

Editorial

Welcome to issue 39 of AMERC News - which doubles as **Circular 251** and, as such, must be circulated to all GMDSS instructors/examiners by their AMERC centre contact.

In this issue we have the report on the most recent **Maritime Consultancy Group** (MCG- Page 2) and related items - which reflects relevant items covered in the AMERC Executive Committee (EC) earlier the same day. This includes items on Examination Guidelines; the appointment of a new Vice Chairman; the distribution of revised papers for the current examination series; LRC training and examinations in Germany; the requirement for candidates to have a good understanding of the English language; and the **latest quarterly figures** from the National Administration Centre (NAC).

That's followed by our **Member's Profiles section** (Page 3) – this time featuring Fleetwood Nautical Campus of member Blackpool and The Fylde College.

We've another '**GMDSS Criss-Crossword**' (Page 4) to help stretch candidates knowledge of **international geography** and the use of **Admiralty List of Radio Signals** (ALRS) publications. The answers to puzzle 38 are also included – with apologies for my mis-spelling of a certain Canadian HF DSC Station name ☺.

'Tales from the Key-side' returns on page 5 with a wee story from past-times at Mobile Radio/WLO ... where a *guard du nuit* event resulted in our guest contributor explaining his unusual way of receiving a 400-word telegram - whilst trying to attend to a call of nature.

Our **Maritime Miscellaneous** column (Page 7) features the SafePort project, which recently completed trials at Dublin, Ireland - and has trials continuing in the northern Spanish port of Gijon.

Appendix A (page 9) shows the sample **SOLAS procedures - examination questions** published in Issue 38 – this time including some slight changes (due to feedback – for which our thanks to those who provided comments) and also the 'expected answer'. All centres and examiners are, again, asked to review the examples given and comment on both the **revised format; and on the wording being used.**

Once again – we ask that any relevant feedback is not held back until next June AGM – the intention is to have a full set of 'final' draft questions and answers ready for Examiner's Panel June 2012 – with only the final dotting-of-i's and crossing-of-t's to be done at that time.

Sláinte

Ian W

Mail: ian.waugh@btinternet.com

The **Maritime Consultancy Group (MCG)** meets regularly - currently four times each year – for the AMERC Executive Committee ‘Open Meeting’. MCG membership consists of AMERC Executive Committee (EC) representatives; the AMERC Chief Examiner; the MCA Chief Examiner and the MCA Deck & GMDSS Team Leader; and AMERC/industry specialists. The open meeting can also be attended by other invited persons. (*You can ask to be invited by contacting the AMERC Secretary*). The following items from recent meeting(s) & related matters are drawn to your attention:

Examination guidelines: It had been noted that some candidates had entered the GOC examination without declaring past attempts at that exam’ on their latest examination application form. The wording on the application form has been amended to make this requirement more clear.

AMERC Vice Chairman: EC Member Phil Davies, of Lairdside, was appointed Vice Chairman of the Association at the latest meeting.

New Examination Series CD: A disk with all revised papers for the current series has been circulated to RECs along with instructions to use only those papers included in the new disk. REC Coordinators should also have received an email from the NAC stating that the file for the **GOC RT Distress Comms Examiner** sheets contains the first page only, and that the second page is missing from this file. As there has been no change to these particular documents, RECs are asked use the papers from CD v1. **Please do not use any other papers from v1.** Any blank papers from the v1 disk should be destroyed locally - and must not be used as practice papers in the classroom.

Long Range Certificate training in Germany: It was agreed that member Maritime Radio School Koblmiller, Austria, would be authorised to run UK GMDSS Long Range Certificate (LRC) courses and examinations in Germany.

GK-SOLAS Question Feedback: this item was discussed at MCG, along with feedback from current and previous papers. The subject of marking weighting was also discussed. The outcome is included within the feedback published in Annex A, page 9 – where the example questions from AMERC News No. 38 are reproduced, with some amendments – and including ‘expected answers’. Comments are again being sought from examiners and other interested parties.

English Language Requirement: It was stressed that candidates for any of the UK GMDSS examinations were expected to have a good understanding of written and spoken English. This was needed for the written General Knowledge (GK) paper; and also for the Operational Performance Test (OPT) and Radio Telephone (RT) examinations – both of which are conducted orally.

The GMDSS examination handbooks would be reviewed to ensure that this requirement was clear.

