AMERC News

Issue 40 – Incorporates Circular 253 February 2012

Editorial

Welcome to issue 40 of AMERC News - *which doubles as* **Circular 253** *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) - which reflects relevant items covered in the AMERC Executive Committee (EC) earlier the same day, including: ***Course Approvals Certificate*** records; the ***latest quarterly figures*** from the National Administration Centre (NAC); feedback received on the new ***SOLAS examination question format***; Clarification on ***equipment fit requirement/examination procedure for Inmarsat-B and Fleet 77; NAVTEX receiver*** – live signal clarification***; conduct of the OPT – voyage map and English language requirement;*** and ***pre-AGM 2012 Notice.***

That's followed by our ***Member's Profiles section*** (Page 3) – this time featuring member ***City of Glasgow College*** (formerly the ***Glasgow College of Nautical Studies***).

We've another '***GMDSS Criss-Crossword'*** (Page 5) to help stretch candidates knowledge of ***international geography*** and the use of ***Admiralty List of Radio Signals*** ALRS) publications. The answers to puzzle 39 are also included.

Our ***Explanation Please?*** section returns (page 6) - to explain the use of ***DSC 'Geographical Area' calls*** for DSC Distress Relay; Urgency; and Safety alerting – with an example of how the area is defined in some makes of equipment.

Tales from the Key-Side (page 8) features a nostalgic item from an ex-seagoing Radio Officer, whose reminiscences some of our more 'senior' readers might find familiar?

This edition's ***Maritime Miscellaneous*** features (pages 10-13) an extract of a ***Seafarers International Research Centre (SIRC)*** report, published recently, on the subject of '***New Shipboard Technology and Training Provision for Seafarers***'; and (page 14) Information regarding the continuation of ***SMarT funding*** for seafarer training in the UK.

The full ***SIRC report*** covers: Automatic Identification System (AIS); Global Positioning System (GPS); ARPA/RADAR; ***Global Maritime Distress and Safety System (GMDSS)***; Electronic Chart Display and Information System (ECDIS); Main Engine Manoeuvring and Control System (MEMCS); Oily Water Separators (OWS); and High Voltage Equipment (HVE) – ***our summary deals only with GMDSS training*** (with a link to the full report for anyone interested in the other subjects/full findings).

The positive feedback and informed criticism received after publication of suggested ***revised 'SOLAS' question format/wording***, and that of the 'expected answers', means that we have now moved on to the next stage – the drafting of the new series question papers for circulation to Regional Examination Centres (in confidence) - to allow final feedback before AGM and Examiner's Panel in June.

Sláinte

Ian W

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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) & follow-up are drawn to your attention:

Course Approvals Certificates: All centres should have received an email from Paul Martin – the Executive Committee minute secretary – asking for a copy of your MCA/AMERC Course Approvals Certificates. If you hold MCA/AMERC Course Approvals and have not received/not responded to Paul's email – please contact him immediately.

SOLAS Procedures – example examination questions: Good feedback was received on the example examination questions circulated in AMERC News 38, and again for the expected answers in AMERC News 39. The revised format for questions – presenting the vessel 'static' and 'changeable' information at the top of each question - was generally supported. The use of DSC 'Geographical Area' calls was queried by some and is explained in the '***Explanation Please?'*** section of this issue. Thanks to all who submitted feedback.

Equipment Fit - Inmarsat: The current requirement (see AMERC Examination Handbook) is for Inmarsat-C; and *either* Inmarsat-B *or* Fleet 77 to be fitted. Where *both* Inmarsat-B *and* Fleet 77 are fitted (e.g. where Transas 4100 simulation is used) then both must be taught. The examiner will examine individual candidates on *either* Inmarsat-B *or* Fleet 77 for all relevant tasks – the candidate to choose at **'Initial Equipment Setup'** (Task 8).

Equipment Fit – NAVTEX Receiver: It is now no longer a requirement that the NAVTEX receiver fitted for training and examination purposes should be able to receive 'live' (over-the-air) signals.

Operational Performance Test (OPT): It was noted during audit visits that candidates tended to 'forget' the voyage map when moving from one piece of equipment to another; or when changing 'role' during the 'voyage'. Examiners should remind candidates where they are on the voyage - particularly when moving from one section to another (e.g. when changing from 'On-passage – Routine communications' to 'On-passage - Distress Relay/On-Scene Co-ordinator' role; and at any other point where it appears necessary to keep the candidate 'on track'.

Operational Performance Test (OPT) – language requirement: As clearly stated in the AMERC Examination Handbook – '*All component parts of the examination must be conducted in the* ***English Language****'.* This applies equally to all centres, whether UK-based or overseas. Where a candidate appears to be unsure what is being asked, the question should be re-phrased in English language - not translated into another language. (Note – translation is allowed during the training, as an aid to learning).

