as an emergency power supply, a check shall be made of the quantity of fuel in the supply tank.

(b) When an automatic-alarm-signal keying device is installed in accordance with § 8.508, this device shall be operated to determine that it is in efficient operating condition prior to the vessel's departure from each port (but not neces-

sarily more than once each day) and on each day the vessel is outside a harbor or port. To avoid the actual transmission of auto-alarm signals during such test operation, the radiotelegraph transmitter(s) to which this device is connected shall not be energized.

§ 8.506 Use of emergency installation.

(a) The emergency installation on board a vessel subject to Title III, Part II of the Communications Act, while being navigated in the open sea, is authorized to be used only for safety communication except that it may be used for other communication for a period not to exceed 1 hour per day in the aggregate. However, the emergency receiver and its emergency power supply (if such power supply is a storage battery) may be used at any time to maintain a watch for safety purposes, if such use will not reduce the ability of the emergency power supply to energize the emergency installation for a period of at least 6 consecutive hours.

(b) When more than one storage battery is installed on board a ship for the purpose of providing an emergency power supply in compliance with Title III of Part II of the Communications Act, any one of these batteries may be designated at any time as the required emergency power supply or a part thereof, upon the express condition that such battery, whenever so designated, is capable of energizing (independent of the propelling power of the ship and any other electrical system) the associated component or components of the emergency installation for a period of at least 6 consecutive hours.

(c) The emergency power supply on board a cargo vessel (on which a separate (see § 8.502 (b)) main and emergency installation is not provided), subject to Title III, Part II of the Communications Act, while being navigated in the open sea, is authorized to be used only for safety communication except that it may be used for other communication for a period not to exceed 1 hour per day in the aggregate.

(d) Any storage battery whether or not it is the emergency power supply or a part thereof may be used at any time to maintain a watch for safety purposes upon the express condition that such use will not reduce the ability of the emergency power supply to energize the emergency installation for a period of at least 6 consecutive hours as required by paragraph (f) of section 354 of the Communications Act.

§ 8.507 Routing of electrical wiring.

The electrical conductors connecting the main (any source of power on board ship that constitutes a main power supply, as defined in § 8.8 (d), while it is being used as that type of power supply) power supply to the main radio installation and the electrical conductors connecting the emergency power supply to the emergency or reserve installation shall be routed so as to afford adequate protection from mechanical injury, shall be adequately protected from overload by fuses, and shall be kept clear of electrical grounds. If, because of the ship's structure, a long, indirect routing is necessary, an additional equivalent circuit shall be

provided in each case over an alternate route.

§ 8.508 *Automatic-alarm-signal keying device.* After Jan. 1, 1952, each passenger ship of the United States and after July 1, 1952, each ship of the United States, which is subject to Title III, Part II, of the Communications Act shall be fitted with one or more automatic-alarm-signal keying devices of a type approved by the Commission in accordance with § 8.555.

NOTE: The provisions of § 8.508 supersede Order No. 114 of the Commission, and said order is hereby canceled.

§ 8.509 *Installation of automatic-alarm-signal keying device.* (a) The automatic-alarm-signal keying devices required by § 8.508 shall be installed in an accessible location in the radio room so as to be capable of automatically keying alternatively either the main or the emergency transmitter. When only one automatic-alarm-signal keying device is installed for this purpose, means shall be provided in the radio operating room for instantly using this device to key alternatively either the main transmitter or the emergency transmitter; *Provided*, That whenever one transmitter is employed as both a main and emergency transmitter on board a cargo vessel, this requirement will be satisfied when the automatic-alarm-signal keying device is capable of automatically keying this transmitter only. Only one control shall be provided for starting and stopping each automatic-alarm-signal keying device; this control shall be located in the radio room.

(b) The required automatic-alarm-signal keying device shall be capable of operating automatically for a continuous period of at least 1 hour from a source of power independent of the propelling power of the ship and independent of any source of power other than the emergency power supply or the storage battery used to energize a required automatic-alarm receiver.

(c) Each automatic-alarm-signal keying device installed on board a vessel pursuant to § 8.508, shall be furnished with a durable nameplate bearing type and serial number and the month and year of completion by the manufacturer.

§ 8.510 *Auto-alarm.* (a) An auto-alarm which is installed and used on board a cargo vessel of the United States pursuant to the provisions of § 8.205, shall be a type of auto-alarm approved by the Commission in accordance with paragraph (x) of section 3 of the Communications Act.

(b) The Commission shall be informed in writing on the prescribed form (FCC Form No. 501, available upon request, should be used for this purpose) immediately upon completion of each auto-alarm installation on board any vessel of the United States. Each report shall specify the type of the alarm, the name of the vessel, the call letters and name of the licensee of the ship radio station and the name of the owner and operating company of the vessel.

§ 8.511 *Installation of auto-alarm.* (a) A vessel shall be considered as fitted with an auto-alarm in accordance with

the requirements of Title III, Part II of the Communications Act and the radio provisions of the Safety Convention when the auto-alarm is a type approved by the Commission as prescribed by § 8.510 and the auto-alarm installation on board such vessel complies with the conditions prescribed in the following paragraphs of this section.

(b) Each auto-alarm of a type approved by the Commission when first installed on board a vessel of the United States, shall bear an identifying serial number. Two or more principal components of one complete installation shall bear the same number. After the initial installation, if any principal component is entirely replaced, the substitute unit shall bear the serial number of the initial unit but must be identified in addition as a replacement. For this purpose the principal components of the following types of auto-alarms (approved prior to the effective date of § 8.554) are designated as follows:

(1) Radiomarine Corporation of America Models AR-8600 and AR-8600-X auto-alarms. One combined receiver and selector unit, without regard to container; one control and terminal box.

(2) Radiomarine Corporation of America Model AR-8601 auto-alarm. One combined receiver and selector unit, without regard to container; one control and terminal unit.

(3) Mackay Radio and Telegraph Company auto-alarms, Types 101-A and 101-B manufactured by Federal Telegraph Company. One selector unit without regard to container; one receiver unit, without regard to container.

(4) Mackay Radio and Telegraph Company auto-alarm, Type 5001-A. One combined receiver and selector unit, without regard to container.

(c) The auto-alarm shall be located in the main radiotelegraph operating room and shall be adequately installed and protected so as to insure proper operation. Means shall be provided for placing the entire system in or out of operation from the main radiotelegraph operating room. A simple change-over switch shall be provided to (1) disconnect the main antenna from all other equipment and connect it to the auto-alarm receiver and place the auto-alarm system in effective operating condition and conversely (2) de-energize the auto-alarm system and reconnect the main antenna to other equipment. In addition, suitable means of determining the supply voltages are within the limits required for proper operation of the auto-alarm system shall be provided.

(d) Approved apparatus shall be provided for giving an audible warning in the main radiotelegraph operating room, in the radio operator's cabin, and on the navigating bridge. This apparatus shall operate continuously after the auto-alarm has been actuated by an alarm signal or by failure of the auto-alarm system, until manually stopped. Only one switch for stopping the audible warning apparatus from functioning is authorized and this shall be located in the main radiotelegraph operating room and shall be capable of manual operation only.

(e) Failure of the auto-alarm (if of a type approved prior to the effective date of § 8.554) to function normally because of prolonged atmospherics (static) or other prolonged interference, or both, shall operate a visual indicator on the bridge. The type and method of installation of such visual indicator shall comply with requirements of the United States Coast Guard.

(f) When an auto-alarm is dependent for effective operation upon a power supply having a voltage within definite upper and lower limits, such auto-alarm shall be fitted with an auxiliary device which (1) will energize the audible alarms if and when this power supply fails or its voltage exceeds the limits specified by the Commission for the particular type of alarm involved; or (2) will automatically connect the auto-alarm to an auxiliary power supply, the voltage of which is within the specified limits.

(g) The testing device (see § 8.206 relative to required testing of the auto-alarm) of the auto-alarm shall be adjusted to produce a test signal of the correct value. This adjustment shall be considered satisfactory when it becomes necessary to turn the sensitivity control from its position of lowest sensitivity (zero dial position) to its position of approximately one-third maximum sensitivity before the alarm can be actuated.

§ 8.512 *Auto-alarm instructions.* (a) There shall be furnished at least two sets of written instructions for the guidance of the ship station radio operator and ship's officers relative to the auto-alarm, which shall include:

(1) A general technical description of the auto-alarm, including a circuit diagram of the auto-alarm receiver and a wiring diagram of its complete installation on shipboard.

(2) A general explanation of its principles of operation.

(3) A list of faults which may be indicated by the sounding of the audible alarm.

(4) Explanation of how to correct faults, remove and replace defective parts and perform limited repairs at sea.

(5) Explanation of how to test the alarm and adjust the sensitivity control to the "optimum" setting, which shall be summarized upon a card and permanently attached to the front of the alarm in a conspicuous position.

(6) Explanation of the effect of various sensitivity control settings upon the operation of the alarm, which shall be summarized upon a card and permanently attached to the front of the alarm in a conspicuous position.

(7) Description of procedure to be followed with respect to operator making adjustments when alarm bell sounds and also in making log entries.

§ 8.513 *Interior communication system.* Pursuant to paragraph (g) of section 354 of the Communications Act, an efficient interior communication system shall be provided between the bridge of a ship and the radio room, in all cases where the radio room does not adjoin or open onto the navigating bridge structure; further, an efficient interior com-

munication system shall be provided between the bridge and the location of the direction-finding apparatus whenever the latter is not located on the bridge or within any compartment adjoining or opening onto the navigating bridge structure. When the operating position of the emergency radio installation is not located in the compartment normally used for operating the main radio installation, an efficient interior communication system shall be separately provided between the bridge and each of these radio operating positions.

§ 8.514 Requirements for interior communication systems. The interior communication systems required by § 8.513 shall be capable of providing efficient signalling and communication, shall be independent of any other communication system on the ship, and shall be a type of system approved by the United States Coast Guard. Further, the location and termination of individual systems shall be subject to approval by the Commission.

§ 8.515 Radio station clock. The radio station clock required by § 8.114, when installed on board a vessel subject to Title III, Part II of the Communications Act, shall, in addition to the requirements of § 8.114, have a sweep second hand and an hour dial not less than 5 inches in diameter, and shall be capable of operation for at least 8 days on one winding: *Provided*, That deviations from the requirements may be authorized by the Commission if such deviation does not adversely affect the reliability of the clock or the ability of the ship radio operator to transmit properly timed auto-alarm signals. A request for approval of any deviation from these requirements must be accompanied by a sample of the proposed clock face.

§ 8.516 Direction-finder. Each passenger ship of 5,000 gross tons or over which is subject to the requirement set forth in paragraph (a) (2) of section 351 of the Communications Act shall be equipped with an efficient direction-finder (radio compass) properly adjusted in operating condition and approved by the Commission in accordance with paragraph (h) of section 354 of the Communications Act and § 8.517.

§ 8.517 Requirements for direction-finder. (a) To be approved by the Commission, as provided by § 8.516, the radio direction-finder (radio compass) shall:

(1) Be capable of efficiently receiving signals (at least types A2 and B emission) with the minimum of receiver noise, on each radio-channel within the frequency band 285 to 515 kc which is designated by the International Radio Regulations for distress, direction-finding, or marine radio beacons;

(2) Be capable of receiving types A1, A2, and B emission, if installed on board ship after January 1, 1940;

(3) Be capable of taking bearings on received radio signals as set forth in subparagraphs (1) and (2), of this paragraph, from which the true bearing and direction may be determined;

(4) Be accurately calibrated for the purpose of taking bearings from which

the true bearing and direction may be determined for actual use in maritime radiolocation service and maritime radionavigation service; and

(5) Have a sensitivity, in the absence of interference, sufficient to permit of accurate bearings being taken on a signal having a field strength as low as 50 microvolts per meter.

(b) The calibration of the direction-finder shall be verified whenever any changes are made in the physical or electrical characteristics or the location of any antenna(s) on board the vessel, or whenever any changes are made in any structure(s) on deck, which might appreciably affect the accuracy of the direction-finder. The calibration particulars shall be checked at yearly intervals or as near thereto as possible. A record of the calibration of any checks made of their accuracy shall be maintained on board the vessel for a period of not less than 1 year from the date of the related action.

(c) Under conditions inherent in the operation of commercial shipping whereby it is impracticable for the Commission's inspecting engineer to determine, prior to departure of a vessel from a harbor or port for a voyage in the open sea, whether or not the direction finder complies with the requirement of paragraph (a) (4) of this section, the direction finder may be approved with respect to meeting that particular requirement, contingent upon the availability of sufficient information at a subsequent inspection to justify the continuance of such approval, on condition that:

(1) Prior to departure of the vessel, the master certifies in writing to the Commission's inspecting engineer that calibration of the direction finder as required by paragraph (a) (4) of this section will be completed to the satisfaction of the master before such vessel is navigated thereafter on a voyage in the open sea; and

(2) During a subsequent official inspection of the direction finder, when such vessel has been navigated in the open sea outside a harbor or port after certification was given by the master as prescribed in subparagraph (1) of this paragraph, the master shall make available to the Commission's inspecting engineer the appropriate written records resulting from calibration of the direction finder pursuant to said certification. If the information contained in these written records is satisfactory to the Commission's inspecting engineer, approval of the direction finder, with respect to meeting the requirement of paragraph (a) (4) of this section, as given initially under the provisions of this paragraph, will be continued.

(3) In the absence of acceptable evidence of compliance with the requirement of paragraph (a) (4) of this section, at the time of the subsequent inspection mentioned in subparagraph (2) of this paragraph, or during any following inspection the Commission may withdraw approval of the direction finder until such time as the necessary evidence of compliance with this requirement is available.

§ 8.518 Auxiliary receiving antenna. On a vessel required by law to maintain a watch by a qualified operator or operators, an effective auxiliary receiving antenna or other approved arrangement shall be provided whenever necessary to avoid unauthorized interruption or reduced efficiency of this watch by reason of unavailability of the normal receiving antenna for use during the period of time when a radio direction-finder on board the same vessel is being operated.

§ 8.519 Reserved.

§ 8.520 Lifeboat radio equipment. (a) Lifeboat radio equipment, portable or non-portable, required by law to be provided, shall comply with applicable requirements of paragraph (b) through (g) of this section.

(b) All lifeboat radio equipment shall include the following components as a minimum:

(1) An antenna for transmitting and receiving which can be quickly utilized by a person in the lifeboat while afloat together with such antenna accessories as are necessary;

(2) An artificial antenna for test purposes.

(3) A transmitter with keying arrangement(s) for the use of radiotelegraphy;

(4) A radio receiver with head receiver;

(5) A power supply of required capacity;

(6) The necessary material or device for a ground connection to the water when the lifeboat is afloat.

(c) Each of the components specified in paragraph (b) of this section shall be of a type of apparatus or shall comprise such items as are approved by the Commission as capable of meeting the provisions of §§ 8.556, 8.557, 8.558 or 8.559, as may be applicable.

(d) Provisions relative to capacity, use and maintenance of storage batteries used as the power supply for lifeboat non-portable radio equipment:

(1) A storage battery power supply of lifeboat radio equipment shall be capable at all times of operating the entire lifeboat radio installation for a period of at least six continuous hours as is stipulated for an emergency power supply in § 8.504 (b).

(2) Storage batteries may be used to operate equipment other than radio except the electric starter and ignition system of a lifeboat motor, provided such additional use will not adversely affect the required capabilities of the battery. All individual circuits connected to the battery shall be independently and properly fused.

(3) Storage batteries shall be kept adequately charged at all times while at sea. The charging of such batteries shall not require their removal from the lifeboats in which they are installed. The necessary charging equipment shall be arranged so as not to interfere with the launching of the lifeboats, and for this purpose shall be easily and quickly removable. The charging circuit for the lifeboat radio storage battery or batteries shall be routed through the main radiotelegraph operating room of the vessel. A device which, during

charge of the lifeboat radio battery or batteries, will give a continuous indication of the polarity and the rate of charge, shall be connected in this charging circuit and shall be located in the main radiotelegraph operating room for purposes of frequent observation.

(4) In any installation made on or after November 19, 1952, provisions shall be made to enable charging of the storage battery by means of a generator on the motor lifeboat engine.

(5) Subject to approval of the United States Coast Guard storage batteries shall be mounted in suitable containers that will provide protection from salt water spray and also allow proper ventilation.

(e) Lifeboat non-portable radio equipment shall be capable of developing by day, over the sea and under normal conditions and circumstances, a r. m. s. radio field intensity of 50 microvolts per meter on the frequency 500 kilocycles at a distance of 25 nautical miles. Ability to meet this requirement may be evidenced in the absence of such other means as will provide a reliable indication that this requirement is met, by a product of the maximum height of antenna above the mean surface of the water expressed in meters and a r. m. s. antenna current on the frequency 500 kilocycles expressed in amperes of not less than 10.

(f) Conditions of fitting of lifeboat and radio equipment:

(1) Non-portable radio equipment shall be installed in a cabin large enough to accommodate both the equipment and the person using it and arrangements shall be such that the efficient operation of the lifeboat radio installation shall not be interfered with by the motor boat engine while it is running, whether or not a battery is on charge.

(2) The use of metal masts and stays, unless broken by insulators, or of any structure at electrical ground potential at the masthead(s) is not permitted in lifeboat portable or non-portable radio equipment: *Provided, however,* That this limitation shall not prohibit the use of a metal mast or masts used as the antenna.

(g) Inspections and tests of lifeboat radio equipment:

(1) Inspections and tests (subject to such limitations as may be imposed by the Administration having jurisdiction at foreign ports. It is necessary that each transmitter for use in lifeboats be licensed by the Commission to insure compliance with the rules and regulations of the Commission, during the required tests with an actual antenna. Operation of a transmitter installed in or for use in a lifeboat is ordinarily authorized by the regular ship station license when it has been described in the application for such license and the authorization has been approved by the Commission. See § 8.68) of lifeboat radio equipment shall be conducted by a qualified representative of the licensee at weekly intervals while the ship is at sea and within 24 hours prior to the ship's departure from each port but not necessarily more than once each week.

(1) Inspections and tests shall include operation of the transmitter connected

to an artificial antenna and determination of the specific gravity in the case of a lead-acid battery, or voltage under normal load in the case of other type of batteries, of any battery provided as a part of the lifeboat radio equipment.

(2) When the vessel is in a harbor or port of the United States an authorized representative of the Commission may require:

(i) Inspection and test of lifeboat radio equipment in a lifeboat afloat to include an actual test of the transmitter and receiver connected to the required antenna to determine that the equipment is in effective operating condition.

(ii) The shipowner, operating company, or station licensee to prove by demonstration, as may be deemed necessary, that a storage battery used as a part of the lifeboat radio equipment is capable of energizing the installation for the required period of time as is prescribed for an emergency transmitter in § 8.504 (b).

(3) The results of inspections and tests shall be made known to the master of the vessel and shall be entered in the ship's radio station log or in the ship's log if the ship is not provided with a radio station. These entries shall be made available to duly authorized representatives of the Commission upon request.

§ 8.521 *Auxiliary equipment and components.* (a) On board all vessels subject to Title III, Part II of the Communications Act, sufficient tools to make any minor adjustments of the main and emergency radio installation shall be provided, together with spare parts and auxiliary equipment sufficient to maintain the installations in efficient working condition. These spare parts and this auxiliary equipment are designated in §§ 8.522 to 8.524, inclusive. Pursuant to the provisions of § 8.525, they shall be located so as to be readily accessible to the radio operator in an emergency.

(b) In addition to the spare parts required by § 8.522, and the auxiliary equipment required by § 8.523, spare parts as are specifically designated in special lists promulgated by the Commission pursuant to the provisions of section 356 (a) (2) of the Communications Act shall be provided for transmitters, receivers, auto-alarms, direction-finders, lifeboat radio installations, and other required equipment which have been given type approval by the Commission.

Note: Lists of spare parts required for specific types of equipment approved by the Commission are furnished to its inspectors in charge at principal ports and are available to others upon request.

§ 8.522 *General spare parts.* (a) The following spare parts are considered indispensable for the general maintenance of the appropriate shipboard radio installations in efficient working condition on board vessels subject to Title III, Part II of the Communications Act:

(1) Sufficient wire of good electrical conductivity and suitable insulators for the erection of a single-wire antenna of the same configuration and linear dimensions as the main transmitting antenna but not less than 300 feet of such

wire and not less than two such insulators; or an assembled single-wire transmitting antenna (including suitable insulators) of the same linear dimensions as the main transmitting antenna.

(2) One sleeve bearing of each type used by all rotating machinery which is a component part of the radio installation required by law.

(3) One complete set of brushes for each unit of rotating machinery which utilizes brushes.

(4) Renewable fuse-cartridges of each type used in connection with units of the radio installation in the amount of at least one-half the number of each size and type in actual use. For each renewable fuse-cartridge in actual use, there shall be available six spare fuse links of appropriate capacity. For each non-renewable fuse in use, there shall be available six spare fuses of the same type and of appropriate capacity.

(5) One spare electric light bulb for each emergency light required by § 8.504 (a) (6).

§ 8.523 *General auxiliary equipment.*

(a) The following auxiliary equipment is considered indispensable for the general maintenance of the appropriate shipboard radio installations in efficient working condition on board vessels subject to Title III, Part II of the Communications Act.

(1) One 1- to 2-inch screwdriver with approximately 1/8-inch blade.

(2) One 4- to 6-inch screwdriver.

(3) One set of assorted end wrenches or socket wrenches, or one adjustable end wrench.

(4) One pair 5- to 8-inch side-cutting pliers.

(5) One high-resistance direct-current voltmeter having a resistance of at least 1,000 ohms per volt and capable of measuring 2, 6, and 110 volts with an accuracy of at least 3 percent except that on ships where the normal radio room power supply voltage is higher than 110 to 120 volts direct current, the voltmeter shall be capable of measuring this line voltage and 2 and 6 volts with an accuracy of at least 3 percent.

(6) One electric flashlight, two-cell or larger, complete with bulb and battery, or one portable emergency electric lamp (protected from mechanical injury) with at least 10 feet of flexible cord and means for rapid connection to the emergency source of power. One spare bulb of the type used shall be provided.

(7) One hydrometer for use with lead-acid batteries when this type of battery is installed.

(8) Approximately one gallon or more of distilled water, or the same amount of any kind of water suitable for use in the type of storage batteries installed.

(9) Instruction book(s) and circuit diagrams, including modifications covering transmitter(s), receiver(s), and direction-finder, if a direction-finder is required.

(10) One electric soldering iron of at least 100 watts rated power, which is capable of operating from a source of power available in the room or cabin housing the required radio apparatus; and at least one-half pound of solder

with appropriate non-corrosive soldering flux (for example, rosin-core solder).

§ 8.524 *Spare parts for specific apparatus.* (a) Prior to the Commission's approval of a particular type of marine transmitter, receiver or direction-finder, and prior to the issuance of associated specific lists of required spare parts and auxiliary equipment, the following spare parts and auxiliary equipment relative to specific apparatus shall be provided in addition to those stipulated in §§ 8.522 and 8.523.

(1) *For each electron tube transmitter (other than lifeboat transmitter).* One radio-frequency oscillator tube, one tube for each radio-frequency amplifier stage, and, if used to provide A2 emission, one audio-frequency oscillator tube. One tube for a main transmitter or two tubes for an emergency transmitter intended for use in the radio-frequency circuit of transmitters of the self-rectified, simple oscillator type. One anode power-supply rectifier tube for each such tube used. One resistor of each type used as a grid leak; one resistor of each type as used in voltage divider of grid-blocking keying circuit; one resistor of each type as used in series with keying relay winding. The value of each resistor shall be clearly indicated thereon.

(2) *Receivers (other than lifeboat receivers).* One complete spare set of tubes for the receiver(s). One headset (telephone receiver) complete with connecting cord, and, if used, a cord-terminal plug.

(3) *Direction-finders.* One complete set of tubes for the radio receiver incorporated in the direction finder, when a direction-finder is required.

(4) *Lifeboat radio equipment.* One electron tube of each type used for normal operation of the radio installation, including neon or any other type of tube or lamp employed as resonance indicator(s), except that if three or more electron tubes of a single type are employed, two electron tubes of that type shall be provided: Renewable fuse-cartridges of each type used in connection with the units of the lifeboat radio installation or which are used in circuits connected to the lifeboat radio installation power supply in the amount of at least one-half the number of each size and type in actual use. For each renewable fuse-cartridge in use, there shall be available six spare fuse links of appropriate capacity. For each non-renewable fuse in use, there shall be available six spare fuses of the same type and appropriate capacity. If wire is used, sufficient wire shall be provided to permit six complete fuse replacements. Additionally, non-portable lifeboat radio equipment shall be provided with at least 35 feet of insulated wire suitable for use as antenna wire; 2 antenna insulators; one panel electric light bulb, if used, one screwdriver and one pair of sidecutting pliers.

(5) *Auto-alarms.* One complete set of spare parts specifically designated and promulgated by the Commission for the particular type of auto-alarm which is type-approved in accordance with § 8.554.

§ 8.525 *Location of spare parts.* (a) Spare parts for the direction-finder receiver shall be kept in the same compartment or room in which this receiver is located.

(b) Spare parts and auxiliary equipment for the non-portable radio equipment shall be kept in the lifeboat cabin housing the radio equipment. Spare parts and auxiliary equipment for the lifeboat portable radio apparatus shall be so kept as to be convenient for the routine maintenance of the equipment.

(c) The spare emergency light bulb(s) shall be mounted in close proximity to the corresponding emergency light socket(s).

(d) The antenna wire, antenna insulators, and distilled water, respectively, may be retained in the radio operating room or elsewhere: *Provided*, The antenna material is readily accessible to the radio operator in an emergency.

(e) All other spare parts and auxiliary equipment shall be securely retained preferably in a single space, readily accessible to the radio operator in an emergency, in the main radiotelegraph operating room, or, if desired, in any associated room adjacent to and connected with the main radiotelegraph operating room by an interconnecting doorway.

(f) The space(s) allocated for the location of spare parts and auxiliary equipment in accordance with paragraph (e) of this section shall be used *only* for this purpose, and such space(s) shall be appropriately and conspicuously marked.

(g) All required spare parts and auxiliary equipment shall be available for observation by authorized representatives of the Commission at the time of inspection of the ship radio installation.

SUBPART 5—TYPE APPROVAL OF COMPULSORY SHIPBOARD EQUIPMENT

§ 8.551 *Scope of type approval.* (a) Approval by the Commission of a particular type of equipment in accordance

with the provisions of any section or sections of this subpart, for use on board ships for the purpose of compliance with Part II of Title III of the Communications Act, is extended to all equipment of the same identical type, design, and construction, which is manufactured by the same person.

(b) For the purpose of determining compliance with sections 351 (a), 354 (c), (d), (e), and 356 (a) of the Communications Act, the term "transmitter" means a transmitter proper, together with all auxiliary equipment which is deemed necessary to make this unit operate efficiently as a main and/or emergency transmitter in a ship station at sea. For this purpose, each separate motor-generator, rectifier or other unit required to convert the power available as a primary source or sources on the ship, to the phase, frequency, and/or voltage necessary to energize the transmitter proper is construed to be a component of the transmitter.

§ 8.552 *Requirements for main transmitter.* (a) A main electron-tube transmitter, regardless of the date of its completion, installation, or modification, will be type-approved by the Commission as capable of meeting the relevant requirements of section 354, paragraphs (c) and (d), of the Communications Act if it is demonstrated to the satisfaction of the Commission that the transmitter involved, or a transmitter of the same identical type, is capable of meeting the specific requirements of paragraphs (b), (c), and (d) of this section: *Provided*, That if deemed necessary, a demonstration of the capabilities of an individual main transmitter installed on board a ship may be required to determine compliance with any or all of the following provisions of this section before initial or continued type approval of such transmitter will be given by the Commission.

(b) Tabulation of basic technical requirements:

Operating carrier frequency	Frequency tolerance (percent)	Class of emission	Percentage ¹ modulation (for amplitude modulation)	Modulation frequency (for amplitude modulation)	Antenna power
500 kc.....	0.1.....	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 200 watts into an average ship station antenna.
Do.....	do.....	A1			Not less than 160 watts into an average ship station antenna.
410 kc and one authorized working frequency in the band 415 to 490 kc.	do.....	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 200 watts into an average ship station antenna.
Do.....	do.....	A1			Not less than 160 watts into an average ship station antenna.

¹ In determining percentage modulation, the following concept is taken into account. In linear modulation, the average amplitude of the envelope is equal to the amplitude of the unmodulated wave, provided there is no zero-frequency component in the modulating wave (as in telephony). For modulating waves having unequal positive and negative peaks, positive and negative modulative factors may be defined as the ratios of the maximum departures (positive and negative) of the envelope from its average value, to its average value.

For the purpose of these specific requirements, the term "average ship station antenna" means an actual antenna installed on board ship having a capacitance of 750 micromicrofarads and an effective resistance of 4 ohms at a frequency of 500 kilocycles, or an artificial (dummy) antenna having the same electrical characteristics.

(c) A main transmitter shall be capable of efficient operation at its required antenna power when adjusted to any required operating frequency and when energized by the main power supply of the ship station in which it is installed or a power supply equivalent thereto: *Provided*, That the potential of the main power supply or equivalent power supply is maintained within the tolerance specified in § 8.503; shall be capable of being adjusted rapidly for operation on any one of its required operating frequencies; and shall conform with all other applicable rules of this part.

(d) A main transmitter shall be equipped with suitable indicating instruments of standard accuracy and reliability to measure (1) the current in the antenna circuit, (2) the potential of the heating current applied to the cathode or cathode heater of each electron tube or a potential directly proportional thereto, and (3) the anode current of the radio frequency oscillator or amplifier which supplies power to the antenna circuit, or in lieu thereof, the anode current of such oscillator or amplifier plus the anode current of any other radio or audio frequency oscillator(s) or amplifier(s) normally employed as part of the transmitter.

(e) Measurements for the purpose of demonstrating compliance with the specific requirements of this section shall be made by methods acceptable to the Commission.

(1) The antenna power shall be determined by the product of the square of the antenna current and the antenna resistance at the operating carrier frequency, both measured at the same point in the antenna circuit and at approximately ground potential.

(f) Each transmitter which was not in existence prior to February 1, 1938, but which is installed after that date on board a vessel in order to comply with the provisions of this section, shall be furnished with a durable name plate with the month and year of its completion permanently inscribed thereon.

(g) (1) A main transmitter, completed prior to January 1, 1952, shall be provided with an arrangement for conveniently reducing the plate input power of such transmitter to approximately one-half of its rated plate input power.

(2) A main transmitter, completed in construction subsequent to January 1, 1952, which is capable of a plate input power exceeding 450 watts, shall be provided with an arrangement readily permitting the use of a plate input power for telegraphy which is not in excess of 200 watts; unless there is available in the same station a duly authorized radiotelegraph transmitter capable of operation on the radio-channels required for a main transmitter, capable of being energized by a source of power other

than the emergency power supply installed for compliance with applicable provisions of treaty or statute, and not capable of a plate input power in excess of 450 watts when operated on frequencies within the band 405 kc to 535 kc.

§ 8.553 *Requirements for emergency transmitter.* (a) An emergency electron-tube transmitter will be type-approved by the Commission as capable of meeting the relevant requirements of section 354 (c) and (f) of the Communications Act if it is demonstrated to the satisfaction of the Commission that the transmitter involved, or a transmitter of the same identical type, is capable of meeting the requirements of paragraphs

(b), (c) and (d) of this section when energized for a period of at least six continuous hours by a power supply equivalent to the radio station emergency power supply which is, or will be, available on board the vessel on which the transmitter is, or will be, installed and operated: *Provided*, That if deemed necessary a demonstration of the capabilities of an individual emergency transmitter installed on board a ship may be required to determine compliance with any or all of the following provisions of this section before initial or continued approval of such transmitter will be given by the Commission.

(b) Tabulation of basic technical requirements:

Operating carrier frequency	Frequency tolerance (percent)	Class of emission	Percentage modulation (for amplitude modulation)	Modulation frequency (for amplitude modulation)	Antenna power
500 kc.....	0.1 percent except for emergency transmitters whose use is confined solely to safety communication as defined in § 8.6 (a). Such transmitters shall maintain a frequency tolerance of 0.3 percent.	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 25 watts into an average ship station antenna.
410 kc and 1 authorized working frequency in the band 415 to 490 kc.	do.....	A2	do.....	do.....	Do.

¹ In determining percentage modulation, the following concept is taken into account. In linear modulation, the average amplitude of the envelope is equal to the amplitude of the unmodulated wave, provided there is no zero-frequency component in the modulating wave (as in telephony). For modulating waves having unequal positive and negative peaks, positive and negative modulating factors may be defined as the ratios of the maximum departures (positive and negative) of the envelope from its average value, to its average value.

For the purpose of these specific requirements, the term "average ship station antenna" means an actual antenna installed on board ship having a capacitance of 750 micromicrofarads and an effective resistance of 4 ohms at a frequency of 500 kilocycles, or an artificial (dummy) antenna having these same electrical characteristics.

