

## § 80.815

### § 80.815 Installation of radiotelegraph auto alarm.

Installation of a radiotelegraph auto alarm must comply with the following conditions.

(a) The auto alarm must be located in the radiotelegraph operating room and be installed and protected to insure proper operation. The radiotelegraph auto alarm system must be operated from the radiotelegraph operating room. A switch must be provided to:

(1) Transfer the main antenna from all other equipment and connect it to the radiotelegraph auto alarm receiver and place the auto alarm in service and, back to the original configuration. A voltmeter must be provided for the determining that the supply voltages are within the operating limits.

(2) [Reserved]

(b) The auto alarm must give an audible warning in the radiotelegraph operating room, in the radio officer's cabin, and on the navigating bridge. The alarm must operate continuously after the alarm has been actuated by a radiotelegraph alarm signal or by failure of the system, until manually turned off. Only one switch for stopping the alarm is authorized, and this must be located in the radiotelegraph operating room and be capable of manual operation only. However ships operating under the general exemption of § 80.836(c) may install an additional switch on the bridge for stopping the warning apparatus.

(c) Failure of the auto alarm if of a type approved prior to July 23, 1951, to function normally due to prolonged interference must operate a visual indicator on the bridge. The type and method of installation of such visual indicator must comply with the requirements of the U.S. Coast Guard.

(d) The power supply voltage of an auto alarm must be maintained within definite upper and lower limits. The power supply must have an auxiliary device which:

(1) Will energize the alarm if this power supply fails or its voltage exceeds the limits specified for the particular type of auto alarm involved; or

(2) Will automatically connect the auto alarm to an auxiliary power sup-

## 47 CFR Ch. I (10-1-00 Edition)

ply, the voltage of which is within the specified limits.

### § 80.817 Tests of radiotelegraph auto alarm.

(a) The radio officer must at least once every 24 hours while the ship is in the open sea:

(1) Test the auto alarm by using the testing device to determine whether the auto alarm will respond to not less than 4 nor more than 12 consecutive dashes having an approximate duration of 4 seconds and an approximate spacing of 1 second.

(2) Determine the proper functioning of the auto alarm receiver while connected to its normal antenna, by actual operation and comparison of received signals with similar signals received on 500 kHz by the main receiver.

(b) If the auto alarm is not in proper operating condition, the radio officer must report that fact to the master or officer on watch on the bridge.

(c) A statement that the tests specified in this section have been made, and the results of such tests, must be inserted in the radiotelegraph station log.

### § 80.818 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]

### § 80.819 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