Pre AGM 2012 Notice: Members should have received Circular 252 - the pre AGM 2012 Notice - which identifies potential vacancies at Executive Committee level; Company Secretary; Treasurer; and for Chief Examiner. Nomination/application procedures for vacancies are also explained.

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

EXAMINATION	ENTERED (1st time)	PASSED (1st attempt)	% PASSED 1ST ATTEMPT
UK GOC	296 (230)	230 (166)	166/230 (>72%)
ALL GOC	559 (463)	451 (371)	371/463 (>80%)
UK ROC	36	33 (30)	
ALL ROC	38	35 (32)	
LRC	11 (11)	11 (11)	11/11 (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 City of Glasgow College (whose 'Riverside Campus' was previously known as Glasgow College of Nautical Studies) 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, of course, profane, indecent and obscene language ;-))

Member Name: **City of Glasgow College (Riverside Campus)**

Centre Location:
21 Thistle Street
Glasgow
G5 9XB

Main Contact: **Ian Cheshire**
Phone: **+44 (0)141 565 2711**
email: ian.cheshire@cityofglasgowcollege.ac.uk
http://www.cityofglasgowcollege.ac.uk/

Radio/Electronics Courses Offered:

GMDSS GOC, ROC, LRC, and SRC.

Other Courses Offered: NC/HNC Deck Officer Trainee Programme and Professional Diploma in Marine Operations SCQF Level 9 - both designed for school leavers; UK MCA Chief Mate and Master (REG11/2) SCQF Level 8. (Including HND in Nautical Science) for serving watch keeping Deck Officers, who do not already hold an HND Nautical Science, and want to progress to Chief Mate or Masters (STCW 95) level by a non VQ route.; and UK MCAgency Officer of the Watch (REG11/1) SCQF Level 7 (including HNC Nautical Science) for serving deck ratings who want to obtain a UK Certificate of Competency at Officer of the Watch (STCW 95) level.

City of Glasgow College's Marine Skills Centre, Jetty and Pontoon was officially opened on July 11, 2011. The £6.8million project is part of the Clyde Waterfront partnership and was delivered with support from the Scottish Funding Council. The development represents the first phase of the college's new £200m campus project that will see a new estate built over sites in the city centre and on the banks of the Clyde.

A wee bit of (GCNS) history:

The City of Glasgow College was formed in 2010, the result of a merger of Central College Glasgow; Glasgow Metropolitan College; and the Glasgow College of Nautical Studies (GCNS) – the GCNS building now being the 'Riverside Campus' of City of Glasgow College.

On the south bank of the River Clyde - GCNS was formally opened by Admiral of the Fleet, the Earl of Mountbatten on 4th October 1969. Marine disciplines offered by various Colleges within the Strathclyde region came together and cadets who previously attended the School of Navigation at the Royal College of Science and Technology (now part of the University of Strathclyde); the Marine Engineering Department of Stow College; and the Communications Department of the James Watt Memorial College in Greenock, became the first occupants of GCNS. Halls of Residence were introduced in 1974.

In February 1985, the Secretary of State for Scotland announced his decision to centralise the provision of nautical education in Scotland at Glasgow College of Nautical Studies. The department of Navigation obtained a real–time, full mission simulator and developed into a comprehensive maritime studies provider, embracing ship and fleet management, port operations and maritime law. The College laid the foundations for international partnerships during 1992, forging strong relations with (AMERC Member) the Academy of Maritime Education (AMET) based in Chennai, India.

On 4th October 2004, 35 years of nautical education was celebrated with the opening of the brand new £1.8million 'Gateway' building at Glasgow College of Nautical Studies. The new facility aimed to train extra recruits for the British Merchant Navy while providing greater access to students with disabilities.

Now that it's called the Riverside Campus of City of Glasgow College your Editor – who gained his own MRGC at GCNS in 1976 - is wondering who'll be hanging out of the GMDSS classroom, up there on the 8th floor, with a paint brush?