(c) In addition to the specific requirements in paragraphs (a) and (b) of this section, an emergency transmitter shall be capable of efficient operation at its required antenna power when adjusted to any required operating frequency and, when energized by the emergency power supply of the ship station in which it is installed or by a power supply equivalent thereto, shall be capable of being adjusted rapidly for operation on any one of its required operating frequencies, and shall conform with all other applicable rules of this part.

(d) An emergency transmitter shall be equipped with suitable indicating instruments of standard accuracy and reliability to measure the current in the antenna circuit and, if completed by the manufacturer after January 1, 1944, the potential of the heating current applied to the cathode or cathode heater of each electron tube or a potential directly proportional thereto.

(e) Measurements for the purpose of demonstrating compliance with the specific requirements of this section shall be made by methods acceptable to the Commission.

(1) The antenna power shall be determined by the product of the square of the antenna current and the antenna

resistance at the operating carrier frequency, both measured at the same point in the antenna circuit and at approximately ground potential.

(f) Each transmitter which was not in existence prior to February 1, 1938, but which is installed after that date on board a vessel in order to comply with the provisions of this section, shall be furnished with a durable name plate with the month and year of its completion permanently inscribed thereon.

§ 8.554 *Requirements for auto-alarm.* (a) To be approved by the Commission pursuant to section 3 (x) of the Communications Act subsequent to January 1, 1951, each type of auto-alarm not approved prior to that date shall comply with the following requirements: *Provided, however*, That the Commission may, in its discretion, approve an automatic alarm receiver which complies with these requirements and can be actuated by the distress signal for radiotelegraphy: *Provided, further*, That prior to the effective date of the Safety Convention (London, 1948) the Commission may, in its discretion, approve subsequent to January 1, 1951, a type of auto-alarm which is not less efficient nor less reliable than any type approved prior to that date, and which complies with some, but not necessarily all, of the requirements set forth in this section.

(1) *Basic technical requirements.* (1) The auto-alarm shall be capable of being 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.

(ii) In the absence of interference of any kind, without manual adjustment during operation, the auto-alarm shall be capable of positive and reliable operation with a minimum available signal of 100 microvolts from the antenna circuit. It shall be capable under these conditions of operation on signals of the following classes of emission:

(a) A2 (carrier modulated 30 percent at each modulation frequency from 300 to 1350 cycles per second, inclusive).

(b) B (at each tone frequency from 300 to 1350 cycles per second, inclusive).

(iii) The overload capacity must be sufficient to enable the auto-alarm to operate with inputs from the antenna circuit up to 1 volt, under normal operating conditions.

(iv) The auto-alarm shall respond to the alarm signal through interference (provided it is not continuous) caused by atmospherics and powerful signals other than the alarm signal. In the presence of atmospherics or interfering signals, the auto-alarm shall automatically adjust itself so that within a reasonably short time it approaches, in so far as is practicable, the condition in which it can most readily distinguish the alarm signal.

(v) The auto-alarm receiver shall be capable of operating when the received auto-alarm signals have a radio frequency of 500 kilocycles with a sensitivity as set forth in subdivision (ii) of this subparagraph and shall, in addition, respond without adjustment and with the same sensitivity to signals having any radio frequency from 492 to 508 kc, inclusive. With respect to the reception of signals having a radio frequency outside the band 492 to 508 kc, the sensitivity of the auto-alarm shall decrease as rapidly as possible, in conformity with the best engineering practice.

(vi) The auto-alarm must not be operated, so as to actuate the warning device, by atmospherics or by any signal from the antenna circuit other than the alarm signal: *Provided*, That received signals other than the alarm signal itself do not in fact constitute a signal falling within the tolerance limits indicated in subdivision (i) of this subparagraph.

(vii) When operated by an alarm signal, or in the event of failure of the auto-alarm apparatus, the auto-alarm shall cause a continuous audible warning to be given in the principal radiotelegraph operating room, in the radio operator's cabin, and on the bridge. In so far as may be practicable, the audible alarm shall also be given in the event of any failure of the auto-alarm system, as a whole, which results in the auto-alarm becoming inoperative.

(viii) For the purpose of regularly testing the auto-alarm, without connection to the antenna, the apparatus shall include a generator pre-tuned to the 500 kc distress frequency and a keying device by means of which an alarm signal of minimum strength approximately as indicated in subdivision (ii) of this subparagraph is produced solely for actuating the particular auto-alarm and is not

radiated beyond the immediate area of the vessel.

(2) *Requirements as to construction.* (i) The auto-alarm shall consist essentially of:

(a) A radio receiver capable of receiving emissions of classes A2 and B over the entire frequency range 492 to 508 kc, inclusive.

(b) A selector device capable of selecting the alarm signal specified under subparagraph (i) of this paragraph.

(c) A suitable form of audible alarm (minimum of 3 units required).

(d) A testing device to determine locally that the auto-alarm system is effectively operative.

(ii) The auto-alarm may be constructed in one or more units, but must be independent of the ship's regular radio receiving apparatus.

(iii) A telephone jack shall be provided to permit reception, if desired, by a telephone receiver.

(iv) Tuning and timing controls shall not be accessible to the exterior of the device and shall be so designed and housed as to permit adjustment with special tools only.

(v) Once set into operation the audible alarms must continue to function until switched off in the principal radiotelegraph operating room.

(vi) A nonlocking or momentary-throw switch shall be provided to permit temporary disconnection of the audible alarm on the bridge and in the operator's quarters when the auto-alarm system is being tested.

(vii) The receiver and selector shall be of rugged construction throughout, capable of withstanding continuous and severe vibration equivalent to conditions that may be experienced on board a ship under the worst possible conditions and capable of continuous operation over long periods of time.

(viii) All units of the auto-alarm system shall be designed and constructed in accordance with generally accepted principles and practices of modern electronic engineering.

(ix) The auto-alarm system shall not be affected by sudden changes in ambient temperature between zero degrees centigrade and 50 degrees centigrade, shall not be affected by salt atmosphere, and by humidity conditions as high as 90 percent at a temperature of 40 degrees centigrade.

(x) Condensers, transformers, or other units shall not contain compounds which will flow at temperatures below 85 degrees centigrade, which will crack at temperatures above 0° centigrade, which are hygroscopic or which contain any corrosive substance.

(3) *Requirements as to testing and approval.* (i) Before an auto-alarm receiver will be approved by the Commission pursuant to paragraph (x) of section 3 of the Communications Act, a sample type of such auto-alarm receiver must be submitted for the purpose of demonstrating by means of suitable laboratory and field tests, that it complies with these requirements. Such tests will be conducted by the Commission, and other cooperating United States Government departments or agencies as may be appropriate, under the test speci-

fications set forth under subparagraph (5) of this paragraph.

(ii) Failure to pass any specified test may result, by order of the Commission, in the discontinuance of all tests on the unit or component involved and the immediate rejection of the entire apparatus.

(iii) Manufacturers' tests of the complete device and/or of any components thereof shall be conducted in the laboratory or shop of the manufacturer(s). These tests shall be carried out in accordance with the provisions of subparagraph (4) of this paragraph.

(iv) Laboratory tests conducted by the Commission and/or by any other cooperating United States Government department or agency as may be appropriate, under test specifications prescribed by the Commission shall be at the expense of the manufacturer or person submitting the device for approval. A report of the tests conducted by the Commission, and/or other Government department, will be available to the Commission only: *Provided*, That such reports will be made available to the manufacturer involved at a subsequent date to be determined by the Commission.

(4) *Requirements as to manufacturers' tests.* (i) The following tests shall be conducted by the manufacturer of the auto-alarm device, who shall submit data in affidavit form showing that such tests have been made as hereinafter required prior to submission of a working model for type tests: *Provided, however*, That properly authenticated data obtained from manufacturers of parts used in the construction of the device may be submitted in lieu of the results of such tests conducted by the manufacturer of the complete device. The Commission may require that any or all of the prescribed tests be witnessed by its representative(s).

(a) The insulation resistance of the windings and terminals to case and core of transformers and electromagnet coils and the dielectric resistance of condensers shall be measured and data recorded for the information of the Commission.

(b) Transformers and/or electromagnet coils shall be energized continuously under normal conditions of operation for a period of one hour at an ambient temperature of 25 degrees centigrade. For purposes of making this test, maximum rated voltage at rated frequency with the secondary of transformers normally loaded and with the frame or enclosure grounded will be applied. Under these conditions the temperature of each transformer and/or electromagnet coil shall not be such as to affect injuriously any of the material used in construction and the temperature rise of the unit undergoing test shall not exceed 40 degrees centigrade at the end of one hour.

(c) Immediately after each transformer and/or electromagnet coil has been tested under (a) of this subdivision, a test for breakdown capability will be made by applying between windings and between each winding and the core or enclosure, for a period of five minutes, a potential ten times the maximum rated

effective potential of the circuit in which the coil or winding is connected.

(d) All components containing wax or other sealing, insulating or electrolytic compounds shall be placed in an oven and the ambient temperature brought to 75 degrees centigrade and maintained for a period of 15 minutes. They shall then be placed in a refrigerator and the ambient temperature brought to zero degrees centigrade and maintained for a period of 15 minutes. If sealing, insulating or electrolytic compounds flow during this oven test or crack during this refrigerator test, these units will not be acceptable for use as components in the device. The electrical characteristics of each unit shall be measured at these temperatures and any deviations from their normal ratings that would adversely affect the operation of the auto-alarm device shall preclude the use of that component.

(5) *Requirements as to laboratory tests.* (i) The following tests shall be conducted at the Commission's Laboratory at Laurel, Maryland, and shall be at the expense of the manufacturer or person submitting the auto-alarm for approval. The report of these tests will be furnished to the Commission only. Tests will be conducted as described in the following paragraphs with the auto-alarm connected to an artificial antenna consisting of a 20 microhenry inductance, a 500 micromicrofarad capacitor and a 5 ohm resistor connected in series. The receiver will be tested with its internal sensitivity control (if provided) set at maximum sensitivity, except where otherwise specified.

(a) Test of sensitivity of the auto-alarm at the radio frequency 500 kc to determine operation of the aural warning device.

(1) Measurement of minimum alarm signal input, A2 emission, 30 per cent modulated with a 300 cycles per second tone, required to operate aural warning device.

(2) Test of operation using 100 microvolts alarm signal input, A2 emission, 30 percent modulated with a 300 cycles per second tone.

(3) Test of operation using 1 volt alarm signal input, A2 emission, 30 percent modulated with a 300 cycles per second tone.

(4) Using A2 emission, 30 percent modulated with a 1350 cycles per second tone, test as in (a) (1), (2), and (3).

(5) Test of aural warning device operation with 50 microvolts noise input and 100 microvolts alarm signal, A2 emission, 30 percent modulated with a 300 cycles per second tone.

(b) Test to determine operation of aural warning device from a 100 microvolts alarm signal, A2 emission, 30 percent modulated with a 300 cycles per second tone transmitted on any radio frequency or frequencies selected by the Commission from 492 to 508 kc, inclusive.

(c) Test of auto-alarm operation with internal receiver sensitivity control (if provided) set at minimum setting at which 100 microvolts input on the radio frequency 492 kc will operate aural warning device with simultaneous inputs of

100 microvolts auto-alarm signal, A2 emission, 30 percent modulation with an 800 cycles per second tone on 492 kc and 200,000 microvolts, A2 emission (800 cycles per second modulation) unkeyed signal on the frequency 350 kc; similar tests with the same alarm signal and a 25,000 microvolts, A2 emission (800 cycles per second modulation) unkeyed signal on the frequency 460 kc; similar test with internal receiver sensitivity control (if provided) set at minimum setting at which 100 microvolts input on the frequency 508 kc will operate aural warning device with simultaneous input of A2 emission (800 cycles per second modulation) unkeyed signal on the frequency 540 kc at 25,000 microvolts; and similar test with this latter signal on the frequency 650 kc at 200,000 microvolts.

(d) Test of selector response to dashes from 3.5 up to 6.0 seconds in duration when the spaces between the dashes have a duration from 10 milliseconds to 1.5 seconds. These tests shall be made on the radio frequency 500 kc with an input of 100 microvolts, A2 emission, 30 percent modulated with 300 cycles per second tone.

(e) Test of ability to avoid selector response to the radio telegraph radio-location signal "MO," the "M" being sent in 3.5 seconds and the "O" in 4.5 seconds with 0.1 second space between dashes. These tests shall be made on the radio frequency 500 kc using 100 microvolts input, A2 emission, 30 percent modulated with a 300 cycles per second tone.

(f) Test of ability of the aural warning device to operate satisfactorily when the auto-alarm becomes inoperative under the following conditions:

(1) Filament burn-out of any electron tube in the apparatus;

(2) Failure of power supply.

(g) Tests to determine capability of proper operation of auto-alarm over long periods of time under any condition which may be expected on board ships while being navigated during extreme weather and sea conditions.

(1) The auto-alarm device shall be placed in operation for a period of one hour while subjected to each of the following conditions of temperature and relative humidity:

(i) 50 degrees centigrade and 50 percent relative humidity;

(ii) 30 degrees centigrade and 95 percent relative humidity;

(iii) Zero centigrade and 50 percent relative humidity.

(2) The auto-alarm device shall be placed in operation for a sufficient length of time under the following conditions to determine whether or not it will operate properly under such conditions:

(i) While the device is being rocked in such manner as to simulate a roll and pitch of 45 degrees from the vertical.

(ii) When subjected to severe vibration comparable to that which might be experienced on board ship, as for example when subjected to vibrations having a period between 20 and 30 cycles per second and an amplitude (0.03 inch total excursion, i. e., 0.015 inch each side of the position of rest) of at least 0.03

inch in a direction at an angle of 30 to 45 degrees with the base of the device.

(h) Test of the testing device incorporated in the auto-alarm.

(i) Tests to determine satisfactory operation of the apparatus on a 500 kc alarm signal at temperatures of approximately 20 and 50 degrees centigrade. Tests to be made on the frequencies 500, 492 and 508 kc with an input of 100 microvolts, A2 emission, modulated 30 percent with a 300 cycles per second tone.

(j) General inspection of electrical and mechanical features.

(6) *Requirements as to field test.* (i) This test shall be conducted 24 hours a day for a period of not less than 30 consecutive days and shall be for the purpose of ascertaining the reliability of the auto-alarm and its freedom from false operation under practical interference conditions. For this test the auto-alarm shall be connected to an antenna typical of the average main antenna on shipboard and its operation shall be observed continuously during this period.

(ii) During this test period a minimum of 500 test alarm signals shall be transmitted locally while the test antenna is connected to the auto-alarm. The power used for the production of this test alarm signal shall be produced by a suitable radio frequency generator coupled to the antenna system. The receiver internal sensitivity adjustment (if provided) shall be set at the value designated by the manufacturer. During the official test period, adjustment of the auto-alarm shall not be made more than once in each 12 consecutive hours.

(iii) Tests for response to the alarm signal shall be made on at least the radio frequencies 492, 500, and 508 kc in a proportion on each frequency as determined by the Commission.

(b) Each type of auto-alarm approved by the Commission prior to the effective date of this section is approved, as to its type for use on board ship as provided by section 353 of the Communications Act or by the applicable provisions of the Safety Convention until such time as the Commission in consideration of developments with respect to improved types of auto-alarms, may terminate, in accordance with appropriate rule making proceedings, such type approval.

NOTE: The provisions of this paragraph supersede any provisions of any order heretofore promulgated by the Commission which are in conflict herewith.

(c) No change shall be made in any auto-alarm under the type approval identification issued by the Commission, except upon specific authorization by the Commission to make such change(s). When it is desired to make any change, an application therefor, together with pertinent detailed information shall be submitted to the Commission for consideration and appropriate action.

(d) Type approval of an auto-alarm when given by the Commission, may be for a limited period of time only, and is subject to withdrawal if the device proves defective in service and cannot be relied upon under usual conditions of maintenance and operation encountered on board ships at sea. Withdrawal of approval means that no further devices of the particular model affected may be

installed, but will not immediately apply to such devices already installed unless it is found that there has been an unauthorized change in design or construction, or the material or workmanship is defective.

§ 8.555 *Requirements for automatic-alarm-signal keying device.* (a) To be approved by the Commission for use in compliance with § 8.508 and to be recognized as being capable of functioning in compliance with §§ 8.508 and 8.509. Each type of automatic-alarm-signal keying device shall comply with the requirements set forth in this section.

(b) No change shall be made in any automatic-alarm-signal keying device under the type approval identification issued by the Commission, except upon specific authorization by the Commission to make such change(s). When it is desired to make any change, an application therefor, together with pertinent detailed information shall be submitted to the Commission for consideration and appropriate action.

(c) Type approval of an automatic-alarm-signal keying device when given by the Commission, may be for a limited period of time only, and is subject to withdrawal if the device proves defective in service and cannot be relied upon under usual conditions of maintenance and operation encountered on board ships at sea. Withdrawal of approval means that no further devices of the particular model affected may be installed, but will not immediately apply to such devices already installed unless it is found that there has been an unauthorized change in design or construction, or the material or workmanship is defective.

(1) *Basic technical requirements.* (i) The automatic-alarm-signal keying device may consist of one or more units, either separate and distinct from other units of the ship's radio installation or may be incorporated, if approved by the Commission, as part of any other unit.

(ii) The device shall be designed so as to properly operate, on board ships at sea, the normal keying circuits of any transmitter approved by the Commission for use as a main or as an emergency transmitter in compliance with section 354 of the Communications Act of 1934, as amended. A list of transmitters approved by the Commission for this purpose will be furnished upon request.

(iii) Timing-adjustment controls shall not be accessible from the exterior of the device and shall be designed and housed so as to prevent adjustment by unauthorized persons.

(iv) The keying mechanism shall operate so as to repeatedly transmit the alarm signal. For this purpose the dashes transmitted shall have a duration within the limits of 3.8 to 4.2 seconds, and spaces between each of the twelve dashes constituting a series shall have a duration within the limits of 0.8 to 1.2 seconds. Spaces between each series of twelve dashes shall have a duration within the limits of 0.8 second to one minute.

(v) A single control, protected so as to avoid accidental manipulation, shall be provided for placing the device itself into full operation within a maximum period of 30 seconds. Once set into operation,

the device shall be capable of continuously and properly operating without further attention for a period of not less than one hour.

(vi) The automatic-alarm-signal keying device shall be capable of being energized solely by a source of power independent of the propelling power of the ship and independent of any other system: *Provided, however,* That the device may be energized by the radio station emergency power supply and any storage battery power supply regularly used for operating a required automatic alarm receiver.

(vii) When the proper operation of the device is dependent upon the maintenance of any inherent conditions of operating within relatively narrow limits, the Commission, as a provision of its approval, may prescribe such limits and require that the device shall include means for indicating to the operator when deviations from the conditions occur.

(viii) Instructions concerning the proper adjustment of the device and the correct indication of any instrument incorporated for the purpose of revealing improper operation, shall be inscribed in a durable manner on a plate mounted on the device in a position to be easily read by the operator.

(ix) Means shall be provided to insure that when the "on-off" control of the device is placed in the "off" position, the keying circuit to the radio transmitter(s) is automatically opened.

(2) *Requirements as to construction.*

(i) The design of the automatic-alarm-signal keying device shall be in accordance with the modern engineering practice and the device shall be capable of operating under conditions of constant and severe vibrations and extreme variations of temperature and humidity equivalent to those experienced on board ships at sea under the worst possible conditions. This requirement applies only to use of the device on board such types of vessels as are normally subject to Title III, Part II of the Communications Act.

(ii) A durable nameplate shall be mounted on each device showing the name of the manufacturer, the type and serial number and the month and year of completion by the manufacturer. However, this nameplate need not be provided on a working model submitted to the Commission for type testing and approval.

(3) *Requirements as to testing and approval.* (i) Before an automatic-alarm-signal keying device is approved by the Commission, a working model of the particular type for which approval is desired shall be submitted for inspection, and it shall be demonstrated by means of suitable type tests that it complies with these requirements. The model equipment will be operated in these tests in the same way and under conditions similar to those encountered in actual service. In connection with such tests, the manufacturer shall supply all instructions and/or services which are intended to be supplied to the purchaser of the equipment, including a proposed instruction book and a tenta-

tive list of spare parts as would normally be supplied with shipboard installations.

(ii) Failure to pass any specified test may result, by order of the Commission, in the discontinuance of all tests on the particular device involved and in the immediate rejection thereof: *Provided,* That the Commission, within its discretion, may relax to a reasonable extent the provisions of subparagraph (4) of this paragraph, Requirements as to manufacturers' tests, with respect to an automatic-alarm signal keying device which is included as an integral part of any automatic-alarm receiver approved by the Commission and completed by the manufacturer prior to the effective date of these requirements and type tests.

(iii) Manufacturers' tests of the complete device and/or of any components thereof shall be conducted in the laboratory or shop of the manufacturer(s). These tests shall be carried out in accordance with the following requirements under the heading "manufacturers' tests" and at the expense of the manufacturer or person submitting the device for approval.

(iv) Laboratory tests shall be conducted by the Commission, and/or by any other cooperating United States Government department as may be appropriate, under test specifications prescribed by the Commission and shall be at the expense of the manufacturer or person submitting the device for approval. A report of the tests conducted by the Commission, and/or other government department, will be available to the Commission only: *Provided,* That such reports will be made available to the manufacturer involved at a subsequent date to be determined by the Commission.

(v) Field tests, as deemed necessary or desirable.

(4) *Requirements as to manufacturers' tests.* (i) Tests shall be conducted by the manufacturer of the automatic-alarm-signal keying device, who shall submit proof in affidavit form that they have been made as required, together with supporting data: *Provided, however,* That properly authenticated data obtained from manufacturers of parts used in the construction of the device may be submitted in lieu of the results of such tests conducted by the manufacturer of the complete device.

(ii) Sufficient tests shall be applied to all components to determine the durability of materials, character of workmanship, and that the electrical and/or mechanical characteristics are those required for efficient operation of the device.

(5) *Requirements as to laboratory tests.* (i) The automatic-alarm-signal keying device shall be capable of operating the keying circuit of any transmitter approved by the Commission for use as a main transmitter or as an emergency transmitter in compliance with section 354 of the Communications Act of 1934 (a list of the types of transmitters approved by the Commission for this purpose will be furnished upon request). For the purpose of demonstrating compliance with this requirement the transmitter keying circuit of the device shall

be tested for a direct current carrying capacity of two amperes through a non-inductive resistance of 115 ohms. Terminals, electrical conductors and keying contacts shall be of sufficient size and properly spaced and insulated for these values of current and for the voltage which will necessarily be applied in this test. During this test, arcing shall not occur when the keying contacts are operated which would unduly affect the duration of the dashes and spaces between dashes, or which would otherwise adversely affect the operation of an approved radiotelegraph transmitter keyed by the device.

(ii) The automatic-alarm-signal keying device, if electrically driven, shall be capable of operation when the required electrical energy is furnished solely by an independent power supply. For the purpose of demonstrating compliance with this requirement, the following tests are prescribed:

(a) The device shall be operated continuously for a period of one hour from a power supply equivalent to the radio station emergency power supply or the required automatic alarm receiver storage battery power supply of vessels on which the device is to be used (Radio station emergency power supplies having potentials of 12, 24, and 110 volts are commonly used on board vessels of the United States. Twelve volt emergency power supplies are most common on these vessels. Some of the approved automatic alarm receivers used on board United States ships to date are energized by a storage battery power supply of either 6 or 24 volts), or from a separate and independent source of power furnished as an integral part of the device. For this operation test the potential of the electrical power supply, if used, shall be varied over a voltage range of plus or minus 15 per cent of the rated potential of such power supply, during which the transmitted dashes shall have a duration within the limits of 3.8 to 4.2 seconds, and spaces between dashes shall have a duration within the limits of 0.8 to 1.2 seconds.

(b) The electrical circuits of the device shall be inspected and tested as may be necessary to determine whether or not they are properly fused for adequate protection of the device and the power supply.

(iii) The automatic-alarm-signal keying device shall be capable of properly operating the keying circuit of an approved radiotelegraph transmitter so as to transmit the alarm signal for a continuous period of one hour, under any condition which may be expected on board ships while being navigated during extreme weather and sea conditions. For this purpose the following tests are prescribed in subdivision (ii) of this subparagraph.

(a) The keying device shall be placed in operation for a period of one continuous hour while subjected to each of the following conditions of temperature and relative humidity:

(1) 50 degrees centigrade and 50 percent relative humidity.

(2) 30 degrees centigrade and 95 percent relative humidity.

(3) Zero centigrade and 50 percent relative humidity.

(b) The keying device shall be placed in operation for a sufficient length of time under the following conditions to determine whether or not it will operate properly under such conditions:

(1) While the keying device is being rocked in such a manner as to simulate a roll and pitch of 45 degrees from the vertical, that is, over an arc of 45 degrees in two planes normal to the horizon and perpendicular to each other.

(2) When subjected to severe vibration comparable to that which might be experienced on board ship, as for example when subjected to vibrations having a period between 20 and 30 cycles per second and an amplitude (0.03 inch total excursion, i. e., 0.015 inch each side of the position of rest) of at least 0.03 inch in a direction at an angle of 30 to 45 degrees with the base of the device.

(3) The keying device shall be inspected to determine whether or not all delicate parts are properly enclosed and protected from moisture and from mechanical injury and whether or not components are accessible as may be necessary for inspection and repair, when in service.

(4) The keying device shall be inspected and tested as may be necessary to determine the effectiveness of adjustment controls and means for making these adjustments under service conditions, together with precautions taken to prevent tampering with adjustments.

(5) Indicating instruments (when provided) and operating controls shall be inspected to determine whether indication is given that the device is in satisfactory operation when the starting control is placed in the "on" position and to determine that a single control for starting and stopping is provided, capable of placing the device in full operation within 30 seconds from the time the control is placed in the "on" position.

§ 8.556 General requirements for lifeboat radio equipment. (a) To be approved by the Commission pursuant to § 8.520, lifeboat radio equipment shall comply with the following general requirements in addition to the applicable specific requirements set forth in §§ 8.557, 8.558 and 8.559, except that equipment to which the provisions of § 8.559 are applicable need not meet the requirements of subparagraphs (1) and (5) of this paragraph.

(1) The design and construction of the radio equipment shall be such that no tools are required to place it in operation for routine tests or for emergency communication.

(2) The components and assembly of the entire lifeboat radio equipment shall insure the utmost dependable operation and the design shall be such that heavy vibration and physical shocks to which a lifeboat is subject will cause no damage. Components shall be housed and treated to withstand saline dampness and to minimize the adverse effect of prolonged exposure to salt water or salt spray.

(3) A durable nameplate shall be mounted on the equipment or made an integral part thereof showing at least the following:

- (i) The type or model number;
- (ii) The name of the manufacturer;
- (iii) The month and year of manufacture.

(4) Each lifeboat equipment shall be provided with a copy of an instruction manual covering the design, installation, operation and maintenance of the equipment.

(5) Simple instructions which are durable and waterproof and suitable for the use of an unskilled person shall be permanently and conspicuously attached to the control panel or surface of the transmitter, receiver or power supply. These instructions shall contain information together with sketches covering the erection of the antenna(s) and the operation of the equipment for automatic transmission; also information as to manual transmission of the international distress signal for radiotelegraphy and the international auto-alarm signal, and a statement that the latter signal is effective only if transmitted on the frequency 500 kc.

§ 8.557 Requirements for lifeboat portable radio equipment. (a) There shall be provided as a single unit a portable buoyant apparatus consisting of a transmitter, receiver, power supply, grounding conductor, a collapsible rod antenna or in lieu thereof a collapsible mast, a single wire antenna, and a line for lowering the apparatus.

(1) The apparatus, as a single unit, shall be of sufficient buoyancy to float in sea water and shall be sufficiently rugged in construction to withstand physical shocks and rough handling. The apparatus shall be deemed to comply with this requirement if, after being dropped into sea water in various positions from a height of at least 20 feet, it can be operated immediately without any repair or adjustment (other than normal antenna circuit tuning) and without departure from required performance. Suitable protection shall be provided for the operating controls, indicating devices and instruments, including the head receiver, against physical harm from accidental or inadvertent blows and from the adverse effects of prolonged exposure to the weather. Operational parts of the apparatus adversely affected by immersion in sea water shall be enclosed so as to provide the necessary protection. Any such enclosure shall be deemed to be water-tight if it can be submerged in sea water so that no part is less than two inches below the surface of the water for a continuous period of two hours without leaking.

(2) The apparatus, as a unit, shall be fitted with durable handles or grips. These shall be so arranged and the distribution of the weight of the apparatus shall be such as to provide for convenient carrying by either one or two persons.

(3) Provision shall be made for securely fastening components of the apparatus, by lashing or other acceptable means, to a lifeboat thwart as may be

necessary to enable easy and convenient operation of the lifeboat portable radio equipment.

(4) The apparatus exclusive of the line for lowering shall not weigh more than sixty pounds.

(5) The line for lowering shall consist of not less than 40 feet of 9 thread manila or sisal rope, or the equivalent thereof, which shall be in good condition and securely attached to the apparatus at all times.

(6) Components of the apparatus subject to loss by detachment from the unit for operation or test of the equipment shall be so arranged as to insure their availability at all times.

(7) Each apparatus shall be equipped with a durable removable plate showing clearly the lifeboat radio call sign in letters and digits and in characters of the International Morse Code.

(b) (1) The radio transmitter shall comply with the following requirements:

Operating frequencies (kilocycles)	Frequency tolerance	Type of emission	Modulation percentage (average of modulation percentage of positive and negative peaks)	Modulation frequency	Power output (into specified artificial antenna)	Artificial antenna
500	Percent 0.5	A2	Not less than 70.	Not less than 450 nor greater than 1350 cycles per second.	Not less than 0.25 watt.	1 ohm resistance, 75 micromicrofarads capacitance.
500	.5	A2	do.	do.	Not less than 1.7 watts.	10 ohms resistance, 75 micromicrofarads capacitance, 40 ohms resistance.
8364	.02	A2	do.	do.	Not less than 4 watts.	

(2) The transmitter radio frequency and modulation frequency control circuits shall be pretuned to the required frequencies and shall be of such design and construction that the operating frequencies are maintained within the prescribed tolerances under varying voltages, antenna circuit characteristics, and other normal conditions of adjustment. The frequency control circuit adjustment(s) shall be securely locked to prevent detuning as a result of shock or vibration and shall not be readily available to the person using the transmitter.

(3) Controls shall be provided on the operating panel for efficient transfer of radio frequency energy at each required operating radio frequency to the required antenna. An initial adjustment of these controls shall effectively resonate the antenna circuit at each required operating radio frequency and this condition shall be maintained without further adjustment of these controls during a normal operating period of the transmitter.

(4) Simple and reliable controls shall be provided so that the operator of the transmitter can quickly and conveniently place it in use for: Manual operation on 500 kc, manual operation on 8364 kc, and automatic operation alternately on these two frequencies: *Provided*, That not more than one manual switch adjustment shall be necessary to place the transmitter in operation for automatic transmission. For manual radiotelegraphy the transmitter and receiver, including their controls, shall be arranged mechanically and electrically so that they can be operated efficiently and conveniently from the same operating position for communication on the required operating frequencies and so that the time necessary to change from transmission to reception, and vice versa, on these frequencies is as short as possible and in no event more than two seconds. For automatic operation provision shall be made as follows:

(i) On 500 kc for transmission of the international alarm signal followed by the international distress signal for radiotelegraphy, the latter to be trans-

mitted in one or more separate groups, each group consisting of three separate distress signals.

(ii) On 8364 kc for transmission of the international distress signal for radiotelegraphy in one or more separate groups, each group consisting of three separate distress signals; this group or these groups to be followed by a continuous long dash of not less than 30 seconds in duration.

(iii) For transmission of the specified signals by automatically changing the operating frequency of the transmitter from 500 kc to 8364 kc and vice versa with a transfer time interval not to exceed one second.

(iv) For completely de-energizing the receiver during such operation of the transmitter.

(v) For testing the required automatic keying arrangement without the generation of radio frequency energy.

(vi) The speed of the automatic transmission of the international distress signal shall be at a rate not in excess of 16 words per minute nor less than 8 words per minute. The alarm signal dashes shall have a duration within the limits of 3.8 to 4.2 seconds and spaces between each of the twelve dashes constituting a series shall have a duration within the limits of 0.8 to 1.2 seconds.

(5) The transmitter shall be equipped with a reliable visual indicator or indicators as may be necessary (such as neon tubes) to indicate antenna circuit resonance at each operating frequency with any antenna provided. Failure of the indicator(s) shall have no adverse effect on the actual operation of the transmitter.

(c) The receiver shall comply with the following requirements:

(1) The receiver shall, when used with a head receiver, be capable without manual tuning of receiving A2 emission over the frequency band 492 kc to 508 kc and shall be capable when manually tuned of receiving A1 and A2 emission on any frequency in the band 8266 to 8745 kc.

