

## Federal Communications Commission

## § 80.335

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

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

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

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

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

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

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

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

### § 80.334 False distress alerts.

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

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

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

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

- (a) VHF Digital Selective Calling.

- (1) Reset the equipment immediately;

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

- (3) Set to Channel 16; and

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

- (b) MF Digital Selective Calling.

- (1) Reset the equipment immediately;

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

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

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

- (c) HF Digital Selective Calling;

- (1) Reset the equipment immediately;

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

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

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

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

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