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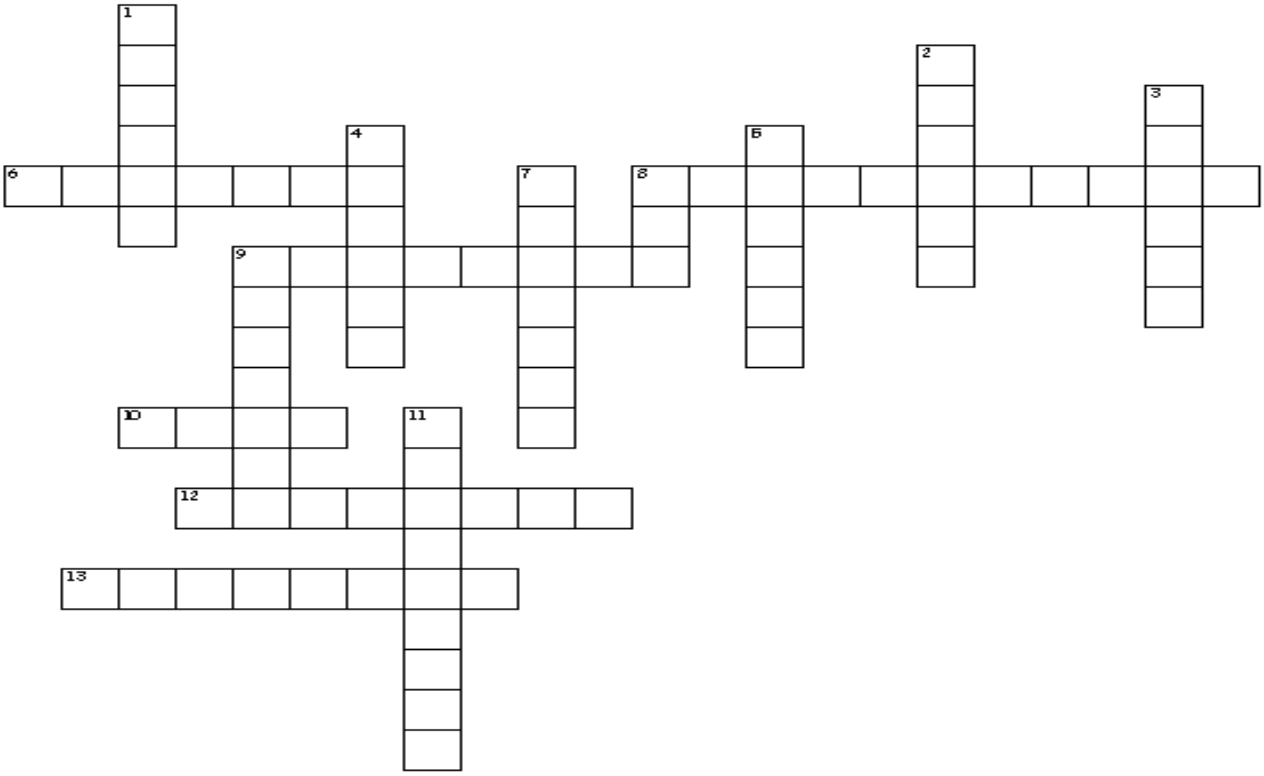
GMDSS Criss-Crossword Number 40 - all answers should be researched and/or confirmed by reference to ALRS, ***where appropriate***



Across

6. ***Port; VHF/MF DSC Station***; and ***MRSC*** on (1-down)
8. AIS-Search and Rescue _____ (11) – alternate-fit for radar SART, allowed from 1 Jan 2010
9. Mexico's most southerly ***MRCC***; and ***VHF DSC Station***
10 _____Light Buoy - 24H ETA reporting point for (4-down) ***pilotage***
12. West African country situated south of Nigeria; north of Equatorial Guinea
13. ***Port*** where the River Elbe meets the North Sea; remote ***VHF radio site*** of (3-down)

Down

1. Largest island in the Mediterranean
2. ***Port*** and ***VHF/MF Coast Radio Station***, in East China province of Fujian
3. ***MRCC*** serving Germany's North Sea and Baltic coasts.
4. ***MRSC*** and major ***port*** city in (12-across)
5. Island formerly known as Formosa, approximately 100 miles east of (2-down)
7. Canadian ***MRCC***; ***VHF DSC control site with MMSI 003160016***; and ***port***
8. ***SafetyNET area*** covering waters off (4-down)
9. ***NAVTEX station*** and ***port*** on (1-down)
11. French sunset-facing Mediterranean ***port***

Issue 39 answers: ***DOWN***: 1. Moresby; 2. SaintNazaire; 6. Solomon; 7. Guinea; 8. Horta; 10. COSREP; 14. Romeo ***ACROSS:*** 3. Delgada; 4. Dublin; 5. Monsanto; 7. Gijon; 9. Pilotver; 11. Merauke; 12. Arafura; 13. Abril.

Explanation Please?