(2) The sensitivity of the receiver shall be such that at least 1 milliwatt of

audio power is developed in a noninductive load resistor having an ohmic value substantially equal to the value of the impedance of the head receiver at 1,000 cycles per second at a signal to noise power ratio of at least 10 to 1, when the receiver is supplied through the following artificial antennas with the respective radio frequency signals:

Frequency (kilocycles)	Signal strength (microvolts)	Modulation factor	Modulation frequency (cycles per second)	Artificial antenna
500	200	0.3	400	10 ohms resistance and 75 micromicrofarads capacitance.
8364	1000	.3	400	40 ohms resistance.

The noise power present in the output of the receiver when the receiver is adjusted for the reception of type A2 emission on the frequencies 500 kc and 8364 kc shall be determined with an unmodulated input signal of the indicated strength.

(3) The selectivity of the receiver preceding the final detector shall be such that response uniform to within 6 db is obtained over the frequency range 492 to 508 kc.

(4) The audio frequency response of the receiver shall be electrically uniform to within 6 decibels over the range of frequencies between 400 and 1400 cycles per second.

(5) The receiver shall be equipped with only one manually operated volume control.

(d) The power supply shall comply with the following requirements:

(1) The source of power shall be a manually operated electric generator capable of efficiently energizing the lifeboat radio installation. The mechanical power applied to the crank handle(s) or the propelling lever(s) of the generator driving mechanism shall not exceed a maximum of 0.15 horsepower for any required condition of operation of the lifeboat radio installation at any temperature of the generator and its associated driving mechanism between minus 30 degrees and plus 125 degrees Fahrenheit. Under these conditions the speed of rotation of the crank handle(s) shall not be greater than 70 revolutions per minute nor shall the cycles of operation of the propelling lever(s) be greater than 70 cycles per minute. The voltages applied to the radio installation shall not vary from their normal values more than 20 per cent at any generator speed in excess of the normal operating speed which can be manually developed.

(e) The single wire antenna and the collapsible rod antenna or the collapsible mast provided in lieu thereof shall comply with the following requirements:

(1) The collapsible rod antenna shall be of the maximum practicable height as approved by the Commission for each particular type of lifeboat radio apparatus. The collapsible mast provided in lieu of the collapsible rod antenna shall be of the maximum practicable height as approved by the Commission for each particular type of lifeboat radio apparatus.

tus and capable of supporting the required single wire antenna.

(2) The single wire antenna shall consist of a length of at least 40 feet of extra-flexible stranded copper wire having a cross-sectional area of not less than 10,000 circular mils together with means for effective insulation of the antenna, means for fastening the wire to the antenna supports, and means for making electrical connection to the transmitter.

(f) The grounding conductor shall comply with the following requirements:

(1) The grounding conductor shall consist of a length of not less than 20 feet of No. 10 bare stranded copper wire or equivalent copper braid effectively weighted at one end for immersion in the sea. This conductor shall be securely fastened to an effective ground terminal on the apparatus.

Operating frequencies (kilocycles)	Frequency tolerance	Type of emission	Modulation percentage (average of modulation percentages of positive and negative peaks)	Modulation frequency	Power output (into specified artificial antenna)	Artificial antenna
500	Percent 0.5	A2	Not less than 70.	Not less than 450 nor greater than 1350 cycles per second.	Not less than 30 watts.	10 ohms resistance and 100 microfarads capacitance.
8364	.02	A2	do	do	Not less than 40 watts.	40 ohms resistance.

(2) The transmitter radio frequency and modulation frequency control circuits shall be pretuned to the required frequencies and shall be of such design and construction that the operating frequencies are maintained within the prescribed tolerances under varying voltages, antenna circuit characteristics, and other normal conditions of adjustment. The frequency control circuit adjustment(s) shall be securely locked to prevent detuning as a result of shock or vibration and shall not be readily available to the person using the transmitter.

(3) Controls shall be provided on the operating panel for efficient transfer of radio frequency energy at each required operating radio frequency to the required antenna. An initial adjustment of these controls shall effectively resonate the antenna circuit at each required operating radio frequency and this condition shall be maintained without further adjustment of these controls during a normal operating period of the transmitter.

(4) Simple and reliable controls shall be provided so that the operator of the transmitter can quickly and conveniently place it in use for: Manual operation on 500 kc, manual operation on 8364 kc, and automatic operation alternately on these two frequencies; provided that not more than one manual switch adjustment shall be necessary to place the transmitter in operation for automatic transmission. For manual radiotelegraphy the transmitter and receiver, including their controls, shall be arranged mechanically and electrically so that they can be operated efficiently and conveniently from the same operating position for communication on the required operating frequencies and so that the time necessary to change from transmis-

(g) The artificial antenna shall comply with the following requirements:

(1) The artificial antenna shall provide a reliable load for the transmitter for test purposes, at the frequencies 500 kc and 8364 kc, of approximately the same electrical characteristics as the single wire antenna required by this section.

(2) The artificial antenna shall be housed in a single container and provided with appropriate terminals. If more than two terminals are provided on the artificial antenna, all the terminals shall be properly labeled.

§ 8.553 *Requirements for lifeboat non-portable radio equipment.* (a) (1) The radio transmitter shall comply with the following requirements:

sion to reception, and vice versa, on these frequencies is as short as possible and in no event more than two seconds. For automatic operation provision shall be made as follows:

(i) On 500 kc for transmission of the international alarm signal followed by the international distress signal for radiotelegraphy, the latter to be transmitted in one or more separate groups, each group consisting of three separate distress signals.

(ii) On 8364 kc for transmission of the international distress signal for radiotelegraphy in one or more separate groups, each group consisting of three separate distress signals; this group or these groups to be followed by a continuous long dash of not less than 30 seconds in duration.

(iii) For transmission of the specified signals by automatically changing the operating frequency of the transmitter from 500 kc to 8364 kc and vice versa with a transfer time interval not to exceed one second.

(iv) The speed of the automatic transmission of the international distress signal shall be at a rate not in excess of 16 words per minute nor less than 8 words per minute. The alarm signal dashes shall have a duration within the limits of 3.8 to 4.2 seconds and spaces between each of the twelve dashes constituting a series shall have a duration within the limits of 0.8 to 1.2 seconds.

(v) For testing the required automatic keying arrangement without the generation of radio frequency energy.

(5) The transmitter shall be equipped with a radio frequency ammeter of suitable range and scale, connected so as to indicate the current in the antenna circuit for each operating frequency.

(b) The receiver shall comply with the following requirements:

(1) The receiver shall, when used with a head receiver, be capable without manual tuning of receiving A2 emission over the frequency band 492 kc to 508 kc and shall be capable when manually tuned of receiving A1 and A2 emission on any frequency in the band 8266 to 8745 kc.

(2) The sensitivity of the receiver shall be such that at least 1 milliwatt of audio power is developed in a non-inductive load resistor having an ohmic value substantially equal to the value of the impedance of the head receiver at 1,000 cycles per second at a signal to noise power ratio of at least 10 to 1, when the receiver is supplied through the following artificial antennas with the respective radio frequency signals:

Frequency (kilocycles)	Signal strength (microvolts)	Modulation factor	Modulation frequency (cycles per second)	Artificial antenna
500	25	0.3	490	10 ohms resistance and 100 microfarads capacitance.
8364	100	.3	400	40 ohms resistance.

The noise power present in the output of the receiver when the receiver is adjusted for reception of type A2 emission on the frequencies 500 kc and 8364 kc shall be determined with an unmodulated input signal of the indicated strength.

(3) The selectivity of the receiver preceding the final detector shall be such that response uniform to within 6 db is obtained over the frequency range 492 to 508 kc.

(4) The audio frequency response of the receiver shall be electrically uniform to within 6 decibels over the range of frequencies between 400 and 1400 cycles per second.

(5) The receiver shall be equipped with only one manually operated volume control.

(6) The receiver shall be capable of developing a useful audio power for the purpose of the reception of type A2 emission of at least 6 milliwatts into the non-inductive load resistor prescribed in subparagraph (2) of this paragraph.

(c) The power supply shall comply with the following requirements:

(1) The power supply for the transmitter and the receiver shall consist of a storage battery. The necessary power for the transmitter and receiver, at voltages other than the battery voltages may be obtained by the use of a dynamotor or other suitable device approved by the Commission.

(d) The antenna shall comply with the following requirements:

(1) A single wire inverted L-type for use not less than 20 feet above the water line with a horizontal section of the maximum practicable length.

(e) The artificial antenna shall comply with the following requirements:

(1) The artificial antenna shall provide a reliable load for the transmitter for test purposes at the frequencies 500 kilocycles and 8364 kilocycles, of approx-

imately the same electrical characteristics as the antenna required by paragraph (d) (1) of this section.

(2) The artificial antenna shall be housed in a single container and provided with appropriate terminals. If more than two terminals are provided on the artificial antenna, all the terminals shall be properly labeled.

(f) The ground system shall comply with the following requirements:

(1) The radio installation when installed in a metal hull lifeboat shall be effectively grounded to the hull of the lifeboat. This ground connection shall be physically located in a position where it is inaccessible to the normal movement of occupants or accessories in the lifeboat.

(2) The radio installation when installed in a lifeboat having a non-metallic hull shall be effectively grounded to a bare plate and/or strips of a corrosion resistant metal having a total area of at least six square feet and located on the hull of the lifeboat below the waterline.

§ 8.559 *Transitional provisions for lifeboat non-portable radio equipment.* Any type of non-portable lifeboat radio equipment which complies with the former requirements of § 8.557 prior to revision (copies of former § 8.557 may be secured without charge upon request addressed to Secretary, Federal Communications Commission, Washington 25, D. C.) of that section effective December 3, 1952, shall be deemed to comply with the requirements of § 8.520 (c) provided the equipment was installed in a motor lifeboat prior to December 3, 1953, and if the equipment meets the following specific requirements from the respective dates set forth:

Requirement	Date
Section 8.558 (a) (1): Transmitter requirement that modulation frequency be not less than 450 cycles per second nor greater than 1350 cycles per second, if equipment installed on or after Nov. 19, 1952.	Nov. 19, 1952
Section 8.558 (a) (1): Transmitter requirements applicable to transmission on 8364 kc, if equipment installed on or after Nov. 19, 1952.	Nov. 19, 1953
Section 8.558 (a) (1): Transmitter requirement that modulation percentage be not less than 70.	Nov. 19, 1952
Section 8.558 (a) (4): Transmitter requirements regarding an automatic keying device for operation on 800 kc and, if radio equipment installed on or after Nov. 19, 1952, also for operation on 8364 kc.	Nov. 19, 1953
For equipment required to be provided by reason of the provisions of the Safety Convention.	Nov. 19, 1953
For equipment required by law to be provided but not so required under any provision of the Safety Convention.	June 1, 1955
Section 8.558 (b): Receiver requirements regarding reception on frequencies between 8266 and 8745 kc, if equipment installed on or after Nov. 19, 1952.	Nov. 19, 1953

Requirement	Date
Section 8.520 (d) (4): Provision of means for charging the radio battery after the lifeboat is launched, if equipment is installed on or after Nov. 19, 1952.	Nov. 19, 1952
Section 8.520 (e): Radio field intensity requirement: For equipment required to be provided by reason of the provisions of the Safety Convention.	Nov. 19, 1954
For equipment required by law to be provided but not so required under any provision of the Safety Convention.	June 1, 1955

SUBPART T—VIOLATIONS

§ 8.601 *Answers to notice of violation.*

(a) Any person receiving official notice of a violation of the terms of the Communications Act, any legislative act, Executive order, treaty to which the United States is a party, terms of a station or operator license, or the rules and regulations of the Federal Communications Commission, shall, within 3 days from such receipt, send a written answer to the office of the Commission originating the official notice. If an answer cannot be sent, or an acknowledgment made within such 3-day period, acknowledgment and answer shall be made at the earliest practicable date with a satisfactory explanation of the delay. The answer to each notice shall be complete in itself and shall not be abbreviated by reference to other communications or answers to other notices. The answer shall contain a full explanation of the incident involved and shall set forth the action taken to prevent a continuation or recurrence thereof. If the notice relates to lack of attention to, or improper operation of the station, or to log or watch discrepancies, the answer shall give the name and license number of the licensed operator on duty.

(b) When an official notice of violation, impending violation, or discrepancy, pertaining to any provision of Part II of Title III of the Communications Act or the radio provisions of the Safety Convention, is served upon the master or person responsible for a vessel and any instructions appearing on such document as issued by a representative of the Commission are at variance with the content of paragraph (a) of this section, then the instructions issued by the Commission's representative shall supersede those set forth in paragraph (a) of this section.

§ 8.602 *Reports of infringements of the International Radio Regulations.* In the event that infringement of the International Radio Regulations by a foreign station is detected, report thereof may be made by the submission to the Commission of a form similar to that set forth in appendix 2 of the International Radio Regulations.

SUBPART U—TEMPORARY RULES TO GOVERN UNITED STATES SHIPS SUBJECT TO THE SAFETY OF LIFE AT SEA CONVENTION, LONDON, 1948

§ 8.701 *Application of Subpart U.* A United States passenger vessel, or a United States cargo vessel of 1600 or more gross tons, subject to the radio requirements of the Safety of Life at Sea

Convention, London, 1948, shall be considered to meet those requirements if:

(a) It complies with the applicable requirements of Title III, Part II of the Communications Act of 1934, as amended, as set forth in the act and related rules contained in other subparts of this part, and;

(b) It complies with the specific requirements set forth in this subpart.

§ 8.702 *Interior communications systems.* (a) If a vessel is provided with more than one location from which it is normally controlled and steered, the interior communication system between the radio room and bridge installed under §§ 8.513 and 8.514 shall include in the system a point of communication to each such location. The existence at a location of all of the following factors will be considered to be evidence that a point of communication should there be established: (1) Provision of a steering wheel, (2) provision of a compass, (3) provision of an engine order telegraph, (4) provision of apparatus to control the whistle and (5) enclosure of the location to form a wheelhouse.

(b) In any event the requirement of paragraph (a) of this section shall not apply to locations established solely for emergency use in event of failure of the normal steering facilities or locations used solely while docking or maneuvering a ship while in port or occasionally for brief periods while navigating the ship in close quarters on inland waters.

§ 8.703 *Radio station clock.* A radio station clock which meets the requirements of §§ 8.114 and 8.515 shall be installed. If a ship is provided with a separate emergency radio operating room, such a clock shall also be installed in the emergency operating room. Notwithstanding the provisions of § 8.515 no deviation from the requirements of said section which is contrary to the Safety Convention may be authorized.

§ 8.704 *Emergency antenna.* A cargo ship, the keel of which is laid on or after June 1, 1954, shall be provided with an emergency antenna meeting the requirements of § 8.504 (a) (2). A cargo ship, the keel of which is laid prior to June 1, 1954, shall be provided with either an emergency antenna meeting the requirements of § 8.504 (a) (2) or with a spare antenna, consisting of a single wire transmitting antenna (including suitable insulators) of the same linear dimensions as the main transmitting antenna, completely assembled for immediate replacement.

§ 8.705 *Separate emergency receiver.* A cargo ship shall be provided with a separate emergency receiver meeting the requirements of this part applicable to emergency receivers. However, in lieu of the frequency band specified in § 8.504 (a) (4), the frequency band 405 to 535 kc may be provided.

§ 8.706 *Separate emergency power supply and transmitter.* In the case of new installations on cargo ships a separate emergency power supply independent of the main power supply and a separate emergency transmitter meeting the requirements of this part applicable to emergency power supplies and transmitters shall be provided.

SUBPART V—APPENDICES

§ 8.801 Appendix I—Location of Engineering Field Offices and Monitoring Stations.

NOTE: For the purposes of this section, a new installation is an installation which replaces an existing installation or one installed on a ship on or after November 19, 1952. An existing installation is one installed on a ship prior to November 19, 1952.

§ 8.707 *Antenna connections.* The main and emergency or reserve installations shall be capable of being quickly connected with either the main antenna or the emergency antenna if installed.

§ 8.708 *Sensitivity of receivers.* The main and emergency receivers shall have sufficient sensitivity to effectively operate a head receiver or a loudspeaker when the receiver input is as low as 100 microvolts.

§ 8.709 *Storage batteries.* While at sea, storage batteries forming part of the main installation or the emergency installation, shall be brought up to the normal full charged condition daily.

§ 8.710 *Direction finder.* In addition to the requirements of § 8.516, each cargo ship of 5000 or more gross tons shall be equipped with an efficient direction-finder properly adjusted, in operating condition and meeting the requirements of § 8.517. The provisions of §§ 8.513 and 8.514 relating to fitting of an interior communication system between the direction-finding apparatus and the bridge shall apply to ships equipped with a direction-finder in accordance with this rule.

§ 8.711 *Radio log.* (a) The radio log shall, in addition to the entries required by § 8.330 (b), include the following:

(1) A daily statement as to compliance with § 8.709.

(2) A statement of when each storage battery used as the power supply for the main and emergency installations is placed on charge or off charge.

(3) Details of maintenance of lifeboat radio equipment, including a record of charging of any storage batteries supplying power to such equipment. The record of charging shall show when such storage battery is placed on charge and when it is taken off charge.

§ 8.712 *Operating controls.* The radiotelegraph installation shall be provided with a device permitting change-over from transmission to reception and vice versa without manual switching.

§ 8.713 *Convention certificates for cargo vessels of less than 1600 gross tons.* Cargo vessels of less than 1600 gross tons subject to the radio requirements of the Safety of Life at Sea Convention shall be provided with a Safety Radiotelephony Certificate or a Safety Radiotelegraphy Certificate prior to November 19, 1953; *Provided, however,* That each such ship which is first put in service subsequent to November 19, 1952, shall be provided with a Safety Radiotelephony, Safety Radiotelegraphy or Exemption Certificate when it is put in service.

Radio district	Address of the engineer in charge	Territory within district—	
		States	Counties
1	1600 Customhouse, Boston 9, Mass.	Connecticut.....	All counties.
		Maine.....	Do.
		Massachusetts.....	Do.
		New Hampshire.....	Do.
		Rhode Island.....	Do.
		Vermont.....	Do.
2	748 Federal Bldg., 641 Washington St., New York 14, N. Y.	New Jersey.....	Bergen, Essex, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Passaic, Somerset, Sussex, Union and Warren.
		New York.....	Albany, Broome, Columbia, Delaware, Dutchess, Greene, Kings, Nassau, New York, Orange, Putnam, Queens, Rensselaer, Richard, Rockland, Schoenectady, Suffolk, Sullivan, Ulster, and Westchester.
3	1005 New U. S. Customhouse, Philadelphia 6, Pa.	Delaware.....	New Castle.
		New Jersey.....	Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, and Salem.
		Pennsylvania.....	Adams, Berks, Bucks, Carbon, Chester, Cumberland, Dauphin, Delaware, Lancaster, Lebanon, Lehigh, Monroe, Montgomery, Northampton, Perry, Philadelphia, Schuylkill, and York.
4	500 McCawley Bldg., 400 East Lombard St., Baltimore, Md.	Delaware.....	Kent and Sussex.
		Maryland.....	All except District 24.
		Virginia.....	Clarke, Fairfax (except District 24) Fauquier, Frederick, Loudoun, Page, Prince William, Rappahannock, Shenandoah, and Warren.
		West Virginia.....	Barbour, Berkeley, Grant, Hampshire, Hardy, Harrison, Jefferson, Lewis, Marion, Mineral, Monongalia, Morgan, Pondleton, Preston, Randolph, Taylor, Tucker, and Upshur.
5	Room 402, Federal Bldg., Norfolk 10, Va.	North Carolina.....	All except District 6.
	Ship Office: Room 200, U. S. Post Office Bldg., Newport News, Va.	Virginia.....	All except District 4.
6	411 Federal Annex, Atlanta 3, Ga.	Alabama.....	All except District 8.
	Suboffice: P. O. Box 77, 214 Post Office Bldg., Savannah, Ga.	Georgia.....	All counties.
		North Carolina.....	Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Cleveland, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Madison, Mitchell, Polk, Rutherford, Swain, Transylvania, Watauga, and Yancey.
		South Carolina.....	All counties.
		Tennessee.....	Do.
7	P. O. Box 150, 312 Federal Bldg., Miami 1, Fla.	Florida.....	All except District 8.
	Suboffice: 409-419 P. O. Bldg., Tampa, Fla.		
8	400 Audubon Bldg., New Orleans 16, La.	Alabama.....	Baldwin and Mobile.
	Suboffice: 419 U. S. Courthouse and Customhouse, Mobile 10, Ala.	Arkansas.....	All counties.
		Florida.....	Escambia.
		Louisiana.....	All counties.
		Mississippi.....	Do.
		Texas.....	City of Texarkana only.
9	324 U. S. Appraisers Bldg., 7300 Wingate St., Houston 11, Tex.		Angelina, Aransas, Atascosa, Austin, Bandera, Bastrop, Bee, Bexar, Blanco, Brazoria, Brazos, Brooks, Burleson, Caldwell, Calhoun, Cameron, Chambers, Colorado, Comal, De Witt, Duval, Dimmit, Edwards, Fayette, Fort Bend, Frio, Galveston, Gillespie, Goliad, Gonzales, Grimes, Guadalupe, Hardin, Hays, Harris, Hidalgo, Jackson, Jasper, Jefferson, Jim Hogg, Jim Wells, Karnes, Kenedy, Kendall, Kerr, Kinney, Kleber, LaSalle, Lavaca, Lee, Liberty, Live Oak, Matagorda, Madison, Maverick, McMullen, Medina, Montgomery, Nacogdoches, Newton, Nueces, Orange, Polk, Real, Refugio, San Augustine, San Jacinto, San Patricio, Sabine, Starr, Travis, Trinity, Uvalde, Val Verde, Victoria, Walker, Waller, Washington, Webb, Wharton, Willacy, Williamson, Wilson, Zapata, Zavala, and Tyler.
	Suboffice: P. O. Box 1527 (329 Post Office Bldg.), Beaumont, Tex.	Oklahoma.....	All counties.
10	P. O. Box 5238, 500 U. S. Terminal Annex, Dallas 22, Tex.	Texas.....	All except District 9 and the city of Texarkana.
11	539 U. S. Post Office and Courthouse Bldg., Temple and Spring Sts., Los Angeles 12 Calif.	Arizona.....	All counties.
	Suboffice: No. 15-C U. S. Customhouse, Union and F Sts., San Diego 1, Calif.	California.....	Imperial, Inyo, Kern, Los Angeles, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, and Ventura.
	Ship Office: Room 326, U. S. Post Office and Courthouse Bldg., San Pedro, Calif.	Nevada.....	Clark.
12	323-A Customhouse, San Francisco 26, Calif.	California.....	All except District 11.
13	433 New U. S. Courthouse, 620 Southwest Main St., Portland 5, Oreg.	Nevada.....	All except Clark.
		Idaho.....	All except District 14.
		Oregon.....	All counties.
		Washington.....	Wahkiakum, Cowlitz, Olark, Skamania, and Klickitat.

SUBPART V—APPENDICES—Continued

Radio district	Address of the engineer in charge	Territory within district—	
		States	Counties
14	802 Federal Office Bldg., Seattle 4, Wash.	Idaho.....	Benewah, Bonner, Boundary, Clearwater, Idaho, Kootenai, Latah, Lewis, Nez Perce, and Shoshone.
		Montana.....	All counties.
		Washington.....	All except District 13.
15	521 New Customhouse, Denver 2, Colo.	Colorado.....	All counties.
		Utah.....	Do.
		Wyoming.....	Do.
		Nebraska.....	Banner, Box, Butte, Cheyenne, Dawes, Deuel, Garden, Kimball, Morrill, Scotts Bluff, Sheridan, Sioux.
		South Dakota.....	Butte, Custer, Fall River, Lawrence, Meade, Pennington, Shannon, and Washington.
		New Mexico.....	All counties.
16	208 Uptown Post Office and Federal Court Bldg., 5th and Washington Sts., St. Paul 2, Minn.	Minnesota.....	Do.
		Michigan.....	Alger, Baraga, Chippewa, Delta, Dickinson, Gogebic, Houghton, Iron, Keweenaw, Luce, Mackinac, Marquette, Menominee, Ontonagon, and Schoolcraft.
		South Dakota.....	All counties except District 15.
		North Dakota.....	All counties.
		Wisconsin.....	All counties except District 15.
17	3100 Federal Office Bldg., Kansas City 6E, Mo.	Iowa.....	Do.
		Kansas.....	All counties.
		Missouri.....	Do.
		Nebraska.....	All counties except District 15.
18	826 U. S. Courthouse Bldg., Chicago 4, Ill.	Illinois.....	All counties.
		Indiana.....	Do.
		Iowa.....	Allamakee, Buchanan, Cedar, Clayton, Clinton, Delaware, Des Moines, Dubuque, Fayette, Henry, Jackson, Johnson, Jones, Lee, Linn, Louisa, Muscatine, Scott, Washington, and Winnebago.
		Wisconsin.....	Brown, Columbia, Calumet, Crawford, Dane, Dodge, Door, Fond du Lac, Grant, Green, Iowa, Jefferson, Kewaunee, Kenosha, Lafayette, Manitowoc, Marinette, Milwaukee, Ozaukee, Oconto, Outagamie, Racine, Richland, Rock, Sauk, Sheboygan, Walworth, Washington, Waukesha, and Winnebago.
		Kentucky.....	All counties except District 19.
19	1029 New Federal Bldg., Detroit 26, Mich.	do.....	Bath, Bell, Boone, Bourbon, Boyd, Bracken, Breathitt, Campbell, Carter, Clark, Clay, Elliott, Estill, Fayette, Fleming, Floyd, Franklin, Gallatin, Garrard, Grant, Greenup, Kenton, Harlan, Harrison, Jackson, Jessamine, Johnson, Knott, Knox, Laurel, Lawrence, Lee, Leslie, Letcher, Lewis, Lincoln, Madison, Magoffin, Martin, Mason, McCreary, Menifee, Montgomery, Morgan, Nicholas, Owen, Owsley, Pendleton, Perry, Pike, Powell, Pulaski, Robertson, Rockcastle, Rowan, Scott, Wayne, Whitley, Wolfe and Woodford.
		Ohio.....	All counties.
		Michigan.....	All counties except District 16.
		West Virginia.....	All counties except District 4.
20	328 Post Office Bldg., Buffalo 3, N. Y.	New York.....	All except District 2.
21	502 Federal Bldg., Honolulu 1, T. H.	Territory of Hawaii.....	All except District 3.
		and outlying Pacific possessions, except Alaska and adjacent islands.	
22	P. O. Box 2967, 323-323 Federal Bldg., San Juan 13, P. R.	Puerto Rico, Virgin Islands.	
23	P. O. Box 1421, 7-8 Shattuck Bldg., Juneau, Alaska. Suboffice: P. O. Box 644, Room 53, U. S. P. O. and Courthouse Bldg., Anchorage, Alaska.	Alaska.....	
24	Federal Communications Commission, Washington 25, D. C.	District of Columbia.....	All.
		Maryland.....	Within 10 miles of D. C. boundary.
		Virginia.....	Do.

The offices of the regional managers of the Field Engineering and Monitoring Bureau are located at the following addresses:

Region No. 1, 954 Federal Building, 641 Washington Street, New York 14, N. Y.—To include: Districts Nos. 1, 2, 3, 4, 5, and 24.

Region No. 2, 411 Federal Annex, Atlanta, Ga.—To include: Districts Nos. 6, 7, 8, 9, 10, and 22.

Region No. 3, 323-A Customhouse, San Francisco 26, Calif.—To include: Districts Nos. 11, 12, and 15.

Region No. 4, 802 Federal Office Bldg., Seattle 4, Washington—To include: Districts Nos. 13 and 14.

Region No. 5, P. O. Box 1142, Lanikai, Oahu, T. H.—To include: District No. 21.

No. 149—14

Region No. 6, P. O. Box 644 (Room 52 U. S. P. O. and Courthouse), Anchorage, Alaska—To include: District No. 23.

Region No. 7, 832 U. S. Courthouse, Chicago 4, Ill.—To include: Districts Nos. 16, 17, and 18.

Region No. 8, 1029 New Federal Building, Detroit 26, Mich.—To include: Districts Nos. 19 and 20.

The primary monitoring stations of the Bureau of Engineering are located at the following addresses:

Federal Communications Commission, Alagan Monitoring Station, P. O. Box 89, Alagan, Mich.

Federal Communications Commission, Central Frequency Monitoring Station, P. O. Box 788, Grand Island, Nebr.

Federal Communications Commission, Kingsville Monitoring Station, P. O. Box 632, Kingsville, Tex.

Federal Communications Commission, Dover Road, P. O. Box 458, Millis, Mass.

Federal Communications Commission, P. O. Box 1142, Lanikai, Oahu, T. H. (Fort Hase Military Reservation).

Federal Communications Commission, 2700 West Edinger, P. O. Box 744, Santa Ana, Calif.

Federal Communications Commission, P. O. Box 31, Laurel, Md.

Federal Communications Commission, P. O. Box 989, Livermore, Calif.

Federal Communications Commission, 2310 Northeast 148 Avenue, P. O. Box 5163, Portland 16, Oreg.

Federal Communications Commission, P. O. Box 4, Powder Springs, Ga.

Secondary monitoring stations of the Field Engineering and Monitoring Bureau are located at the following addresses:

Federal Communications Commission, P. O. Box 5098, Fort Lauderdale, Fla.

Federal Communications Commission, P. O. Box 99, Lexington, Ky.

Federal Communications Commission, P. O. Box 1448, Muskogee, Okla.

Federal Communications Commission, Searsport, Maine; main address: P. O. Box 44, Belfast, Maine.

Federal Communications Commission, P. O. Box 191, Spokane, Wash.

Federal Communications Commission, P. O. Box 499, Twin Falls, Idaho.

Federal Communications Commission, P. O. Box 719, Anchorage, Alaska.

Federal Communications Commission, P. O. Box 810, Fairbanks, Alaska.

§ 8.802 Appendix II—International radio regulations in force between the Government of the United States and other contracting Governments.

(a) Between the Government of the United States and those Governments which are parties to the International Telecommunication Convention (Atlantic City, 1947):

The Radio Regulations annexed to the International Telecommunication Convention (Atlantic City, 1947), in part, as follows:

Articles 1, 3, 4, 6, 7, 8, 9, 13, 14, 15, 16, 18, 19, 21, 22, 23, 24, 25, 26, 27, 30, 31, 32, 35, 36, 38, 39, 40, 41, 42, 43, 45, 46, and 47;

Article 5 (with the exception of the table of allocation of frequencies covering the bands below 27,500 kilocycles);

Article 29 (with the exception of paragraph 621);

Article 37 (with the exception of paragraph 869);

Article 44 (with the exception of paragraphs 1025 and 1032); and

Appendices 2, 9, 11, 13, 14, 15, 16, A, B, and C.

(b) Between the Government of the United States and those Governments which are parties to the International Telecommunication Convention (Atlantic City, 1947) and the General Radio Regulations (Cairo Revision, 1938) annexed to the International Telecommunication Convention (Madrid, 1932):

The General Radio Regulations (Cairo Revision, 1938) annexed to the International Telecommunication Convention (Madrid, 1932), in part, as follows:

The table of frequency allocations below 27,500 kilocycles as reflected in Article 7; and

The procedure for notification and registration of frequencies as provided in Article 16.

(c) Between the Government of the United States and a Government which is not a party to the International Telecommunication Convention (Atlantic City, 1947), but which is a party to a prior Convention, the regulations of the most recent of the following Conventions to which the contracting Government is a party:

The General Radio Regulations (Cairo Revision, 1938) annexed to the International Telecommunication Convention (Madrid, 1932);

The General Radio Regulations annexed to the International Telecommunication Convention (Madrid, 1932);

The General Regulations annexed to the International Radiotelegraph Convention (Washington, 1927); and

The Service Regulations affixed to the International Radiotelegraph Convention (London, 1912).

§ 8.803 Appendix III—Tables of ship radiotelegraph frequencies from 2000 kc to 23000 kc and ship radiotelephone frequencies from 4000 kc to 23000 kc.

Table 1-a—Passenger ship radiotelegraph working frequencies between 2 Mc and 23 Mc.

Table 1-b—Ship radiotelegraph calling frequencies between 2 Mc and 23 Mc.

Table 1-c—Cargo ship [telegraph] working frequencies between 2 Mc and 23 Mc.

Table 2—Ship radiotelegraph frequency assignment plan.

Table 3—Ship radiotelephone frequencies between 4 Mc and 23 Mc.

The following procedures and tables may be used in applying for license for the frequencies listed in Tables 1 and 3 only insofar as the frequencies listed therein are consistent with the implementation and the effective dates of the Geneva Agreement (1951) and the other provisions of the Commission's rules which make frequencies available for assignment to ship stations. Frequencies assigned in accordance with this Appendix to a station on a particular vessel may be retained at the option of the applicant despite subsequent relicensing of the station to a different licensee. Frequencies appearing in the attached tables may only be used in the manner and to the extent permitted elsewhere in this part.

