

is underway and the radio is not being used to communicate. Noncommercial vessels, such as recreational boats, may alternatively maintain a watch on 156.450 MHz (Channel 9) for call and reply purposes. Voluntary vessels equipped with VHF-DSC equipment must maintain a watch on either 156.525 MHz (Channel 70) or VHF Channel 16 aurally whenever the vessel

is underway and the radio is not being used to communicate. Voluntary vessels equipped with MF-HF DSC equipment must have the radio turned on and set to an appropriate DSC distress calling channel or one of the radiotelephone distress channels whenever the vessel is underway and the radio is not being used to communicate. Voluntary vessels equipped with Inmarsat A, B, or C

systems must have the unit turned on and set to receive calls whenever the vessel is underway and the radio is not being used to communicate.

■ 50. Section 80.313 is amended by revising the table to read as follows:

**§ 80.313 Frequencies for use in distress.**

\* \* \* \* \*

Frequency band	Emission	Carrier frequency
1605–3500 kHz .....	J3E .....	2182 kHz.
118–136 MHz .....	A3E .....	121.500 MHz.
156–162 MHz .....	F3E, PON .....	156.800 MHz 156.750 MHz.
243 MHz .....	A3N .....	243.000 MHz.

\* \* \* \* \*

**§ 80.314 [Amended]**

■ 51. Section 80.314 is amended by removing paragraph (a), and redesignating paragraphs (b) and (c) as paragraphs (a) and (b).

■ 52. Section 80.315 is amended by removing paragraph (a), redesignating paragraph (b) as paragraph (a), and adding a new paragraph (b) to read as follows:

**§ 80.315 Distress calls.**

\* \* \* \* \*

(b) The procedures for canceling false distress alerts are contained in § 80.335.

■ 53. Section 80.316 is amended by removing paragraph (a), redesignating paragraphs (b) and (c) as paragraphs (a) and (b), and adding new paragraph (c) to read as follows:

**§ 80.316 Distress messages.**

\* \* \* \* \*

(c) The procedures for canceling false distress alerts are contained in § 80.335.

■ 54. Section 80.320 is amended by redesignating paragraphs (b), (c), (d) and (e) as paragraphs (c), (d), (e) and (f) respectively, and adding a new paragraph (b) to read as follows:

**§ 80.320 Radiotelephone distress call and message transmission procedure.**

\* \* \* \* \*

(b) The DSC distress procedure consists of:

- (1) Transmission by a mobile unit in distress;
- (2) Reception;
- (3) Acknowledgement of distress calls;
- (4) Distress relays.

\* \* \* \* \*

■ 55. Add § 80.334 to read as follows:

**§ 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.

■ 56. Add § 80.335 to read as follows:

**§ 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) Transmit a DSC distress alert cancellation (*i.e.*, own ship's acknowledgment), if that feature is available;
  - (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) Transmit a DSC distress alert cancellation (*i.e.*, own ship's acknowledgment), if that feature is available;
  - (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) Transmit a DSC distress alert

cancellation (*i.e.*, own ship's acknowledgment), if that feature is available, on each frequency 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 or ship earth station and cancel the distress alert.

(f) General and other distress alerting systems. Notwithstanding paragraphs (a) through (e) of this section, ships may use additional appropriate means available to them to inform the nearest appropriate U.S. Coast Guard rescue coordination center that a false distress alert has been transmitted and should be cancelled.

**§ 80.353 [Removed and Reserved]**

■ 57. Section 80.353 is removed and reserved.

■ 58. Section 80.355 is amended by removing paragraph (c)(1), redesignating paragraphs (c)(2) and (c)(3) as (c)(1) and (c)(2), and revising newly designated