GMDSS Examination Statistics: National Administration Centre (NAC) examination statistics for the period **1 April 2011 – 30 June 2011** are shown below:

EXAMINATION	ENTERED (1 st time)	PASSED (1 st attempt)	% PASSED 1 ST ATTEMPT
UK GOC	453 (380)	362 (302)	302/380 (>79%)
ALL GOC	772 (665)	635 (541)	541/665 (>81%)
UK ROC	39 (35)	35 (31)	31/35 (>88%)
ALL ROC	50 (45)	45 (40)	40/45 (>88%)
LRC	54 (54)	54 (54)	54/54 (100%)

Member Profile(s)

This area is for you to tell us who you are and what you do. For new members, we'd like to know more about you. For existing members: the others - new and long established alike – would like to hear about your own operation. The entry below from member Blackpool and The Fylde College shows the type of information that you may want to include – but, as it's your own area, you can say what you like (omitting, as usual, profane, indecent and obscene language ;-))

Member Name: Blackpool and The Fylde College

Centre Location: Fleetwood Nautical Campus
Broadwater, Fleetwood,
Lancashire FY7 8JZ – UK

Website: <http://www.blackpool.ac.uk/nautical>

Main Contact: Mike Shakespeare +44 (0)1253 504 742 / +44 (0)1253 779 123 (alt)
<mailto:MSHA@blackpool.ac.uk>

Radio/Electronics Courses Offered:

GMDSS GOC, ROC, LRC, SRC; CAA Offshore Radio Operator

Other Courses Offered:

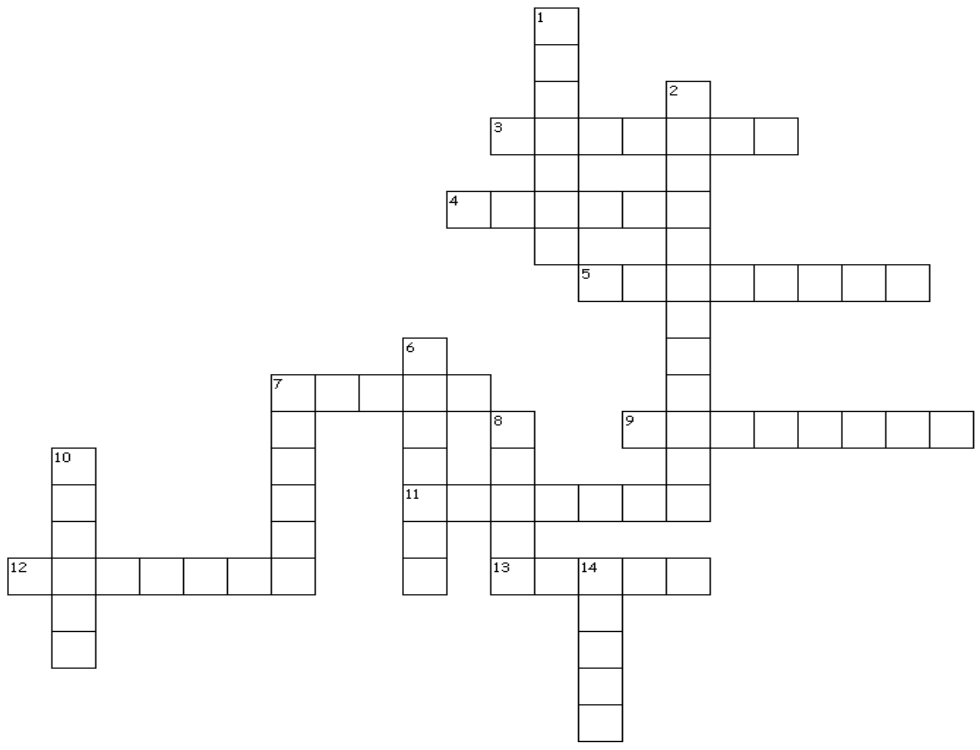
Merchant Navy Deck Cadetship (NC/HNC/Foundation Degree Routes); Chief Mate HND Nautical Science; Officer of The Watch HNC Nautical Science; ARPA; Bridge Team Management (BTM); ECDIS; Vessel Traffic Services (VTS); STCW 95 Basic Training modules; Company/Ship Security Officer (CSO/SSO); Efficient Deck Hand; Fast Rescue Boat (STCW95 Table A V1/2); Tanker Safety (Chemical/Gas/Oil Tanker Specialisations); Tanker Safety: Oil Tanker Familiarisation; and a range of RYA courses including RYA DAY/COASTAL SKIPPER/YACHTMASTER OFFSHORE/OCEAN – and RYA short courses.

About Fleetwood Nautical Campus of Blackpool and The Fylde College:

A school for [fishermen](#) has existed in Fleetwood since 1892, and in 1965 Fleetwood Nautical College opened. In 1987 the Nautical College merged with Blackpool and Fylde College to become the current Blackpool and The Fylde College. Maritime Studies and Offshore resources now include a Transas full mission ship simulator with five bridges; a fire ground approved by the MCA and OPITO; seamanship centre and launching platform open to the sea; and an environmental tank and helicopter underwater escape trainer.



GMDSS Criss-Crossword Number 39 – all answers should be researched and/or confirmed by reference to ALRS, *where appropriate*.