Ship radiotelegraph frequency columns appearing in Tables 1-a, 1-b, and 1-c designated by the symbols P1, P14, P15, C1 and F49 contain frequencies in the 4, 6, 8, 12, 16 and 22 Mc bands which are not available for assignment by the Commission. These frequencies are required for assignment exclusively to U. S. Government ship stations. The remaining 2 Mc frequencies (2067.5, 2085, 2087.5, 2089, and 2106 kc), when assigned, will not be designated by frequency column symbols.

Radiotelegraph, 2000 kc to 23000 kc. The applicant must consult Table 2, below to find out which frequency column symbols have been allocated for ships licensed to him. The frequencies designated by the symbols shown in Table 2 may be determined from Table 1, which lists all of the frequencies in each series, designated by a frequency column symbol.

Calling frequencies. Application may be made for one calling frequency column symbol from the "C" series, which represents one frequency in each of the 2, 4, 6, 8, 12, 16, and 22 Mc bands, for each ship. If more than one symbol of the "C" series is allocated for a particular licensee, the general principle to follow is to apply for the first vessel under the first symbol, the second symbol for the second vessel, etc., until the

allocated symbols are exhausted. The procedure is then repeated, beginning again with the first symbol. Application for frequency column symbol C5 may additionally be made for vessels having life boats or other survival craft equipped for high frequency radio transmission for use of those frequencies by equipment aboard such lifeboats or survival craft.

Cargo ship working frequencies. Application may be made for one cargo working frequency column symbol, from the "F" series, for each cargo ship, which will include one frequency from the 2 Mc and two frequencies each from the 4, 6, 8, 12, 16 and 22 Mc bands. If more than one symbol of the "F" series is allocated for a particular licensee, the frequency symbols should be applied for in rotation for successive vessels as for calling frequencies.

Passenger ship working frequencies. Application may be made for the number of

passenger ship working frequencies which, in the best judgment of the applicant, will be essential for the traffic volume of the particular vessel. The frequency column symbols shall be taken from the "P" series, with a minimum of two symbols. If more than two symbols of the "P" series are allocated for a particular licensee, the frequency symbols should be applied for in rotation for successive vessels as for calling frequencies, except that the first symbol for each vessel must be the one after the last of the series of two or more symbols of the previous vessel.

High frequency (Long distance) radiotelephone. Application for all frequencies contained in Table 3 may be made for vessels capable of radiotelephone transmissions on any of these frequencies by designating the frequency column symbol "R1" in the application.

TABLE 1-a—PASSENGER SHIP RADIOTELEGRAPH WORKING FREQUENCIES

P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15
2067.5			2071.25			2075			2078.75		2082.5		2085	2087.5
	2068.75			2072.5			2076.25			2080				
		2070			2073.75			2077.5			2081.25			
4135			4142.5			4150			4157.5		4165		4170	4175
	4137.5			4145			4152.5			4160				
		4140			4147.5			4155			4162.5			
6202.5			6213.75			6225			6236.25		6247.5		6255	6262.5
	6206.25			6217.5			6228.75			6240				
		6210			6221.25			6232.5			6243.75			
8270			8285			8300			8315		8330		8340	8350
	8275			8290			8305			8320				
		8280			8295			8310			8325			
12405			12427.5			12450			12472.5		12495		12510	12525
	12412.5			12435			12457.5			12480				
		12420			12442.5			12465			12487.5			
16540			16570			16600			16630		16660		16680	16700
	16550			16580			16610			16640				
		16560			16590			16620			16650			
22075			22105			22125			22145		22175		22195	22215
	22085			22105			22135			22155				
		22095			22115			22145			22165			

TABLE 2—SHIP RADIOTELEGRAPH FREQUENCY ASSIGNMENT PLAN
[For columns of frequencies designated by these symbols, see Table 1, above]

	Calling frequency column symbols	Passenger ship working frequency column symbols	Cargo ship working frequency column symbols
Radiomarine Corp. of America	C3, C5, C7, C9	P3, P7, P10, P11, P13	F1, F3, F5, F7, F9, F11, F13, F15, F17, F19, F21, F23, F25, F27, F29, F31, F33, F35, F37, F39, F41, F43, F45, F47, F2, F6, F8, F10, F14, F18, F20, F24, F28, F32, F34, F36, F40, F42, F46
Mackay Radio & Telegraph Co., Inc.	C2, C4, C5, C6	P2, P4, P8	
Tropical Radio Telegraph Co.	C5, C8	P6, P12	F4
Matson Navigation Co.	C5, C8	P6, P12	F12
Globe Wireless Co.	C5, C8		F16
Other applicants: ¹			
A-G	C5, C8	P5, P9	F22
D-L	C5, C8	P5, P9	F26
M	C5, C8	P5, P9	F30
N-R	C5, C8	P5, P9	F38
S	C5, C8	P5, P9	F44
T-Z	C5, C8	P5, P9	F46

¹ See footnotes 1 and 2 in Table 1-b, "Ship Radiotelegraph Calling Frequencies", above.

² Applicants other than the above listed companies must apply for the frequency column symbols shown, in alphabetic groups according to the first letter of their name. As an example, if the applicant's name begins with A, B, or C, he may apply only for frequency column symbols C3, P5, and P9, for a passenger ship, or C5 and F22 for a cargo ship. (Frequency symbol C5 may also be requested if lifeboats or other survival craft are radio equipped.) For this purpose, the alphabetic group of first letters of the name will be selected by using the first word of a trade name omitting "The"; the last name of a personal name; or the last name of the first person appearing in a series of personal names. As examples, the following names would all apply for the third, or "M" group: C8; P5 and P9, or F30: Marine Communications, Inc.; A. B. Miller and Co.; C. D. Munsey; E. F. Murphy; Alfred Abrams, et al.

NOTE: The frequencies represented by Symbols C1, P1, P14, P15 and F49 are not available for assignment under this plan.

TABLE 3—SHIP RADIOTELEPHONE FREQUENCIES BETWEEN 4 Mc AND 23 Mc
[Frequency column symbol: R1]

4 mc		8 mc		12 mc		16 mc		22 mc	
Coast ¹	Ship	Coast ¹	Ship	Coast ¹	Ship	Coast ¹	Ship	Coast ¹	Ship
4372.4	4007.0	8747.6	8198.4	-----	-----	17302.1	16471.9	-----	-----
-----	-----	8205.5 ²	8205.5 ²	-----	-----	-----	-----	-----	-----
4393.1	4087.7	8761.8	8212.6	-----	-----	17317.5	16487.3	22677.5	22627.3
4406.9	4101.5	8768.9	8219.7	13167.5	12357.3	17317.5	16487.3	22677.5	22627.3
-----	-----	-----	-----	13172.9	12372.7	-----	-----	22692.9	22642.7
4420.7	4115.3	8797.3	8248.1	13180.6	12380.4	17340.6	16510.4	-----	-----
4427.6	4122.2	-----	-----	13196.0	12396.8	17356.0	16525.8	22716.0	22665.8
4434.5	4129.1	8811.5	8262.3	-----	-----	-----	-----	-----	-----
4372.4 ²	4372.4 ²	-----	-----	-----	-----	-----	-----	-----	-----

¹ This tabulation does not authorize ship stations to transmit on coast station frequencies.

² Mississippi River System simplex operation only.

§ 8.804 Appendix IV—General exemption orders issued exempting ships from compulsory radio provisions.

(a) Order, April 7, 1954, granting exemption, pursuant to section 352 (b) (3) of the Communications Act of 1934, as amended, to all United States passenger vessels of a tonnage of less than 100 gross tons, not subject to the radio provisions of the Safety Convention, from the provisions of Title III, Part II of the Communications Act of 1934, as amended, until May 13, 1955, when navigated on voyages in waters lying solely between Hog Island, Virginia, and Fire Island Light, New York: *Provided*, That in the course of the voyages the vessels will be navigated not more than 20 nautical miles from the nearest land. This Order superseded the Commission's Order of April 14, 1953, which granted exemption to all United States passenger ships of less than 100 gross tons, not subject to the radio provisions of the Safety Convention, when navigated on voyages lying solely between Indian River Inlet, Delaware, and Fire Island Light, New York. This exemption may be terminated by the Commission at any time without hearing if, in the Commission's discretion, the need for such action arises.

(b) Order, April 30, 1954, granting exemption, pursuant to Section 352 (b) (3) of the Communications Act of 1934, as amended, to:

(1) all United States passenger vessels of a tonnage of less than 100 gross tons, not subject to the radio provisions of the Safety Convention, from the radio provisions of Title III, Part II of the Communications Act of 1934, as amended, for an additional period not to extend beyond May 13, 1955, when

navigated on voyages in the open sea in waters lying between:

Point Conception, California, and Point Descanso or the Coronado Islands, Mexico; or Hillsboro Light and Triumph Reef Beacon, Florida; or Naples, Florida, and Brownsville, Texas; or Salt Point and Point Sur, California;

Provided, That during the course of the voyages the vessels will be navigated not more than 20 nautical miles from the nearest land.

(2) all United States passenger vessels of a tonnage up to and including 15 gross tons, not subject to the radio provisions of the Safety Convention, from the radio provisions of Title III, Part II of the Communications Act of 1934, as amended, until May 13, 1955: *Provided*, That during the course of the voyages the vessels will be navigated not more than 20 nautical miles from the nearest land.

These exemptions may be terminated at any time without hearing if, in the Commission's discretion, the need for such action arises.

[F. R. Doc. 54-5805; Filed, Aug. 2, 1954; 8:45 a. m.]

[Rules Amdt. 13-10]

PART 13—COMMERCIAL RADIO OPERATORS MISCELLANEOUS AMENDMENTS

In the matter of amendment of Part 13 of the Commission's rules and regulations to effect certain editorial changes therein.

The Commission having under consideration certain provisions of Part 13 of its Rules and Regulations which have become obsolete by their own terms or as a result of amendments; and

It appearing, that certain amendments are desirable in Part 13 in order to delete the obsolete provisions; and

It further appearing, that the amendments adopted herein are editorial in nature, and, therefore, prior publication of Notice of Proposed Rule Making under the provisions of section 4 of the Administrative Procedure Act is unnecessary, and the amendments may become effective immediately; and

It further appearing, that the amendments adopted herein are issued pursuant to authority contained in sections 4 (i), 5 (d) (1) and 303 (r) of the Communications Act of 1934, as amended, and paragraph F-6 of the Commission's Order Defining the Functions and Establishing the Organizational Structure of the Office of the Secretary, dated February 14, 1952, as amended; *

It is ordered, This 20th day of July 1954, that, effective immediately, Part 13 of the Commission's Rules and Regulations is revised as set forth below:

- Section 13.1, delete footnote 4.
- Section 13.2, delete footnote 6.
- Section 13.11, change footnote 11 to read "See § 13.28" and delete footnote 12.
- Section 13.21, delete footnote 14.
- Section 13.61, delete footnotes 20, 21, 23, 26 and 28.

(Sec. 4, 48 Stat. 1066, as amended; 47 U. S. C. 154. Interpret or apply sec. 303, 48 Stat. 1082, as amended, sec. 5, 66 Stat. 713; 47 U. S. C. 303, 155)

Released: July 21, 1954.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 54-5808; Filed, Aug. 2, 1954; 8:46 a. m.]

TITLE 7—AGRICULTURE

Chapter VII—Commodity Stabilization Service (Farm Marketing Quotas), Department of Agriculture

PART 728—WHEAT

SUBPART—1954-55 MARKETING YEAR COUNTY ACREAGE ALLOTMENTS FOR 1954 CROP

§ 728.407 *Basis and purpose.* The county acreage allotments for 1954 crop wheat contained herein have been determined under section 334 of the Agricultural Adjustment Act of 1938, as amended. The purpose is to apportion among the counties of each State the respective State wheat acreage allotments for 1954 as established by the proclamation dated July 24, 1953 (18 F. R. 4413) and to add thereto the increase required by section 1 of Public Law 117, 83d Cong. Prior to determinations of county acreage allotments for 1954 crop wheat, public notice (18 F. R. 2621) was given in accordance with the Administrative Procedure Act (5 U. S. C. 1003). The data, views, and recommen-

dations, pertaining to the determination of county acreage allotments for 1954 crop wheat which were submitted have been duly considered within the limits permitted by the Agricultural Adjustment Act of 1938, as amended, including the provisions of section 1 of Public Law 117, 83d Cong.

§ 728.408 Wheat acreage apportioned to counties for 1954.

County	Acreage apportioned to counties from State allotment		Acreage apportioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		
ALABAMA				
Autauga	96		231	347
Barbour	29	13	112	154
Bibb	5		2	7
Blount	44		60	104
Bullock	16			16
Calhoun	134	1	101	236
Chambers	364	1	333	718
Cherokee	515			515
Chilton	9		1	10
Choctaw		1		1
Clay	75		20	95
Cleburne	103		59	162
Coffee	10	3	38	51
Colbert	830	125	1,980	2,935
Concehuh			7	7
Coosa	11		25	36
Covington	1		4	5
Cullman	44			44
Dale		1	24	25
Dallas	3		4	7
De Kalb	54		6	60
Elmore	27		16	43
Escambia	38	5	184	197
Etowah	50		6	56
Fayette			42	42
Franklin	98	4	103	207
Geneva	17	6	234	257
Henry	18	2	4	24
Houston	15	2	54	71
Jackson	133	1	29	163
Jefferson	5		20	25
Lamar	2		3	5
Laurens	2,700	34	2,601	5,425
Lawrence	96	2	346	444
Lee	103	4	71	178
Limestone	785	7	208	1,000
Lowndes	1		5	6
Macon	20		35	55
Madison	1,897	18	121	2,036
Marengo	15		57	72
Marion	63		164	227
Marshall	19		5	24
Mobile	14		15	29
Monroe	10	4	29	43
Morgan	231	2		233
Perry	2		4	6
Pike			10	10
Randolph	200			200
Russell	3		36	39
Shelby	54	1	101	156
Sumter		1		1
Talladega	62		21	83
Tallapoosa	101		71	172
Tuscaloosa	13	3	8	24
Walker			7	7
Wilcox	1		2	3
Winston	3		12	15
Reserve	280			280
Total	9,512	241	7,733	17,486

ARIZONA

Apache	496		496
Cochise	165		165
Cocino	4,128		4,128
Graham	18		18
Greenlee	96	6	102
Maricopa	3,802	137	3,939
Maricopa	983		983
Navajo	1,965		1,965
Pima	249	20	269
Pinal	2,664	308	2,972
Yavapai	739	10	749
Yuma	940	176	1,116
Reserve	5,205		5,205
Total	21,450	657	22,613

County	Acreage apportioned to counties from State allotment		Acreage apportioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		
ARKANSAS				
Arkansas	304	23	991	1,318
Ashley	1		27	28
Baxter	136			136
Benton	1,133	29	133	1,295
Boone	221			221
Carroll	181			181
Chicot	123		321	444
Clay	975	12	456	1,443
Cleburne	3		25	28
Columbia			7	7
Conway	622	14	863	1,499
Craighead	143	14		157
Crawford	706	25	1,159	1,890
Crittenden	1,514	65	4,394	5,973
Cross	607	25	1,234	1,866
DeSha	111		460	571
Faulkner	59		263	322
Franklin	133	10	92	235
Fulton	197			197
Garland	25			25
Greene	182	7	115	304
Hempstead	24			24
Hot Spring	2		6	8
Independence	2,412		1,612	4,024
Izard	7		12	19
Jackson	812	44	467	1,323
Jefferson	12		75	87
Johnson	528	19	105	652
Lafayette	12			12
Lawrence	333			333
Lee	393	17	1,115	1,525
Lincoln	15		83	98
Little River	56			56
Logan	977	30	340	1,347
Lonoke	87		324	411
Madison	190		111	301
Marion	47			47
Miller	1			1
Mississippi	2,706		8,865	11,571
Monroe	10	10	38	58
Montgomery	65			65
Newton	4			4
Perry	70		110	180
Phillips	149		872	1,021
Polk	787	22	547	1,356
Pope	17			17
Pope	609	20	823	1,452
Prairie	130	2	308	440
Pulaski	1,316		2,439	3,755
Randolph	424			424
St. Francis	1,147	49	2,573	3,769
Saline	12			12
Searcy	248			248
Sebastian	174		272	446
Sevier	16			16
Sharp	42		51	93
Stone	212		40	252
Washington	788			788
White	72		71	143
Woodruff	185	15	1,372	1,572
Yell	120		237	357
Reserve	36			36
Total	22,714	452	33,348	56,514

CALIFORNIA

Alameda	3,513	40		3,553
Alpine	28	3		31
Amador	441	12		453
Butte	11,363	348		11,711
Calaveras	80			80
Colusa	9,050	200		9,250
Contra Costa	2,700	194		2,894
Fresno	20,404	100		20,504
Glenn	6,166	97		6,263
Imperial	2,228	26		2,254
Inyo	30			30
Kern	53,708	542		54,250
Kings	1,479			1,479
Lake	564	7		571
Lassen	10,654			10,654
Los Angeles	33,760			33,760
Madera	13,315	73		13,388
Marin	429			429
Mariposa	172		114	286
Mendocino	1,428			1,428
Merced	4,814	174		4,988
Modoc	19,821	92		19,913
Mono	32			32
Monterey	23,919	75		23,994
Napa	2,448	5		2,453
Orange	13,958	177		14,135
Placer	1,211			1,211
Plumas				

County	Acreage apportioned to counties from State allotment		Acreage apportioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		
CALIFORNIA—Continued				
Riverside	20,943	320	807	22,070
Sacramento	20,903	605		21,508
San Benito	3,331			3,331
San Bernardino	256			256
San Diego	2,065			2,065
San Joaquin	10,453	813		11,266
San Luis Obispo	110,183			110,183
San Mateo	111			111
Santa Barbara	15,288	200		15,488
Santa Clara	397			397
Santa Cruz	40			40
Shasta	3,762			3,762
Sierra	605			605
Siskiyou	26,676	304		26,980
Solano	14,534			14,534
Sonoma	1,055			1,055
Stanislaus	1,261			1,261
Sutter	23,609	560		24,169
Tehama	3,409	162		3,571
Trinity	39			39
Tulare	39,793	48		39,841
Tuolumne	76			76
Ventura	1,301		2	1,303
Yolo	13,358	40		13,398
Yuba	2,835	15		2,850
Reserve	2,224			2,224
Total	556,129	5,313	923	562,365

COLORADO

Adams	134,542		2,556	137,098
Alamosa	1,185			1,185
Arapahoe	60,130		2,547	62,677
Archuleta	2,110			2,110
Baca	303,958	88		304,046
Bent	30,581		3,309	33,890
Boulder	11,892	33		11,925
Chaffee	200			200
Cheyenne	182,348	82		182,430
Conejos	2,615	13		2,628
Costilla	1,837			1,837
Crowley	16,715			16,715
Custer	474			474
Delta	1,522			1,522
Dolores	28,685	12	2,667	31,374
Douglas	12,507	62		12,569
Eagle	644			644
Elbert	67,685		3,563	71,248
El Paso	17,906		430	18,336
Fremont	509		80	589
Garfield	5,519		573	6,092
Grand	1,285	60		1,345
Huerfano	6,487	134		6,621
Jackson	414		503	917
Jefferson	9,530			9,530
Kiowa	225,861			225,861
Kit Carson	200,287			200,287
La Plata	18,953	256	454	19,663
Larimer	24,084	69		24,153
Las Animas	26,690	106		26,796
Lincoln	133,856		10,307	144,163
Logan	143,960	20	4,800	148,822
Mesa	1,900			1,900
Moffat	27,161	277	5,481	32,919
Montezuma	19,109	71	4,188	23,359
Montrose	6,068	26		6,094
Morgan	59,077	185	1,896	61,158
Otero	2,512	331	194	3,037
Ouray	918	4		922
Phillips	113,428			113,428
Pitkin	262			262
Prowers	172,455	118		172,573
Pueblo	17,757	74		17,831
Rio Blanco	6,419	11	113	6,543
Rio Grande	3,839	64		3,903
Routt	23,549	10	1,764	25,323
Saguache	1,304	7		1,311
San Miguel	1,189	61	7	1,257
Sedgewick	67,285	56		67,341
Washington	251,339	112		251,451
Weld	189,339	96	2,858	192,293
Yuma	146,422	147		146,569
Reserve	1,812			1,812
Total	2,848,240	2,590	48,226	2,899,056

CONNECTICUT

Fairfield	40			40
Hartford	140			140
Litchfield	50		40	90

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

CONNECTICUT—Continued

Middlesex	50	6		56
New Haven	110			110
New London	52			52
Tolland	296			296
Windham	119			119
Reserve			1	120
Total	857	6	46	909

DELAWARE

Kent	20,385	8		20,393
New Castle	16,396	25		16,421
Sussex	9,433	44		9,477
Reserve	4,233			4,233
Total	50,437	77		50,514

FLORIDA

Alachua			2	2
Escambia	162		447	609
Hamilton			4	4
Holmes			14	14
Jackson	13		32	45
Jefferson	11		11	22
Santa Rosa	1		26	27
Swansee	22		23	45
Walton			65	65
Reserve	17		17	34
Total	226		600	826

GEORGIA

Appling	40	2	15	57
Atkinson	2		2	4
Baker	28	4	92	124
Baldwin	71		71	142
Banks	843		77	920
Barrow	1,396	34		1,430
Bartow	1,718	38	93	1,849
Ben Hill	14		24	38
Bibb	630		106	736
Blackley	524		69	593
Brantley	1		1	2
Brooks	1		4	5
Bryan	20		20	40
Bulloch	149		149	298
Burke	1,335	24	47	1,406
Butts	1,051	26	159	1,236
Calhoun	34	7	132	173
Candler	38	2	25	65
Carroll	796	24	333	1,153
Catoosa	389		47	436
Chattooga	196	2	168	366
Cherokee	173		173	346
Clarke	1,554		668	2,222
Clay	28		37	65
Clayton	285	2	9	296
Cobb	298	5	273	576
Colfax	69	5	39	113
Colquitt	4	1	6	11
Columbia	330		330	660
Cook	2		2	4
Coweta	358	2	46	406
Crawford	908		311	1,219
Crisp	357	12	15	384
Dade	94		94	188
Dawson	192	2	31	225
De Kalb	266		266	532
Dodge	82	4	82	168
Dooly	1,363	62	732	2,157
Dougherty	238	21	484	743
Douglas	176	2	48	226
Early	207	72	612	891
Effingham	8		26	34
Elbert	2,414	6	400	2,820
Emanuel	945	31	160	1,136
Evans	37	2	41	80
Fannin	15		15	30
Fayette	347		50	397
Floyd	800	12	812	1,612
Forsyth	672	15	687	1,369
Franklin	3,219	37	318	3,554
Fulton	495	12	507	1,002
Gilmer	11		11	22
Glascock	301		42	343
Gordon	549	10	3	562
Grady			4	4
Greene	494	8		502
Griffin	2,111	27	52	2,190
Habersham	136	5	12	153

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

GEORGIA—Continued

Hall	714	11	83	818
Hancock	296	8	75	379
Haralson	458	12		470
Harris	249			249
Hart	4,268		1,029	5,297
Heard	343	14	245	602
Henry	1,831	40	122	1,993
Houston	3,695	125	1,451	5,271
Irwin	2		2	4
Jackson	2,834	64	305	3,203
Jasper	694	17		711
Jeff Davis			1	1
Jefferson	8,408	195	1,955	10,558
Jenkins	279	10	82	371
Johnson	633	21	314	968
Jones	122			122
Lamar	855			855
Laurens	1,096	59	884	2,039
Lee	465	2	44	511
Lincoln	379	8		387
Long	2		2	4
Lowndes	5		5	10
Lumpkin	46		46	92
McDuffie	410		410	820
Macon	2,133	61	29	2,223
Madison	6,696	26	2,037	8,759
Marion	175	5	37	217
Meriwether	741	17	222	980
Miller	4	14	41	59
Mitchell	16	2		18
Monroe	297	7		304
Montgomery	115		8	123
Morgan	975			975
Murray	834	24	276	1,134
Newton	714	11	725	1,450
Oconee	2,231	52	516	2,799
Oglethorpe	4,828	64	1,340	6,232
Paulding	185		191	376
Peach	2,197		337	2,534
Pickens	105		33	138
Pierce	2		1	3
Pike	980		24	1,004
Polk	930	31	341	1,302
Pulaski	415		399	814
Putnam	139		33	172
Quitman	7		7	14
Rabun	34	1		35
Randolph	293		83	376
Richmond	778	2	116	896
Rockdale	268	3	40	311
Schley	237	7	29	273
Screven	343	10	92	445
Spalding	972	20	236	1,228
Stephens	346		346	692
Sumter	2,824	2	26	2,852
Talbot	210	71	200	481
Taliaferro	165		12	177
Tattnall	47		15	62
Taylor	214		77	291
Telfair	95		2	97
Terrell	358	12	141	511
Thomas	13		43	56
Tift	15		7	22
Toombs	37		91	128
Towns	193	4	199	396
Treutlen	62	1	21	84
Troup	71	1		72
Turner	54	6	60	120
Twiggs	50		27	77
Union	274	2		276
Upson	276		91	367
Walker	1,020	13		1,033
Walton	2,028			2,028
Ware	8			8
Warren	1,146	1	609	1,756
Washington	3,354	66	246	3,666
Webster	96	3	13	112
Wheeler	718		397	1,115
White	82	2		84
Whitfield	1,067	20	185	1,272
Wilcox	132	12	191	335
Wilkes	1,091	17		1,108
Wilkinson	106		60	166
Worth	4	1		5
Reserve	1,004			1,004
Total	101,354	1,721	20,996	124,071

IDAHO

Ada	7,085			7,085
Adams	1,354			1,354
Bannock	52,364		4,018	56,382
Boise	24,103	28	524	24,655
Benewah	16,765	34	4,171	20,970
Bingham	48,693	213	5,733	54,639

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

IDAHO—Continued

Blaine	7,799	174		7,973
Boise	703			703
Bonner	2,232	26		2,258
Bonneville	98,569	57	181	98,807
Boundary	14,799			14,799
Butte	10,043	75	644	10,762
Camas	33,968	12		34,010
Canyon	17,073	41	2,100	19,214
Caribou	52,713	94		52,807
Cassia	58,816	318	9,780	68,914
Clark	5,800		29	5,829
Clearwater	7,149		1,126	8,275
Custer	2,947	22	141	3,110
Elmore	7,938			7,938
Franklin	38,069			38,069
Fremont	33,328			33,328
Gem	2,843	16		2,859
Gooding	8,680	154		8,834
Idaho	62,433		1,325	63,758
Jefferson	30,878	83		30,961
Jerome	12,180	29	1,782	13,991
Kootenai	23,813	114	2,238	26,165
Lafayette	67,086		1,579	68,665
Lemhi	2,002	8		2,010
Lewis	38,372		4,817	43,189
Lincoln	9,471	27	47	9,545
Madison	55,472	6		55,478
Minidoka	14,539		6,895	21,435
Nex Perce	62,068		5,179	67,247
Oneida	70,277		4,328	74,605
Owyhee	5,758	66	82	5,906
Payette	5,543	97	166	5,806
Power	97,788		1,143	98,931
Teton	28,838	60	1,625	30,523
Twin Falls	36,292	28		36,320
Valley	852	8		860
Washington	17,879	23	937	18,839
Reserve	571			571
Total	1,215,096	1,813	60,492	1,277,401

ILLINOIS

Adams	34,364	137	159	34,660
Alexander	3,005	103	932	4,040
Bond	17,024	44		17,068
Boone	579		70	649
Brown	5,833	69	633	6,535
Bureau	2,315			2,315
Calhoun	4,457	23		4,480
Carroll	361			361
Cass	18,743	31	1,202	19,976
Champaign	23,179	178	7,952	31,309
Christian	46,709	73	3,057	49,839
Clark	22,980	112	1,256	24,348
Clay	9,319	236	910	10,465
Clinton	39,205	52		39,257
Coles	18,343	79	7,224	25,646
Cook	1,565		86	1,651
Crawford	14,897	13	684	15,594
Cumberland	11,700	56	912	12,668
De Kalb	699	9		708
DeWitt	6,117	151	43	6,311
Douglas	13,933	320	5,001	19,254
DuPage	3,279	18	310	3,607
Edgar	24,322	140	1,429	25,891
Edwards	12,656	91		12,747
Effingham	17,307		1,581	18,888
Fayette	22,817	88		22,905
Ford	489		173	662
Franklin	18,393	103		18,496
Fulton	16,783	370		17,153
Gallatin	8,031	150		8,181
Greene	22,774	88		22,862
Grundy	837	21		858
Hamilton	10,423	47		10,470
Hancock	22,094	61	129	22,284
Hardin	89		64	153
Henderson	4,817	73		4,890
Henry	6,875	6		6,881
Iroquois	10,522	280	1,531	12,333
Jackson	18,786	39		18,825
Jasper	16,574	48	4,556	21,178
Jefferson	16,283	292		16,575
Jersey	19,319	66		19,385
Jo Daviess	147		147	294
Johnson	1,647	85	205	1,937
Kane	1,415	35	331	1,78

County	Acreage apportioned to counties from State allotment		Acreage apportioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

ILLINOIS—Continued

McDonough	11,984	151		12,135
McHenry	1,222	6	104	1,332
McLean	3,881	5	171	4,057
Macon	18,850	169	2,190	21,209
Macoupin	39,341	102	5,242	44,685
Madison	60,104	40		60,144
Marion	14,673	164		14,837
Marshall	3,134			3,134
Mason	33,858	20		33,878
Massac	3,103	24	95	3,222
Menard	16,582	36		16,618
Mercer	1,995			1,995
Monroe	39,773	71		39,844
Montgomery	39,018	63	2,565	41,646
Morgan	27,754	191	848	28,793
Moultrie	13,651	129	3,604	17,384
Ogle	1,043	15	100	1,158
Peoria	9,162	70		9,232
Perry	18,968	108		19,076
Platt	13,167	171	3,126	16,464
Pike	23,437	208		23,705
Pope	1,797	141	44	1,982
Pulaski	3,259	19	432	3,730
Putnam	1,538	7		1,545
Randolph	40,046	122		40,168
Richland	10,510	47		10,557
Rock Island	1,944	37		1,981
St. Clair	65,286	40		65,326
Saline	11,465	10	16	11,601
Sangamon	39,594	219	1,041	40,854
Schuyler	14,361	312	248	14,921
Scott	15,294	65		15,359
Shelby	28,499	179	6,186	34,864
Stark	517	15	117	649
Stephenson	284			284
Tazewell	20,896	167		21,063
Union	5,801	76	539	6,416
Vermilion	36,306	31	5,014	41,351
Wabash	15,578	62		15,640
Warren	1,532	8		1,540
Washington	59,151	38		59,189
Wayne	11,359	38	640	12,037
White	25,178	77		25,255
Whiteside	5,445	13		5,458
Will	6,098	20	1,032	7,150
Williamson	4,324	53	541	5,118
Winnebago	1,007		87	1,094
Woodford	3,038	21		3,059
Reserve	269			269
Total	1,458,117	7,836	75,238	1,541,191

INDIANA

Adams	15,011	20		15,031
Allen	31,202	65		31,267
Bartholomew	23,775	202		23,977
Benton	9,828	242	2,915	12,985
Blackford	3,773	60		3,833
Boone	10,187	10		10,197
Brown	361	9		370
Carroll	14,068	23		14,091
Cass	13,996	155		14,151
Clark	7,775	16	103	7,894
Clay	15,017	46	290	15,353
Clinton	19,624	41		19,665
Crawford	3,166	19		3,185
Daviess	19,002	48		19,050
Dearborn	7,713	12		7,725
Decatur	29,167	107		29,274
De Kalb	21,031	44		21,075
Delaware	13,945			13,945
Dubois	17,414	20		17,434
Elkhart	22,290	71		22,361
Fayette	12,479	120		12,599
Floyd	2,016	13		2,029
Fountain	18,571	174		18,745
Franklin	18,252	72		18,324
Fulton	12,459	279		12,738
Gibson	23,734	184		23,918
Grant	13,861	26		13,887
Greene	10,631	44		10,675
Hamilton	14,306	81		14,387
Hancock	13,060			13,060
Harrison	8,708	75		8,783
Hendricks	11,843	54		11,897
Henry	14,670			14,670
Howard	12,354	67		12,421
Huntington	13,817	68		13,885
Jackson	18,602			18,602
Jasper	16,802	142		16,944
Jay	14,196	30		14,226
Jefferson	7,971	48		8,019
Jennings	10,174			10,174
Johnson	15,788	107		15,895
Knox	34,082	162		34,244
Kosciusko	22,060	63		22,123

County	Acreage apportioned to counties from State allotment		Acreage apportioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

