

False Distress Alerts from 406 Mhz EPIRB

M.S. Notice 7 of 1999

No:18-
NT(9)/93 1999

Dated:14th July,

Subject : False Distress Alerts from 406 Mhz EPIRB

In continuation of [M. S. Notice No. 18 of 1998](#) and in supersession of any other instruction in this regard, compliance with the following with immediate effect is requested.

The directorate General of Shipping having noticed that excessive number of false distress alerts imposes a considerable and unnecessary burden on Rescue Coordination Centres (RCCs), leading to adverse effect on seafarers confidence in the GMDSS and serious impact on real distress situation at sea.

A.Draws attention of all Ship Masters and Crew to the guidelines for the avoidance of distress alerts as adopted in IMO Resolution A. 814(19) .

B.Urges manufacturers, suppliers and installers of EPIRBs to ensure that the satellite EPIRB location on board, its installation (including the release and activation mechanism) and handling procedures, preclude unwanted activation and the EPIRBs supplied to Indian ships should comply with the requirement of IMO Resolution A. 814(19).

C.Requires, in view of the IMO Resolution A.814(19), that, existing satellite EPIRBs on board the Indian cargo ships not complying with the standards mentioned in the said Resolution are phased out in a gradual manner as follows :-

- i. At lease one float-free EPIRB on board the Indian cargo ships must comply with the requirement of the above resolution on or before the next SRT survey or by 1.2.2000, whichever is earlier.
- ii. Manually activated satellite EPIRB required in accordance with the M.S. (Distress & Safety Radio Communication) Rules, 1995, should be replaced by an EPIRB complying with the above resolution on or before 1.2.2002 or at the expiry of the battery life whichever is earlier.

Sd/-

(Capt. L.K. Panda)

Nautical Surveyor

For Nautical Adviser to the Govt. of India