

## Global Maritime Distress & Safety System

### Links to applicable regulations

[NVIC 3-99](#) – GMDSS and EPIRB requirements

### Checklist for this item

	<b>1- VHF</b>
	<ul style="list-style-type: none"><li>• A transceiver capable of operating on VHF channels 6 (156.3 MHz), 13 (156.65 MHz) and 16 (156.8 MHz).</li></ul>
	<ul style="list-style-type: none"><li>• capable of maintain a continuous watch on DSC channel 70</li></ul>
	<ul style="list-style-type: none"><li>• capable to initiate SDC Distress alert transmissions.</li></ul>
	<b>1- MF/HF Transceivers</b> capable of operating on:
	<ul style="list-style-type: none"><li>• 2182 kHz using telephony; and</li></ul>
	<ul style="list-style-type: none"><li>• 2187.5 kHz using DSC; and</li></ul>
	<ul style="list-style-type: none"><li>• All distress and safety frequencies using radiotelephony or radiotelegraphy between 1605-27,500 kHz.</li></ul>
	<ul style="list-style-type: none"><li>○ This may be a portable radio and may be located in a required survival craft.</li></ul>
	<b>VHF Survival Craft Radios</b>
	<ul style="list-style-type: none"><li>• 2 radios (vsls <math>\geq</math> 300 and <math>&lt;</math> 500 gt)</li></ul>
	<ul style="list-style-type: none"><li>• 3 radios (vsls <math>\geq</math> 500 gt)</li></ul>
	<ul style="list-style-type: none"><li>• Capable of operating on channel 16 and one other channel (channel 6 recommended)</li></ul>
	<ul style="list-style-type: none"><li>• Transceivers installed in survival craft is acceptable toward this requirement.</li></ul>
	<b>SART (Search and Rescue Transponder)</b>
	<ul style="list-style-type: none"><li>• 1 SART (vsls <math>\geq</math> 300 and <math>&lt;</math> 500 gt)</li></ul>
	<ul style="list-style-type: none"><li>• 2 SARTs (vsls <math>\geq</math> 500 gt)</li></ul>
	<ul style="list-style-type: none"><li>• Located on each side of the vessel ready to be taken to survival craft.</li></ul>
	<b>1 NAVTEX RECEIVER</b>
	<ul style="list-style-type: none"><li>• If service is not available, vessel must have INMARSAT enhanced group calling system, or HF direct printing telegraphy.</li></ul>

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	<b>1 – INMARSAT Safety Net Receiver</b>
	<ul style="list-style-type: none"><li>• Capable of transiting and receiving distress and safety telegraphy, initiating and receiving distress priority calls, maintaining watch for shore to ship distress alerts, and transmitting and receiving general radio communications by radiotelephony or telegraphy.</li></ul>

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### MAINTENANCE

Ships must have a combination of 2 of the following 3 maintenance methods: (U.S. flagged vessels operating within 100 NM from shore may be exempted by the FCC from A3 maintenance requirements)

1. Duplicate equipment
2. Shore based maintenance
3. At Sea maintenance

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### OPERATORS

Two GMDSS licenced operators are required aboard vessels 300 gt and greater operating beyond 100 nm from shore.

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### Digital Selective Calling (DSC)

The DSC radio must be registered to work properly in emergency situations. They are also encoded with a unique nine digit FCC identification number that allows the ship-to-ship calling feature. This unique number the MMSI, is much like your cell phone number. Once the radio is registered with the FCC, that information and your boat's information is entered in the Coast Guard's national distress database.

The major advantage of the DSC radio is its ability to send an automatic "Mayday" that identifies the vessel and also, when connected to a GPS can send the vessel's location. The DSC radio will also

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continue sending the emergency signal if the skipper is disabled.

If your DSC radio is not programmed with a proper MMSI and not connected to a GPS, then the Coast Guard cannot effectively respond to a DSC distress alert sent from such a radio. As a result, search and rescue efforts may normally be suspended when:

- no communications with the distressed vessel can be established;
- no further information or means of contacting the vessel can be obtained from other sources; and,
- no position information is known.

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### Voyage Termination Warning

Your vessels voyage can be terminated for failing to have functioning required radios. To avoid termination the vessel must have an alternate means of transmitting an emergency distress call.

Satellite communication capability with the system servicing the area in which the vessel is operating is acceptable as an alternative.

A cellular telephone capable of communicating with a public coast station or a U.S. Coast Guard station serving the area in which the vessel is operating is acceptable as an alternative.

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