Across

- 3. Ponte (7) MRCC approximately 1500km West of 5-across
- 4. **port** city taking part in SafePort trials
- 5. **NAVTEX station** covering area of 13-across
- 7. Northern Spanish **port** at southern end of the Autopista del Mar
- 9.@infosel.net.mx - email address for **Pilots** Vera Cruz, Mexico (8)
- 11. **VHF/MF DSC Station** on south coast of 7-down
- 12. Sea - separates 7-down from Australia's Northern Territory
- 13. Ponte 25 de (5) connects Lisboa with Almada

Down

- 1. Port (7) RT(HF) **radio station**; and **port**, on 7-down
- 2. Nantes (5,7) French **port** at northern end of the Autopista del Mar
- 6. Islands (7) - island group to the east of 7-down
- 7. New (6) World's second largest island, immediately north of Queensland, Aus.
- 8. **NAVTEX station** at 3-across
- 10. Coast of Portugal **Ship Reporting system**.
- 14. 518kHz ID for 5-across

Issue 38 answers: **DOWN:** 1. Brown Shoal Light; 3. Eighteen; 5. Dalian; 6. Cap Spartel; 8. Krung Thep; 10. (*my apologies: enter Iqualit instead of Iqaluit ... had a rush of x'ment to the brain*); 12. Prince Rupert. **ACROSS:** 2. Rizhao; 4. Bangkok; 7. Alexandria; 9. Hugli River; 11. November; 13. Hecate Strait; 14. Aasiatt; 15. Qaqortoq; 16. Eleven; 17. Manora Pilot Control.

Tales from the Key-Side - by AnonyMouse ...

This is the page for your stories – whether from personal experience at sea, at work, in the classroom or life generally – recent past or distant past. Or it may be something you've heard. Doesn't matter – we're looking for interesting, funny or informative stories that may make us laugh, cry or look for someone to hit. Submissions may be edited, and the writer's name will, of course, be withheld on request ...

Dateline: [Mobile Radio/WLO – 1980's](#)

Time: Around 0200 CST

Frequency: 8MHz WT(HF) working frequency

Following is a story from my time as a CW operator at Mobile Radio/WLO. [Ed's translation for those readers who aren't ex-Radio Officers/operators: CW = 'continuous wave' (Morse code); Mobile Radio = ship-shore radio station in Mobile, Alabama – nothing to do with Cellular 'phones; WLO is (still – see ALRS Vol 1) the radio callsign for Mobile Radio; WT(HF) Wireless Telegraphy (High Frequency)]

I liked working at WLO because of the huge amount of CW traffic. This was the 1980's, a time when there were regularly over 100 callsigns on the traffic lists. There was that much telegraph traffic! One operator could easily handle over 100 telegrams an 8 hour day watch.

I also enjoyed the mid-watches. It slowed down quite a bit, but just listening was fun. You could hear ships calling shore stations all over the world. I remember ships calling a station "HLO", which was fun because it was only one letter different from WLO, and also it was like they were saying "HELLO, HELLO, HELLO!"

One night I settled into position two, the mid-watch position. I don't know why everyone used position two out of the three available. I figured it was because the restroom was right across from the position so you only had to take a few steps to use it. Whenever I had to leave position 2 to use the restroom during the mid-watch, I would turn up the 500 kc/s [translation kc/s – kilo-cycles per second – which makes sense? Unlike kilo-Hertz, which is how we now refer to kc/s - in honour of [Heinrich Hertz](#), one of the 'fathers' of radio. 500kc/s (500kHz) was the MF Morse distress frequency] receiver a bit and leave a small opening in the door. That way I didn't have to break the safety watch.

There were only two other people at the receive site at the time. This was the "land-line lady" who took care of telegram delivery and the "radio-printer operator" who manned the manual SITOR [[Simplex Telex Over Radio](#)] positions. They NEVER came into the Morse Room, so it was almost like I was there by myself.

I had a nice dinner that included a pint of chocolate milk with my meal. The WLO 10 PM to 7 AM radiotelegraph watch was on. I guess it was about 2 AM when I received a strong, clear call on 8 Mc/s. The ship said...

"QTC1 CK 400 QSS ..." [[telegram x 1, of 400 words to send – working frequency ...](#)]

I love long telegrams. They kept you busy on the mid-watch, and at 31 cents per word, it'd bring in 124.00 USD for the station. That was about 1/4 of my weekly pay there at the time. I liked that.

"DE WLO R UP =" [[this is Mobile Radio – Roger – up to working frequency ..](#)]

We shifted up to his working frequency and:

"DE WLO R QRK5 QRV K" [[... Readability 5 – start sending – over](#)]

As he sent, I got a rumbling feeling in my stomach. I tried to ignore it, but it got worse. Then, it hit me... I had to use the restroom, immediately. It must have been the milk! Why, oh why did I drink that damned milk?! Why... please WHY?!!!

