

3. The use of the aeronautical emergency and survival-craft frequencies of 121.5 and 243 MHz will provide the most effective cover for transatlantic and transpacific voyages.
4. The GRAN system, when fully developed and operational, will provide an effective, worldwide alerting and locating system.
5. There is no need for the mariner to wait several years for the development of the GRAN system. An effective, low-cost alerting and locating system utilizing EPIRB's can be implemented today.
6. The DAL system will be effective for vessels operating within 20 miles of the coastline.
7. The DAL system is still a research-and-development project and will not be operational for several years.
8. The current maritime distress system requires modifications and changes in order to be more effective.
9. The improvements recommended in the provisional proposals for a future maritime distress system which the Sub-committee on Radiocommunications presented to the Maritime Safety Committee of IMCO are reasonable and worthwhile.
10. A time schedule of 10 to 20 years for implementing the proposed improvements to the existing maritime distress system is excessive. The need for these improvements is too great to wait 10 or 20 years to achieve them.

IX. RECOMMENDATIONS

The Safety Board recommends that:

1. The Coast Guard, in conjunction with the Federal Communications Commission, require all U.S. vessels subject to the provisions of the 1960 SOLAS Convention to carry emergency position-indicating radio beacons which will transmit automatically on 121.5 MHz, 243 MHz, and 2182kHz. This requirement should become effective within 1 year.
2. The Coast Guard, in consultation with the State Department, take positive action through the Intergovernmental Maritime Consultative Organization to obtain passage of an amendment to the SOLAS Convention of 1960 which would require all member-nations' vessels which are subject to the provisions of the Convention to carry emergency position-indicating radio beacons which will transmit automatically on 121.5 MHz, 243 MHz, and 2182 kHz.

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3. The Coast Guard analyze the statistical data on the loss of the U.S. vessels which were operating more than 20 miles off shore and were not subject to the provisions of the 1960 SOLAS Convention to determine to what degree the carriage of emergency position-indicating radio beacons might have reduced the loss of life. Based upon this analysis, the Coast Guard should determine whether the carriage of these beacons should be made mandatory for these types of vessels.
 4. Pending the results of this analysis, the Coast Guard encourage the owners of U.S. vessels which are not subject to the provisions of the 1960 SOLAS Convention, when operating more than 20 miles off shore, to provide emergency position-indicating radio beacons which will transmit automatically on either 2182 kHz or 121.5 MHz and 243 MHz.
 5. The Federal Communications Commission, in conjunction with the Coast Guard, evaluate the effectiveness and reliability of existing radiotelegraph auto alarm and portable emergency radio apparatus to determine what changes or modifications are necessary to improve the performance of these devices.
 6. The United States delegation to IMCO strongly support and actively work for rapid and effective action to revise and improve the current international distress system.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ JOHN H. REED
Chairman

/s/ FRANCIS H. McADAMS
Member

/s/ LOUIS M. THAYER
Member

/s/ ISABEL A. BURGESS

/s/ WILLIAM R. HALEY
Member

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