

Date: Monday, July 20, 2009
To: FUBAR 2009 boat owners and skippers:
From: Bob Vincent, SDYC/Amateur Radio Group/FUBAR Comm
Subject: FUBAR Communications Licensing Details, Web Links, information

1. All Radio operators will need a Federal Registration Number (FRN) when doing business instead of your social security number. You will need your social security number in order to get a FRN issued.
2. All vessels will need a Ships Station Callsign because you will be operating in International waters. This costs \$160 and is good for 10 years, is issued to you and your boat. This license is non transferable.
3. You will all need a Maritime Mobile Security Number (MMSI). This 9 digit number will be programmed into your Digital Selective Calling (DSC) Radio. This number must be programmed into all of your DSC radios in order for the red "Distress" button to work. No MMSI, no "Distress" capability. You will apply for this MMSI number when you apply for your Ships Station License.
4. You will need to register your EPIRP.
5. You will all need a Restricted Radio Operators Permit.

Communication Organization:	Web site address:
FCC starting point: Obtaining your FRN Registration Number (required for all FCC transactions)	https://fjallfoss.fcc.gov/coresWeb/publicHome.do
Everyone needs a Restricted Radiotelephone Operator Permit:	http://wireless.fcc.gov/commoperators/index.htm?job=rr
Obtaining your Ships Station License: (Required for all Vessel operating outside the U.S.A.)	http://www.navcen.uscg.gov/marcomms/othrcoms/fcc.htm http://wireless.fcc.gov/services/index.htm?job=licensing&id=ship_stations
Information on GMDSS: (Global Marine Distress and Safety System)	http://www.navcen.uscg.gov/marcomms/gmdss/default.htm
Maritime Mobil Security Identification (MMSI) Number:	http://wireless.fcc.gov/services/index.htm?job=licensing&id=ship_stations
EPIRB Registration:	https://beaconregistration.noaa.gov/rgdb/
Universal Licensing System:	http://wireless.fcc.gov/uls/index.htm?job=home

Below is a re-print from the March 2009 *Mainsheet*.

Amateur Radio Group

By Bob Vincent - N6EZV@arrl.net

DSC = Digital Selective Calling

What you NEED TO KNOW about your boat radio's "DISTRESS" Button



If you have purchased a VHF and/or a HF/SSB radio, or a boat with a radio installed since 1999, it will have a red "DISTRESS" flap covering a button under it to send a DSC Mayday call.

WARNING: None of your radio's DSC functions, including the "DISTRESS Button", will work unless you have entered your **MMSI** (Maritime Mobile Service Identity) number into your radio's memory. **YOU MUST FOLLOW YOUR OWNERS MANUAL INSTRUCTIONS TO DO THIS.**

A **MMSI number** can be obtained for free by going to:

http://wireless.fcc.gov/services/index.htm?job=licensing&id=ship_stations

Additionally, you, or someone else on your boat (briefing item), must know that once the red flap is raised, **the button under the flap must be pressed and held for 5 seconds.** **Some radios require a "two - step" process to initiate a distress call;** both to provide an opportunity to designate the reason for the call, and to preclude accidental transmission of a mayday. Once the distress button has been depressed, a message appears on the LCD asking if you want to send an undesignated mayday or specifically define the reason for the call. Pressing another button sends the call. **You must refer to your radio owner's manual for details.**

Also, your boat's **GPS receiver must be connected to the radio and turned ON** to ensure that your DSC Mayday call can tell the Coast Guard, and everyone else in radio range, your boat's exact location.

After you send your DSC Mayday call, wait for a DSC Distress Acknowledgement, and then shift to VHF Channel 16 or SSB 2182 kHz (upper sideband). If you still don't receive an answer, check to see that the radio is turned on, or that the VHF is set to Channel 16 and HIGH POWER selected, or shift the SSB to 4125, 6215, or higher kHz (upper sideband).

Another Fact: your DSC radio will display a distress call from another vessel by making a distinctive alarm, switch to Channel 16 and display the MMSI, latitude and longitude of the vessel in distress (if the calling radio is properly connected to a GPS). You must know how to respond to the call (listen for a response from the Coast Guard) while you access the radio's distress call log so that you can proceed to the calling vessel's position.

The bottom line is that you must know how to make your DSC radio send a DISTRESS call and brief your crew to do the same.