I tried to break the ship... "BK BK BK" [[Break break ... break ...](#)]

No luck. He did not stop sending, for some reason. He was about 150 words into the message, not quite half way. I knew if I left him sending I'd miss a lot of the message and would have to get a repeat. That would make me look very unprofessional to the ship operator. This "challenge" required a creative solution.

As I was receiving his message, I got ready for a quick dash to the toilet. The restroom was small. Across from the toilet was a small table that was used for storing spare toilet paper, hand-towels, soap, etc. We used manual Olympia telegraph mills [[translation – a 'typewriter' – see Wikipedia \(historical section\)](#)] at the time. These were fantastic with just the right feel and balance. Copying Morse on them was an absolute pleasure.

BUT I DIGRESS. It was time. I turned up the audio. I grabbed the Olympia mill and quickly carried it to the restroom. I placed the Olympia mill on the small table across from the toilet. I put some space on the page to fill in the bit I was about to miss. I dropped my pants to do my business. Yes, I was "relieving myself" as I copied this long telegram! (Multi-tasking.). Then finally, the ship sends...

"+ QSL? QRU? K" [[End of message - Received OK? Anything for me? Over](#)]

Holding my pants up with one hand, I stumbled out of the restroom. I operated the key with the other hand and sent...

"DE WLO OM PSE AS" [[... Old Man – please wait ...](#)]

"R TU" [[Roger – thank you](#)]

I stumbled back to the restroom to "take care of the loose ends." I carried the Olympia mill back to WLO position 2 after "clean up" operations were complete. I went back to the spot in the telegram that I had missed (maybe about 10 words) and sent...

"OM PSE WB ..." [[... please repeat words between ...](#)]

He sent the words between the last one I had received when I made the move to the restroom and the first one I received once sitting on the toilet. I had nothing for him, and he had no further traffic for me, so it was...

"QSL QRU TKS DE WLO 73 SK EE" [[Message received; Nothing for you, thanks; this is Mobile Radio --- ...- -.-.- ..](#)]

He returned... "E S E" Then I... "E E" Then, I put the channel marker back on the air... "CQ CQ CQ DE WLO WLO WLO QSX 4 6 8 MHZ NW CH 5/6 K" [[All Stations this is Mobile Radio – Listening on 4, 6 and 8Mc/s; Now Channel 5/6 – Over](#)]

It's been over 30 years since this happened. The silence has finally been broken!

.o000o.

Maritime Miscellaneous: SafePort project completes successful trials.

Your Editor asked Dr. Benjamin Hodgson – SafePort Project Manager and senior research scientist with BMT Group, who are leading the consortium developing SafePort – about the project.

AN: What is the SafePort project?

BH: SafePort is a research project with two main objectives:

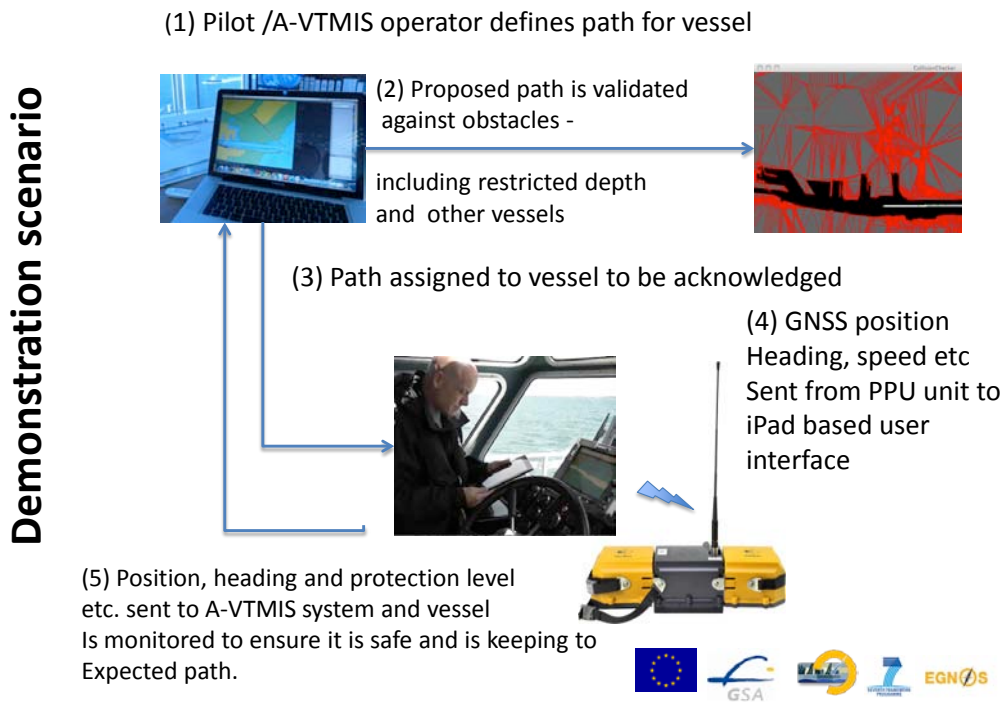
- To develop and demonstrate an Active Vessel Traffic Management and Information System (A-VTMS); and
- To develop a pilot aid – SafePilot – to assist harbour pilots to safely and efficiently navigate the courses provided by the A-VTMS

AN: Why is it needed?