This is the area for questions that may puzzle you - because it's not particularly clear why a specific answer is necessary when it seems that other answers may also appear to be appropriate – or - even if you as an instructor are satisfied with the question, you may want to know why the candidate should have to produce the level of detail being asked.
Publication of sample questions in recent AMERC News (38 and 39) brought up the subject of DSC Area Calls – which raised questions from some readers. The following explanation will, hopefully, help to de-mystify the published Radio Regulations and associated ITU Recommendations where that particular subject is concerned.

Question: Recent examples of proposed examination questions have featured 'Geographical Area' calls when using Digital Selective Calling (DSC). It's been some years since I did my GMDSS course, but I do not remember being taught 'Area' calling – only 'individual' and 'all ships' - and I cannot find any mention in the notes that I retained. Have the regulations changed?

Answer: International Radio Regulations and associated ITU Recommendations are revised at intervals – the most recent revision being the result of a World Radiocommunication Conference held in 2007 (WRC07). Some changes resulting from WRC 07 were implemented on 1 Jan 2010, but may not have filtered through to the training and examination process of your particular country. The Geographical Area DSC calling requirement is shown in Rec. ITU-R M.541.9, which details the following procedures for 'All Ships' and 'Geographical Area' DSC Alerts/Announcements.

(a) DSC Distress Relay; DSC Urgency; and DSC Safety – ***when conducted on VHF***, may be addressed to either 'All Stations' or to an individual station;

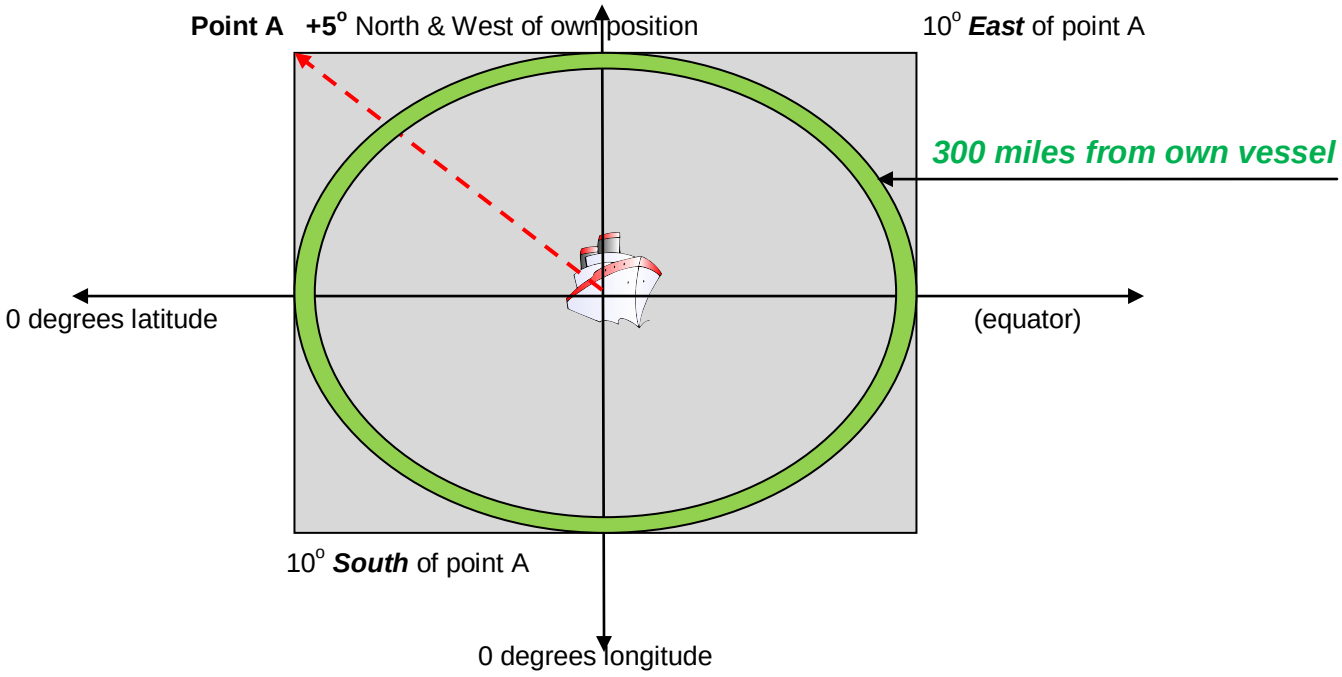
(b) DSC Distress Relay; DSC Urgency; and DSC Safety – ***when conducted on MF (or on HF)***, should be addressed either to a specific 'Geographical Area' or to an individual station.

