(b) For any ship of 10,000 tons gross tonnage and upwards or that is otherwise required to be equipped with two radar systems, each of the two radar systems must be capable of operating independently and must comply with the specifications, standards and general requirements set forth on paragraph (a) of this section. One of the systems must provide a display with an effective diameter of not less than 320 millimeters (12.6 inches), (16-inch cathode ray tube). The other system must provide a display with an effective diameter of not less than 250 millimeters (9.8 inches), (12-inch cathode ray tube).

(c) Radar installed before March 25, 2008 must meet and be maintained to comply with the Commission's regulations in effect for the equipment on the date of its installation.

[73 FR 4483, Jan. 25, 2008, as amended at 76 FR 67612, Nov. 2, 2011; 81 FR 90747, Dec. 15, 2016]

§ 80.275 Technical Requirements for Class A Automatic Identification System (AIS) equipment.

(a) Prior to submitting a certification application for a Class A AIS device, the following information must be submitted in duplicate to the Commandant (G–PSE), U.S. Coast Guard, 2100 2nd Street, SW., Washington, DC 20593–0001:

(1) The name of the manufacturer or grantee and the model number of the AIS device;

(2) Copies of the test report and test data obtained from the test facility showing that the device complies with the environmental and operational requirements identified in § 80.1101.

(b) After reviewing the information described in paragraph (a) of this section, the U.S. Coast Guard will issue a letter stating whether the AIS device satisfies all of the requirements specified in § 80.1101.

(c) A certification application for an AIS device submitted to the Commission must contain a copy of the U.S. Coast Guard letter stating that the device satisfies all of the requirements specified in § 80.1101, a copy of the technical test data, and the instruction manual(s).

[69 FR 64673, Nov. 8, 2004, as amended at 74 FR 5125, Jan. 29, 2009]

§ 80.277 Ship Security Alert System (SSAS).

(a) Vessels equipped with a Ship Security Alert System pursuant to the Safety Convention or 33 CFR 101.310 may utilize:

(1) Equipment that complies with RTCM 11020 (incorporated by reference, § 80.7); or

(2) INMARSAT D + equipment; or

(3) Equipment that complies with the technical specifications found in this subpart.

(b) [Reserved]

[73 FR 4484, Jan. 25, 2008, as amended at 76 FR 67612, Nov. 2, 2011; 81 FR 90747, Dec. 15, 2016]

§ 80.288 Direction finding and homing equipment.

Each compulsory ship of 1,600 gross tons or over whose keel was laid:

(a) *Prior to May 25, 1980,* must be equipped with radio direction finding apparatus in operating condition and approved by the Commission during an inspection.

(b) *On or after May 25, 1980,* must be equipped with radio direction finding apparatus having a homing capability in accordance with § 80.824.

[51 FR 31213, Sept. 2, 1986, as amended at 63 FR 29960, June 1, 1998. Redesignated at 68 FR 46973, Aug. 7, 2003]

§ 80.289 Requirements for radio direction finder.

(a) The radio direction finding apparatus must:

(1) Be capable of receiving signals A1A, A2B and R2B emission, on each frequency within the band 285–515 kHz assigned by the Radio Regulations for distress and direction finding and for maritime radio beacons, and be calibrated to take bearings on such signals from which the true bearing and direction may be determined; and

(2) Possess a sensitivity, sufficient to permit the taking of bearings on a signal having a field strength of 50 microvolts per meter.

(b) The calibration of the direction finder must be verified by check bearings or by a further calibration whenever any changes are made in the physical or electrical characteristics or the position of any antennas, and whenever any changes are made in the position

of any deck structures which might affect the accuracy of the direction finder. In addition, the calibration must be verified by check bearings at yearly intervals. A record of the calibrations, and of the check bearings made of their accuracy and the accuracy of the check bearings must be kept on board the ship for a period of not less than 1 year.

[51 FR 31213, Sept. 2, 1986, as amended at 63 FR 29660, June 1, 1998. Redesignated at 68 FR 46973, Aug. 7, 2003]

§ 80.290 Auxiliary receiving antenna.

An auxiliary receiving antenna must be provided when necessary to avoid unauthorized interruption or reduced efficiency of the required watch because the normal receiving antenna is not available because a radio direction finder on board the vessel is operated.

[51 FR 31213, Sept. 2, 1986. Redesignated at 68 FR 46973, Aug. 7, 2003]

§ 80.291 Installation of direction finder.

(a) The direction finder must be located to minimize interference from noise.

(b) The direction finder antenna system must be erected so that the determination of bearings will not be hindered by the proximity of other antennas, cranes, wire halyards, or large metal objects.

§ 80.292 Contingent acceptance of direction finder calibration.

When the required calibration can not be made before departure from a harbor or port for a voyage in the open sea, the direction finder may be tentatively approved on condition that the master certifies in writing that the direction finder will be calibrated by a competent technician.

[63 FR 29660, June 1, 1998. Redesignated at 68 FR 46973, Aug. 7, 2003]

§ 80.293 Check bearings by authorized ship personnel.

The requirement for calibration by check bearings is met if:

(a) The required verification by check bearings are made not more than 90 days prior to the date of the annual detailed inspection of the radiotelegraph station;

(b) The verification consists of a comparison of simultaneous visual and radio direction finder bearings. At least one comparison bearing must be taken in each quadrant, within plus or minus 20 degrees from the following bearings relative to the ship's heading: 45 degrees; 135 degrees; 225 degrees; 315 degrees;

(c) The verification shows the visual bearing relative to the ship's heading and the difference between the visual and radio direction finder bearing, and the date each check bearing is taken.

[51 FR 31213, Sept. 2, 1986. Redesignated at 68 FR 46973, Aug. 7, 2003]

Subpart G—Safety Watch Requirements and Procedures

COAST STATION SAFETY WATCHES

§ 80.301 Watch requirements.

(a) Each public coast station licensed to operate in the band 1605–3500 kHz must monitor such frequency(s) as are used for working or, at the licensee's discretion, maintain a watch on 2182 kHz.

(b) Except for distress, urgency or safety messages, coast stations must not transmit on 2182 kHz during the silence periods for three minutes twice each hour beginning at x h.00 and x h.30 Coordinated Universal Time (UTC).

(c) Each public coast station must provide assistance for distress communications when requested by the Coast Guard.

[51 FR 31213, Sept. 2, 1986, as amended at 69 FR 64673, Nov. 8, 2004]

§ 80.302 Notice of discontinuance, reduction, or impairment of service involving a distress watch.

(a) When changes occur in the operation of a public coast station which include discontinuance, relocation, reduction or suspension of a watch required to be maintained on 2182 kHz or 156.800 MHz, notification must be made by the licensee to the nearest district office of the U.S. Coast Guard as soon as practicable. The notification must include the estimated or known resumption time of the watch.