BH: Many European ports will reach full capacity in the next few years, leading to a need for increased efficiency - at a time of declining experience of crews and increasing accidents. In some areas the need for better vessel management will be best met by increasing automation, and by using traffic management systems similar to that employed by the aviation industry.

AN: How does it work?

BH: Vessels participating in the system share their planned paths and schedules with the A-VTMS system, or ask for a path to be planned for them. Paths are then continuously validated to ensure that they comply with regulations, do not conflict with other vessels, are low risk and are achievable with current manoeuvring constraints and environmental conditions.



AN: What are the tools?

BH: Onboard, there is the Portable Pilot Unit (PPU) and the SafePilot (iPad). The PPU contains an integrated gyro for Rate of Turn (ROT) and uses two GNSS receivers (one for the U.S. GPS; the other for the Russian Glonass constellation) with RTK (Real Time Kinematic) for positioning and heading. Transponder functions via UHF, GPRS or UMTS communicate with the shore-based Vessel Traffic Service (VTS) A-VTMIS; and a wireless link connects the PPU with the iPad-based user interface.

The PPU contains two processors - one for dealing with the raw GNSS signal to calculate position and protection level; and another for kalman filtering. The unit can get an accuracy of +-30cm (positioning); 0.25-degree heading accuracy and Berthing tool, with a speed error of up to +/-2 cm per second – made possible by using an [EGNOS \(European Geostationary Navigation Overlay Service \(EGNOS\)\)](#) overlay on the GNSS signal.

The iPad is the user (pilot) interface which shows map, suggested path, position of own vessel and positions & paths of other vessels. This communicates with the PPU to get the position, with an accuracy of 10s of centimetres.

The vessel position & protection level is sent to the A-VTMIS at the VTS centre so they can monitor the vessel. The A-VTMIS can send paths and other information to the SafePilot unit.



AN: What is the current status of the project?

BH: SafePort offers the first advanced vessel traffic management system designed for constrained ports or waterways with high traffic densities. The project recently completed initial sea trials of a prototype vessel management system at Dublin port in Ireland. There's a [free workshop planned for November 11th at Europort shipping exhibition in Amsterdam](#) that will explain the concept and status in more detail. Spaces are limited and can be reserved by sending a message to safeport2011@gmail.com – and online registration to the rest of the Europort conference can be achieved at www.europort.nl

.o000o.

APPENDIX A: Proposed SOLAS Question Format for 2013-15 Examination Series.

Preparations are under way to formulate a new series of GK 'SOLAS' written questions. The aim is to improve the way questions are written, with the view to reducing/avoiding ambiguity – so that we can expect candidates to be able to produce the required, correct, answer - without being 'taught to the exam' in a way that might detract from learning GMDSS operating procedures.

In AMERC News 38 we published *Six examples* of types of 'SOLAS' written question - using the proposed new format - and invited comments. Two questions concerning the new format resulted in the following responses:

Question:

Ia. ' Do you agree that it is right to present *all* the '*static*' and '*changeable*' information (as shown on the top three lines of the example questions), that would normally be available on the bridge?

(8 responses in favour)

SUPPORTING COMMENT: A radio operator should know which identification number to use with each system. This is part of the test.

SUPPORTING COMMENT: [I agree] ... the candidate, in real situation will be able to choose the correct information depending in what situation they are.

RESERVATION COMMENT: I think for anyone who has a grasp of what is going on it makes no difference if irrelevant information is there. How [some candidates] would answer the question is debatable and is possibly more confusing than just giving what is relevant to the question.

RESERVATION COMMENT: Using a [best practice] approach, the standard modern examination process would suggest that you provide the candidate with required information and do not confuse them with superfluous information. However I believe that in the case of the GK examination a standardised format with redundant information for every 'full' question is justified. This is on the strict understanding that each and every question has the same information.

RESERVATION COMMENT: I would also say that in any paper, the same ships details should be used for all three questions to avoid unnecessary confusion.

(OR)

Ib. Do you believe that *ship's information should be limited to that needed to answer the particular question* - e.g. if it is a 'VHF/SSB radio' question then should we continue to provide MMSI, but not provide Satcom IDs? If a Sat-C question, should we omit the MMSI and Sat-B/F77 ID's from the information provided?

(1 response in favour)

(No supporting comment tendered)

2. Do you agree that the suggested question format, together with the type of wording used in the example questions, make it (more/less) clear as to what's being asked, when compared to the current question format?

