

# AMERC News

Issue 76 – Incorporates Circular 295

July 2020

## Editorial

Welcome to issue 76 of AMERC News - which doubles as **Circular 295** and, as such, must be circulated to all GMDSS instructors / examiners by their AMERC centre contact.

Hope everyone has been keeping safe and well during these difficult times?

I know a few of you are going back into the training centres, starting teaching and exams again, we have a notice from AMERC regarding this on page 3.

As you know we had to unfortunately cancel the AGM for this year. The EC did have an online meeting in June so are all keeping in touch and trying to carry on as normal. A brief report is on page 2 regarding this.

There have been no **Maritime Consultation Group** meetings, these will return in the near future (hopefully). The **NAC Statistics Report** for GMDSS examinations are still here and are the same and will be updated once exams have started again.

**GMDSS Criss-Cross** has made a return and is on page 4. Answers will be given in the next edition.

**'Maritime Miscellaneous'** (page 3) We have the continued article on how the modernisation of the GMDSS system is coming along, submitted by Graham Lees. We will be running it over a couple of issues and keep you informed of the latest. Thank you once again, Graham, for your article.

**'Tales from the Key-Side, 'Member Profile(s)'** is again missing for this edition. If anyone wishes for a feature please let us know. This is open to anyone – whether a new member, a member/centre not previously featured, or anyone with any notable changes. If you would like to feature in future editions – get in touch!

*Your submissions are always welcome for **Explanation Please? Member Profile, Maritime Misc.'** and **Tales from the Key-Side** – and other items that were likely to be of interest to others.*

Barrie

Mail: [b.dunsdon@eastcoast.ac.uk](mailto:b.dunsdon@eastcoast.ac.uk)

*Executive Committee meeting – Brief report  
June 2020 - online*

**Once more, due to the current pandemic, the Executive Committee held their quarterly meeting online.**

Although the AGM was cancelled this year, there are still some important documents available for members to access, should they wish to do so.

These are as follows:

2019 AGM Minutes  
2019 Accounts  
Treasurer's Report  
Chief Examiner's Report 2020  
Chief Examiner's Audit Rota 2020  
Chief Examiner's Exam Panel notes 2019  
Secretary's Report  
Chairman's Report

Those of you who would of attended and normally have access to these should have received a link.

The Executive Committee (EC) seat rotation votes cannot be fairly conducted without an AGM. Therefore, we will continue with the EC panel as it stands and recommence rotation as normal at the 2021 AGM.

There have been many changes over the past few months with regards to details of centres and contact details. Could all centres please check the AMEC website and their details on there. If there are any corrections to be made, please inform Prue on her email address [amercsecretary@gmail.com](mailto:amercsecretary@gmail.com) with these changes.

The date for next year's AGM was discussed and a provisional date of June 3<sup>rd</sup> 2021 was proposed. Location and more details will follow in due course.

**GMDSS Examination Statistics – rolling annual report:** National Administration Centre (NAC) examination statistics for the period **1<sup>st</sup> January 2019 – 31<sup>st</sup> December 2019** are shown below:

<b>EXAMINATION</b>	<b>ENTERED (1<sup>st</sup> time)</b>		<b>PASSED (1<sup>st</sup> attempt)</b>		<b>% PASSED 1<sup>ST</sup> ATTEMPT</b>
UK GOC	841	(769)	765	(698)	698/841 (90.77%)
ALL GOC	1735	(1591)	1576	(1444)	1444/1735 (90.76%)
UK ROC	102	(91)	91	(79)	79/102 (86.81%)
ALL ROC	164	(147)	147	(129)	129/164 (87.76%)
LRC	107	(106)	103	(102)	102/107 (96.23%)



15<sup>th</sup> June 2020

**AMERC ADVICE TO CENTRES OFFERING GMDSS COURSES AND EXAMS UNDER COVID 19**

Please distribute this notice to any colleagues who may not be accessing their regular inboxes at this time

AMERC has been approached for advice to offer course providers and examiners running GMDSS courses under Covid 19.

