

**§ 169.125 What classes of ships are required to make reports?**

Each self-propelled ship of 300 gross tons or greater must participate in the reporting systems, except government ships exempted from reporting by regulation V/8-1(c) of SOLAS. However, exempt ships are encouraged to participate in the reporting systems.

[USCG-1999-5525, 66 FR 58070, Nov. 20, 2001]

**§ 169.130 When are ships required to make reports?**

Participating ships must report to the shore-based authority upon entering the area covered by a reporting system. Additional reports are not necessary for movements made within a system or for ships exiting a system.

**§ 169.135 How must the reports be made?**

- (a) A ship equipped with INMARSAT C must report in IMO standard format as provided in §169.140 in table 169.140.
- (b) A ship not equipped with INMARSAT C must report to the Coast

Guard using other means, listed below in order of precedence—

- (1) Narrow band direct printing (SITOR),
- (2) HF voice communication, or
- (3) MF or VHF voice communications.

(c) SITOR or HF reports made directly to the Coast Guard's Communications Area Master Station Atlantic (CAMSLANT) in Chesapeake, VA, or MF or VHF reports made to Coast Guard activities or groups, should only be made by ships not equipped with INMARSAT C. Ships in this category must provide all the required information to the Coast Guard watchstander.

[USCG-1999-5525, 64 FR 29234, June 1, 1999, as amended by 66 FR 58070, Nov. 20, 2001]

**§ 169.140 What information must be included in the report?**

Each ship report made to the shore-based authority must follow the standard reporting and format requirements listed in this section in table 169.140. Current email addresses and telex numbers are published annually in the US Coast Pilot.

TABLE 169.140—REQUIREMENTS FOR SHIP REPORTS

Telegraphy	Function	Information required
Name of system .....	System identifier .....	Ship reporting system WHALESNORTH or WHALESSOUTH.
M .....	INMARSAT Number .....	Vessel INMARSAT number
A .....	Ship .....	The name, call sign or ship station identity, IMO number, and flag of the vessel.
B .....	Date and time of event .....	A 6-digit group giving day of month (first two digits), hours and minutes (last four digits).
E .....	True course .....	A 3-digit group indicating true course.
F .....	Speed in knots and tenths of knots .....	A 3-digit group.
H .....	Date, time and point of entry into system	Entry time expressed as in (B) and entry position expressed as-(1) a 4-digit group giving latitude in degrees and minutes suffixed with N(north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west); or (2) True bearing (first 3 digits) and distance (state distance) in nautical miles from a clearly identified landmark (state landmark)
I .....	Destination and expected time of arrival	Name of port and date time group expressed as in (B)
L .....	Route information .....	Intended track.

[USCG-1999-5525, 66 FR 58070, Nov. 20, 2001]

**Subpart C—Transmission of Long Range Identification and Tracking Information**

SOURCE: USCG-2005-22612, 73 FR 23319, Apr. 29, 2008, unless otherwise noted.

**§ 169.200 What is the purpose of this subpart?**

This subpart implements Regulation 19-1 of SOLAS Chapter V (SOLAS V/19-1) and requires certain ships engaged on an international voyage to transmit

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vessel identification and position information electronically. This requirement enables the Coast Guard to obtain long range identification and tracking (LRIT) information and thus heightens our overall maritime domain awareness, enhances our search and rescue operations, and increases our ability to detect anomalies and deter transportation security incidents.

**§ 169.205 What types of ships are required to transmit LRIT information (position reports)?**

The following ships, while engaged on an international voyage, are required to transmit position reports:

- (a) A passenger ship, including high speed passenger craft.
- (b) A cargo ship, including high speed craft, of 300 gross tonnage or more.
- (c) A mobile offshore drilling unit while underway and not engaged in drilling operations.

**§ 169.210 Where during its international voyage must a ship transmit position reports?**

The requirements for the transmission of position reports, imposed by the United States, vary depending on the relationship of the United States to a ship identified in §169.205.