The reasoning (presumably) being that, ***on VHF***, propagation is limited to 'line of sight' - so vessels that are not close enough to assist are not likely to receive unwanted DSC alarms.
On MF - although daylight propagation should limit the range to ground-wave coverage, any transmission made during twilight/early morning hours, or during the hours of darkness, will exhibit 'sky wave' propagation characteristics *in addition to the desired ground wave* - and those sky-wave signals would generate unwanted DSC alarms onboard vessels (and in coast stations) far beyond the desired range, if the 'All Stations' format was selected without the geographical limitation.

Question: Having looked at our Sailor 2000 series DSC kit, I'm struggling to understand how to define the (geographical) alerting area. Can you explain please?

Answer: Sailor 2000 and 4000 series Marine MF/HF SSB Radio kit (and that of some other manufacturers) requires that you specify the North-Westerly point of a square box (Point A in the following diagram) - and also the number of degrees South & East that you want the 'box' to stretch. Having done that, any vessel who receives your DSC call and whose recorded position (in their DSC Controller) is within the 'box' will be alerted to your call.

As an example – if you were on the equator, and at the zero meridian (own ship's position 0 degrees N and 000 degrees W – see diagram) and you wanted to specify a 'box' of 300 miles North/South and West/East *of your own position*, then you'd enter 5 degrees North with a 10 degree reach South; and 5 degrees West with a 10 degree reach East, into your equipment. (5 degrees of latitude being 300 miles; and 5 degrees longitude also being 300 miles - *at the equator*).



This would give you a square box 300 miles North and 300 miles South; and 300 miles East and 300 miles West - *of your own position* – which should be more than enough to alert vessels within ground-wave (voice communication) range of most modern marine MF SSB Radio equipment - where 'high power' is typically no more than 250Watts.

The further North/South of the equator you are located, the more you will have to increase the Westerly point/Easterly reach to keep to that 300 miles box width (5 degrees of latitude will still be 300 miles; but the longitude distance-by-degree shortens the further N/S you are from the equator).

Some equipment now has the ability to allow you to specify the 'central point' (e.g. your own ship's position, or the position of the casualty) and state the number of miles you require in a 'circular' format.

Coast stations will use a similar process to alert vessels within the required range of a casualty - using the casualty position as the centre of the box/circular area. This is particularly useful when the Coast Station is broadcasting using High Frequency (HF) – and is also the process described in ALRS Volume 5 for Inmarsat SafetyNET alerting.

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

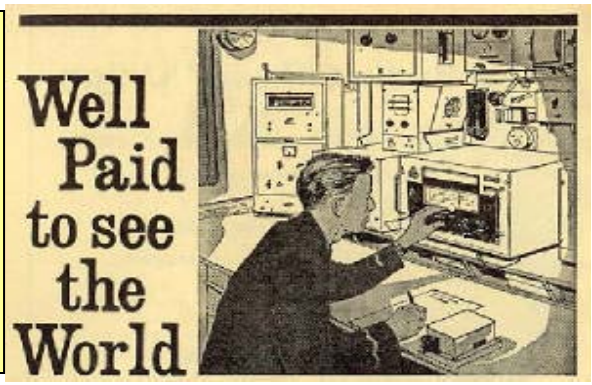
This is the page for your stories – whether from personal experience at sea, at work, in the classroom or life generally – recent past or distant past. Or it may be something you've heard. Doesn't matter – we're looking for interesting, funny or informative stories that may make us laugh, cry or look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

Dateline: Brockville, Ontario, Canada – VA3ICC Radio Shack – January 2012.
Time: Shortly before bedtime ...
Frequency: Internet email (sorry!)

There I was, one ear on the Short Wave HAM bands whilst checking my emails, when I receive a message from a guy I don't know – asking if he could publish a wee story about how I became a Radio Officer in the Merchant Navy. No problem!

My early interest came from **'Practical Wireless'**, **'Radio Constructor**' and 'Wireless World' magazines in the 1950's. Ad's like "*Short training period, low fees*" from **Colwyn Bay Wireless College**; "*See the world on full pay*" was another.

*The glossy brochure for the **Glasgow Wireless College** at Charing Cross showed a young lad with wavy gold braid on his sleeve reaching up to tune the Marconi "Atalanta" receiver. With his hand on the key the caption read "With the world at his fingertips a Marconi Marine Radio Officer prepares to send a message".*



All very enticing for a young man hankering to see the world without having to 'climb the rigging' or 'swab decks'!

Two brothers were already at sea, one an engineer and the other on deck. Just a little joshing from those two "*A sparks!*?" they cried. "*A b....y necessary evil aboard ship you lot. They're all round the twist you know, must be the dots and dashes!*"

The great day finally arrived and picking up my shiny **P.M.G. ticket** at the school (I knew I had found all the 'faults' on the equipment and the 25 w.p.m. was just fine - I had learned just about every "Q" code in the book!) the wonderful decision to make was which company to join. Such a selection back in '59. Should it be a shipping company whose operators were directly employed or a radio company who leased operators such as Marconi, International Marine Radio or Siemens?