Or - Do you think than one or more examples could invite more than one 'correct' answer?

(five responses agree (three with qualifying comments) – no 'disagree'. A sixth submitted a qualifying comment without specifying 'agree/disagree')

SUPPORTING COMMENT: I agree that the suggested question format with type of wording used in example questions make more clear as to what's asked so the candidate may answer step-by-step.

SUPPORTING COMMENT: On face value it looks more confusing, however this is part of training and a standardised form in the long run with good tutoring will I believe make things simpler and certainly more realistic. It can be reasoned that a skill required by a candidate is to know which system(s) to use in a particular sea area.

QUALIFYING COMMENT: This said, it will be essential that the questions are tightly worded so as to solicit the required answer, alternatively we relax the rigid marking scheme to allow ALL correct answers

QUALIFYING COMMENT: Overall feel that these are more testing and there seems to be more to read. Not a bad thing for those with a good command of English. I felt that Situation 1a had a lot going on, asking for the *'equipment/procedure/frequency/initiate/shore-and-vessels/simultaneously'* – there's a lot to latch-on to there, which seems to make the question more complex than it really is. 'Simultaneously' is a key word that they have to understand otherwise you could get a few answers to that question.

[Ed's note: the questions – reproduced on the following pages with expected answers – have been amended slightly to reflect some comments]

QUALIFYING COMMENT: We thought that the questions were a little bit better in making it clear what was being asked than before, but [reservation expressed until the 'expected answers' are known].

Feedback on current series/additional comments:

Comment: We need to consider whether our current/proposed method of applying 'penalty' marking is justified – in particular where a person chooses the correct/wrong DSC 'priority' and/or the correct/wrong alerting frequency, e.g. how should we penalise the following:

1. Candidate chooses a higher priority than that justified?
2. Candidate chooses a lower priority than that justified, but chooses the correct frequency (so will contact the correct coast station and action will be taken)?
3. Candidate chooses the correct priority, but uses the wrong channel/frequency (so no contact with the correct coast station)?

Comment: In previous papers we have been using 'All Stations' for DSC Distress Relay, on MF. Current regulations now state that MF/HF Distress Relay alerts should either be 'Individual' or 'Area Call', and not 'All Stations'. I suggest that this should be reflected in written answers, even although some training/examinations centres may have equipment that does not offer the 'Area Call' option – in which case 'all stations' would have to be used in the practical exam in those centres, pending equipment update.

Once again – your feedback is requested on the points raised, and on the questions and answers produced on the following pages. As before, the panel writing the questions and answers are prepared to assume agreement from those who don't respond – but would prefer a short message to that effect 😊

Vessel Name: Dunderheid	Radio Callsign: GXYZ2	MMSI 232444000
Sat-C ID: 423244410	Fleet 77 (Telephone) ID: 762324545	POB: 18
Current Position: xx xxN xxx xxW	Time Now: xxxx UTC	GMDSS Sea Area: A2

Situation 1). Your vessel has *struck a submerged object* and is in *grave and imminent danger of sinking*. The Master instructs you to *radio for immediate assistance*.

a) State the *primary GMDSS equipment, procedure and frequency* you should use to *initiate contact* with the A2 Area Coast Station and vessels within **MF RT** range.

(x marks)

	Mark	Double Mark
<i>DSC – DISTRESS ALERT – ON 2187.5kHz</i>		
<i>INDICATING J3E (FOR SUBSEQUENT COMMUNICATIONS)</i>		
<i>[Answer paper note: ZERO marks for this section if WRONG alerting category/frequency used?]</i>		

b) State the *Frequency* you should use for *subsequent communication*.

(x marks)

	Mark	Double Mark
<i>2182kHz</i>		

c) State the full *RT CALL and MESSAGE* you should then transmit.

(x marks)

	Mark	Double Mark
<i>MAYDAY (X3)</i>		
<i>THIS IS DUNDERHEID (x3) - GXYZ2 - 232444000</i>		
<i>MAYDAY</i>		
<i>DUNDERHEID – GXYZ2 - 232444000</i>		
<i>POSN xx xx N xxx xx W</i>		
<i>STRUCK SUBMERGED OBJECT – (IN DANGER OF) SINKING</i>		
<i>REQUIRE IMMEDIATE ASSISTNCE</i>		
<i>18 POB</i>		
TOTAL		

Vessel Name: Disque Bleu **Radio Callsign:** FZCY **MMSI** 227555000
Sat-C ID: 422755510 **Fleet 77 (Telephone) ID:** 762275454 **POB:** 12
Current Position: xx xxN xxx xxW **Time Now:** xxxx UTC **GMDSS Sea Area:** A2

Situation 2). You have just *received* the following **DSC Distress Alert** on **2187.5kHz**:

From: 423244410
Nature: Sinking
Position: xx°xx' North xxx°xx' East at xxxx UTC
J3E

a) State, the radio **Frequency** on which you would expect to **receive subsequent communications**.
(x marks)