- (a) *Flag State relationship.* A U.S. flag ship engaged on an international voyage must transmit position reports wherever they are located.
- (b) *Port State relationship.* A foreign flag ship engaged on an international voyage must transmit position reports after the ship has announced its intention to enter a U.S. port or place under requirements in 33 CFR part 160, subpart C.
- (c) *Coastal State relationship.* A foreign flag ship engaged on an international voyage must transmit position reports when the ship is within 1,000 nautical miles of the baseline of the United States, unless their Flag Administration, under authority of SOLAS V/19-1.9.1, has directed them not to do so.

**§ 169.215 How must a ship transmit position reports?**

A ship must transmit position reports using Long Range Identification and Tracking (LRIT) equipment that

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has been type-approved by their Administration. To be type-approved by the Coast Guard, LRIT equipment must meet the requirements of IMO Resolutions A.694(17), MSC.210(81), and MSC.254(83), and IEC standard IEC 60945 (Incorporated by reference, see §169.15).

**§ 169.220 When must a ship be fitted with LRIT equipment?**

A ship identified in §169.205 must be equipped with LRIT equipment—

- (a) Before getting underway, if the ship is constructed on or after December 31, 2008.
- (b) By the first survey of the radio installation after December 31, 2008, if the ship is—
  - (1) Constructed before December 31, 2008, and
  - (2) Operates within—
    - (i) One hundred (100) nautical miles of the United States baseline, or
    - (ii) Range of an Inmarsat geostationary satellite, or other Application Service Provider recognized by the Administration, with which continuous alerting is available.
- (c) By the first survey of the radio installation after July 1, 2009, if the ship is—
  - (1) Constructed before December 31, 2008, and
  - (2) Operates within the area or range specified in paragraph (b)(2) of this section as well as outside the range of an Inmarsat geostationary satellite with which continuous alerting is available. While operating in the area or range specified in paragraph (b)(2) of this section, however, a ship must install LRIT equipment by the first survey of the radio installation after December 31, 2008.

**§ 169.225 Which Application Service Providers may a ship use?**

A ship may use an Application Service Provider (ASP) recognized by its Administration. Some Communication Service Providers may also serve as an ASP.

**§ 169.230 How often must a ship transmit position reports?**

A ship's LRIT equipment must transmit position reports at 6-hour intervals

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unless a more frequent interval is requested remotely by an LRIT Data Center.

**§ 169.235 What exemptions are there from reporting?**

A ship is exempt from this subpart if it is—

(a) Fitted with an operating automatic identification system (AIS), under 33 CFR 164.46, and operates only within 20 nautical miles of the United States baseline,

(b) A warship, naval auxiliaries or other ship owned or operated by a SOLAS Contracting Government and used only on Government non-commercial service, or

(c) A ship solely navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the St. Lambert Lock at Montreal in the Province of Quebec, Canada.

**§ 169.240 When may LRIT equipment be switched off?**

A ship engaged on an international voyage may switch off its LRIT equipment only when it is permitted by its Flag Administration, in circumstances

detailed in SOLAS V/19-1.7, or in paragraph 4.4.1, of resolution MSC.210(81), as amended by resolution MSC.254(83) (Incorporated by reference, see § 169.15).

**§ 169.245 What must a ship master do if LRIT equipment is switched off or fails to operate?**

(a) If a ship's LRIT equipment is switched off or fails to operate, the ship's master must inform his or her Flag Administration without undue delay.

(b) The master must also make an entry in the ship's logbook that states—

(1) His or her reason for switching the LRIT equipment off, or an entry that the equipment has failed to operate, and

(2) The period during which the LRIT equipment was switched off or non-operational.

NOTE TO § 169.245: For U.S. vessels, the U.S. Coast Guard serves as the Flag Administration for purposes of this section. All LRIT notifications for the U.S. Flag Administration, in addition to requests or questions about LRIT, should be communicated to the U.S. Coast Guard by e-mail addressed to *LRIT@uscg.mil*.

**SUBCHAPTERS Q–R [RESERVED]**