There are considerable variations in course facilities at each centre, some use full simulation, some use full hardware, and some fall in-between the two.

Accordingly AMERC does not consider itself in a position to offer blanket advice on the matter as there are too many variables and enforcement is not possible under the lockdown. Neither does AMERC have the expertise to do so.

If any centre wishes to commence running courses again it must be understood that **this will be entirely at the discretion of the course provider** and is not AMERC's decision or responsibility in any way.

**All active centres however MUST comply with all of their Government guidelines and instructions** which vary from country to county even within the UK. Be aware these can change daily. It is entirely the responsibility of the centre to ensure full compliance at all times. Proper risk assessments must have been conducted in advance and appropriate measures taken.

Regarding examinations and examiners risk; this must be at the discretion of the examiner alone who should conduct his/her own risk assessment at whichever centre they will be conducting exams. Some centres may claim to be "fully Covid 19 compliant", however no examiner should put himself/herself at risk under any circumstances. If they are unhappy or unsure about a centre then it may be an idea to contact the centre in advance to ascertain what the safety precautions in place are and decide if they will be happy with them. AMERC does not have the expertise nor the authority to insist an examiner attends; it is the decision of the examiner alone.

It is strongly suggested that Centres research thoroughly what the Covid 19 requirements are in order to run a course and take advice from several sources before making a decision. There could be considerable legal and financial implications if these requirements are not followed which your centre's insurance may not cover.

**ASSOCIATION OF MARINE ELECTRONIC AND RADIO COLLEGES LIMITED**

REGISTERED OFFICE: AMERC LIMITED, C/O WRAY CASTLE LIMITED, BRIDGE MILLS, STRAMONGATE, KENDAL LA9 4UB REGISTERED IN ENGLAND 3439305 REGISTERED CHARITY 1071872  
Website: [www.amerc.ac.uk](http://www.amerc.ac.uk)

# Maritime Miscellaneous

## ARTICLE 2: E-NAVIGATION

In 2009 IMO defined e-navigation as “the harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment” The IMO Strategy Implementation Plan (SIP) was adopted at the 94th Maritime Safety Committee (MSC) meeting in November 2014 and contains a list of tasks required to be conducted in order to address 5 prioritized e-navigation solutions, namely:

- improved, harmonized and user-friendly bridge design;
- means for standardized and automated reporting;
- improved reliability, resilience and integrity of bridge equipment and navigation information;
- integration and presentation of available information in graphical displays received via communication equipment; and
- improved Communication of VTS Service Portfolio (not limited to VTS stations).

Towards achieving this, e-Navigation is being further investigated with the aim of bringing together existing and new technologies. Electronic chart systems need to be standardised; Satellite and terrestrial electronic position fixing systems (EPFS) such as GPS, GLONASS, GALILEO, BEIDOU, e-Loran standards need to be agreed and set, so too do high quality communications systems.