	Mark	Double Mark
<i>2182kHz</i>		

b) You receive the Mayday Call and Message from vessel 'Dunderheid'– the casualty position indicating that it is also within in Sea Area A2. What **initial action** would you take?
(x marks)

<i>Log the information</i>		
<i>Inform the Master</i>		
<i>Allow short time for CRS/RCC to respond (to casualty)</i>		

c) xxxx MRCC Acknowledges direct to the vessel and transmits a Mayday Relay, and requests vessels able to assist to respond. The Master instructs you to **Acknowledge** and to **offer assistance**. Using **relevant information** from above, state the **RT CALL and MESSAGE** you should subsequently transmit (*calculations not required*)
(x marks)

<i>MAYDAY</i>		
<i>XXX MRCC (x3) this is DISQUE BLUE (x3) (or this is FZCY (x3))</i>		
<i>RECEIVED MAYDAY</i>		
<i>POSITION xx xxN xxx xxW</i>		
<i>INCLUDE SPEED and expected ETA at scene</i>		

d) xxxx MRCC informs you that your assistance is not required and that you may proceed on voyage. What action should you take?
(x marks)

<i>Log the information</i>		
<i>Continue to monitor 2182kHz whilst in range</i>		

TOTAL

Vessel Name: Disque Bleu **Radio Callsign:** FZCY **MMSI** 227555000
Sat-C ID: 422755510 **Fleet 77 (Telephone) ID:** 762275454 **POB:** 12
Current Position: xx xxN xxx xxW **Time Now:** xxxx UTC **GMDSS Sea Area:** A2

Situation 3). You have just *received* the following **DSC Distress Alert** on **2187.5kHz**:

From: 423244410
Nature: Sinking
Position: xx°xx' North xxx°xx' East at xxxx UTC
J3E

a) State, the radio **Frequency** on which you would expect to **receive subsequent communications**.
(x marks)

	Mark	Double Mark
<i>2182kHz</i>		

b) You receive the Mayday Call and Message from vessel 'Dunderheid'. State the **initial entries** you should make in the GMDSS log
(x marks)

The DSC Distress Alert details		
Sign 'on watch' 2182kHz		

c) There is no Acknowledgement from shore and the Master instructs you to **Acknowledge** and to **offer assistance**. Using **relevant information** from above, state the **RT CALL and MESSAGE** you should subsequently transmit (*calculations not required*).
(x marks)

<i>MAYDAY –</i>		
<i>DUNDERHEID(x3) this is DISQUE BLUE (x3) (this is FZCY (x3))</i>		
<i>RECEIVED MAYDAY</i>		
<i>Position xx xxN xxx xxW</i>		
<i>INCLUDE SPEED and EXPECTED ETA in reply</i>		

d) You are unable to contact Dunderheid and no other distress working is heard. The Distress Alert is received a second time. Having consulted the relevant shore authority and been appointed On-Scene Coordinator (OSC), the Master instructs you to seek assistance from other vessels. State the **primary GMDSS equipment, procedure** and **frequency** you should use to **initiate contact** with vessels within MF RT range.
(x marks)

<i>DSC – DISTRESS RELAY – AREA CALL – ON 2187.5kHz</i>		
<i>INDICATING J3E FOR SUBSEQUENT COMMUNICATIONS</i>		
<i>[Answer paper note: ZERO marks for this section if WRONG alerting category/frequency used?]</i>		

TOTAL

Vessel Name: Dunderheid **Radio Callsign:** GXYZ2 **MMSI** 232444000
Sat-C ID: 423244410 **Fleet 77 (Telephone) ID:** 762324545 **POB:** 18
Current Position: xx xxN xxx xxW **Time Now:** xxxx UTC **GMDSS Sea Area:** A3

Situation 4). Your vessel is *Not Under Command (NUC)* in the *USA SAR Region*, and *urgently requires tug assistance*. The Master instructs you to *ask for maritime assistance* from the *relevant shore authority in the USA* using *Inmarsat-C* equipment

