

§ 80.813

international radiotelegraph alarm signal.

[51 FR 31213, Sept. 2, 1986, as amended at 63 FR 36607, July 7, 1998]

EFFECTIVE DATE NOTE: At 68 FR 46973, Aug. 7, 2003, § 80.812 was removed, effective October 6, 2003.

§ 80.813 Installation of automatic alarm-signal keying device.

(a) The automatic radiotelegraph alarm signal keyer must be installed in the radiotelegraph operating room. It must be possible to key, nonsimultaneously, the main transmitter and the reserve transmitter, and to permit the device to be taken out of operation at any time in order to permit immediate manual transmitter operation. Only one control must be provided for each automatic alarm signal keying device. This control must be located in the radiotelegraph operating room.

(b) The required automatic radiotelegraph alarm signal keying device must be capable of operating efficiently for a continuous period of 1 hour when energized solely by the reserve power supply.

EFFECTIVE DATE NOTE: At 68 FR 46973, Aug. 7, 2003, § 80.813 was removed, effective October 6, 2003.

§ 80.814 Radiotelegraph auto alarm.

An auto alarm which is installed and used on board a cargo ship of the United States pursuant to the provisions of § 80.315 comprises a complete receiving, selecting and warning device certificated by the Commission in accordance with section 3(x) of the Communications Act, capable of being actuated automatically by intercepted radio frequency waves forming the international radiotelegraph alarm signal.

[51 FR 31213, Sept. 2, 1986, as amended at 63 FR 36607, July 7, 1998]

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§ 80.815 Installation of radiotelegraph auto alarm.

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

47 CFR Ch. I (10–1–03 Edition)

(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 supply, the voltage of which is within the specified limits.

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