INDIANA—Continued

Lagrange	18,632			18,632
Lake	13,682	120		13,802
La Porte	33,442	83		33,525
Lawrence	3,297	18		3,315
Madison	17,150	59		17,209
Marion	9,423	138		9,561
Marshall	18,285	60		18,345
Martin	2,769	49		2,818
Miami	12,892	61		12,953
Monroe	1,395	28		1,423
Montgomery	17,746	124		17,870
Morgan	9,571	27		9,598
Newton	9,322	134		9,456
Noble	17,819	42		17,861
Ohio	1,458			1,458
Orange	4,707	17		4,724
Owen	4,198	66		4,264
Parke	14,515	68		14,583
Perry	5,781	21		5,802
Pike	7,987	17		8,004
Porter	21,421	125		21,546
Posey	25,877	92		25,969
Pulaski	14,604	129		14,733
Putnam	10,009	99		10,108
Randolph	19,145	198		19,343
Ripley	18,597			18,597
Rush	29,679	126		29,805
St. Joseph	22,348	52		22,400
Scott	4,335	73		4,408
Shelby	26,678	74		26,752
Spencer	15,067	71		15,138
Starke	10,710	107		10,817
Steen	11,671	7		11,678
Sullivan	22,492	95		22,587
Switzerland	3,622	13		3,635
Tippecanoe	22,716	131		22,847
Union	10,158	125		10,283
Vanderburgh	12,608	9		12,617
Vermilion	12,572		58	12,630
Vigo	9,946			9,946
Wabash	13,806	61		13,867
Warren	17,515	105		17,620
Warrick	12,884		1,264	14,148
Washington	9,706	76		9,782
Wayne	11,705	111		11,816
Wells	19,674	46		19,720
White	12,793	45		12,838
Whitley	13,288	287		13,575
Reserve	13,269	17		13,286
Total	1,313,257	6,461	4,600	1,324,318

IOWA

Adair	865			865
Adams	2,903	70		2,973
Allamakee	29			29
Appanoose	1,377	37		1,414
Audubon	116	10		126
Benton	300			300
Black Hawk	72		7	79
Boone	105			105
Buchanan	98			98
Calhoun	30	7		37
Carroll	80			80
Cass	2,498	85		2,583
Cedar	150	2		152
Cerro	85	19		104
Clarke	332	24		356
Clayton	11			11
Clinton	199			199
Crawford	882	49		931
Dallas	1,300	6		1,306
Davis	2,272	29		2,301
Decatur	1,105	30		1,135
Des Moines	4,555			4,555
Dubuque	108			108
Floyd	5		13	18
Frederick	14,674	202		14,876
Greene	62			62
Guthrie	987	10		997
Hamilton	40			40
Hancock	31	12		43
Harrison	22,690	111		22,801
Henry	1,855	27		1,882
Ida	19			19
Iowa	389	9		398
Jackson	122			122
Jasper	1,550	29		1,579
Jefferson	1,670	7		1,677
Johnson	347			347
Jones	48			48
Keokuk	391			391
Lee	7,331	49		7,380
Linn	227			227
Louis	2,611	16		2,627

County	Acreage apportioned to counties from State allotment		Acreage apportioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

IOWA—Continued

Lucas	1,720	104		1,824
Lyon	68			68
Madison	3,890	15		3,905
Mahaska	1,287			1,287
Marion	1,930	36		1,966
Marshall	240	10		250
Mills	12,162	58		12,220
Mitchell	5			5
Monona	24,600			24,600
Monroe	1,414	16		1,430
Montgomery	6,053	34		6,087
Muscatine	1,700			1,700
Pape	9,663	409		10,072
Palo Alto	1,561			1,561
Plymouth	18		41	59
Pocahontas	4,129	53		4,182
Polk	11,055	319		11,373
Pottawattamie	132	3		135
Poweshiek	2,885	16		2,901
Ringgold	25	13		38
Sac	879			879
Scott	351	32		383
Shelby	57			57
Sioux	307	42		349
Story	95			95
Tama	5,635	49		5,684
Taylor	738	48		786
Union	2,974	43		3,017
Van Buren	2,529			2,529
Wapello	6,969	240		7,209
Warren	706			706
Washington	693	40		733
Wayne	10,436	204		10,640
Woodbury	9			9
Worth	16,481			16,481
Reserve				
Total	207,125	2,628	61	209,814

KANSAS

Allen	24,656	143		24,799
Anderson	26,431	207		26,638
Atchison	32,099	51		32,150
Barber	135,656	146		135,802
Barton	281,501	137		281,638
Bourbon	17,946	277		18,223
Brown	41,461	25		41,486
Butler	71,503	186		71,689
Chase	20,905	26		20,931
Chautauque	12,788	128		12,916
Cherokee	61,681	476		62,157
Cheyenne	136,780			136,780
Clark	118,700	10		118,710
Clay	103,735			103,735
Cloud	135,984	38		136,022
Coffey	27,196	71		27,267
Cornmanche	110,268			110,268
Cowley	104,562	77		104,639
Crawford	36,242	256		36,498
Decatur	116,951			116,951
Dickinson	152,422	18		152,440
Doniphan	15,029	78		15,107
Douglas	31,728	10		31,738
Edwards	163,906			163,906
Elk	13,288	239		13,527
Ellis	167,443			167,443
Ellsworth	120,912			120,912
Finnery	213,958			213,958
Ford	201,076	235		201,311
Franklin	25,267	152		25,419
Geary	30,310	35		30,345
Gove	141,329			141,329
Graham	134,940			134

County	Acreage apportioned to counties from State allotment		Total
	For old farms	For new farms	

KANSAS—Continued

McPherson	219,396	11	219,407
Marion	128,719		128,719
Marshall	87,221	104	87,325
Meade	176,229		176,229
Miami	27,732	36	27,768
Mitchell	178,764	30	178,794
Montgomery	42,841	384	43,225
Morris	46,378	201	46,579
Morton	92,463	332	92,795
Nemaha	34,725	62	34,787
Neosho	43,139	241	43,380
Ness	228,205		228,205
Norton	95,630		95,630
Osage	27,539	156	27,695
Osborne	153,693	107	153,800
Ottawa	136,155	24	136,179
Pawnee	227,563		227,563
Phillips	106,747	115	106,862
Pottawatomie	40,882	65	40,947
Pratt	194,581		194,581
Rawlins	147,369		147,369
Reno	307,647	36	307,683
Republic	99,506	36	99,542
Rice	179,032	36	179,068
Riley	34,651	41	34,692
Hooker	156,112		156,112
Rush	200,270		200,270
Russell	164,375		164,375
Saline	145,848		145,848
Scott	128,615		128,615
Sedgwick	206,819	130	206,949
Seward	120,122	40	120,162
Shawnee	39,193	69	39,262
Sheridan	145,329		145,329
Sherman	181,744	63	181,807
Smith	116,966	14	116,980
Stafford	186,126	43	186,169
Stanton	140,541		140,541
Stevens	113,365	97	113,462
Sumner	311,643	93	311,735
Thomas	221,129		221,129
Trego	145,740		145,740
Wabasha	30,191	235	30,424
Wallace	101,088	60	101,148
Washington	98,120	14	98,134
Wichita	130,299	46	130,345
Wilson	41,604	199	41,803
Woodson	15,020	262	15,282
Wyandotte	3,478	35	3,510
Reserve	14,352		14,352
Total	11,806,931	7,901	11,874,832

KENTUCKY

Adair	1,796	36	1,832
Allen	1,659		1,659
Anderson	383		383
Ballard	982	35	1,015
Barren	1,497	79	1,576
Bath	1,545	22	1,567
Bell	6		6
Boone	1,111		1,111
Bourbon	4,936	19	4,955
Boyd	46		46
Boyle	2,690	15	2,705
Bracken	1,204	19	1,223
Breckinridge	5,116	77	5,193
Bullitt	1,642	16	1,658
Butler	694	25	719
Caldwell	1,300		1,300
Calloway	3,480	32	3,512
Campbell	872		872
Carlisle	371	44	415
Carroll	531		531
Carter	195		195
Cass	1,010	24	1,034
Christian	16,558		16,558
Clark	908		908
Clinton	959	27	986
Crittenden	953	33	986
Cumberland	80		80
Daviess	5,134	82	5,216
Edmonson	531		531
Elliott	2		2
Estill	11		11
Fayette	2,183	235	2,418
Flaming	1,573		1,573
Franklin	1,421	22	1,443
Fulton	2,516	88	2,604
Gallatin	332		332
Garrard	1,176		1,176
Grant	530		530
Graves	4,922	3	4,925
Grayson	2,749	78	2,827
Green	1,371	9	1,380

County	Acreage apportioned to counties from State allotment		Total
	For old farms	For new farms	

KENTUCKY—Continued

Greenup	218		218
Hancock	1,076	30	1,106
Hardin	3,877	77	3,954
Harrison	2,898	27	2,925
Hart	301	8	309
Henderson	3,589		3,589
Henry	911		911
Hickman	3,540		3,540
Hopkins	3,709	61	3,770
Jackson	123		123
Jefferson	2,608		2,608
Jessamine	1,334		1,334
Kenton	241	6	247
Knott	41	11	52
Larue	1,582	23	1,605
Laurel	81		81
Lawrence	2		2
Lee	4		4
Lewis	640		640
Lincoln	2,730	39	2,769
Livingston	705	10	715
Logan	14,108	233	14,341
Lyon	937		937
McCracken	447	35	482
McLean	2,293	10	2,303
Madison	670		670
Magoffin			
Marion	1,488		1,488
Marshall	1,295	19	1,314
Mason	4,066	6	4,072
Meade	3,827	123	3,950
Mercer	2,610	37	2,647
Metcalf	856		856
Monroe	1,328	35	1,363
Montgomery	802	6	808
Morgan	61		61
Muldenberg	3,254	16	3,270
Nelson	3,553	62	3,615
Nicholas	1,379	13	1,392
Ohio	1,625		1,625
Oldham	2,033	35	2,068
Owen	274	3	277
Fendleton	1,057	11	1,068
Powell			
Pulaski	1,992		1,992
Robertson	425		425
Rockcastle	249		249
Rowan	132		132
Russell	579		579
Scott	2,738		2,738
Shelby	3,821	70	3,891
Simpson	10,470	107	10,577
Spencer	1,020	42	1,062
Taylor	3,697	37	3,734
Todd	9,604	72	9,676
Trigg	5,140	17	5,157
Trimble	1,397	18	1,415
Union	6,704		6,704
Warren	3,297	78	3,375
Washington	2,076		2,076
Wayne	976	43	1,019
Webster	4,387	72	4,459
Whitley	6		6
Wolfe	32		32
Woodford	3,125		3,125
Reserve	2,416		2,416
Total	218,860	2,533	221,393

LOUISIANA

Acadia	127		127
Allen			
Assumption			
Avery			
Beauregard			
Bienville			
Bossier			
Caddo			
Calcasieu			
Caldwell			
Chalmette			
Concordia			
DeSoto			
East Baton Rouge			
East Carroll			
Franklin			
Grant			
Iberia			
Iberville			
Jefferson Davis			
Lafayette			
Madison			
Morehouse			
Orleans			
Pointe Coupee			

County	Acreage apportioned to counties from State allotment		Total
	For old farms	For new farms	

LOUISIANA—Continued

Richland	13		13
St. Landry	16		16
Tensas	174		174
Union	12		12
Vermilion	3		3
Webster	32		32
West Carroll	36		36
Reserve	76		76
Total	827		827

MAINE

Aroostook	1,352		1,352
Cumberland	6		6
Kennebec	11		11
Penobscot	169		169
Piscataquis	71		71
Somerset	9		9
York	27		27
Reserve	68		68
Total	1,713		1,713

MARYLAND

Allegany	1,487		1,487
Anne Arundel	2,494		2,494
Baltimore	9,734	30	9,764
Calvert	1,011	6	1,017
Caroline	15,696	84	15,780
Carroll	26,198	8	26,206
Cecil	11,649		11,649
Charles	5,421	172	5,593
Dorchester	13,110	126	13,236
Frederick	29,033		29,033
Garrett	1,774	10	1,784
Harford	6,265		6,265
Howard	7,449		7,449
Kent	15,990	137	16,127
Montgomery	12,393	66	12,459
Prince Georges	3,304	5	3,309
Queen Annes	23,500	56	23,556
St. Marys	6,565	21	6,586
Somerset	1,027		1,027
Talbot	20,214	18	20,232
Washington	20,100	8	20,108
Wicomico	903		903
Worcester	1,681	28	1,709
Reserve	778		778
Total	237,993	775	238,768

MASSACHUSETTS

Berkshire	64	6	70
Bristol	149		149
Franklin	35		35
Hampden	26		26
Hampshire	367	19	386
Middlesex	125		125
Worcester	43		43
Reserve	10		10
Total	819	25	844

MICHIGAN

Alcona	1,911		1,911
Alcona	15		15
Alcona	25,700	20	25,720
Alcona	5,792		5,792
Antrim	866	20	886
Aronac	3,776	11	3,787
Baraga	10		10
Barry	22,049	16	22,065
Bay	18,715	55	18,770
Benzie	320	6	326
Berrien	13,578	5	13,583
Branch	23,817	77	23,894
Calhoun	30,929	28	30,957
Cass	18,057	60	18,117
Charlevoix	1,512	9	1,521
Cheboygan	1,152	12	1,164
Chippewa	1,007	13	1,020
Clare	2,360	2	2,362
Clinton	35,537	14	35,551
Delta	191		191
Eaton	34,219	47	34,266
Emmet	1,082	8	1,090

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

MICHIGAN—Continued

Genesee	27,265	21	1,945	29,231
Gladwin	3,509	24	496	4,029
Grand Traverse	2,060		90	2,153
Gratiot	30,067	39		30,046
Hillsdale	25,579	22	39	25,640
Houghton	57			
Huron	48,068		9,742	58,440
Ingham	26,340	45		26,385
Ionia	32,363	99		32,462
Iosco	1,507	5		1,512
Iron	1			1
Isabella	18,407		423	18,830
Jackson	21,614	36	1,221	22,871
Kalamazoo	25,474	39	76	25,589
Kalkaska	333	31		364
Kent	20,033	4	712	20,749
Lake	696			696
Lapeer	20,953		1,346	22,299
Leelanau	1,212	3		1,215
Lenawee	44,243		2,209	46,452
Livingston	21,309	52	1,287	22,648
Luce	49	2		51
MacKinnac	112			112
Macomb	14,772	33	190	14,995
Manistee	1,057			1,057
Marquette	7		3	10
Mason	5,193	22	79	5,294
Meosota	5,614	20	1,578	7,212
Menominee	402	4		406
Midland	7,159	34	998	8,191
Missaukee	2,060	17		2,077
Monroe	34,227	35		34,262
Montcalm	17,305	64	3,193	20,562
Montmorency	1,107			1,107
Muskegon	4,484		102	4,586
Newaygo	5,279		793	6,074
Oakland	11,883		1,601	13,484
Oceana	3,130		82	3,212
Ogemaw	2,034	4		2,038
Ontonagon	124			124
Oscoda	3,543	22		3,565
Oscoda	73	4		77
Otsego	281	8		289
Ottawa	19,294	23		19,317
Presque Isle	3,092			3,092
Racine	86			86
Saginaw	44,582	17	3,781	48,380
St. Clair	30,802			30,802
St. Joseph	23,785	95	360	24,240
Sanilac	52,655	26	5,834	58,515
Schoolcraft	52	4		56
Shiawassee	34,788	20	2,249	37,057
Tuscola	43,951	132	7,027	51,110
Van Buren	14,579	8		14,587
Washtenaw	27,183	21		27,204
Wayne	8,816			8,816
Westford	802	3		805
Reserve	921			921
Total	1,040,309	1,450	51,853	1,093,613

MINNESOTA

Aitkin	279	13	155	447
Anoka	244	19		264
Becker	19,369	73		19,442
Beltrami	1,873	52		1,925
Benton	498	18		516
Big Stone	20,016	23		20,039
Blue Earth	4,816	46	25	4,887
Brown	842	8		850
Carlton	18			18
Carver	1,736			1,736
Cass	181	2		183
Chippewa	2,955	16		2,971
Chisago	247	3		250
Clay	79,190	104		79,294
Clearwater	4,259	22		4,281
Cottonwood	855	14		869
Crow Wing	122		44	166
Dakota	9,236	83		9,319
Dodge	434			434
Douglas	10,427	21		10,448
Faribault	797	21		818
Fillmore	510	2		512
Freeborn	709			709
Goodhue	7,217	57		7,274
Grant	11,389	72		11,461
Hennepin	645			645
Houston	347			347
Hubbard	1,488			1,488
Isanti	1,204	17	244	1,465
Itasca	350	16		366
Jackson	198	7		205
Kanabec	82		15	97
Kandiyohi	3,072	30		3,102
Kittson	92,118	13		92,131
Koochiching	1,437	6	10	1,453

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

MINNESOTA—Continued

Lac qui Parle	11,963	50		12,013
Lake of the Woods	3,884	39	1,914	4,937
Le Sueur	7,725	26		7,751
Lincoln	6,457	10		6,467
Lyon	5,018			5,018
McLeod	4,959	20		4,979
Mahnomen	11,555	19	1,341	12,915
Marshall	108,585	152		108,737
Martin	231	17		248
Meeker	4,634	22		4,656
Miller Lake	405	7	29	441
Morrison	2,075	12		2,087
Mower	617			617
Murray	139			139
Nicollet	2,871			2,871
Nobles	69			69
Norman	51,343	124		51,467
Olustad	1,310			1,310
Otter Tail	39,622	47		39,669
Pennington	9,927	38	821	10,786
Pine	179	5		184
Pipestone	102			102
Polk	150,554	175		150,729
Pope	11,201			11,201
Ramsey	25			25
Red Lake	10,237	122		10,359
Redwood	4,125	23		4,148
Renville	6,236	60		6,296
Rice	3,252	30		3,282
Rock	24			24
Roseau	22,798	130	8,876	31,804
St. Louis	331			331
Scott	3,823	17		3,840
Sherburne	1,259			1,259
Sibley	6,485	18		6,503
Stearns	7,039	34		7,073
Steele	427			427
Stevens	14,402			14,402
Swift	9,146	25		9,171
Todd	3,124	15		3,139
Traverse	30,258	64		30,322
Wabasha	1,680			1,680
Wadena	1,011	4		1,015
Waseca	1,566			1,566
Washington	938			938
Watsonwan	219	10		229
Wilkin	62,395	77		62,472
Winona	682			682
Wright	4,043	18		4,061
Yellow Medicine	9,690	41		9,731
Reserve	15,110			15,110
Total	934,481	2,200	12,574	949,255

MISSISSIPPI

Adams	3		88	91
Benton			9	9
Bolivar	3,502	61	6,811	10,374
Carroll	9		61	70
Chickasaw	76			76
Chalburna	2		2	4
Clarke	9		9	18
Clay	28		3	31
Coahoma	765		1,443	2,208
De Soto	156		438	594
Grenada	2		19	21
Hinds	1		12	13
Holmes	34	55	298	387
Humphreys	67		231	298
Issaquena	258		621	879
Itawamba			6	6
Kemper	14		64	78
Lafayette			2	2
Lee	9		7	16
LeFlore	151	42	332	525
Lowndes			134	134
Madison	6		19	24
Marshall	1		60	61
Monroe			45	45
Montgomery	1		15	16
Neshoba	1		3	4
Panola	31		31	62
Pontotoc	7		679	686
Quitman	335		335	670
Sharkey	313		279	592
Sunflower	1,109	48	2,014	3,171
Tallahatchie	196		329	525
Tate			44	44
Tunica	913		2,139	3,052
Warren	16	6	13	35
Washington	592	58	2,315	2,965
Yalobusha			18	18
Yazoo	41		84	125
Reserve	270			270
Total	8,008	270	18,613	27,951

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

MISSOURI

Adair	6,164	117		6,281
Andrew	7,789	93		7,882
Atchison	14,751	22		14,773
Atterbury	14,822	276		15,098
Barry	6,150	67		6,217
Barton	34,449	455		34,904
Bates	26,449	382		26,831
Benton	8,861	74		8,935
Bollinger	7,246	81		7,327
Boone	11,998	52		12,050
Buchanan	21,431	73		21,504
Butler	1,979	209	1,104	3,292
Caldwell	10,233	22		10,255
Callaway	13,301	82		13,383
Camden	1,004			1,004
Cape Girardeau	16,160	134		16,294
Carroll	38,901	330		39,231
Carter	462			462
Cass	14,539	649		15,188
Cedar	10,101			10,101
Chariton	26,484	193		26,677
Christian	2,302	21		2,323
Clark	10,470	110		10,580
Clay	11,178	204		11,382
Cole	9,373	38		9,411
Cole	11,101	22		11,123
Cooper	18,082	67		18,149
Crawford	2,799	54		2,853
Dade	17,880	180		18,060
Dallas	2,294	105		2,399
Davies	16,747	93		16,840
De Kalb	10,119	155		10,274
Dent	1,853	29		1,882
Douglas	1,951	22		1,973
Dunklin	2,558	166		2,724
Franklin	22,732	109		22,841
Gasconade	13,621	49		13,670
Gentry	9,720	191		9,911
Greene	6,930	55		6,985
Grundy	4,969	130		5,099
Harrison	11,177	124		11,301
Henry	15,730	271		16,001
Hickory	2,915	12		2,927
Holt	20,824			20,824
Howard	13,788	231		14,019
Howell	1,982	26		2,008
Iron	843	16		859
Jackson	13,964	99		14,063
Jasper	35,997	348		36,345
Jefferson	6,498	30		6,528
Johnson	14,440	136		14,576
Knox	9,428	21		9,449
Laclede	3,583			3,583
Lafayette	27,179	564		27,743
Lawrence	15,968	63		16,031
Lewis	17,990	35	190	18,215
Lincoln	21,382	69		21,451
Linn	7,891	68		7,959
Livingston	12,776	86		12,862
McDonald	2,128	76	587	2,791
Macon	7,601	67	553	8,211
Madison	2,016	8		2,024
Marion	5,962	30		5,992
Marion	16,994	209		17,203
Marion	4,250	17		4,267
Miller	6,357	17		6,374
Mississippi	8,974	1,235	4,392	14,571
Moniteau	10,681	130		10,811
Monroe	14,768		1,607	16,375
Montgomery	15,301	36		15,337
Morgan	7,907	95		8,002
New Madrid	12,206	1,242	2,740	16,188
Newton	15,356	265		15,621
Nodaway	12,883	194		13,077
Oregon	1,516	28		1,544
Osage	12,186	60		12,246
Ozark	1,141			1,141
Pemiscot	922	687	816	2,425
Perry	19,009	34		19,153
Pettis	21,254	345		21,600
Phelps	4,027	15		4,042
Pike	15,485	219		15,704
Platte	30,082	159		30,241
Polk	8,670	54		8,724
Pulaski	1,391			1,391
Putnam	1,254			1,254
Rails	11,063	19	1,344	12,407
Randolph	8,568	57		8,625
Ray	24,719	136		24,855
Reynolds	594	2		596
Ripley	1,435	98		1,533
St. Charles	38,808	179		38,987
St. Clair	14,183	35		14,218
St. Francois	3,080	4		3,084
St. Louis	19,674	47		19,721
Ste. Genevieve	6,628	30		6,658
Saline	34,237	304		34,541
Schuyler	1,707	97		1,794

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

MISSOURI—Continued

Scotland	5,280			5,280
Scott	17,035	400	2,902	20,337
Shannon	819	13		832
Shelby	12,753	95	2,362	15,210
Stoddard	16,000	1,054	5,695	23,349
Stone	416		57	473
Sullivan	3,246	40		3,286
Taney	250	10		260
Texas	7,657	48		7,705
Vernon	29,837	80		29,917
Warren	16,570	88		16,658
Washington	2,066			2,066
Wayne	1,089	35		1,124
Webster	2,717	22		2,739
Worth	5,304	196		5,500
Wright	1,402	37		1,439
Reserve	82			82
Total	1,271,850	15,709	24,289	1,311,848

MONTANA

Beaverhead	9,515		1,180	10,701
Big Horn	75,468			75,468
Blaine	50,643	127		50,770
Broadwater	30,746	17		30,763
Carbon	37,296			37,296
Carter	30,391	138	1,008	31,537
Cascade	144,619	27		144,646
Chouteau	391,476	338		391,814
Custer	24,567			24,567
Daniels	219,795			219,795
Dawson	153,548			153,548
Deer Lodge	1,451			1,451
Fallon	86,335		7,825	94,160
Fergus	184,529	63		184,592
Flathead	32,284	129		32,413
Gallatin	74,588	78		74,666
Garfield	48,469			48,469
Glacier	59,532	573		60,105
Golden Valley	21,623	255		21,878
Grainger	2,123			2,123
Hill	366,413	113		366,526
Jefferson	10,906	8		10,914
Judith Basin	97,182			97,182
Lake	24,396	163		24,559
Lewis and Clark	16,632		67	16,699
Liberty	184,985			184,985
Lincoln	1,221	46		1,267
McCone	194,172			194,172
Madison	14,776	17		14,793
Meagher	3,144	74		3,218
Mineral	1,087			1,087
Missoula	9,798			9,798
Musselshell	20,758	55		20,813
Park	25,428			25,428
Petroleum	8,361	214		8,575
Phillips	92,991	79		93,070
Pondera	167,799	244		168,043
Powder River	31,990			31,990
Powell	5,788		361	6,149
Prairie	42,400			42,400
Ravalli	9,117	38		9,155
Richland	155,644	167		155,811
Roosevelt	281,437	23	3,054	284,514
Rosebud	28,088	188		28,276
Sanders	7,208		260	7,468
Sheridan	234,925			234,925
Silver Bow	101			101
Stillwater	68,779	72		68,851
Sweet Grass	12,807			12,807
Teton	175,046	89		175,135
Toole	151,962	782	14,275	166,919
Treasure	6,435	7	232	6,667
Valley	258,280			258,280
Wheatland	11,028	58		11,086
Wibaux	62,790			62,790
Yellowstone	93,298			93,298
Reserve	360			360
Total	4,599,012	4,182	28,958	4,632,152

NEBRASKA

Adams	101,141			101,141
Antelope	8,381	98		8,479
Arthur	6			6
Banner	62,630			62,630
Blaine	14			14
Boone	12,142	21	806	12,969
Box Butte	107,519	26		107,545
Boyd	2,915			2,915
Brown	2,937			2,937
Buffalo	50,949	15		50,964

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

NEBRASKA—Continued

Burt	10,608	80		10,688
Butler	54,424			54,424
Cass	32,487	9		32,496
Cedar	595			595
Chase	80,282			80,282
Cherry	2,076			2,076
Cheyenne	180,621			180,621
Clay	92,518			92,518
Collins	22,105	27		22,132
Cuming	1,752	33		1,785
Custer	58,910			58,910
Dakota	526	12		538
Dawes	48,767	101		48,868
Dawson	26,357	50		26,407
Deuel	75,526			75,526
Dixon	401	4		405
Dodge	29,866	26		29,892
Douglas	2,834	13		2,847
Dundy	38,607	11		38,618
Fillmore	93,864			93,864
Franklin	49,655	60		49,715
Frontier	63,676	24		63,700
Furness	71,065	44		71,109
Gage	90,353	44		90,397
Garden	49,966			49,966
Garfield	307			307
Gosper	26,444	20		26,464
Greeley	10,893	78	1,386	12,357
Hall	41,753	31		41,784
Hamilton	69,043			69,043
Harlan	60,321	39		60,360
Hayes	51,479	28		51,507
Hitchcock	81,090	68		81,158
Holt	9,505	39		9,544
Hooker	11		9	20
Howard	27,050	55	310	27,415
Jefferson	68,231	24		68,255
Johnson	30,137			30,137
Kearney	79,043			79,043
Keith	79,898			79,898
Keya Paha	1,675			1,675
Kimball	150,078			150,078
Knox	4,551	41		4,592
Lancaster	78,953			78,953
Lincoln	65,925			65,925
Logan	8,179			8,179
Loup	487			487
McPherson	150			150
Madison	6,648	7		6,655
Merrick	29,338	46		29,384
Morrill	40,919			40,919
Nance	23,880	53		23,933
Nemaha	29,822	71		29,893
Nuckolls	52,836			52,836
Otoe	44,573	29		44,602
Pawnee	20,343	25		20,368
Perkins	136,959	38		137,000
Phelps	64,409	6		64,415
Pierce	2,359	41	35	2,435
Platte	24,690	54		24,744
Polk	41,492			41,492
Red Willow	76,444	51		76,495
Richardson	31,116			31,116
Rock	148			148
Saline	86,424			86,424
Sarpy	5,053	84		5,137
Saunders	39,084	33		39,117
Scotts Bluff	18,734	93		18,827
Seward	64,387			64,387
Sheridan	63,667	64		63,731
Sherman	18,648	12		18,660
Sioux	10,122	16		10,138
Stanton	1,659			1,659
Thayer	78,612	20		78,632
Thomas	14			14
Thurston	495	28		523
Valley	19,517	35		19,552
Washington	11,476	39		11,515
Wayne	504	3		507
Webster	48,085	40		48,125
Wheeler	225			225
York	60,726	95		60,821
Reserve	2,814			2,814
Total	3,657,710	2,108	2,566	3,662,384

NEVADA

Churchill	3,489	24		3,513
Clark	187			187
Douglas	705			705
Elko	1,623	18		1,641
Esmeralda	15		6	21
Eureka	150			150
Humboldt	814			814
Lander	130			130

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

NEVADA—Continued

Lincoln	89			89
Lyon	2,024	9		2,033
Mineral	201			201
Nye	281			281
Ormsby	60			60
Pershing	4,694			4,694
Storey	16			16
Washoe	1,189		356	1,545
White Pine	418			418
Reserve	49			49
Total	15,540	21	362	15,923

NEW HAMPSHIRE

Carroll	30			30
Cheshire	24			24
Cook	11			11
Hillsborough	8			8
Rockingham	32			32
Reserve	3			3
Total	108			108

NEW JERSEY

Atlantic	28			28
Bergen	16		1	17
Burlington	4,134	11		4,145
Camden	620	23	39	682
Cape May	210		48	258
Cumberland	1,106			1,106
Essex	31			31
Gloucester	678			678
Hunterdon	11,438	68		11,506
Mercer	10,874	18		10,892
Middlesex	7,970	30		8,000
Monmouth	11,752	21		11,773
Morris	952			952
Ocean	231			231
Passaic	2			2
Salem	3,700			3,700
Somerset	5,076			5,076
Sussex	382	12		394
Union	42			42
Warren	3,502			3,502
Reserve	171			171
Total	63,527	183	88	63,798

NEW MEXICO

Bernalillo	1,322		709	2,031
Catron	419			419
Chaves	952			952
Cibola	10,485	31		10,516
Curry	208,308	756		209,064
De Baca	148	45		193
Eddy	32			32
Grant	229			229
Guadalupe	241	7		248
Harding	25,938	34		25,972
Hidalgo	13			13
Lea	305		724	1,029
Lincoln	333			333
McKinley	605			605
Mora	2,073	6		2,079
Otero	128			128
Quay	114,832	156		114,988
Rio Arriba	6,196		1,773	7,971
Roosevelt	61,188	788		61,976
Sandoval	1,080			1,080
San Juan	776	62		838
San Miguel	1,764	50		1,814
Santa Fe	5,188			5,188
Sierra	91			91
Socorro	4,883			4,883
Taos	2,073			2,073
Torrance	24,034	76		24,110
Union	10,356	119		10,475
Valencia	3,861	6	390	4,257
Reserve	8,982			8,982
Total	496,957	2,127	3,656	502,740

NEW YORK

Albany	1,499	8	356	1,863
Allegany	3,963	21	265	4,249
Broome	271			271

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

New York—Continued

Cattaraugus	1,628	2		1,630
Cayuga	21,734	9	1,417	23,160
Chautauque	2,357	9		2,366
Chemung	2,558			2,558
Chemung	969	12		1,001
Clinton	35	3	23	59
Columbia	2,128	4	271	2,403
Cortland	843	3		846
Delaware	101		24	125
Dutchess	1,040			1,040
Erie	10,232	11	206	10,449
Essex	420		158	578
Franklin	7			7
Fulton	278		22	300
Genesee	23,542	21	413	23,976
Greene	1,547	12	143	1,702
Herkimer	937		215	1,152
Jefferson	2,372	4		2,376
Lewis	41	1	22	64
Livingston	28,357		846	29,203
Madison	2,993	3		2,996
Monroe	33,099	25		33,124
Montgomery	1,829	32	173	2,034
Nassau	551			551
Niagara	23,145	54		23,199
Oneida	2,053	5	441	2,499
Onondaga	10,446	30	159	10,635
Ontario	29,719	20		29,739
Orange	464			464
Orleans	18,046	41	81	18,168
Oswego	2,551			2,551
Otsego	569			569
Putnam	3			3
Rensselaer	1,443	7	195	1,645
Rockland	24			24
St. Lawrence	254	2	37	293
Saratoga	1,096	3	18	1,117
Schoenectady	349		94	443
Schoharie	1,896	5		1,891
Schenectady	6,327	15	6,342	
Semeca	18,353	40	83	18,516
Steuben	14,174	32	785	14,991
Suffolk	2,045		2,045	
Sullivan	20		20	
Tioga	2,364		64	2,428
Tompkins	7,619		7,619	
Ulster	1,663		1,663	
Warren	1		1	
Washington	705	3	708	
Wayne	17,939	27	1,191	19,157
Westchester	60		13	73
Wyoming	12,428	69	736	13,233
Yates	14,091	34	271	14,396
Reserve	8			8
Total	334,661	567	8,722	343,950