a). State the <i>Message</i> you should <i>prepare for sending</i> (x marks)		Mark	Double Mark
<i>Pan Pan</i>			
<i>Dunderheid GXYZ2 Sat-C ID 423244410</i>			
<i>xx xxN xxx xxW</i>			
<i>Vessel Not Under Command/NUC</i>			
<i>Request tug assistance</i>			
b) State the <i>procedure for sending</i> the above message (x marks)		Mark	Double Mark
<i>Send/Transmit</i>			
<i>Use ROUTINE priority</i>			
<i>To the USA RCC</i>			
<i>Using the USA LES ID</i>			
[Answer paper NOTE: ZERO marks for this section if WRONG priority used?]			
c) A suitable ship is proceeding to assist you. The Master instructs you to <i>transmit a NAVIGATIONAL WARNING</i> to request other vessels to <i>give you a wide berth</i> . State, <i>including channels</i> , the <i>initial procedure</i> you should follow to <i>establish contact</i> with <i>SOLAS/GMDSS-fitted vessels within VHF radio range</i> (x marks)		Mark	Double Mark
<i>DSC – SAFETY ALERT – ALL STATIONS – ON VHF (or on CH70)</i>			
<i>Indicating the working channel to be used for the message</i>			
[Answer paper NOTE: ZERO marks for this section if HIGHER priority used?]			
d) How would you ensure that any <i>non-SOLAS vessels</i> , fitted with <i>pre-GMDSS</i> marine radio equipment, knew that you were about to send a NAVIGATIONAL WARNING? (x marks)		Mark	Double Mark
<i>Make a VOICE call on Channel 16 stating the working channel to be used</i>			
TOTAL			

Vessel Name: Dunderheid **Radio Callsign:** GXYZ2 **MMSI** 232444000
Sat-C ID: 423244410 **Fleet 77 (Telephone) ID:** 762324545 **POB:** 18
Current Position: xx xxS xxx xxE **Time Now:** xxxx UTC **GMDSS Sea Area:** A3

Situation 5). An *uncharted wreck* has been observed in position xx°xx' South xxx°xx' East. The Master considers this a *danger to navigation* and instructs you to *inform the NAVAREA co-ordinator in Australia* using your *Inmarsat Fleet 77 Telephone* equipment.

a) State the *procedure for making contact* with the relevant authority, *using the correct priority*.
(x marks)

	Mark	Double Mark
Select AUSTRALIAN LES ID		
INITIATE CALL (or #)		

b) Having established contact, state the *CALL and MESSAGE* you would send (x marks)

Securite (x3)		
Navarea Co-ord this is Dunderheid – GXYZ2 – F77 ID 762324545		
Navigation Warning date/time		
Position xx xxS xxx xxE		
Uncharted Wreck – Danger to Navigation		

c) The Master also instructs you to send the same information to other vessels. State the *GMDSS equipment, procedure and frequency* you should use to *alert* vessels *within MF RT range*
(x marks)

DSC – SAFETY ALERT – ALL STATIONS/AREA CALL – 2187.5kHz		
Indicating voice working frequency to be used/ 2182kHz		
<i>[Answer Paper NOTE: ZERO marks for this section if HIGHER priority used]</i>		

d) State the frequency to be used for subsequent communication (x marks)

A working frequency other than 2182kHz should be normally used (for the message)		
TOTAL		

Vessel Name: Disque Bleu **Radio Callsign:** FZCY **MMSI** 227555000
Sat-C ID: 422755510 **Fleet 77 (Telephone) ID:** 762275454 **POB:** 12
Current Position: xx xxN xxx xxW **Time Now:** xxxx UTC **GMDSS Sea Area:** A3

Situation 6). You have just *received* the following **DSC Distress Alert** on **Ch70 VHF**

From: 423244410
Nature: Sinking
Position: xx°xx' North xxx°xx' East at xxxx UTC

a) State, the radio **Channel/Frequency** on which you would expect to **receive subsequent communications**. (x marks)

	Mark	Double Mark
<i>Ch16</i>		

b) You receive the Mayday Call and Message from vessel 'Dunderheid' – the casualty position indicating that it may also be within Sea Area A2. What **initial action** would you take? (x marks)

<i>Log the details</i>		
<i>Inform the Master</i>		

c) The Master instructs you to **Acknowledge** and to **offer assistance**. Using **relevant information** from above, state the **RT CALL and MESSAGE** you should subsequently transmit (*calculations not required*). (x marks)

<i>MAYDAY</i>		
<i>DUNDERHEID (x3) this is DISQUE BLUE (x3) [for this is FZCY x3]</i>		
<i>RECEIVED MAYDAY</i>		
<i>Position xx xxN xxx xxW – include SPEED and Expected ETA in reply</i>		

d) The Master assumes the role of On-Scene Coordinator (OSC) and instructs you to seek further assistance. State the **primary GMDSS equipment, procedure and frequency** you should use to **initiate contact** with **SOLAS/GMDSS-equipped vessels** within **MF RT** range. (x marks)

<i>DSC – DISTRESS RELAY – AREA CALL – on 2187.5kHz</i>		
<i>Indicating J3E for subsequent communications</i> <i>[Answer paper note: ZERO marks for this section if WRONG alerting category used]</i>		

e) You are unable to contact Dunderheid and no other distress working is heard. The Distress Alert is continuing. Having consulted the shore authorities, how would you let the casualty know that their DSC Distress Alert had been received? (x marks)

<i>SEND/TRANSMIT – DSC DISTRESS ALERT ACKNOWLEDGEMENT – ON VHF (or ON Ch70)</i>		
TOTAL		