My very first 'offer of employment' came from Niarchos shipping company in London – addressed to '*Radio Officer I. C. Coombe'* c/o **James Watt Memorial College** in Greenock. '*We have noted in the Journal of Commerce that you have obtained your 1st Class P.M.G. Certificate and would congratulate you on this attainment ...*' and went on to offer me an appointment '*to Greek or German manned Super-tanker or Bulk-carriers*'; that '*senior officers speak English*'; and that '*Our salary rate is £70 a month, gross basic ...*'

Traditionally, R/Os had been relatively poorly paid immediately prior to, during and after the war years. From my first 'Offer of Employment', 70 pounds a month was approximately twice Board of Trade rates at that time. There were certain risks, however. "*Go for a British company*" said my father. "*You could find yourself and your suitcase at the bottom of the gangway on the other side of the world after another operator had offered to work for the skipper for less remuneration*". Believe it or not I still listened to my dad, even at 19! I certainly didn't want DBS stamped in my discharge book so early in the game!

With my father working for **Anchor Line** I had been aboard a number of their ships at **Yorkhill Quay in Glasgow** and was reasonably acquainted with some of the mates and sparks. One fine gentleman I shall always remember was chief R/O of the **Circassia/GZMD.** Sammy Taylor, although employed by the leasing company I.M.R.C, had opted to stay with Anchor Line for many years and was a positive influence on my final selection. I shall always recall him telling me how much he still enjoyed tuning over the short wave bands even after close to 30 years at sea. He certainly loved the job and was very well liked and respected in the Company.

My application was accepted with IMRC. The first appointment telegram instructed me to report to the OREMINA in Port Talbot, Wales. Travelling down by train overnight to Wales in my 'spanking' new uniform I really wondered if I should be travelling First Class! On recounting the trip to my brother later his only response was. "*Boy, you must have looked a right pillock wandering around Port Talbot of all places in yer bleedin' uniform!*" There again, what could anyone expect from an engineer?

The OREMINA was one of **Houlder Brothers** iron ore carriers, a little under 7000 gross tons, accommodation aft and built in the early fifties so she was still a 'modern' vessel. I was introduced to the usual first tripper jokes such as, on a Sunday, "*Hey sparks, how about asking the chief engineer to put steam on deck for the organ*" - this at around 1500 hours when he was usually having his afternoon 'kip', of course. Or "*How about helping to pick up the hymn books from the crew!?*" Didn't fall for any of 'em.....

Chief sparks was a young lad from Bradford and with 6 weeks of being moored alongside due to a seaman's strike we had plenty of time to go over things and for me to familiarize myself with the equipment. Stuart was a good teacher so I ended up splicing a new antenna, servicing the battery banks, 'Brasso-ing' the D/F loop and updating the Notices to Ship's Wireless Stations etc.

Finally we took off down the Bristol Channel. My very first TR to Ilfracomberadio/GIL ***'QTO PORT TALBOT BND ALGIERS'*** Thanks chief! Now to my first foreign port. Algiers and the mysterious 'Kasbah'! The 'fiver', third mate and I took off ashore. *La Moulin Roug*e turned out to be one of those 'forbidden' hot spots where "boys became men" as the saying goes.

Click here to read the rest of Ian's story, and much more, on his 'Nostalgia' website.

Maritime Miscellaneous (i): New Shipboard Technology and Training Provision for Seafarers

The following is an extract of a report by Sampson, H., Tang, L - produced in October 2011 - following a survey conducted on behalf of The Lloyd's Register Educational Trust Research Unit (The LRETRU), Seafarers International Research Centre (SIRC), Cardiff University. www.sirc.cf.ac.uk from where the complete report is available for free download.

The survey covered training experiences for a range of nationalities and ranks, and covered Automatic Identification System (AIS); Global Positioning System (GPS); ARPA/RADAR; Global Maritime Distress and Safety System (GMDSS); Electronic Chart Display and Information System (ECDIS); Main Engine Manoeuvring and Control System (MEMCS); Oily Water Separators (OWS); and High Voltage Equipment (HVE). The extract which follows shows the findings relating to GMDSS training and knowledge acquisition.

Training experiences relating to Global Maritime Distress and Safety System (GMDSS) equipment.

In contrast with AIS, GPS, and ARPA/RADAR, training manuals did not feature as the most frequently selected option with regards to what had contributed to knowledge acquisition about GMDSS. Instead, training ashore was cited most frequently by respondents (78%) as having contributed to their knowledge of GMDSS. Manuals remained important and were cited by nearly two-thirds of respondents as contributing to their knowledge of GMDSS.