NORTH CAROLINA

Alamance	8,048			8,048
Alexander	4,796	50		4,846
Alleghany	274			274
Anson	7,909	17		7,926
Ashe	59			59
Avery	10			10
Beaufort	476			476
Bertie	15	5	11	31
Bladen	893	55	293	1,241
Brunswick	228	6		234
Buncombe	406			406
Burke	3,054	1		3,055
Carroll	9,237	36		9,273
Caldwell	1,898	6		1,904
Camden	49	4	37	90
Carteret	59	7	4	67
Caswell	5,651	6		5,657
Catawba	13,504	43		13,547
Chatham	5,928	5		5,933
Cherokee	57			57
Chowan	60		13	73
Cleveland	11,269	39		11,299
Columbus	1,093	9		1,102
Craven	413	34		447
Cumberland	5,429	78	272	6,779
Currituck	132			132
Davidson	10,774			10,774
Davie	4,907	6		4,913
Duplin	1,097	30		1,127
Durham	1,393			1,393
Edgecombe	1,020	11		1,031
Forsyth	4,997	29		5,026
Franklin	3,230	11		3,241
Gaston	7,564	122		7,686
Gates	58		26	84
Granville	2,179	19		2,198

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

NORTH CAROLINA—Continued

Greene	371	23	53	449
Guilford	8,599	7		8,606
Halifax	1,749	106		1,855
Harnett	4,762	5		4,767
Haywood	118			118
Henderson	160	20		180
Hertford	75		2	77
Hoke	2,723			2,723
Hyde	6		82	88
Iredell	17,485	33		17,518
Jackson	14		5	19
Johnston	3,411	55		3,466
Jones	232			232
Lee	2,084	20		2,104
Lenoir	1,084	3		1,087
Lincoln	10,775	13		10,788
McDowell	815	34		850
Macon	105			105
Madison	355			355
Martin	42		87	129
Mecklenburg	7,212	21		7,233
Mitchell	4			4
Montgomery	2,876	3		2,879
Moore	4,933	25		4,958
Nash	2,962	6		2,968
New Hanover	39	38		77
Northampton	839			839
Onslow	90			90
Orange	2,895	52		2,947
Pamlico	215	14		229
Pasquotank	55	7	78	140
Pender	214	5		219
Perquimans	123	17	19	159
Person	4,309	18		4,327
Pitt	846	37		883
Polk	828	15		843
Randolph	10,758	60		10,818
Richmond	4,189	32		4,221
Robeson	6,359	28		6,387
Rockingham	5,661			5,661
Rowan	18,084	22		18,106
Rutherford	4,802	127		4,929
Sampson	3,002	68		3,070
Scotland	1,838	69		1,907
Stanly	18,427	103		18,530
Stokes	2,270	12		2,282
Surry	1,571			1,571
Transylvania	39			39
Tyrrell	102	7	118	227
Union	15,119	19		15,138
Vance	1,397	11		1,408
Wake	5,446			5,446
Warren	3,951	1		3,952
Washington	285	39	23	347
Watauga	114			114
Wayne	2,806	16		2,822
Wilkes	2,823	11		2,834
Wilson	1,544		10	1,554
Yadkin	5,592			5,592
Yancey	17			17
Reserve	145			145
Total	317,431	1,826	1,130	320,387

NORTH DAKOTA

Adams	167,898			167,898
Barnes	292,198	30		292,198
Benson	214,390	61		214,421
Billings	41,811			41,811
Bottineau	298,894	28		298,922
Bowman	129,332			129,332
Burke	141,000	19		141,000
Burlington	121,543	19		121,562
Cass	222,835	241		223,076
Cavalier	231,370			231,370
Dickey	80,389	19		80,608
Divide	191,490	12		191,502
Dunn	139,097			139,097
Eddy	62,442	55		62,497
Emmons	174,926			174,926
Foster	79,426			79,426
Golden Valley	82,529	25		82,554
Grand Forks	197,393	65		197,458
Grant	151,236			151,236
Griggs	76,997	95		77,092
Hettinger	262,397			262,397
Kidder	93,680	82		93,682
LaMoure	146,749	253		147,002
Logan	121,693			121,693
McHenry	212,690			212,690
McIntosh	133,305			133,305
McKenzie	159,959			159,959
McLean	303,502			303,502
Mercur	109,591	96		109,687
Morton	175,070			175,070

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

NORTH DAKOTA—Continued

Mountrail	229,221			229,221
Nelson	128,750			128,750
Oliver	63,003	90		63,099
Pembina	194,792			194,792
Pierce	165,851			165,851
Ramsey	210,338			210,338
Ransom	76,640	116		76,756
Renville	137,481	11		137,492
Richland	103,818	169		103,987
Rolette	110,080	68		110,148
Sargent	82,186			82,186
Sheridan	121,232			121,232
Sioux	59,023	49		59,072
Slope	105,802			105,802
Stark	173,351			173,351
Steele	91,210	194		91,404
Stutsman	279,309	162		279,531
Towner	197,336			197,336
Trails	116,296			116,296
Walsh	201,326	44		201,372
Ward	279,004	46		279,050
Wells	199,352			199,352
Williams	287,454			287,454
Reserve	15,591			15,591
Total	8,252,376	2,036		8,254,412

OHIO

Adams	13,435	108		13,543
Allen	24,550	10		24,560
Ashland	21,671			21,671
Ashtabula	12,354	93	757	13,204
Athens	2,708			2,708
Auglaize	25,654	71		25,725
Belmont	5,570	19		5,589
Brown	17,728	10		17,738
Butler	22,632	18		22,650
Carroll	8,791	26		8,817
Champaign	25,410	14		25,424
Clark	24,706	29		24,735
Clermont	9,803	142		10,035
Clinch	32,275	182		32,457
Columbiana	15,067	11		15,078
Coshocton	13,965	18		13,983
Crawford	27,347			27,347
Cuyahoga	1,799	3		1,802
Darke	38,373	68		38,441
Defiance	28,884	37		28,921
Delaware	20,377	77		20,454
Erie	15,930	32		15,962
Fairfield	35,621	97		35,718
Fayette	34,896	36		34,932
Franklin	27,892	127		27,999
Fulton	27,578			27,578
Gallia	2,718			2,718
Geauga	5,546	6	66	5,618
Greene	29,939			29,939
Guernsey	5,561	12		5,573
Hamilton	4,438	3		4,441
Hancock	41,244	40		41,284
Hardin	27,248	50		27,298
Harrison	3,756	21		3,777
Henry	34,325	13		34,338
Highland	53,792	14		53,806
Hocking	5,145	62		5,207
Holmes	19,734	61		19,795
Huron	30,192			30,192
Jackson	3,323	18		3,341
Jefferson	4,165			4,165
Jones	27,804	157		27,961
Lake	2,111	7	184	2,296
Lawrence	883	13		896
Licking	29,896	11		29,907
Logan	21,563	41		21,604
Lorain	18,646			18,646
Lucas	14,879			14,879
Madison	34,314	138		34,452
Mahoning	10,899	21		10,920
Marion	21,087	7		21,094
Medina	17,089			17,089
Meigs	3,499	73		3,572
Mercer	29,395	18		29,413
Miami	31,579	6		31,585
Monroe	3,158	12		3,170
Montgomery	23,471			23,471
Morgan	4,098			4,098
Morrow	18,468	14		18,482
Muskingum	11,615	38		11,653
Noble	2,219	4		2,223
Ottawa	17,565	2	683	18,248
Paulding	26,622	102	81	26,805
Perry	11,128	28		11,156
Pickaway	47,029			47,029
Pike	6,013	40		6,053
Portage	13,768	163		13,931

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

OHIO—Continued

Preble	29,055	30		29,075
Putnam	40,917	54		40,971
Richland	24,546	39		24,585
Ross	33,370	70		33,440
Sandusky	31,493	24	95	31,612
Scioto	5,284	49		5,333
Seneca	44,554			44,554
Shelby	25,200			25,200
Stark	23,067	13		23,080
Summit	5,434			5,434
Trumbull	10,365	41		10,406
Tuscarawas	14,627	29		14,656
Union	23,046	7		23,053
Van Wert	26,946	367	624	27,937
Vinton	1,790	34		1,824
Warren	20,293	80		20,373
Washington	5,843	37		5,880
Wayne	28,199	18		28,217
Williams	51,522	135	1,418	52,875
Wood	30,498	12		30,510
Wyandot	622			622
Reserve				
Total	1,750,926	3,542	3,908	1,758,376

OKLAHOMA

Adair	423	8		431
Alfalfa	240,996			240,996
Atoka	81		47	128
Beaver	289,667			289,667
Beckham	54,321	17		54,338
Blaine	174,457	22		174,479
Bryan	2,639	116	1,807	4,562
Caddo	96,333	154		96,487
Canadian	148,050	33		148,089
Carter	481	202		683
Cherokee	549	10		559
Choctaw	27		273	300
Cimarron	205,742	194		205,936
Cleveland	9,506	17		9,523
Coal	281	45	39	365
Comanche	61,887	81		61,968
Cotton	108,914	123		109,037
Craig	12,865	11	974	13,850
Creek	1,435			1,435
Custer	179,569	63		179,632
Delaware	5,837	151		5,988
Dewey	125,182	103		125,285
Ellis	133,539	101		133,640
Garfield	295,233	34		295,267
Garvin	4,772	441	2,576	7,789
Grady	49,708	300		50,008
Grant	296,146	63		296,209
Greer	65,770			65,770
Harmon	60,680	130		60,810
Harper	142,798			142,798
Haskell	891	66	846	1,803
Hughes	266	48	429	743
Jackson	138,630	80		138,710
Jefferson	7,895	63		7,958
Johnston	580	12		592
Kay	192,902	55		192,957
Kingfisher	222,272	11		222,283
Kiowa	195,255	171		195,426
LeFlore	1,329	183	2,630	4,142
Lincoln	8,629	11	721	9,361
Logan	69,039		3,447	72,486
Love	424	45		469
McClain	8,314	146	644	9,104
McIntosh	429		694	1,123
Major	151,174			151,174
Marshall	365	29	304	698
Mayes	6,371	40		6,411
Murray	2,584	54		2,638
Muskogee	5,483	48	3,555	9,086
Noble	114,230	76		114,306
Nowata	8,622			8,622
Okfuskee	793		605	1,398
Oklahoma	23,255			23,255
Oklmulgee	471	48		519
Osage	23,901	80		23,981
Ottawa	20,616	68		20,684
Pawnee	15,011	116	985	17,012
Payne	16,746	10	2,306	19,062
Pittsburg	503	40	982	1,525
Pontotoc	643	28		671
Pottawatomie	7,225	228	1,297	8,750
Rogers	60,252	30		60,282
Rosen	7,918	144	1,155	9,217
Seminole	1,243	4	325	1,572
Sequoyah	2,466		2,082	4,548
Stephens	14,321	106	215	14,642
Texas	421,465	89		421,554
Tillman	174,789	29		174,818
Tulsa	4,643	36	476	5,155

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

OKLAHOMA—Continued

Wagoner	8,003	49	2,761	10,813
Washington	5,643	73		5,716
Washington	173,139	89		173,228
Woods	197,218			197,218
Woodward	124,461	252		124,713
Reserve	160			160
Total	5,207,916	5,078	32,775	5,245,769

OREGON

Baker	16,154	364		16,518
Benton	5,275		969	6,244
Clackamas	7,271	113	3,751	11,135
Clatsop	6		6	12
Columbia	181		61	242
Creek	3,735	267	9	4,011
Deschutes	1,497	52	42	1,591
Douglas	1,595		1,595	3,190
Gilliam	95,877			95,877
Grant	2,108	61	215	2,384
Harney	2,879	7	669	3,555
Jackson	2,733	29		2,762
Jefferson	25,223	317	6,983	32,523
Josephine	269			269
Klamath	12,529	41		12,570
Lake	17,114		1,257	18,371
Lane	6,466	19	771	7,256
Linn	7,668		2,279	9,947
Malheur	17,879	39	18	17,936
Marion	16,166	43	2,864	19,073
Morrow	120,726	132	584	121,442
Multnomah	204	9	315	528
Polk	11,251	149	4,753	16,153
Sherman	101,197			101,197
Umatilla	216,509	28		216,597
Union	42,549	58		42,607
Wallowa	26,621	73		26,694
Wasco	66,940	78	294	67,312
Washington	13,796	43	2,391	16,230
Wheeler	6,681	84	800	7,565
Yamhill	14,282	77	3,756	18,115
Reserve	338			338
Total	863,679	2,083	32,801	898,563

PENNSYLVANIA

Adams	23,264	27		23,291
Allegheny	3,872			3,872
Armstrong	11,144	109		11,253
Beaver	5,293	7		5,300
Bedford	13,406			13,406
Berks	34,032			34,032
Blair	7,104	4		7,108
Bradford	4,700	8		4,708
Bucks	21,570			21,570
Butler	13,078			13,078
Cameron	5,921			5,921
Carlisle	16			16
Carroll	3,289			3,289
Centre	18,638			18,638
Chester	17,624	35		17,659
Clarion	9,903	3		9,906
Cleburne	5,236	4		5,240
Columbia	17,691			17,691
Crawford	9,201	13	869	10,083
Cumberland	28,326	28		28,354
Dauphin	15,045			15,045
Delaware	761	1		762
Elk	467			467
Erie	8,175	15	605	8,795
Fayette	5,099	7		5,106
Forest	283			283
Franklin	41,110	24		41,134
Fulton	9,820			9,820
Greene	2,162	14		2,176
Huntingdon	10,363	3		10,366
Indiana	11,795	4		11,799
Jefferson	6,100	6		6,106
Juniata	10,409	15		10,424
Lackawanna	210			210
Lancaster	61,059			61,059
Lawrence	9,319			9,319
Lebanon	15,891			15,891
Lehigh	17,108			17,108
Luzerne	5,042			5,042
Lycoming	14,249	11		14,260
McKean	187			187
Mercer	11,435			11,435
Mifflin	9,039			9,039
Monroe	2,705	48		2,753
Montgomery	14,239	4		14,243

County	Acreage appor- tioned to counties from State allotment		Acreage apportioned to coun- ties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		

PENNSYLVANIA—Continued

Montour	7,230			7,230
Northampton	11,428			11,428
Northumberland	18,259			18,259
Perry	14,806	32		14,838
Philadelphia	372			372
Pike	62	13		75
Potter	700	33	77	810
Schuylkill	12,045	3		12,048
Snyder	12,481	11		12,492
Somerset	7,090	4		7,094
Sullivan	345		58	403
Susquehanna	384			384
Tioga	2,303		177	2,480
Union	10,489			10,489
Venango	3,092	10		3,102
Warren	1,034	16	112	1,162
Washington	8,962	12		8,974
Wayne	48			48
Westmoreland	14,855			14,855
Wyoming	1,206	5		1,211
York	54,059	8		54,067
Reserve	295			295
Total	720,629	537	1,896	723,062

RHODE ISLAND

Newport	93			93
Washington	569		51	620
Reserve	1			1
Total	663		51	714

SOUTH CAROLINA

Abbeville	4,651	10	494	5,155
Aiken	3,957		289	4,246
Allendale	1,515	103	918	2,536
Anderson	20,615	22	373	21,010
Bamberg	1,462	13	67	1,542
Barnwell	1,565	6	46	1,617
Beaufort	74	33	138	245
Calhoun	4,297	33	1,682	6,012
Charleston	103			103
Cherokee	4,853	37	210	5,100
Chester	1,731		281	2,012
Chesterfield	3,462	68		3,530
Clarendon	1,401		71	1,472
Colleton	139	16	204	359
Darlington	5,700	40		5,740
Dillon	1,769		100	1,869
Dorchester	203	16	50	312
Edgefield	1,954	9	170	2,129
Fairfield	651	9	5	665
Florence	3,695	30		3,725
Georgetown	83			83
Greenville	8,889	180		9,069
Greenwood	2,624		33	2,657
Hampton	341	222	840	1,403
Horry	371	13	373	757
Jasper	6	2	1	9
Kershaw	2,116	22	245	2,383
Lancaster	1,969	33	86	2,088
Laurens	8,241	327	130	8,698
Lee	2,755	74	167	2,996
Lexington	3,036	23		3,059
McCormick	477	28	80	585
Marion	348			348
Marlboro	1,592	30		1,622
Newberry	4,664	8		4,672
Oconee	4,273	13	103	4,389
Orangeburg	3,081	3	609	3,744
Pickens	3,792	56	240	4,088
Richland	3,732		347	4,079
Saluda	3,333	4	293	3,630
Spartanburg	15,297	78	296	15,671
Sumter	3,318	178	636	4,132
Union	2,070	9		2,079
Williamsburg	844	22		866
York	3,461	21	552	4,034
Reserve	678			678
Total	145,220	1,795	10,163	157,178

County	Acreage apportioned to counties from State allotment		Total
	For old farms	For new farms	

SOUTH DAKOTA—Continued

Brule	15,834	80	15,920
Buffalo	5,574	29	5,627
Butte	19,631		19,645
Campbell	90,920		90,920
Charles Mix	37,078	299	1,771
Clark	78,629	100	78,729
Clay	7,184	108	7,292
Codington	40,533		40,533
Corson	125,328		125,328
Custer	5,918		5,918
Davison	2,774		2,774
Day	92,440	76	92,516
Deuel	6,318		6,318
Dewey	64,334	86	64,420
Douglas	6,456	23	6,479
Edmunds	136,083		136,083
Fall River	19,201	504	19,705
Faulk	90,006	31	90,037
Grant	26,948		26,948
Gregory	19,504	139	19,643
Haakon	43,351		43,351
Hamlin	15,078		15,078
Hand	80,703	78	80,781
Hanson	1,741	6	1,747
Harding	43,929	55	1,383
Hughes	54,272		54,272
Hutchinson	10,096		10,096
Hyde	25,535		25,535
Jackson	18,127	82	362
Jerauld	28,475	21	28,496
Jones	54,482		54,482
Kingsbury	35,094	43	35,137
Lake	1,702		1,702
Lawrence	7,009		7,009
Lincoln	207		207
Lyman	98,829	64	98,893
McCook	3,303		3,303
McPherson	103,139		103,139
Marshall	60,031	108	60,139
Mead	64,323		64,323
Mellette	33,187		33,187
Miner	11,265	20	11,285
Mitchell	213		213
Moody	461		461
Pennings	82,129	81	82,210
Perkins	149,838		149,838
Potter	98,105	110	98,215
Roberts	63,030	54	63,084
Saunder	9,102		9,102
Shannon	22,327	97	22,424
Spink	200,158	47	200,205
Stanley	26,299	71	26,370
Sully	112,618	256	112,874
Todd	11,763	263	11,996
Tripp	87,697	62	87,759
Turner	1,414		1,414
Union	13,857	50	13,907
Walworth	96,165	111	96,276
Washburn	15,753	69	15,822
Yankton	3,971	18	3,989
Ziebach	87,693		87,693
Reserve	23,927		23,927
Total	3,150,846	3,330	3,154,176

TENNESSEE

Anderson	200	3	203
Bedford	4,801	81	4,882
Benton	316	11	327
Bledsoe	885	26	911
Blount	4,298	10	4,308
Bradley	1,264	1	1,265
Campbell	603		603
Cannon	632	7	639
Carroll	737	9	746
Carter	746		746
Chestnut	2,242	5	2,247
Chester	75		75
Clayborne	4,546	7	4,553
Clay	789		789
Coke	2,802	6	2,808
Coffee	2,746	50	2,796
Crocket	121		121
Cumberland	365	5	370
Davidson	2,021	19	2,040
Decatur	58		58
DeKalb	1,499		1,499
Dickson	1,528	67	1,595
Dyer	958	126	1,084
Fayette	41		41
Fentress	764		764
Franklin	5,948	29	6,007
Gibson	1,339	15	1,354
Giles	3,424	64	3,488
Granger	2,419	1	2,420

County	Acreage apportioned to counties from State allotment		Total
	For old farms	For new farms	

TENNESSEE—Continued

Greene	10,038	19	10,048
Grundy	637	20	657
Hamblen	3,220	11	3,231
Hamilton	364	28	392
Hancock	1,585	2	1,587
Hardeman	212	19	231
Hardin	307	79	386
Hawkins	6,553		6,553
Haywood	108	13	121
Henderson	78		78
Henry	1,519	12	1,531
Hickman	548	1	549
Houston	299	5	304
Humphreys	1,019	32	1,051
Jackson	348	3	351
Jefferson	5,993	6	5,999
Johnson	990		990
Knox	2,134	6	2,140
Lake	34	8	42
Lauderdale	189		189
Lawrence	4,824	15	4,839
Lewis	169	5	174
Lincoln	4,546	123	4,669
Loudon	3,599	61	3,660
McMinn	2,107	21	2,128
McNairy	1,277	13	1,290
Macon	292	91	383
Madison	419	19	438
Marion	3,518	56	3,574
Marshall	9,519	185	9,704
Mary	938	9	947
Meliss	4,011	13	4,024
Monroe	6,037	4	6,041
Montgomery	499		499
Moore	393	3	396
Morgan	4,367	123	4,490
Obion	1,817	122	1,939
Overton	139	89	228
Perry	866		866
Pickett	653	12	665
Polk	1,091	13	1,104
Putnam	824		824
Rhea	1,051	2	1,053
Roane	19,018	45	19,063
Robertson	4,948	84	5,032
Rutherford	269		269
Sequatchie	3,980		3,980
Sexton	189	99	288
Shelby	925	1	926
Smith	385		385
Stewart	4,000		4,000
Sullivan	5,778	9	5,787
Sumner	310	6	316
Tipton	334	6	340
Trousdale	188		188
Union	855	2	857
Van Buren	243		243
Warren	2,367	63	2,430
Washington	5,874	3	5,877
Wayne	309	14	323
Weakley	1,873	26	1,899
White	1,638	30	1,668
Williamson	8,019	49	8,068
Wilson	2,539	9	2,548
Reserve	1,162		1,162
Total	204,069	1,978	206,047

TEXAS

Archer	35,693	27	35,720
Armstrong	98,554	176	98,730
Atascosa	491	12	503
Austin	27,530	338	27,868
Bailey	153		153
Bandera	29		29
Bastrop	72,671	181	72,852
Baylor	30		30
Bee	8,095	104	8,199
Bell	1,958		1,958
Bexar	832	3	835
Blanco	1,848		1,848
Borden	4,553	142	4,695
Bosque	154		154
Bowie	61,724	208	61,932
Briscoe	19,730	245	19,975
Brown	1,934	65	1,999
Burnet	14		14
Caldwell	23,063	212	23,275
Callahan	109,097	39	109,136
Carson	136,005	1,082	137,087
Castro	47,840	145	47,985
Childress	33,903	176	34,079
Clay	4,376	39	4,415
Cochran			

County	Acreage apportioned to counties from State allotment		Total
	For old farms	For new farms	

TEXAS—Continued

Coke	2,559	49	2,608
Coleman	28,344	914	29,258
Collin	38,685	500	39,185
Collingsworth	31,628	343	31,971
Comal	456	6	462
Comanche	2,198	282	2,480
Concho	25,970	667	26,637
Cooke	26,967	336	27,303
Coryell	10,231	83	10,314
Cottle	30,485	371	30,856
Crosby	45,623	236	45,859
Culberson	41		41
Dallas	86,580	861	87,441
Dallas	25,274	166	25,440
Dawson	3,010		3,010
Deaf Smith	205,848	371	206,219
Delta	737	98	835
Denton	40,643	544	41,187
DeWitt	2	5	7
Dickens	26,240	351	26,591
Dockery	26,174	321	26,495
Dodd	6,368	143	6,511
Edwards	64		64
Ellis	11,545	205	11,750
Erath	1,073	141	1,214
Falls	175	13	188
Fannin	6,866	250	7,116
Fisher	29,713	905	30,618
Floyd	172,824	397	173,221
Foard	74,869	611	75,480
Gaines	10,150	128	10,278
Garza	2,667	25	2,692
Gillespie	8,848	20	8,868
Glasscock	210	95	305
Gonzales	19		19
Gray	103,753	127	103,880
Grayson	46,977	716	47,693
Guadalupe	426	7	433
Hale	102,661	435	103,096
Hall	17,315	97	17,412
Hamilton	5,535	335	5,870
Hansford	243,411		243,411
Hardeman	93,994	485	94,479
Harris	11		11
Hartley	99,246	476	99,722
Haakell	58,859	249	59,108
Hays	91		91
Hemphill	43,739		43,739
Hill	2,078	39	2,117
Hockley	1,749	10	1,759
Hood	396	194	590
Howard	2,297	30	2,327
Hunt	1,442	313	1,755
Hutchinson	72,660		72,660
Irion	101		101
Jack	4,024	242	4,266
Jackson	90		90
Johnson	1,700	165	1,865
Jones	59,442	371	59,813
Karnes	168		168
Kaufman	633	89	722
Kendall	2,891	13	2,904
Kerr	6,096	149	6,245
Kimble	1,972	33	2,005
King	4,806	105	4,911
Knox	52,785	269	53,054
Lamar	998	21	1,019
Lamb	11,329	282	11,611
Lampasas	1,283		1,283
Limestone	20		20
Lipscomb	124,456	15	124,471
Live Oak	199	11	210
Llano	166	2	168
Lubbock	7,336	53	7,389
Lynn	6,844	67	6,911
McCulloch	16,408	747	17,155
McLennan	7,594	129	7,723
Martin	438		438
Mason	76		76
Maverick	153	3	156
Medina	205	1	206
Menard	1,318	38	1,356
Midland	19	20	39
Milam	165	2	167
Mills	3,624	81	3,705
Mitchell	8,727	157	8,884
Montague	3,118	274	3,392
Moore	148,883		148,883
Motley	13,941	230	14,171
Navarro	304	76	380
Nolan	16,081	218	16,299
Ochiltree	201,871	92	201,963
Oldham	79,927	49	80,006
Palo Pinto	2,934	101	3,035
Parker	899	12	911
Parmer	136,673	1,073	137,746
Pecos	4	2	6

RULES AND REGULATIONS

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from Na- tional Reserve (P. L. 117)	Total
	For old farms	For new farms		

TEXAS—Continued

Potter	38,034			38,034
Presidio	32			32
Randall	100,575	45		100,620
Red River	152	237	168	
Reeves	22		3	25
Roberts	31,685			31,685
Rockwall	1,487	54	1,710	
Russell	30,810	1,468		41,308
San Saba	2,878	100		2,978
Schleicher	1,185	58		1,243
Seely	11,255	120	1,208	12,583
Shackelford	20,477	54		20,531
Sherman	194,170			194,170
Somervell	77	7		84
Stephens	14,743	91		14,834
Sterling	393	30	57	480
Stonewall	24,064			24,064
Swisher	156,274	894		157,168
Tarrant	2,670	155		2,825
Taylor	71,516	82		71,598
Terry	22,847	173		23,020
Throckmorton	32,332	69		32,401
Titus	11		11	
Tom Green	2,546	154		2,700
Travis	129			129
Uvalde	219	23	10	252
Van Zandt	77		40	117
Victoria	66			66
Waller	30		11	41
Wharton	5	1	16	22
Whitaker	28,524	449		28,973
Wichita	69,113	123		69,236
Wilbarger	95,689	392		96,081
Williamson	2,069			2,069
Wilson	555	5		560
Wise	5,731	83		5,814
Yoakum	4,638	156		4,794
Young	51,592	604		52,196
Zavala	151	51		202
Reserve	10,395			10,395
Total	4,773,671	27,292	15,414	4,816,377

UTAH

Beaver	2,448			2,448
Box Elder	106,149			106,149
Cache	37,978			37,978
Carbon	1,616			1,616
Daguerre	48			48
DeWitt	5,161			5,161
Duchesne	3,968			3,968
Emery	3,498			3,498
Garfield	1,545		70	1,615
Grand	695		45	740
Iron	7,692		343	8,035
Juab	25,118	54		25,172
Kane	1,624			1,624
Millard	32,985			32,985
Morgan	2,562	8		2,570
Piute	190			190
Rich	4,195			4,195
Salt Lake	21,736			21,736
San Juan	37,986	37	333	38,356
Sanpete	14,991			14,991
Seyler	3,168	4		3,172
Summit	1,597		14	1,611
Tooele	7,850		293	8,143
Uintah	4,339			4,339
Utah	19,396	22		19,418
Wasatch	317			317
Washington	7,408	2	400	7,810
Wayne	381			381
Weber	3,252			3,252
Reserve	239			239
Total	338,319	152	1,498	340,969

VERMONT

Addison	191		49	240
Bennington			17	17
Caledonia			3	3
Chittenden	88		15	73
Essex			5	5
Franklin	3		12	15
Grand Isle	15		12	27
Rutland	7		7	14
Windham	19			19
Reserve	15			15
Total	308		120	428

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from Na- tional Reserve (P. L. 117)	Total
	For old farms	For new farms		

VIRGINIA

Accomac	616			616
Albemarle	2,447	9		2,456
Alleghany	219	5		224
Amelia	5,895	5		5,900
Amherst	2,255	19		2,274
Appomattox	6,230	20		6,250
Augusta	14,775	29		14,804
Bath	4,470			4,470
Bedford	7,798	4		7,802
Bland	1,597	4		1,601
Botetourt	2,170	13		2,183
Brunswick	3,718	17		3,735
Buchanan	21			21
Buckingham	5,777			5,777
Campbell	8,570	16		8,586
Caroline	5,362	12		5,374
Carroll	825			825
Charles City	2,469	4	427	2,896
Charlotte	5,042	4		5,046
Chesterfield	1,363	8	14	1,385
Clarke	4,399	45		4,444
Craig	3,746	13		3,759
Culpeper	3,164	4		3,168
Cumberland	3,628			3,628
Dickenson	2			2
Dinwiddie	2,626	9		2,635
Essex	6,334			6,334
Fairfax	2,038	46		2,084
Fauquier	7,753	35		7,788
Floyd	2,145			2,145
Fluvanna	1,589	19		1,608
Franklin	5,522	1		5,523
Frederick	5,963	14		5,977
Giles	666			666
Gloucester	858	5	3	866
Gooseland	2,189	2		2,191
Grayson	804			804
Greene	1,861	10		1,871
Greensville	255	5		260
Halifax	9,036	17		9,053
Hampton	131			131
Hanover	7,140	37		7,177
Henrico	1,628	3		1,631
Henry	1,309	3		1,312
Highland	381			381
Isle of Wight	38			38
James City	845		290	1,135
King and Queen	2,829	3		2,832
King George	2,557	25		2,582
King William	2,708			2,708
Lancaster	1,235	10		1,245
Lee	2,466		499	2,965
Loudoun	11,679	71		11,750
Louis	4,291	29		4,320
Lunenburg	2,804	19		2,823
Madison	3,123	17		3,140
Mathews	301		2	303
Mecklenburg	6,247	16		6,263
Middlesex	1,529			1,529
Montgomery	1,787			1,787
Nansemond	403	2		405
Nelson	2,156	17		2,173
New Kent	1,297		76	1,373
Norfolk	1,979	8		1,987
Northampton	193			193
Northumberland	3,683	6		3,689
Orange	2,258	11		2,269
Pace	4,540	21		4,561
Patrick	540			540
Pennsylvania	14,821	122		14,943
Powhatan	1,403	21		1,424
Prince Edward	5,641			5,641
Prince George	1,770	2		1,772
Prince William	2,650	15		2,665
Princess Anne	1,389	78		1,467
Pulaski	1,709	19		1,728
Rappahannock	1,157			1,157
Richmond	4,297	7		4,304
Roanoke	1,615			1,615
Rockbridge	5,221	26		5,247
Rockingham	13,627	30		13,657
Russell	3,024			3,024
Scott	2,644			2,644
Shenandoah	6,904			6,904
Smyth	2,933	3		2,936
Southampton	496			496
Spotsylvania	2,490	43		2,533
Stafford	1,448	49		1,497
Surry	494	10		504
Sussex	870	6		876
Tazewell	2,280	11		2,291
Warren	2,332			2,332
Warwick	19			19
Washington	5,983			5,983
Westmoreland	6,441			6,441
Wise	34			34

County	Acreage appor- tioned to counties from State allotment		Acreage appor- tioned to counties from Na- tional Reserve (P. L. 117)	Total
	For old farms	For new farms		

VIRGINIA—Continued

Wythe	5,171			5,171
York	162		17	179
Reserve	2,230			2,230
Total	316,232	1,140	1,328	318,700

