(j) Error correction techniques, in accordance with ITU–R M.625–3 (incorporated by reference, *see* § 80.7), as specified in § 80.1101, must be used for urgency messages by direct-printing telegraphy. All messages must be preceded by at least one carriage return, a line feed signal, a letter shift signal, and the urgency signal PAN PAN.

(k) Urgency communications by direct-printing telegraphy should be in the ARQ mode when communicating directly to the Coast Guard or other coast stations on channels which they normally guard. Other distress communications, including those on simplex channels provided for that purpose, should be in the broadcast forward error correction mode. The ARQ mode may subsequently be used when it is advantageous to do so.

[57 FR 9065, Mar. 16, 1992, as amended at 68 FR 46981, Aug. 7, 2003; 76 FR 67618, Nov. 2, 2011]

§ 80.1133 Transmission of safety communications.

(a) In a terrestrial system the announcement of the safety message must be made on one or more of the distress and safety calling frequencies specified in § 80.1077 using digital selective calling techniques. A separate announcement need not be made if the message is to be transmitted through the maritime mobile-satellite service.

(b) The safety signal and message must normally be transmitted on one or more of the distress and safety traffic frequencies specified in § 80.1077, or via the maritime mobile satellite service or on other frequencies used for this purpose.

(c) The safety signal consists of the word SECURITE. In radiotelephony, it is pronounced as in French.

(d) The safety call format or the safety signal indicates that the calling station has an important navigational or meteorological warning to transmit.

(e) In radiotelephony, the safety message must be preceded by the safety signal, repeated three times, and the identification of the transmitting station.

(f) In narrow-band direct-printing, the safety message must be preceded by the safety signal and the identification of the transmitting station.

(g) Error correction techniques, in accordance with ITU–R M.625–3 (incorporated by reference, *see* § 80.7), as specified in § 80.1101, must be used for safety messages by direct-printing telegraphy. All messages must be preceded by at least one carriage return, a line feed signal, a letter shift signal, and the safety signal SECURITE.

(h) Safety communications by direct-printing telegraphy should be in the ARQ mode when communicating directly to the Coast Guard or other coast stations on channels which they normally guard. Other distress communications, including those on simplex channels provided for that purpose, should be in the broadcast forward error correction mode. The ARQ mode may subsequently be used when it is advantageous to do so.

[57 FR 9065, Mar. 16, 1992, as amended at 68 FR 46981, Aug. 7, 2003; 76 FR 67618, Nov. 2, 2011]

§ 80.1135 Transmission of maritime safety information.

(a) The operational details of the stations transmitting maritime safety information in accordance with this section are indicated in the ITU List of Radiodetermination and Special Service Stations and the IMO Master Plan of Shore-Based Facilities.

(b) The mode and format of the transmissions mentioned in this section is in accordance with ITU–R M.540–2 (incorporated by reference, *see* § 80.7) as specified in § 80.1101.

(c) Maritime safety information is transmitted by means of narrow-band direct-printing telegraphy with forward error correction using the frequency 518 kHz in accordance with the international NAVTEX system (see § 80.1077).

(d) The frequency 490 kHz may be used, after full implementation of the GMDSS, for the transmission of maritime safety information by means of narrow-band direct-printing telegraphy with forward error correction (see § 80.1077).

(e) Internationally, the frequency 4209.5 kHz is used for NAVTEX-type transmissions by means of narrow-band direct-printing telegraphy with forward error correction (see § 80.1077).

(f) Maritime safety information is transmitted by means of narrow-band direct-printing telegraphy with forward error correction using the frequencies 4210 kHz, 6314 kHz, 8416.5 kHz, 12579 kHz, 16806.5 kHz, 19680.5, 22376 kHz, and 26100.5 kHz (see § 80.1077).

(g) Maritime safety information is transmitted via satellite in the maritime mobile-satellite service using the band 1530–1545 MHz (see § 80.1077).

[57 FR 9065, Mar. 16, 1992, as amended at 68 FR 46982, Aug. 7, 2003; 76 FR 67618, Nov. 2, 2011]

Subpart X—Voluntary Radio Installations

GENERAL

§ 80.1151 Voluntary radio operations.

Voluntary ships must meet the rules applicable to the particular mode of operation as contained in the following subparts of this part and as modified by § 80.1153:

Operating Requirements and Procedures—Subpart C
Equipment Technical Requirements—Subpart E
Frequencies—Subpart H

§ 80.1153 Station log and radio watches.

(a) Licensees of voluntary ships are not required to maintain radio station logs.

(b) When a ship radio station of a voluntary ship is being operated, the appropriate general purpose watches must be maintained in accordance with §§ 80.147 and 80.310.

[73 FR 4492, Jan. 25, 2008]

VOLUNTARY TELEGRAPHY

§ 80.1155 Radioprinter.

Radioprinter operations provide record communications between authorized maritime mobile stations.

(a) *Supplementary eligibility requirements.* Ships must be less than 1600 gross tons.

(b) *Scope of communication.* (1) Ship radioprinter communications may be conducted with an associated private coast station.

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

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

(c) *Assignment and use of frequencies.* (1) Frequencies for radioprinter operations are shared by several radio services including the maritime mobile service.

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

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

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

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

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

§ 80.1157 Facsimile.

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

§ 80.1159 Narrow-band direct-printing (NB-DP).

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

§ 80.1161 Emergency position indicating radiobeacon (EPIRB).

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