Fewer respondents mentioned the consultation of colleagues, cadet training and hand over notes/familiarisation. On board training by an installation technician/dedicated trainer was cited by fewest respondents as contributing to their understanding of GMDSS.

Nationality, rank, age and sea-time all underpinned significant variations in response.

As with AIS, GPS and ARPA/RAAR, more than half of the respondents who had received training on GMDSS received this after they were first required to use the equipment.

Similarly, as with AIS, GPS, and ARPA/RADAR, respondents expressed a clear preference for training ashore in relation to GMDSS.

Confidence and competence relating to specific items of equipment:

We asked seafarers to self- rate their own knowledge of different pieces of equipment aboard. Navigation officers (deck officers) were asked similar questions about items of equipment relevant to their work.

In relation to GMDSS, officers were less confident [when compared to AIS, GPS and ARPA Radar] of their skill levels. Thirteen percent of officers rated their knowledge as 'basic' and only 21% rated their knowledge as 'excellent'.

There were slightly significant differences (at the 95% level) between senior and junior officers, with junior officers more likely than seniors to rate their understanding as 'basic' (17%) and less likely to rate their knowledge as 'excellent' (18%). There were no significant variations between different nationalities, ages, levels of experience, or ranks.

Training experiences relating to individual items of equipment:

As reported previously seafarers (excluding cadets) were less confident about their skill levels relating to GMDSS than to the equipment discussed hitherto (AIS, GPS, ARPA/RADAR). Thirteen percent described their knowledge of GMDSS as 'basic'.

Whereas in relation to all the equipment discussed so far, respondents (excluding cadets) most frequently indicated that manuals had contributed to their knowledge, in terms of GMDSS, training ashore was nominated by most respondents (78%) as having contributed to their understanding. Consultation of manuals had contributed to the knowledge of 63% of respondents with fewer referencing the consultation of colleagues (39%), cadet training (38%), handover familiarisation and notes (30%), on board CBT (26%), and onboard training from an installation technician/dedicated trainer (22%).

In common with the equipment previously discussed, with regard to GMDSS, nationality was the variable of greatest significance in terms of the different forms of learning that seafarers indicated had contributed to their knowledge. Seafarers (excluding cadets) from China were the most likely to indicate that they had benefitted training on GMDSS as part of their cadet training programs (62%). Seafarers from the Philippines (<29%) were the least likely group to identify GMDSS training as part of a cadet training program as having contributed to their knowledge (see table below).

Percentage of respondents identifying cadet training as contributing to their knowledge of GMDSS by nationality:

Nationality	*Percentage*
Chinese	61.5
ASEAN	46.2
European	42.5
Indian	37.9
Filipino	28.5
Other	37.5

In contrast when it came to on board computer-based training (CBT) it was Filipino seafarers who were the most likely to describe this as having contributed to their knowledge of GMDSS. Forty-two percent of Filipino seafarers described CBT as having contributed to their knowledge, followed in descending order by Indians (26%), ASEAN seafarers (23%), Chinese respondents (21%), and Europeans (10%).

Handover and familiarisation notes were identified most commonly by Filipino respondents as contributing to their understanding of GMDSS. Forty-seven percent of Filipinos indicated that handover familiarisation and notes were beneficial compared with 36% of Chinese seafarers, 22% of Europeans, 15% of ASEAN respondents, and just 11% of Indian seafarers.

Overall, significant differences were identified between nationalities when it came to forms of training that were 'instructor-led' (training ashore, on board training by an installation technician/dedicated trainer). Seafarers from India were the most likely to indicate that such training had contributed to their knowledge of GMDSS (91%). They were followed in descending order by Filipinos (85%), Europeans (82%), ASEAN respondents (77%), and Chinese seafarers (64%).

As with the other equipment discussed [in the report], rank significantly affected the responses of seafarers (excluding cadets) when it came to whether or not cadet training had contributed to their knowledge of GMDSS. Senior officers (22%) were much less likely than junior officers (51%) to indicate that it had. However as described earlier in this instance rank and sea-time may act as proxies for age as many older seafarers would have undertaken cadet training prior to the introduction of GMDSS. Sixty-seven percent of seafarers in the sample aged under thirty indicated that cadet training had contributed to their understanding of GMDSS compared with just five percent of seafarers aged over fifty. Similarly 67% of seafarers with less than fifty months of sea-time indicated they had benefitted from cadet training in relation to GMDSS, compared with just 5% of respondents with two hundred months or more at sea. These results tend to support the interpretation that differences in rank and sea-time can really be attributed to concurrent differences in age when it comes to interpreting the findings about cadet training programs having contributed to the equipment-related knowledge of qualified seafarers.