WASHINGTON

Adams	316,958	963		317,921
Asotin	31,098			31,098
Benton	109,673	75		109,748
Chelan	4,931	22	437	5,390
Challum	126			126
Clark	383	9	77	469
Columbia	78,244			78,244
Cowlitz	76			76
Douglas	192,868	249		193,117
Ferry	5,267			5,267
Franklin	119,415			119,415
Garfield	73,129		1,046	74,175
Grant	144,742	1,156		145,898
Grays Harbor	174		56	230
Island	1,446	27		1,473
Jefferson	94	9		103
King	6			6
Kitsap	6			6
Kittitas	9,915	64		9,979
Klickitat	57,573	123		57,696
Lewis	2,779	66	1,226	4,071
Lincoln	319,299	42		319,341
Mason	17			17
Okanogan	29,136	6	1,847	30,989
Pacific	10			10
Pend Oreille	1,077		11	1,088
Pierce	65		19	84
San Juan	309	17	69	395
Skagit	1,196	20	417	1,633
Skamania	17			17
Snohomish	191		47	238
Spokane	130,444	224	4,674	135,342
Stevens	20,062	128	28	20,218
Thurston	651		47	698
Wahkiakum	3			3
Walla Walla	198,095	233		198,328
Whatcom	232		280	512
Whitman	379,547		3,217	382,764
Yakima	25,512	157	1,005	26,674
Reserve	2,450			2,450
Total	2,240,820	3,000	14,494	2,258,314

WEST VIRGINIA

Barbour	480			480
Berkeley	5,077			5,077
Braxton	10			10
Brooke	496	6		502
Cabell	262			262
Calhoun	2			2
Clay	4			4
Doddridge	2			2
Fayette	74	3		77
Gilmer	2			2
Grant	1,599	1		1,600
Greenbrier	3,012			3,012
Hampshire	2,442	8		2,450
Hancock	435	4		439
Hardy	2,647	8		2,655
Harrison	59			59
Jackson	331			331
Jefferson	12,098			12,098
Kanawha	6			6
Lewis	40			40
Lincoln	32			32
Marion	47			47
Marshall	967			967
Mason	2,712	3		2,715
Mercer	448	5		453
Mineral	1,635	11		1,646
Monongalia	257			257
Monroe	3,819	25		3,844
Morgan	1,828	2		1,830
Nicholas	611			611
Ohio	429	16		445
Pendleton	2,562	3		2,565
Pleasant	24			24
Pocahontas	711			711
Preston	1,381	22		1,403
Putnam	908	6		914
Raleigh	82			82
Randolph	343			343
Ritchie	21			21
Roane	60			60

County	Acreage apportioned to counties from State allotment		Acreage apportioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		
WEST VIRGINIA—Continued				
Summers	447			447
Taylor	73			73
Tucker	38			38
Tyler	107			107
Upshur	359			359
Wayne	108			108
Webster	71			71
Wetzel	117			117
Wirt	951			951
Wood	3			3
Wyoming	6,087			6,087
Reserve				
Total	66,339	123		66,462

WISCONSIN			
Adams	547		547
Ashland	86		86
Barron	319		319
Bayfield	428	3	431
Brown	418		418
Buffalo	1,279		1,279
Burnett	156		156
Calumet	927	7	934
Chippewa	213		213
Clark	727	5	732
Columbia	3,148	18	3,166
Crawford	421		421
Dane	2,892	5	2,897
Dodge	2,699		2,699
Door	1,870		1,870
Douglas	363	1	364
Dunn	443	2	445
Eau Claire	756		756
Florence	93		93
Fond du Lac	1,354		1,354
Forest	108	10	118
Grant	697		697
Green	362		362
Green Lake	1,308		1,308
Iowa	421		421
Iron	15	3	18
Jackson	956		956
Jefferson	1,606		1,606
Juneau	472		472
Kenosha	2,131	3	2,134
Kewaunee	1,415		1,415
La Crosse	455		455
Lafayette	383		383
Lansdale	648	8	656
Lincoln	147	5	152
Manitowoc	1,405		1,405
Marathon	1,539		1,539
Marquette	608		608
Marquette	1,076		1,076
Milwaukee	1,080	3	1,083
Monroe	308		308
Oconto	742		742
Oneida	85		85
Outagamie	650		650
Ozaukee	1,242	6	1,248
Pepin	1,325		1,325
Pierce	4,313	7	4,320
Polk	674		674
Portage	1,065		1,065
Price	50		50
Racine	5,591	17	5,608
Richland	334		334
Rock	2,303		2,303
Rusk	97		97
St. Croix	1,510		1,510
Sauk	2,585	9	2,594
Sawyer	2		2
Shawano	835		835
Sheboygan	992		992
Taylor	170		170
Trempealeau	1,324		1,324
Vernon	221		221
Vilas	9		9
Walworth	1,345		1,345
Washington	139		139
Washington	1,987		1,987
Waushara	5,027	1	5,028
Waupaca	531		531
Waushara	785		785
Winnebago	1,121		1,121
Wood	252		252
Reserve	1,223		1,223
Total	72,963	114	73,077

County	Acreage apportioned to counties from State allotment		Acreage apportioned to counties from National Reserve (P. L. 117)	Total
	For old farms	For new farms		
WYOMING				
Albany	426	517	1,076	2,019
Big Horn	2,381			2,381
Campbell	34,156	47		34,203
Carbon	8,703	389	3,726	12,818
Converse	6,024	20	1,048	7,092
Crook	30,438			30,438
Fremont	4,390		121	4,511
Goshen	62,997		3,127	66,124
Hot Springs	362			362
Johnson	9,005			9,005
Laramie	73,964		2,584	76,548
Lincoln	5,443			5,443
Natrona	477	7		484
Niobrara	10,590	10	498	11,098
Park	3,537	12	70	3,625
Platte	42,570	115	1,932	44,617
Sheridan	16,212			16,212
Sublette	23			23
Sweetwater	54			54
Teton	710	12	84	756
Uinta	273	20		293
Washakie	268	4		272
Weston	10,783	33		10,216
Reserve	36			36
Total	323,182	1,186	14,222	338,590

(Sec. 375, 52 Stat. 66; 7 U. S. C. 1375. Interpret or apply sec. 334, 52 Stat. 54, 67 Stat. 151; 7 U. S. C. 1334)

Done at Washington, D. C., this 27th day of July 1954. Witness my hand and the seal of the Department of Agriculture.

[SEAL]

TRUE D. MORSE,
Acting Secretary.

[F. R. Doc. 54-5818; Filed, Aug. 2, 1954; 8:45 a. m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Avocado Order 2]

PART 969—AVOCADOS GROWN IN SOUTH FLORIDA

MATURITY REGULATION

§ 969.302 Avocado Order 2—(a) Findings. (1) Pursuant to the marketing agreement and Order No. 69 (7 CFR Part 969; 19 F. R. 3439) regulating the handling of avocados grown in South Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and upon the basis of the recommendations of the Avocado Administrative Committee, established under the aforesaid marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of avocados, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the

public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) in that, as hereinafter set forth, the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions of this section effective not later than August 4, 1954. A reasonable determination as to the time of maturity of avocados must await the development of the crop thereof, and adequate information thereon was not available to the Avocado Administrative Committee until July 27, 1954; determinations as to the time of maturity of the varieties of avocados covered by this section were made at the meeting of said committee on July 27, 1954, after consideration of all available information relative to the time of bloom and growing conditions for such avocados, at which time the recommendations and supporting information for maturity regulation was submitted to the Department; such meeting was held to consider recommendation for such regulation after giving the due notice thereof, and interested parties were afforded an opportunity to submit their views at this meeting; the provisions of this section are identical with the aforesaid recommendations of the committee and information concerning such provisions has been disseminated among the handlers of avocados; and compliance with the provisions of this section will not require of handlers any preparation therefor which cannot be completed by the effective time of this section.

(b) Order. (1) After the effective time of this section, no handler shall handle (i) any variety of avocados listed in column 1 of the following table prior to 12:01 a. m., e. s. t., of the date listed for the respective variety in column 2 of such table; (ii) during the period from 12:01 a. m., e. s. t., of the respective dates listed for the Tonnage and Booth 8 varieties in column 2 of such table to 12:01 a. m., e. s. t., of the date listed for the respective variety in column 4 of such table, no handler shall handle any avocados which weigh less than the ounces specified for the respective variety in column 3 of such table: *Provided*, That not to exceed 10 percent, by count, of the individual fruit contained in each lot may weigh not to exceed 2 ounces less than the ounces specified for the respective variety in column 3 of such table; such tolerance to be on a lot basis, and not to exceed double such tolerance (percentage) shall be permitted for an individual container in a lot if the entire lot is within the tolerance.

(1)	(2)	(3)	(4)
Variety	Beginning date	Minimum weight in ounces	Ending date
Tonnage	Aug. 15, 1954	14	Sept. 1, 1954
Booth 8	Sept. 15, 1954	12	Oct. 10, 1954
Lulu	Oct. 1, 1954	16	Nov. 1, 1954
Booth 7	Oct. 15, 1954	16	Do.
Hickson	do	14	Do.
Collinson	do	16	Do.
Taylor	Nov. 1, 1954	12	Nov. 15, 1954
Hall	do	18	Dec. 1, 1954
Herman	do	12	Nov. 15, 1954
Monroe	do	16	Do.
Booth 1	Nov. 15, 1954	16	Dec. 1, 1954
Booth 3	do	14	Do.
Wagner	Dec. 1, 1954	12	Dec. 15, 1954
Nabal	Dec. 15, 1954	12	Jan. 1, 1955
Choquette	do	16	Do.
Itzamma	Feb. 1, 1955	12	Feb. 15, 1955

(2) Paragraph (b) (5) of Avocado Order 1, as amended (19 F. R. 4601), is hereby further amended by excluding from the coverage thereunder the varieties of avocados set forth in paragraph (b) (1) hereof.

(c) *Effective time.* The provisions of this section shall become effective at 12:01 a. m., e. s. t., August 4, 1954.

Consideration is being given to the recommendations, submitted by the Avocado Administrative Committee, with respect to the establishment of the various minimum weights listed in said column 3 and the ending dates listed in said column 4 for the applicable varieties of avocados (other than Tonnage and Booth 8) listed in said column 1 that may be handled during the period between the applicable beginning and ending dates listed in said columns 2 and 4, respectively, for the applicable varieties.

All persons who desire to submit written data, views, or arguments for consideration in connection with the aforesaid proposals may do so by mailing the same to the Director, Fruit and Vegetable Division, Agricultural Marketing Service, Room 2077, South Building, Washington 25, D. C., not later than the 15th day after publication hereof in the FEDERAL REGISTER.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. 608c)

Dated: July 30, 1954.

[SEAL] FLOYD F. HEDLUND,
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F. R. Doc. 54-5934; Filed, Aug. 2, 1954; 8:53 a. m.]

privately authorized by the Board to engage in scheduled cargo-only service to conduct such operations under the provisions of Part 42 of the Civil Air Regulations. That authorization terminates August 1, 1954. At the time the Board promulgated that regulation it indicated that the regulation was only a temporary measure pending the development of adequate certification and operation rules for scheduled air transportation of cargo. It was anticipated that such rules would be developed prior to August 1, 1954. However, the Bureau of Safety Regulation is still engaged on that project. While certification and operation rules for air carriers engaged in scheduled cargo operations in interstate air transportation have been included in revised Part 40, the Board has not yet completed the revision of the rules applicable to scheduled air carrier operations outside the continental limits of the United States, including cargo-only operations. Pending a determination of this matter, it is considered desirable to continue the authorization currently in effect.

Interested persons have been afforded an opportunity to participate in the making of this regulation, and due consideration has been given to all relevant matter presented. Since it imposes no additional burden on any person, this regulation may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby makes and promulgates the following Special Civil Air Regulation effective August 1, 1954.

Any air carrier authorized by the Board pursuant to Title IV of the Civil Aeronautics Act of 1938, as amended, to engage in scheduled air transportation of cargo outside the continental limits of the United States may conduct such transportation under the air carrier certification and operation rules prescribed in Part 42 of the Civil Air Regulations.

This regulation shall supersede Special Civil Air Regulation SR-368 and shall terminate July 31, 1957, unless sooner terminated or rescinded by the Board.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interprets or applies secs. 601, 604, 52 Stat. 1007, 1010; 49 U. S. C. 551, 554)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 54-5893; Filed, Aug. 2, 1954; 8:50 a. m.]

enter into or observe exclusive and tying dealing agreements: By cancelling franchise agreements and threats of. Subpart—Dealing on exclusive and tying basis: § 3.670 Dealing on exclusive and tying basis. I. In connection with the offering for sale, sale, and distribution of bakery packaged products, in commerce, and on the part of respondent Sunshine Biscuits, Inc., its officers, etc.: (1) Selling or making any contract for sale of any such products on the condition, agreement, or understanding that the purchasers thereof shall not use, or deal in, or sell the goods, wares, or merchandise of a competitor or competitors of respondent Sunshine Biscuits, Inc.; (2) enforcing or continuing in operation or effect any condition, agreement, or understanding in, or in connection with any existing sales contract, which condition, agreement, or understanding is to the effect that the purchaser of said products will not use or deal in the goods, wares, or merchandise of a competitor or competitors of the respondent Sunshine Biscuits, Inc.; (3) entering into any agreement or understanding with a seller of automatic vending machines, that its vendees, operators, brokers, or licensees would dispense through said vending machines, solely and exclusively, products manufactured and sold by said respondent Sunshine Biscuits, Inc.; and (4) cooperating with respondents Statler Manufacturers Corp., Statler Distributors, Inc., and Lawrence S. Reiss, or any of them, to carry out any conditions, agreements, or understandings made by them, jointly or severally, with their vendees, operators, brokers, and licensees to dispense through the vending machines, sold by them, solely and exclusively, products manufactured and sold by respondent Sunshine Biscuits, Inc.; and, II, in connection with the offering for sale, sale, and distribution of automatic vending machines in commerce, and on the part of respondents Statler Manufacturers Corp., Statler Distributors, Inc., and respondent Lawrence S. Reiss, individually and as an officer thereof: (1) Selling or making any contract for sale of such vending machines on the condition, agreement, or understanding that the purchasers, operators, brokers or licensees thereof, dispense, through said vending machines, solely and exclusively products manufactured and sold by respondent Sunshine Biscuits, Inc.; (2) enforcing or continuing in operation or effect any condition, agreement, or understanding, in or in connection with any existing sales contract or franchise agreement, which condition, agreement, or understanding is to the effect that the purchasers, operators, brokers, or licensees of said vending machines will dispense through said vending machines, solely and exclusively, products manufactured and sold by respondent Sunshine Biscuits, Inc.; (3) cancelling, or directly or by implication threatening the cancellation of any contract or franchise or selling agreement with the vendees, operators, brokers, or licensees of said products because of the failure or refusal of said vendees, operators, brokers, or licensees to dispense, through said vending machines, solely and exclusively

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

[Reg. No. SR-368A]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

SPECIAL CIVIL AIR REGULATION; AUTHORIZATION FOR SCHEDULED AIR TRANSPORTATION OF CARGO

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 29th day of July 1954.

Special Civil Air Regulation SR-368 currently authorizes air carriers appro-

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6191]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

SUNSHINE BISCUITS, INC., ET AL.

Subpart—Aiding, assisting and abetting unfair or unlawful act or practice: § 3.290 Aiding, assisting and abetting unfair or unlawful act or practice. Subpart—Coercing and intimidating: § 3.350 Customers or prospective customers: To

products manufactured and sold by respondent Sunshine Biscuits, Inc.; and (4) the performance of any act of intimidation or coercion, either through statements, oral or written, or during the course of calls made upon the vendees, operators, brokers, or licensees of said vending machines, at their place of business or at any other place, or the use of any other plan, practice, system, or method of doing business for the purpose or having the effect of intimidating or coercing respondents' vendees, operators, brokers, or licensees, or other purchasers to dispense, through vending machines sold by them, solely and exclusively, products manufactured and sold by respondent Sunshine Biscuits, Inc.; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Sunshine Biscuits, Inc. (Long Island City, N. Y.) et al., Docket 6191, July 20, 1954.]

In the Matter of Sunshine Biscuits, Inc., a Corporation, Statler Manufacturers Corp., a Corporation, Statler Distributors, Inc., a Corporation, and Lawrence S. Reiss, Individually and as an Officer of Statler Manufacturers Corp. and Statler Distributors, Inc.

This proceeding was heard by John Lewis, hearing examiner, upon the complaint of the Commission, which charged respondent Sunshine Biscuits, Inc., in Count I, with price discrimination, in violation of section 2 (a) of the Clayton Act, as amended by the Robinson-Patman Act; and, in Count II, charged all respondents with exclusive-dealing practices injurious to competition, in violation of section 5 of the Federal Trade Commission Act; and upon a stipulation entered into thereafter by respondents in which they admitted all the jurisdictional allegations of the complaint, and consented to the entry of a cease and desist order in disposition of Count II thereof.

Said stipulation further provided, as respects said Count II, that respondents waived the filing of answer, a hearing before a hearing examiner of the Commission, the making of findings of fact or conclusions of law by the hearing examiner or the Commission, the filing of exceptions and oral argument before the Commission, and all further and other procedure before the hearing examiner and the Commission to which respondents might be entitled under the Federal Trade Commission Act or the rules of practice of the Commission, and further, that the aforesaid consent cease and desist order should have the same force and effect as if made after a full hearing, presentation of evidence, and findings and conclusions thereon, and that respondents specifically waived any and all right, power, or privilege to challenge or contest the validity of the order entered in accordance with said stipulation.

Thereafter, said stipulation which had been filed with said examiner, theretofore duly designated by the Commission, for consideration by him in accordance with Rule V of the Commission's rules of practice, was accepted and made a part of the record by said examiner, who,

after considering the complaint and said stipulation, and finding that the proceeding was in the interest of the public, made his initial decision based on said stipulation for consent order as to Count II, comprising jurisdictional findings and order to cease and desist in disposition of said Count II.

No appeal having been filed from said initial decision of said hearing examiner, as provided for in Rule XXII of the Commission's rules of practice, nor any other action taken as thereby provided to prevent said initial decision becoming the decision of the Commission thirty days from service thereof upon the parties, said initial decision, including said order, accordingly, under the provisions of said Rule XXII became the decision of the Commission on July 20, 1954.

Said order is as follows:

It is ordered, That respondent Sunshine Biscuits, Inc., a corporation, and its officers, agents, representatives and employees, directly or through any corporate or other device, in connection with the offering for sale, sale and distribution of bakery packaged food products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Selling or making any contract for sale of any such products on the condition, agreement or understanding that the purchasers thereof shall not use, or deal in, or sell the goods, wares or merchandise of a competitor or competitors of respondent Sunshine Biscuits, Inc.

2. Enforcing or continuing in operation or effect any condition, agreement or understanding in, or in connection with any existing sales contract, which condition, agreement or understanding is to the effect that the purchaser of said products will not use or deal in the goods, wares or merchandise of a competitor or competitors of the respondent Sunshine Biscuits, Inc.

3. Entering into any agreement or understanding with a seller of automatic vending machines, that its vendees, operators, brokers or licensees would dispense through said vending machines, solely and exclusively, products manufactured and sold by said respondent Sunshine Biscuits, Inc.

4. Cooperating with respondents Statler Manufacturers Corp., Statler Distributors, Inc., and Lawrence S. Reiss, or any of them, to carry out any conditions, agreements or understandings made by them, jointly or severally, with their vendees, operators, brokers and licensees to dispense through the vending machines, sold by them, solely and exclusively, products manufactured and sold by respondent Sunshine Biscuits, Inc.

It is further ordered, That respondents Statler Manufacturers Corp., a corporation, Statler Distributors, Inc., a corporation, their respective officers, agents, representatives and employees, and respondent Lawrence S. Reiss, individually and as an officer of said corporations, directly or through any corporate or other device, jointly or severally, in connection with the offering for sale, sale and distribution of auto-

matic vending machines in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Selling or making any contract for sale of such vending machines on the condition, agreement or understanding that the purchasers, operators, brokers or licensees thereof, dispense, through said vending machines, solely and exclusively products manufactured and sold by respondent Sunshine Biscuits, Inc.

2. Enforcing or continuing in operation or effect any condition, agreement or understanding, in or in connection with any existing sales contract or franchise agreement, which condition, agreement or understanding is to the effect that the purchasers, operators, brokers, or licensees of said vending machines will dispense through said vending machines, solely and exclusively, products manufactured and sold by respondent Sunshine Biscuits, Inc.

3. Cancelling, or directly or by implication threatening the cancellation of any contract or franchise or selling agreement with the vendees, operators, brokers or licensees of said products because of the failure or refusal of said vendees, operators, brokers, or licensees to dispense, through said vending machines, solely and exclusively products manufactured and sold by respondent Sunshine Biscuits, Inc.

4. The performance of any act of intimidation or coercion, either through statements, oral or written, or during the course of calls made upon the vendees, operators, brokers or licensees of said vending machines, at their place of business or at any other place, or the use of any other plan, practice, system or method of doing business for the purpose or having the effect of intimidating or coercing respondents' vendees, operators, brokers or licensees, or other purchasers to dispense, through vending machines sold by them, solely and exclusively, products manufactured and sold by respondent Sunshine Biscuits, Inc.

By "Decision of the Commission and Order to File Report of Compliance", Docket 6191, June 30, 1954, which announced and decreed fruition of said initial decision, report of compliance was required as follows:

It is ordered, That respondents Sunshine Biscuits, Inc., a corporation, Statler Manufacturers Corp., a corporation, Statler Distributors, Inc., a corporation, and Lawrence S. Reiss, individually and as an officer of Statler Manufacturers Corp. and Statler Distributors, Inc., shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: June 30, 1954.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 54-5889; Filed, Aug. 2, 1954; 8:49 a. m.]

TITLE 29—LABOR

Chapter V—Wage and Hour Division,
Department of LaborPART 547—REQUIREMENTS OF A "BONA
FIDE THRIFT OR SAVINGS PLAN"

On February 12, 1954, notice was published in the FEDERAL REGISTER (19 F. R. 839) of a proposal to adopt Regulations, Part 547 defining and delimiting the term "Bona Fide Thrift or Savings Plan". Interested parties were given 30 days within which to submit any data, views or comments relative to the proposed regulations.

The comments received here have given careful consideration. Upon the basis thereof, certain changes have been made in the proposed regulations relating to the manner of establishment of a thrift or savings plan and to the amount an employer may contribute under such a plan.

Accordingly, regulations, Part 547, as set forth below are hereby adopted and are to become effective 30 days after the date of their publication in the FEDERAL REGISTER:

- Sec.
547.0 Scope and effect of part.
547.1 Essential requirements for qualification.
547.2 Disqualifying provisions.
547.3 Petition for amendment of regulations in this part.

AUTHORITY: §§ 547.0 to 547.3 issued under sec. 7, 52 Stat. 1063, as amended; 29 U. S. C. 207.

§ 547.0 *Scope and effect of part.* (a) The regulations in this part set forth the requirements of a "bona fide thrift or savings plan" under section 7 (d) (3) (b) of the Fair Labor Standards Act of 1938, as amended (hereinafter called the act). In determining the total remuneration for employment which section 7 (d) of the act requires to be included in the regular rate at which an employee is employed, it is not necessary to include any sums paid to or on behalf of such employee, in recognition of services performed by him during a given period, which are paid pursuant to a bona fide thrift or savings plan meeting the requirements set forth herein. In the formulation of these regulations due regard has been given to the factors and standards set forth in section 7 (d) (3) (b) of the act.

(b) Where a thrift or savings plan is combined in a single program (whether in one or more documents) with a plan or trust for providing profit-sharing payments to employees, or with a plan or

trust for providing old age, retirement, life, accident or health insurance or similar benefits for employees, contributions made by the employer pursuant to such thrift or savings plan may be excluded from the regular rate if the plan meets the requirements of the regulation in this part and the contributions made for the other purposes may be excluded from the regular rate if they meet the tests set forth in regulations, Part 549, or the tests set forth in Interpretative Bulletin, Part 778 of this chapter, § 778.6 (g), as the case may be.

§ 547.1 *Essential requirements for qualification.* (a) A "bona fide thrift or savings plan" for the purpose of section 7 (d) (3) (b) of the act is required to meet all the standards set forth in paragraphs (b) through (f) of this section and must not contain the disqualifying provisions set forth in § 547.2.

(b) The thrift or savings plan constitutes a definite program or arrangement in writing, adopted by the employer or by contract as a result of collective bargaining and communicated or made available to the employees, which is established and maintained, in good faith, for the purpose of encouraging voluntary thrift or savings by employees by providing an incentive to employees to accumulate regularly and retain cash savings for a reasonable period of time or to save through the regular purchase of public or private securities.

(c) The plan specifically shall set forth the category or categories of employees participating and the basis of their eligibility. Eligibility may not be based on such factors as hours of work, production, or efficiency of the employees: *Provided, however,* That hours of work may be used to determine eligibility of part-time or casual employees.

(d) The amount any employee may save under the plan shall be specified in the plan or determined in accordance with a definite formula specified in the plan, which formula may be based on one or more factors such as the straight-time earnings or total earnings, base rate of pay, or length of service of the employee.

(e) The employer's total contribution in any year may not exceed 15 percent of the participating employees' total earnings during that year. In addition, the employer's total contribution in any year may not exceed the total amount saved or invested by the participating employees during that year: *Provided, however,* That a plan permitting a greater contribution may be submitted to the Administrator and approved by him as

a "bona fide thrift or savings plan" within the meaning section 7 (d) (3) (b) of the act if:

(1) The plan meets all the other standards of this section;

(2) The plan contains none of the disqualifying factors enumerated in § 547.2;

(3) The employer's contribution is based to a substantial degree upon retention of savings; and

(4) The amount of the employer's contribution bears a reasonable relationship to the amount of savings retained and the period of retention.

(f) The employer's contributions shall be apportioned among the individual employees in accordance with a definite formula or method of calculation specified in the plan, which formula or method of calculation is based on the amount saved or the length of time the individual employee retains his savings or investment in the plan: *Provided,* That no employee's share determined in accordance with the plan may be diminished because of any other remuneration received by him.

§ 547.2 *Disqualifying provisions.* (a) No employee's participation in the plan shall be on other than a voluntary basis.

(b) No employee's wages or salary shall be dependent upon or influenced by the existence of such thrift or savings plan or the employer's contributions thereto.

(c) The amounts any employee may save under the plan, or the amounts paid by the employer under the plan may not be based upon the employee's hours of work, production or efficiency.

§ 547.3 *Petition for amendment of regulations in this part.* Any person wishing a revision of any of the terms of the regulations in this part may submit in writing to the Administrator a petition setting forth the changes desired and the reasons for proposing them. If upon the inspection of the petition, the Administrator believes that reasonable cause for amendment of the regulations in this part is set forth, the Administrator will either schedule a hearing with due notice to interested parties, or will make other provision for affording interested parties an opportunity to present their views, either in support of or in opposition to the proposed changes.

Signed at Washington, D. C., this 27th day of July 1954.

F. GRANVILLE GRIMES, Jr.,
Acting Administrator,
Wage and Hour Division.

[F. R. Doc. 54-5876; Filed, Aug. 2, 1954;
8:46 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 993]

HANDLING OF DRIED PRUNES PRODUCED IN CALIFORNIA

NOTICE OF PROPOSED RULE MAKING WITH RESPECT TO ESTABLISHING SALABLE AND SURPLUS PERCENTAGES OF DRIED PRUNES FOR THE 1954-55 CROP YEAR

Notice is hereby given that there is being considered a proposed rule to establish a salable percentage of 88 percent and a surplus percentage of 12 percent in connection with dried prunes which are produced in California during the 1954-55 crop year. These percentages were recommended by the Prune Administrative Committee in accordance with the applicable provisions of Marketing Agreement No. 110, as further amended, and Order No. 93, as further amended (19 F. R. 1301), regulating the handling of dried prunes produced in California, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.).

Consideration will be given to any data, views, or arguments pertaining thereto which are filed in triplicate with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D. C., and received not later than the close of business on the tenth day after the date of the publication of this notice in the FEDERAL REGISTER, except that, if said tenth day after publication should fall on a legal holiday, Saturday, or Sunday, such submission must be received by the Director not later than the close of business on the next following business day.

The principal factor tending to support the proposed rule is a relatively large estimated production of California dried prunes in 1954. Although current estimates of such production vary widely, it is apparent that it will exceed the production in either 1952 or 1953. The carryout of dried prunes in packers' hands at July 31, 1954, is expected to be relatively small. Nevertheless, it is expected that the 1954 production will provide not only for all known domestic and foreign requirements and an ample carryout at July 31, 1955, but will include a surplus which requires the application of the volume control provisions of the marketing agreement and order. It does not appear from data currently available

that average returns to California producers for 1954 crop prunes will exceed the price level specified in section 2 (1) of the act.

It is anticipated that the minimum quality requirements for the receiving and disposition of prunes by handlers for the crop year beginning August 1, 1954 will be those prescribed in the marketing agreement as further amended and the marketing order as further amended to cover crop years when the estimated season average price to producers for prunes does not exceed parity.

The proposed rule is as follows:

§ 993.204 *Dried prune salable tonnage and surplus tonnage regulation for the 1954-55 crop year.* The salable percentage of dried prunes produced in California for the crop year beginning August 1, 1954, and ending July 31, 1955, shall be 88 percent, and the surplus percentage of such dried prunes for said crop year shall be 12 percent.

Issued at Washington, D. C., this 28th day of July 1954.

[SEAL]

S. R. SMITH,
Director,
Fruit and Vegetable Division.

[F. R. Doc. 54-5885; Filed, Aug. 2, 1954;
8:48 a. m.]

FEDERAL TRADE COMMISSION

[16 CFR Ch. I]

[File No. 21-445¹]

LOW AND MEDIUM-PRICED JEWELRY INDUSTRY

NOTICE OF HEARING AND OF OPPORTUNITY TO PRESENT VIEWS, SUGGESTIONS, OR OBJECTIONS ON PROPOSED TRADE PRACTICE RULES

Opportunity is hereby extended by the Federal Trade Commission to any and all persons, firms, corporations, organizations, or other parties, including farm, labor, and consumer groups, affected by or having an interest in the proposed trade practice rules for the Low and Medium-Priced Jewelry Industry (heretofore referred to as the Costume Jewelry Industry), to present to the Commission their views concerning said rules, including such pertinent information, suggestions, or objections as they may desire to submit, and to be heard in the premises. For this purpose

¹ File No. 21-445 also appeared at 18 F. R. 1658.

they may obtain copies of the proposed rules upon request to the Commission. Such views, information, suggestions, or objections may be submitted by letter, memorandum, brief, or other communication, to be filed with the Commission not later than September 8, 1954. Opportunity to be heard orally will be afforded at the hearing beginning at 10 a. m., e. s. t., September 8, 1954, in the Hotel Biltmore, Madison Avenue at 43d Street, New York City, to any such persons, firms, corporations, organizations, or other parties, who desire to appear and be heard. After due consideration of all matters presented in writing or orally, the Commission will proceed to final action on the proposed rules.

The industry for which trade practice rules are under consideration in these proceedings consists of all persons, firms, corporations, and organizations engaged in the importation, production, distribution, or marketing of low and medium-priced jewelry. Coverage of the proposed rules is set forth in detail in the provisions entitled "Application of Rules."

Institution of the proceedings was in response to an industry application. A trade practice conference was held in New York City on October 9, 1952, at which rules were proposed for consideration by members of the industry. Thereafter, additional proposals were made by the industry, and on March 24, 1953, a pamphlet setting forth all rules that had then been proposed was published by the Commission and made available to all industry members and other interested parties upon public notice whereby they were afforded opportunity to present their views regarding such proposed rules and to participate in a second session of the trade practice conference which was held in Providence, Rhode Island, on April 16, 1953. The draft of proposed rules as now released by the Commission constitutes a suggested consolidation and revision of proposals previously submitted and considered in these proceedings.*

Issued: July 29, 1954.

By direction of the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 54-5894; Filed, Aug. 2, 1954;
8:50 a. m.]

* Copies may be obtained upon request to Federal Trade Commission.

NOTICES

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

New Mexico

STOCK DRIVEWAY WITHDRAWAL NO. 9, NEW MEXICO NO. 3, MODIFIED

JULY 26, 1954.

