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(6) Responsible for ensuring that the ship's navigation position is entered into all installed DSC equipment, either automatically through a connected or integral navigation receiver, or manually at least every four hours when the ship is underway.

[57 FR 9065, Mar. 16, 1992, as amended at 68 FR 46975, Aug. 7, 2003; 73 FR 4489, Jan. 25, 2008]

§ 80.1074 Radio maintenance personnel for at-sea maintenance.

(a) Ships that elect the at-sea option for maintenance of GMDSS equipment (see § 80.1105) must carry at least one person who qualifies as a GMDSS radio maintainer, as specified in paragraph (b) of this section, for the maintenance and repair of equipment specified in this subpart. This person may be, but need not be, the person designated as GMDSS radio operator as specified in § 80.1073.

(b) The following licenses qualify personnel as GMDSS radio maintainers to perform at-sea maintenance of equipment specified in this subpart. For the purposes of this subpart, no order is intended by this listing or the alphanumeric designator.

(1) DM: GMDSS Maintainer's License;

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(2) DB: GMDSS Operator's/Maintainer's License.

(c) While at sea, all adjustments of radio installations, servicing, or maintenance of such installations that may affect the proper operation of the GMDSS station must be performed by, or under the immediate supervision and responsibility of, a qualified GMDSS radio maintainer as specified in paragraph (b) of this section.

(d) The GMDSS radio maintainer must possess the knowledge covering the requirements set forth in IMO Assembly on Training for Radio Personnel (GMDSS), Annex 5 and IMO Assembly on Radio Maintenance Guidelines for the Global Maritime Distress and Safety System related to Sea Areas A3 and A4.

[57 FR 9065, Mar. 16, 1992, as amended at 63 FR 49872, Sept. 18, 1998; 68 FR 46976, Aug. 7, 2003; 76 FR 67616, Nov. 2, 2011]

§ 80.1075 Radio records.

A record must be kept, as required by the Radio Regulations and § 80.409 (a), (b) and (e), of all incidents connected with the radiocommunication service which appear to be of importance to safety of life at sea.

§ 80.1077 Frequencies.

The following table describes the frequencies used in the Global Maritime Distress and Safety System:

Alerting:

406.0–406.1 EPIRBs	406.0–406.1 MHz (Earth-to-space). 1544–1545 MHz (space-to-Earth).
INMARSAT Ship Earth Stations capable of voice and/or direct printing.	1626.5–1645.5 MHz (Earth-to-space).
VHF DSC Ch. 70	156.525 MHz. ¹
MF/HF DSC ²	2187.5 kHz ³ , 4207.5 kHz, 6312 kHz, 8414.5 kHz, 12577 kHz, and 16804.5 kHz.

On-scene communications:

VHF Ch.16	156.8 MHz.
MF Radiotelephony	2182 kHz.
NBDP	2174.5 kHz.

Communications involving aircraft:

On-scene, including search and rescue.	156.8 MHz ⁴ , 121.5 MHz ⁵ , 123.1 MHz, 156.3 MHz, 2182 kHz, 3023 kHz, 4125 kHz, and 5680 kHz. ⁶
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Locating signals:

406–406.1 EPIRB Beacons	121.5 MHz.
9 GHz radar transponders	9200–9500 MHz.

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Maritime safety information (MSI):

International NAVTEX	518 kHz. ⁷
Warnings	490 kHz, 4209.5 kHz.
NBDP	4210 kHz, 6314 kHz, 8416.5 kHz, 12579 kHz, 16806.5 kHz, 19680.5 kHz, 22376 kHz, 26100.5 kHz.
Satellite	1530–1545 MHz. ¹⁰

General distress and safety communications and calling:

Satellite	1530–1544 MHz (space-to-Earth) and 1626.5–1645.5 MHz (Earth-to-space). ¹⁰
Radiotelephony	2182 kHz, 4125 kHz, 6215 kHz, 8291 kHz, 12290 kHz, 16420 kHz, and 156.8 MHz.
NBDP	2174.5 kHz, 4177.5 kHz, 6268 kHz, 8376.5 kHz, 12520 kHz, and 16695 kHz.
DSC	2187.5 kHz, 4207.5 kHz, 6312 kHz, 8414.5 kHz, 12577 kHz, 16804.5 kHz, and 156.525 MHz.

Survival craft:

VHF radiotelephony	156.8 MHz and one other 156–174 MHz frequency
9 GHz radar transponders	9200–9500 MHz.

¹Frequency 156.525 MHz can be used for ship-to-ship alerting and, if within sea area A1, for ship-to-shore alerting.

²For ships equipped with MF/HF equipment, there is a watch requirement on 2187.5 kHz, 8414.5 kHz, and one other frequency.

³Frequency 2187.5 kHz can be used for ship-to-ship alerting and, if within sea area A2, for ship-to-shore alerting.

⁴Frequency 156.8 MHz may also be used by aircraft for safety purposes only.

⁵Frequency 121.5 MHz may be used by ships for aeronautical distress and urgency purposes.

⁶The priority of use for ship-aircraft communications is 4125 kHz, then 3023 kHz. Additionally, frequencies 123.1 MHz, 3023 kHz and 5680 kHz can be used by land stations engaged in coordinated search and rescue operations.

⁷The international NAVTEX frequency 518 kHz is the primary frequency for receiving maritime safety information. The other frequencies are used only to augment the coverage or information provided on 518 kHz.

⁸[Reserved]

⁹[Reserved]

¹⁰In addition to EPIRBs, 1544–1545 MHz can be used for narrowband distress and safety operations and 1645.5–1646.5 MHz can be used for relay of distress alerts between satellites. Feeder links for satellite communications are assigned from the fixed satellite service, see 47 CFR §2.106.

¹¹[Reserved]

[69 FR 64678, Nov. 8, 2004, as amended at 73 FR 4489, Jan. 25, 2008; 76 FR 67616, Nov. 2, 2011]

EQUIPMENT REQUIREMENTS FOR SHIP STATIONS

§ 80.1081 Functional requirements.

Ships, while at sea, must be capable:

- (a) Except as provided in §§80.1087(a)(1) and 80.1091(a)(4)(iii), of transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service;
- (b) Of receiving shore-to-ship distress alerts;
- (c) Of transmitting and receiving ship-to-ship distress alerts;
- (d) Of transmitting and receiving search and rescue co-ordinating communications;

(e) Of transmitting and receiving on-scene communications;

(f) Of transmitting and receiving signals for locating;

(g) Of transmitting and receiving maritime safety information;

(h) Of transmitting and receiving general radiocommunications to and from shore-based radio systems or networks; and

(i) Of transmitting and receiving bridge-to-bridge communications.

§ 80.1083 Ship radio installations.

- (a) Ships must be provided with radio installations capable of complying with the functional requirements prescribed by §80.1081 throughout its intended voyage and, unless exempted