In the case of GMDSS, and in contrast to the findings relating to the equipment discussed [in the report], rank also affected the responses of seafarers in relation to on shore training. Senior officers (85%) were significantly more likely to indicate that training ashore had contributed to their knowledge of GMDSS than junior officers (72%).

Compared with the [other equipment discussed in the report] there was a marked difference in both the numbers of respondents who indicated that on shore training had contributed to their knowledge of GMDSS (n=346), and to the duration of that training. Seventy-four percent of the respondents who had benefitted from such training indicated that it had been of more than five days duration.

There were significant differences between Filipino and non-Filipino respondents when it came to the duration of on shore training. Fifty- five percent of Filipinos had received five days on shore training or more compared with 85% of non-Filipinos.

Where CBT had contributed to the acquisition of knowledge about GMDSS it had been of more than five days duration in 37% of cases and in relation to onboard training by an installation technician/dedicated instructor where this had taken place it was not usually of more than five days duration. It was of more than five days duration in just 31% of cases. Filipinos once again reported shorter periods of CBT relating to GMDSS than other groups. Sixteen percent of Filipinos reported more than five days CBT concerning GMDSS compared with 57% of non-Filipinos.

Where seafarers indicated they had benefitted from training ashore (n=209) the majority (57%) had enjoyed such training after they had first been required to use GMDSS. Filipino respondents were more likely to have received training after they used GMDSS equipment (77%) than non-Filipinos (45%).

Generally, respondents had also received training after GMDSS was first used where CBT (n=84) had contributed to knowledge of GMDSS (63% benefitted from CBT after they had used the equipment) and where an installation technician/dedicated trainer (n=54) had contributed to their understanding (this took place after using equipment in 61% of cases). Seafarers overwhelmingly recommended training ashore in relation to GMDSS. Sixty-one percent of respondents recommended training ashore compared with 24% who recommended onboard training from an installation technician/ dedicated trainer, six percent who recommended CBT and learning from colleagues respectively, and just four percent who recommended self- learning.

GMDSS onshore training – Duration of training (Filipino vs. Non-Filipino)

	5 days or less	*More than 5 days*	*Total*
Filipino	55 45.5%	66 54.5%	121 100.0%
Non-Filipino	34 15.2%	190 84.8%	224 100.0%
Total	89 25.8%	256 74.2%	345 100.0%

GMDSS CBT – Duration of training (Filipino vs. Non-Filipino)

	5 days or less	*More than 5 days*	*Total*
Filipino	52 82.5%	11 17.5%	63 100.0%
Non-Filipino	27 42.9%	36 57.1%	63 100.0%
Total	79 62.7% 3	47 7.3%	126 100.0%

GMDSS onshore training – When training took place (Filipino vs. Non-Filipino)

	Training before actual use	**Training after actual use**	**Total**
Filipino	17 22.7%	58 77.3%	75 100.0%
Non-Filipino	73 54.9%	60 45.1%	133 100.0%
Total	90 43.3%	118 56.7%	208 100.0%

GMDSS CBT – When training took place (Filipino vs. Non-Filipino)

	Training before actual use	**Training after actual use**	**Total**
Filipino	10 24.4%	31 75.6%	41 100.0%
Non-Filipino	21 48.8%	22 51.2%	43 100.0%
Total	31 36.9%	53 63.1%	84 100.0%

[With thanks to the Seafarers International Research Centre (SIRC) for permission to reproduce the above extract from their report, in AMERC News]

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Maritime Miscellaneous (ii): **Continuation of SMarT (Support for Maritime Training) funding.**

The following information was received from the Merchant Navy Training Board shortly before publication of AMERC News:

SMarT announcement

We were pleased to hear today that SMarT is to be retained at £12m [per annum] for the 'remainder of this parliament'. The Chamber of Shipping will be making an official response, which we will forward accordingly. In the meantime, here are links to the official documents:

The Minister's written statement is now available on the House of Commons website:

http://www.parliament.uk/documents/commons-vote-office/5.DfT-Maritime-Training.pdf

In addition, the DfT's web site includes the statement, some Q&A, the Panel's report and the Deloitte-Oxford Economics review:

http://www.dft.gov.uk/topics/shipping-industry/

http://www.dft.gov.uk/news/statements/penning-20120123/

http://www.dft.gov.uk/publications/economic-requirement-for-trained-seafarers/

http://www.dft.gov.uk/publications/independent-review-on-maritime-training/ - includes Q&A

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