By virtue of the authority contained in section 10 of the act of December 29, 1916, 39 Stat. 865, as amended by the act of January 29, 1929, 45 Stat. 1144 (43 U. S. C. 300), and in section 7 of the act of June 28, 1934, 48 Stat. 1272, as amended by the act of June 26, 1936, 49 Stat. 1976 (43 U. S. C. 315f), and pursuant to the authority delegated to me by the Director, Bureau of Land Management in Order No. 541 of April 21, 1954 (19 F. R. 2473), it is ordered as follows:

1. The following-described public lands in New Mexico are hereby classified as necessary and suitable for stock-driveway purposes, and, excepting any mineral deposits therein, are withdrawn from all disposal under the public-land laws and reserved, subject to valid existing rights, for the use of the general public:

NEW MEXICO PRINCIPAL MERIDIAN

- T. 2 S., R. 4 W.,
Sec. 21, lot 5, SW $\frac{1}{4}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$,
N $\frac{1}{2}$ SW $\frac{1}{4}$, SW $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 2 S., R. 5 W.,
Sec. 36, W $\frac{1}{2}$ E $\frac{1}{2}$, W $\frac{1}{2}$.
- T. 3 S., R. 5 W.,
Sec. 2, lots 2, 3, 4, SW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$,
W $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$;
Sec. 16, all.
- T. 3 S., R. 6 W.,
Sec. 3, NW $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 7, lot 3, NE $\frac{1}{4}$ SW $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 16, N $\frac{1}{2}$, NW $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 17, SE $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 18, NE $\frac{1}{4}$ NE $\frac{1}{4}$.
- T. 3 S., R. 7 W.,
Sec. 12, S $\frac{1}{2}$ NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 13, NW $\frac{1}{4}$ NW $\frac{1}{4}$;
Sec. 16, N $\frac{1}{2}$, N $\frac{1}{2}$ S $\frac{1}{2}$.
- T. 3 S., R. 8 W.,
Sec. 9, SW $\frac{1}{4}$ NE $\frac{1}{4}$;
Sec. 13, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$,
N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;
Sec. 15, SE $\frac{1}{4}$ NE $\frac{1}{4}$, SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 4 S., R. 11 W.,
Sec. 21, NE $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 4 S., R. 12 W.,
Sec. 24, SE $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ SW $\frac{1}{4}$;
Sec. 29, NE $\frac{1}{4}$, SE $\frac{1}{4}$ NW $\frac{1}{4}$.
- T. 4 S., R. 14 W.,
Sec. 25, SW $\frac{1}{4}$;
Sec. 26, S $\frac{1}{2}$;
Sec. 27, SE $\frac{1}{4}$;
Sec. 32, N $\frac{1}{2}$.

The areas described aggregate approximately 5,431.34 acres.

2. Departmental order of February 28, 1918, as amended November 2, 1937, and May 19, 1938, establishing Stock Driveway No. 9, New Mexico No. 3, is hereby revoked in so far as it affects the following described lands:

NEW MEXICO PRINCIPAL MERIDIAN

- T. 1 N., R. 12 W.,
Sec. 20, N $\frac{1}{2}$.

- T. 4 S., R. 5 W.,
Sec. 22, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ SE $\frac{1}{4}$;
Sec. 23, SW $\frac{1}{4}$ SW $\frac{1}{4}$.
- T. 3 S., R. 6 W.,
Sec. 15, NW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$, SW $\frac{1}{4}$.
- T. 3 S., R. 7 W.,
Sec. 14, S $\frac{1}{2}$ SE $\frac{1}{4}$, NE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 2 S., R. 9 W.,
Sec. 21, NE $\frac{1}{4}$, N $\frac{1}{2}$ NW $\frac{1}{4}$;
Sec. 22, SW $\frac{1}{4}$ NW $\frac{1}{4}$, N $\frac{1}{2}$ S $\frac{1}{2}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$.
- T. 4 S., R. 13 W.,
Sec. 28, S $\frac{1}{2}$ S $\frac{1}{2}$;
Sec. 29, S $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SW $\frac{1}{4}$;
Sec. 31, lots 1, 2, E $\frac{1}{2}$ NW $\frac{1}{4}$, NW $\frac{1}{4}$ NE $\frac{1}{4}$,
S $\frac{1}{2}$ NE $\frac{1}{4}$.

The areas described aggregate approximately 1,917.64 acres.

Large areas in the vicinity of the lands described in T. 4 S., R. 13 W. have recently been examined and found to be unsuitable for cultivation because of unfavorable soil conditions, short growing season, and excessive depth to any known source of water supply. The remaining lands are in areas too rough and mountainous for cultivation.

No application for these lands will be allowed under the homestead, desert-land, small-tract, or any other non-mineral public-land law, unless the lands have already been classified as valuable or suitable for such type of application, or shall be so classified upon consideration of an application. Any application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

As to the lands restored from Stock Driveway Withdrawal, this order shall not otherwise become effective to change the status of the described lands until 10:30 a. m. on the 35th day after the date of this order. At that time the said lands shall become subject to application, petition, location and selection under the applicable public-land laws, subject to valid existing rights, the provisions of existing withdrawals, the requirements of applicable laws, and the 91-day preference right filing period for veterans and others entitled to preference under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284), as amended.

E. R. SMITH,
State Supervisor.

[F. R. Doc. 54-5873; Filed, Aug. 2, 1954;
8:45 a. m.]

NEW MEXICO

NOTICE FOR FILING OBJECTIONS TO STOCK DRIVEWAY WITHDRAWAL NO. 9, NEW MEXICO NO. 3, MODIFIED¹

JULY 26, 1954.

For a period of 30 days from the date of publication of the above entitled order, persons having cause to object to the terms thereof may file their objections in the office of the State Supervisor, Bureau of Land Management, Santa Fe, New Mexico. In case any objection is filed and the nature of the opposition is such as to warrant it, a public hearing

will be held at a convenient time and place, which will be announced, where opponents of the order may state their views and where the proponents of the order can explain its purpose, intent, and extent. Should any objection be filed, whether or not a hearing is held, notice of a determination as to whether the order should be rescinded, modified or let stand will be given to all interested parties of record and the general public.

E. R. SMITH,
State Supervisor.

[F. R. Doc. 54-5873; Filed, Aug. 2, 1954;
8:45 a. m.]

Bureau of Reclamation

[Misc. 67416]

BELLE FOURCHE PROJECT, SOUTH DAKOTA

ORDER OF REVOCATION

Pursuant to the authority delegated by Departmental Order No. 2515 of April 7, 1949 (14 F. R. 1937), I hereby revoke Departmental Orders of July 18, 1903, March 3 and September 27, 1909, insofar as said orders affect the following described land: *Provided, however*, That such revocation shall not affect the withdrawal of any other lands by said orders or affect any other orders withdrawing or reserving the land hereinafter described:

BLACK HILLS MERIDIAN, SOUTH DAKOTA

- T. 9 N., R. 5 E.
Sec. 19, Lot 4.

The above area aggregates 39.59 acres.

W. A. DEXHEIMER,
Commissioner.

JULY 28, 1954.

I concur. The records of the Bureau of Land Management will be noted accordingly.

The lands are included in an allowed homestead entry under Pierre 022529 and are therefore not subject to the provisions of the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284), as amended, granting preference rights to veterans of World War II and others.

EARL G. HARRINGTON,
Acting Director,
Bureau of Land Management.

[F. R. Doc. 54-5874; Filed, Aug. 2, 1954;
8:46 a. m.]

[Misc. 1598503]

SAN LUIS DRAINAGE PROJECT, COLORADO

ORDER OF REVOCATION

MAY 18, 1953.

Pursuant to the authority delegated by Departmental Order No. 2515 of April 7, 1949 (14 F. R. 1937), I hereby revoke De-

¹See F. R. Doc. 54-5873, *supra*.

partmental Order of April 10, 1935, insofar as said order affects the following described land: *Provided, however*, That such revocation shall not affect the withdrawal of any other lands by said Orders or affect any other Orders withdrawing or reserving the land hereinafter described:

NEW MEXICO PRINCIPAL MERIDIAN, COLORADO

- T. 40 N., R. 10 E.,
Secs. 1, 2, and 3.
T. 41 N., R. 10 E.,
Secs. 1, 2, 3, 10, 11, 12, 13, 14, 15, 22, 23,
24, 25, 26, 27, 34, 35, 36.
T. 42 N., R. 10 E.,
Secs. 8, 9, 10, 11, 12, 13, 14, 15, 16, 17,
20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 32, 33,
34, 35, 36.
T. 36 N., R. 11 E.,
Secs. 1, 2, 3, 4, 9, 10, 11, 12, 14, 15.
T. 37 N., R. 11 E.,
Secs. 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15,
16, 17, 20, 21, 22, 23, 24, 25, 26, 27, 28, 33,
34, 35, 36.
T. 38 N., R. 11 E.,
Secs. 1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, 16,
21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35, 36.
T. 39 N., R. 11 E.,
Secs. 1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 15, 16,
21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35, 36.
T. 40 N., R. 11 E.,
Secs. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13,
14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24,
25, 26, 27, 28, 29, 30, 32, 33, 34, 35, 36.
T. 41 N., R. 11 E.,
Secs. 16, 17, 18, 19, 20, 21, 28, 29, 30, 31, 32,
33, 34.
T. 37 N., R. 12 E.,
Secs. 5, 6, 7.
T. 38 N., R. 12 E.,
Secs. 5, 6, 7, 8, 17, 18, 19, 20, 29, 30, 31, 32.
T. 39 N., R. 12 E.,
Secs. 5, 6, 7, 8, 17, 18, 19, 20, 29, 30, 31, 32.
T. 40 N., R. 12 E.,
Secs. 19, 20, 29, 30, 31, 32.

The above aggregates approximately 133,120 acres.

G. W. LINEWEAVER,
Assistant Commissioner.

JULY 28, 1954.

I concur. The records of the Bureau of Land Management will be noted accordingly.

The public lands described in the order are located within Colorado Grazing District No. 8 and are in an area devoted exclusively to grazing.

No applications for the lands may be allowed under the homestead, desert-land, small tract, or any other non-mineral public-land law unless the land has already been classified as valuable or suitable for such type of application, or shall be so classified upon the consideration of an application. Any application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

This order shall not otherwise become effective to change the status of the described land until 10:00 a. m. on the 35th day after the date of this order. At that time the said land shall become subject to application, petition, location and selection, subject to valid existing rights, the provisions of existing withdrawals, the requirements of applicable laws, and the 91 day preference right filing period for veterans and others entitled to preference under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284) as amended.

Veteran's preference right applications under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279-284) as amended, may be filed on or before 10:00 a. m., of the 35th day after the date of this order, and those covering the same land shall be treated as though simultaneously filed at that time. Applications filed under the act after that time and during the succeeding 91 days shall be considered in the order of filing. Applications by non-veterans under the public land laws, filed on or before 10:00 a. m., of the 126th day after the date of this order shall be treated as though simultaneously filed at that time, where the applications are for the same lands, otherwise, priority of filing shall govern.

Inquiries regarding the lands shall be addressed to the Manager, Land Office, Denver, Colorado.

EARL G. HARRINGTON,
Acting Director,
Bureau of Land Management.

[F. R. Doc. 54-5675; Filed, Aug. 2, 1954;
8:46 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G-2288]

OHIO FUEL GAS CO.

NOTICE OF APPLICATION

JULY 27, 1954.

Take notice that The Ohio Fuel Gas Company (Applicant), an Ohio corporation, address, Columbus, Ohio, filed on July 13, 1954, an application for an order of the Commission amending its order issued on March 26, 1954, in the Matters of Atlantic Seaboard Corporation, et al., Docket Nos. G-1850, et al., wherein, among other things, the Commission issued a certificate of public convenience and necessity to Applicant in Docket No. G-2288, authorizing the construction and operation of certain natural-gas facilities among which were facilities designated as Project No. 3 and Project No. 5.

Applicant requests an amendment of the said order of the Commission to permit the construction and operation by Applicant of approximately 2.0 miles of additional loop to its Line D-322 west of Kenton, Ohio, thereby increasing Project No. 3 from 6.6 miles of 16-inch pipe to 8.6 miles of 16-inch pipe to be installed near Kenton, Ohio, and to permit the construction and operation by Applicant of approximately 5.9 miles of additional replacement on its Line "T" north of Bowling Green, Ohio, thereby increasing Project No. 5 from 13.3 miles of 16-inch pipe to 19.2 miles of 16-inch pipe to be installed north of North Baltimore, Ohio.

Applicant states that the additional facilities for which the amendments are requested are necessitated by increased market requirements in the areas to be served.

Applicant expects to receive substantial additional volumes of firm gas from its affiliate, United Fuel Gas Company, starting in 1955, and states that the volumes of storage gas in place and deliverability therefrom for market service

during the winter of 1954-55 are considerably greater than was estimated in June 1953. Applicant has obtained removal, as of April 15, 1954, of restrictions on the attachment of additional space heating and industrial load, except for a 500 Mcf per day limitation on industrial load, and similar relaxation of restrictions has been obtained by Applicant's wholesale customers. Applicant proposes the construction and operation of the additional facilities to enable it to meet the resulting increased market during the 1954-55 winter period.

The estimated total overall cost of construction of the additional facilities in Project No. 3 is \$77,000, and the estimated total overall cost of construction of the additional facilities in Project No. 5 is \$228,000, with a total credit to fixed capital of \$53,300 cost of retiring of \$17,400, and salvage of \$27,000 in connection with the proposed retirement of existing facilities. Applicant will finance the additions requested by obtaining the necessary funds from its parent, The Columbia Gas System, Inc., through the issuance and sale of securities of Applicant to said parent company.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before the 19th day of August 1954. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 54-5877; Filed, Aug. 2, 1954;
8:46 a. m.]

[Docket No. G-2478]

PUBLIC SERVICE CO. OF COLORADO

NOTICE OF APPLICATION

JULY 28, 1954.

Take notice that Public Service Company of Colorado (Applicant) having its principal place of business in Denver, Colorado, filed on July 6, 1954, an application pursuant to section 7 (a) of the Natural Gas Act for an order directing Colorado Interstate Gas Company to establish physical connection of its transmission facilities at Parker, Colorado, with proposed facilities of Applicant and to deliver and sell natural gas to Applicant for resale as hereinafter described:

Applicant requests that Colorado Interstate Gas Company be directed to construct a lateral from its 20-inch main line to the town border of Parker, Colorado, a distance of approximately 1,000 feet and to install a meter station at the end of such lateral. Applicant estimates its peak requirements in the third year of operation to be 75 Mcf, and its annual requirements to be 8,550 Mcf.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D. C., in accordance with the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) on or before the 19th day of August

1954. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 54-5890; Filed, Aug. 2, 1954;
8:49 a. m.]

[Docket No. G-2487]

PETERSTOWN GAS CO., INC.

NOTICE OF APPLICATION

JULY 27, 1954.

Take notice that Peterstown Gas Co., Inc. (Applicant), a West Virginia corporation, address, Welch, West Virginia, filed on July 13, 1954, an application for an order pursuant to section 7 (a) of the Natural Gas Act, directing Atlantic Seaboard Corporation (Atlantic Seaboard), a Delaware corporation, address, Charleston, West Virginia, to establish physical connection of its transportation facilities with the proposed facilities of Applicant in the Town of Peterstown, Monroe County, West Virginia, and to sell and deliver natural gas to Applicant for distribution in the Town of Peterstown.

Applicant is the assignee of a franchise issued on January 5, 1942, by the Town of Peterstown, authorizing the installation of a gas distribution system in said Town, and the furnishing to the inhabitants thereof natural or artificial gas for commercial, domestic and all other uses. Applicant proposes to take delivery of gas from a 4-inch pipeline of Atlantic Seaboard now utilized for service of natural gas to the Celanese Corporation of America at Narrows, Virginia, and estimates that initially it will serve approximately 45 customers including 39 residences, and in four years it will serve approximately 210 customers. Applicant estimates its 1955 annual requirements to be approximately 3,600 mcf and its 1955 peak day requirements to be approximately 30 Mcf. In 1958 Applicant estimates its annual requirements will be approximately 16,200 Mcf and its peak day requirements for 1958 will be approximately 190 Mcf.

Applicant states that the principal fuel used in the Town of Peterstown is coal. There is no natural gas service in Peterstown at present.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before the 19th day of August 1954. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 54-5878; Filed, Aug. 2, 1954;
8:47 a. m.]

[Project No. 2154]

CITY OF EUGENE, OREG.

NOTICE OF LAND WITHDRAWAL

JULY 28, 1954.

Conformable to the provisions of section 24 of the act of June 10, 1920, as

amended, notice is hereby given that the lands hereinafter described, insofar as title thereto remains in the United States, are included in power Project No. 2154 for which completed application for preliminary permit was filed April 5, 1954, by the City of Eugene, Oregon. Under said section 24 these lands are, from said date of filing, reserved from all forms of disposal under the laws of the United States until otherwise directed by the Commission or by Congress.

WILLAMETTE MERIDIAN

T. 16 S., R. 5 E.,

Section 12, S $\frac{1}{2}$ SW $\frac{1}{4}$;

Section 30, W $\frac{1}{2}$ E $\frac{1}{2}$, E $\frac{1}{2}$ W $\frac{1}{2}$, NW $\frac{1}{4}$ NW $\frac{1}{4}$;

Section 31, NW $\frac{1}{4}$ NE $\frac{1}{4}$, S $\frac{1}{2}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NW $\frac{1}{4}$,

N $\frac{1}{2}$ SE $\frac{1}{4}$, SE $\frac{1}{4}$ SE $\frac{1}{4}$;

Section 32, SW $\frac{1}{4}$ NW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$.

The area of lands reserved by the filing of this application is approximately 880 acres, 760 acres of which has heretofore been reserved in earlier power site withdrawals.

Copies of the project map (FPC 2154-2) have been transmitted to the Bureau of Land Management, Geological Survey and Forest Service.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 54-5891; Filed, Aug. 2, 1954;
8:50 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File Nos. 54-54, 59-50, 70-559]

NORTHERN STATES POWER CO. ET AL.

SUPPLEMENTAL ORDER MODIFYING PRIOR
ORDER WITH RESPECT TO FEES AND
EXPENSES

JULY 28, 1954.

In the matter of Northern States Power Company (Delaware), File No. 54-54; Northern States Power Company (Minnesota), File No. 70-559; Northern States Power Company (Delaware) and each of its subsidiaries, File No. 59-50.

The Commission having on April 8, 1952, entered its Memorandum Findings and Opinion and Order approving in part and denying the payment by Northern States Power Company, a Delaware corporation ("Delaware"), or by its successor corporation, Northern States Power Company, a Minnesota corporation ("Minnesota"), of claims for services and for reimbursement of expenses rendered or incurred in connection with the plan of reorganization ("Plan") of Delaware filed pursuant to section 11 (e) of the Public Utility Holding Company Act of 1935; and

The Commission in said Memorandum Findings and Opinion and Order of April 8, 1952, having, among other things, allowed to A. Louis Flynn, counsel for Delaware, \$125,000 for fees and \$9,725.53 for expenses together with not to exceed \$750 for expenses incurred after January 31, 1950, in lieu of \$147,380 for fees and \$9,946.95 for expenses which were requested by him; having allowed to Fowler, Youngquist, Furber, Taney & Johnson, counsel for Minnesota, \$40,000 for fees and \$2,338.70 for expenses together with not to exceed \$375 for expenses in-

curred after January 31, 1950, in lieu of \$56,800 for fees and \$2,815.97 for expenses which were requested by said firm; and having allowed to Barron, Rice & Rockmore, counsel for certain Class A stockholders of Delaware, \$15,000 for fees and \$1,240.77 for expenses, in lieu of \$25,000 for fees and \$1,484.12 for expenses which were requested by said firm; and

The Commission having filed, in the United States District Court for the District of Minnesota, Fourth Division, a supplemental application to enforce and carry out the Plan and its Memorandum Findings and Opinion and Order of April 8, 1952; and A. Louis Flynn, Fowler, Youngquist, Furber, Taney & Johnson, and Barron, Rice & Rockmore, among others, having filed objections thereto; and said District Court by its opinion of January 12, 1953, and its order of March 3, 1953, having allowed in full the claims for fees and disbursements made by A. Louis Flynn and Fowler, Youngquist, Furber, Taney & Johnson, and having allowed to Barron, Rice & Rockmore \$23,850 for fees and \$1,484.12 for disbursements; and having remanded the matter to the Commission for the purpose of modifying the Plan and the Commission's Memorandum Findings and Opinion and Order of April 8, 1952, in accordance with the District Court's Order; and

The Commission having taken an appeal to the United States Court of Appeals for the Eighth Circuit, and said Court of Appeals having affirmed the order of the District Court:

It is ordered, That the Plan and the Memorandum Findings and Opinion and Order of the Commission of April 8, 1952, be, and the same hereby are, modified and that Delaware and Minnesota are authorized and directed to pay, in full settlement for claims for compensation for services and for reimbursement of expenses, additional amounts as follows:

To A. Louis Flynn, such additional amounts as may be required, after taking into account the sums heretofore paid him, to bring his compensation for services up to the total aggregate sum of \$147,380, and for reimbursement for expenses up to the total aggregate sum of \$9,946.95;

To Fowler, Youngquist, Furber, Taney & Johnson, such additional amounts as may be required, after taking into account the sums heretofore paid them, to bring their compensation for services up to the total aggregate sum of \$56,800, and for reimbursement for expenses up to the total aggregate sum of \$2,815.97.

To Barron, Rice & Rockmore, such additional amounts as may be required, after taking into account the sums heretofore paid them, to bring their compensation for services up to the total aggregate sum of \$23,850, and for reimbursement of expenses up to the total aggregate sum of \$1,484.12.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 54-5879; Filed, Aug. 2, 1954;
8:47 a. m.]

[File No. 70-3260]

EASTERN UTILITIES ASSOCIATES

ORDER RELEASING JURISDICTION OVER FEES AND EXPENSES OF COMPANY COUNSEL

JULY 27, 1954.

The Commission having by its order of June 30, 1954, permitted to become effective a declaration filed by Eastern Utilities Associates ("EUA"), a registered holding company, regarding the issuance and sale of 82,451 common shares pursuant to a rights offering to its shareholders and having reserved jurisdiction over all fees and expenses of counsel for EUA in connection with such sale; and

The record with respect to such counsel fees and expenses having now been completed and it appearing that such counsel fees and expenses are as follows:

Counsel	Fee	Expenses
Gaston, Snow, Rice & Boyd, principal counsel for EUA	\$5,000	\$109.27
Ropes, Gray, Best, Coolidge & Rugg, counsel performing Blue Sky services	1,500	903.79
Edwards & Angell, local counsel for EUA	400	10.00
Keith, Reed & Wheatley, local counsel for EUA	150	
Richard K. Hawes, local counsel for EUA	350	4.92
Total	7,400	1,117.98

The Commission finding that said counsel fees and expenses are not unreasonable and that jurisdiction with respect thereto should be released:

It is ordered, That the jurisdiction heretofore reserved with respect to such counsel fees and expenses be, and the same hereby is, released.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.[F. R. Doc. 54-5881; Filed, Aug. 2, 1954;
8:47 a. m.]

[File No. 54-169]

MARKET STREET RAILWAY CO.

MEMORANDUM OPINION AND SUPPLEMENTAL ORDER RELEASING JURISDICTION OVER FEE FOR LEGAL SERVICES

JULY 27, 1954.

On May 14, 1954, the Commission issued an order for hearing (Holding Company Act Release No. 12496) with respect to certain applications for fees and expenses on account of services rendered in connection with various proceedings involving the holding company system of Standard Power and Light Corporation ("Standard Power"), a registered holding company, including its former indirect subsidiary Market Street Railway Company ("Market Street"), pursuant to section 11 (e) of the Public Utility Holding Company Act of 1935 ("act"). Among such applications was that of William J. Cogan, counsel for a Committee for Prior Preference Stockholders of Market Street, who requested a fee allowance of \$67,500 plus \$12,360 in reimbursement of expenses.

A hearing with respect to the application of Cogan was duly held on June 17

and 18, 1954, which he then amended by making an alternative request for a fee allowance of \$79,860 with no separate request for expenses. Cogan testified in support of his application, and he was cross-examined by counsel for the company and for our Division of Corporate Regulation.

After the hearing was closed, counsel for Market Street conducted negotiations with Cogan looking to settlement of the claim. On July 19, 1954, they filed a joint statement setting out that they had agreed upon a settlement whereby Market Street would pay Cogan a fee of \$45,000 less \$2,500 previously paid, in full settlement of Cogan's claim, and requesting that we enter an order approving such settlement. We think that the compromise is fair and reflects a reasonable award for Cogan's services in the light of the entire record.

Cogan's services were concerned primarily with challenging the validity of an open account indebtedness of about \$1,000,000 plus interest which was then due from Market Street to Standard Power's subsidiary, Standard Gas and Electric Company ("Standard Gas"), a registered holding company and at that time the immediate parent of Market Street. Upon his petition we undertook an investigation of the relation between Market Street and the Standard Power system. While the investigation was pending, Cogan negotiated an agreement for settlement of the account, subject to the approval of the Commission, under which Standard Gas would reduce its claim to \$550,000, and Cogan would receive a fee of \$50,000 and his committee \$25,000, half of such fees to be paid by Standard Gas and half by Market Street. A plan reflecting the settlement was filed by Market Street under section 11 (e) of the act.

We indicated that we could approve Market Street's plan in so far as it provided for a settlement of the open account resulting in a net payment of \$512,500 by Market Street to Standard Gas but that we could not approve the arrangement relating to Cogan's fee, concluding that, although Cogan had rendered valuable services in initiating and prosecuting the investigation of the open account indebtedness and negotiating a settlement thereof, he had so compromised his bargaining position by injecting his personal interest into the negotiations for settlement that the Prior Preference Stockholders were no longer receiving the representation to which they were entitled.¹ Subsequently, an amended plan was filed which made no provision for a fee for Cogan. We approved the amended plan.²

The matter came before the United States District Court at San Francisco, California, in proceedings for enforcement of the amended plan. The District Court approved the settlement of the open account but held that the Commission had exceeded its discretion in

¹ Market Street Railway Company, Holding Company Act Release No. 9376 (September 30, 1949).

² Market Street Railway Company, Holding Company Act Release No. 9834 (May 3, 1950).

disallowing any fee to Cogan and ordered that the matter be remanded to the Commission for determination of a reasonable fee bearing in mind all of Cogan's activities, including the contribution which he made to the reorganization. Upon our appeal, the Court of Appeals for the Ninth Circuit overruled the District Court and sustained the Commission in its denial of a fee to Cogan, but, thereafter, upon petition for rehearing, reversed its earlier position and affirmed the order of the District Court.³

We have reviewed the record including that portion made at the subsequent fee hearing, and, in the light of the law as pronounced by the Court of Appeals, we are of the opinion that a fee of \$45,000 for Cogan is not unreasonable, that it is for necessary services, that an order should be entered approving and directing the payment thereof, and that the jurisdiction heretofore reserved with respect to this claim should be released.

It is therefore ordered, That the application, as amended, for an allowance for legal services filed by William J. Cogan, be, and hereby is, approved, and Market Street is directed to pay to said Cogan the amount stipulated in the agreement for settlement in full satisfaction of his claim herein.

It is further ordered, That the jurisdiction heretofore reserved with respect to the claim of William J. Cogan be, and hereby is, released.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.[F. R. Doc. 54-5880; Filed, Aug. 2, 1954;
8:47 a. m.]

[File No. 70-3277]

ARKANSAS POWER & LIGHT CO.

NOTICE OF PROPOSED ISSUANCE AND SALE OF PRINCIPAL AMOUNT OF FIRST MORTGAGE BONDS

JULY 27, 1954.

Notice is hereby given that an application has been filed with this Commission, pursuant to the Public Utility Holding Company Act of 1935 ("act"), by Arkansas Power & Light Company ("Arkansas"), a public utility subsidiary of Middle South Utilities, Inc., a registered holding company. Applicant has designated the third sentence of section 6 (b) of the act and Rule U-50 promulgated thereunder as applicable to the proposed transactions.

All interested persons are referred to said application which is on file in the office of this Commission for a statement of the transactions therein proposed, which are summarized as follows:

Arkansas proposes to issue and sell, pursuant to the competitive bidding requirements of Rule U-50, \$7,500,000 principal amount of First Mortgage Bonds, -- percent Series, due 1984. The bonds will be issued under and secured by the company's Mortgage and Deed of Trust dated as of October 1, 1944, as heretofore supplemented and as to be

³ Securities and Exchange Commission v. Cogan, 201 F. 2d 78 (1951) and 201 F. 2d 83 (1952).

further supplemented by an Eighth Supplemental Indenture to be dated as of August 1, 1954.

The application states that the net proceeds from the sale of the bonds will be used for the repayment of \$4,900,000 of temporary loans borrowed from banks in 1954 to carry on the company's construction program; in part, to reimburse the company's treasury for funds already used for the acquisition of property or the construction, extension and improvement of facilities; and the remainder will be used in connection with its construction program and for other corporate purposes. The company's construction program for the year 1954 is estimated to cost approximately \$25,748,000, of which \$13,649,000 had been expended by May 31, 1954.

The filing contains, *inter alia*, a copy of an order of the Arkansas Public Service Commission, dated July 12, 1954, authorizing the issuance and sale of the proposed mortgage bonds. Arkansas estimates that the fees and expenses to be incurred in connection with the proposed transactions, other than the fee of independent counsel for underwriters, will amount to approximately \$82,250, including company counsel fees of \$12,500, printing and engraving expense of \$32,500, and Federal stamp taxes of \$8,250.

Notice is further given that any interested person may, not later than August 16, 1954, at 5:30 p. m., *e. d. s. t.*, request the Commission in writing that a hearing be held on such matter, stating the reasons for such request, the nature of his interest and the issues of fact or law raised by said application which he desires to controvert, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after August 16, 1954, said application, as filed or as amended, may be granted as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions as provided in Rules U-20 (a) and U-100 thereof.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 54-5883; Filed, Aug. 2, 1954;
8:48 a. m.]

[File No. 811-338]

ALLEGHANY CORP.

ORDER POSTPONING HEARING

JULY 26, 1954.

On July 7, 1954, this Commission issued its Notice of Order for Hearing in these proceedings (Investment Company Act Release No. 1990) ordering that hearings herein be held July 27, 1954. On July 19, 1954, Alleghany Corporation filed a Motion to Postpone said hearings until a date to be subsequently determined.

On July 23, 1954, it was stipulated between Alleghany and the Commission that the hearings in these proceedings be postponed until September 15, 1954:

Provided, however, That if the Interstate Commerce Commission, before such date, revokes, modifies or suspends its order dated June 5, 1945, entered in Finance Docket 14692, in such manner as to relieve Alleghany from compliance with certain provisions of the Interstate Commerce Act specified in said order, said hearings might be reconvened on 5 days' notice to Alleghany: *And provided further,* That in the event that the Interstate Commerce Commission should so revoke, modify or suspend its order of June 5, 1945, then until the conclusion of the hearings herein Alleghany will not, without first obtaining the approval of this Commission, engage in any act or consummate any transactions which, if Alleghany was registered under the Investment Company Act of 1940, would be the terms of that act either be prohibited or require an order of this Commission exempting or approving such transactions before their consummation.

The Commission being of the opinion, on the basis of the stipulation of July 23, 1954, above recited, that the Motion to Postpone the hearings in these proceedings may appropriately be granted in the public interest and the interest of investors:

It is hereby ordered, That the motion to postpone the hearings ordered to be held on July 27, 1954, in these proceedings be, and the same hereby is granted and said hearings be and the same are hereby postponed until September 15, 1954, or until such earlier date as may be ordered by the Commission pursuant to the terms of the stipulation entered into by Alleghany under date of July 23, 1954.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F. R. Doc. 54-5884; Filed, Aug. 2, 1954;
8:48 a. m.]

INTERSTATE COMMERCE COMMISSION

[4th Sec. Application 29527]

LIQUEFIED CHLORINE GAS FROM OHIO,
MICHIGAN AND WEST VIRGINIA TO EAST
PORT AND EASTPORT JCT., FLA.

APPLICATION FOR RELIEF

JULY 29, 1954.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: H. R. Hinsch, Agent, for carriers parties to his tariff I. C. C. No. 4510, pursuant to fourth-section order No. 17220.

Commodities involved: Liquefied chlorine gas, in tank-car loads.

From: Points in Ohio, Michigan, and West Virginia.

To: East Port and Eastport Junction, Fla.

Grounds for relief: Competition with rail carriers and circuitry.

Any interested person desiring the Commission to hold a hearing upon such

application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Secretary.

[F. R. Doc. 54-5887; Filed, Aug. 2, 1954;
8:49 a. m.]

[4th Sec. Application 29528]

AMMUNITION BOXES AND BUILDING BOARDS
FROM POINTS IN WESTERN TRUNK-LINE
TERRITORY TO SOUTHERN AND OFFICIAL
TERRITORIES

APPLICATION FOR RELIEF

JULY 29, 1954.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: W. J. Prueter, Agent, for carriers parties to his tariffs I. C. C. Nos. A-3973 and A-3740, pursuant to fourth-section order No. 17220.

Commodities involved: Boards, building, wall or insulating, and ammunition boxes, carloads.

From: Points in western trunk-line territory.

To: Points in southern and official territories.

Grounds for relief: Competition with rail carriers and circuitry.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Secretary.

[F. R. Doc. 54-5888; Filed, Aug. 2, 1954;
8:49 a. m.]