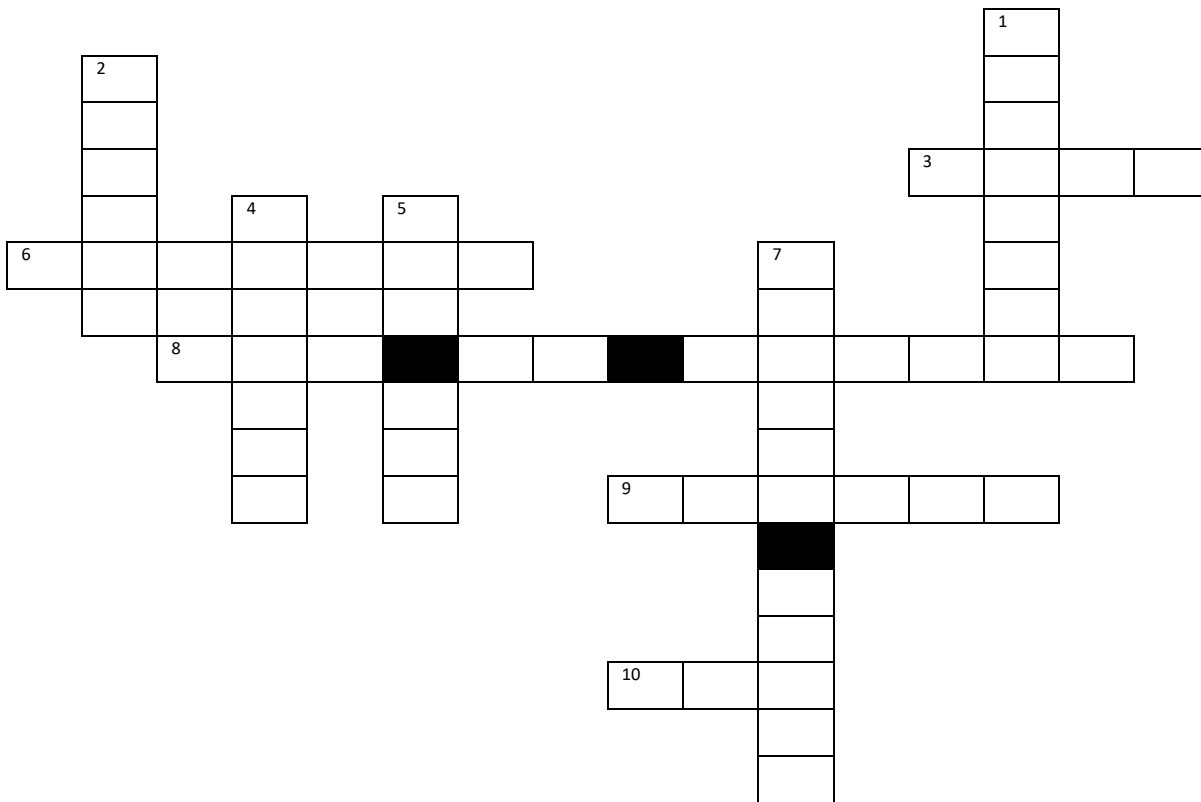
Ships are already obliged to carry a vast range of electronic navigation equipment such as ECDIS, ARPA Radar, AIS, VDR, NAVTEX, GPS, LRIT, VTS, GMDSS equipment etc. Sharing data between these stand-alone systems has become increasingly common with integrated navigation systems (INS). The combination of interconnected electronic data is aimed at not only improving safety but also improving the efficient management of the ship whilst, at the same time, embracing emerging technologies such as NAVDAT, VDES etc. (NAVDAT and VDES will be explained in later articles of AMERC News).

Such wide-scale integration of the shipboard equipment data should not reduce nor impede the navigator responsibility but support them in making timely anti-collision decisions. This has huge training implications.

The IMO states the date of the revised standard for shipborne navigational displays on the bridge of a ship for radar equipment, ECDIS and INS should be 1 January 2024; and for all other navigational displays on the bridge of a ship 1 July 2025. Revised SOLAS regulations are expected 2024.

For further info search MSC 85/26/Add.1

**GMDSS Criss-Cross Edition 76** - answers should be researched and/or confirmed by reference to ALRS / ADRS, *where appropriate*. Readers might also like to test their knowledge of international geography by using the [Triviaplaza geography quizzes](http://Triviaplaza.com/geography-quizzes/) website (where you might also find one or more of the answers required below).



**Across**

- 3. Largest Island in the Caribbean Sea
- 6. The island Great Inagua forms part of this country
- 8. What body of water does Chittagong lies?
- 9. MMSI 005480020 (Far East)
- 10. Message received and no reply needed

**Down**

- 1. Capital city of the Venezuelan state of Vargas and countries chief port?
- 2. Nav Area XIX
- 4. Pakistan Navtex Station – P
- 5. Injured crewmember onboard require assistance
- 7. Former capital city of the Philippines (1948 – 1976)

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**Issue 74 answers**

Across 3 - Miyazaki 6 - Fes 7- Canranh 8 - Over 10 - Grindavik 11 – Jeddah Down – 1 – Malabo  
 2 – Rio Negro 4 – Atlantic 5 – Ayora 9 - Titanic