Bulletin

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AMSA PSC Information

---How to Inspect GMDSS Equipment

During PSC inspection, the deficiency related to GMDSS equipment was frequently found which at times had caused detentions.

The following article will present and can assist crew on how to prepare prior to inspection of GMDSS equipment.

1、The focus on GMDSS equipment during PSC inspection:

1) MF/HF installation: to inspect and test MF/HF DSC using AC/DC power, observe whether the duty officer was familiar with the changeover procedure between AC and DC power of DSC.
2) INMARSAT C station: to inspect whether EGC NAVAREA was correctly set in INMARSAT C.
3) SART: To check whether sign of echo concentric circles or other echo sign was displayed on radar monitors while SART activated in TEST mode.
4) EPIRB: To check the expiry date of battery and hydrostatic release unit, the duty officer was requested to conduct SELF-TEST in accordance with the Operation Manual.
5) Two-way VHF radiotelephone apparatus: to check the expiry date of battery and the completeness of sealing strip of battery. To conduct talk test with each other or other VHF Apparatus using testing battery.
6) DC power for GMDSS equipment: To check whether the batteries are kept in good working condition and any deteriorating signs occurred to the battery.

7) To check whether GMDSS, AIS and EPIRB annual service report is available on board and kept up to date.

NOTE: The duty officer should be familiar with how to operate above equipment and **ensure this equipment is kept in good working condition. Any GMDSS related deficiencies will be classed as detainable deficiency.**

2、 Frequent found deficiency

1) The DSC test carried out successfully with AC power, but failed when using DC power.

2) Inmarsat C, EGC not set up for NAVAREA X; Areas for Coastal Navigation Warnings A-G not set up as per attached indication.

3) Defective or failing battery of SART; No sign of echo concentric circles or other echo sign was displayed on radar monitors while SART activated in TEST mode; SART which located inside the free-fall lifeboat is most likely malfunctioned due to insufficient maintenance.

4) The EPIRB battery and/or hydraulic release unit expired; Duty crews are not familiar with how to test EPIRB; SELF-TEST to EPIRB failed.

3、Reminder

The duty officer should ensure himself mastery knowhow of operating GMDSS equipment with full understanding of the AC/DC power supply conditions.

Duty officer MUST periodically test every set of GMDSS equipment.

To ensure effectiveness of ship's pre-arrival inspection. At times, MF/HF DSC test was in good working condition during pre-arrival inspection, but failed during PSC inspection, which may be caused by terminal loader, weather condition, or battery low performance. Therefore, it is recommended that duty crew / staff should double check DSC test in different channel after vessel alongside. Please be reminded to change to AC power from DC power before finishing MF/HF DSC test.

Any deficiency detected by crew / staff should immediately be dealt with; some spare parts such as replacing deteriorating battery should be ordered through their managing office in advance.

To avoid vessel detention, any deficiency found during pre-arrival inspection, crew member MUST report to Master immediately. It is the Master’s responsibility to report major deficiency to PSCO before his attending and ensure each deficiency is to be dealt with correctly and timely. In case the deficiency cannot be fixed before departure, vessel’s company should report to Flag/Class as soon as possible.

Attachment 1：Areas for Coastal Navigation Warnings A-G

CCS Australia Office

May 26, 2015

Announcement:

1. Intention is to assist and ensure owners to understand and well prepared, ensuring all updated requirements from AMSA can be met
2. For more information, please visit AMSA website at www.amsa.gov.au and CCS website at www.ccs.org.cn
3. The information contained does not and cannot supersede any AMSA or related governing parties requirements as well as CCS class rules and regulations.

2.2 Distress Message

2.2.1 Distress messages will be directed to a circular area. The radius of the area will be dependent on the nearest known vessel from Modernized Australian Ship Tracking and Reporting System (MASTREP) or from other intelligence.

2.2.2 The text of the message will commence with the distress signal, "MAYDAY".

2.2.3 At the conclusion of the distress incident, the RCC will initiate a message including the words "SILENCE FINI", amongst other information, to indicate distress traffic has ceased.

2.2.4 The Mobile Earth Station (MES) or Ship Earth Station (SES) will provide an aural alarm and visual indication to indicate receipt of a distress call or a call having a distress category.

2.3 Urgency messages

2.3.1 Urgency messages can be directed to a circular, rectangular or coastal area, or an ocean region.

2.3.2 The text of the message will commence with the urgency signal, "PAN PAN".

2.3.3 The SES will provide an aural alarm and visual indication to indicate receipt of an urgency call.

2.4 NAVAREA X Warnings

2.4.1 NAVAREA X warnings will be broadcast through the POR and IOR satellites. The text will commence with the signal "SECURITE".

2.4.2 All navigational aids and hazards outside the area of the coastal area schematic diagram, including information on GPS and space debris will be issued as NAVAREA X warnings.

2.5 Coastal (AUSCOAST) warnings

2.5.1 AUSCOAST warnings will be broadcast through the POR and IOR satellites. The text will commence with the signal "SECURITE".

2.5.2 The Australian coastal area has been divided up as per the attached schematic diagram in Figure 33 to facilitate the broadcast of AUSCOAST warnings. All warnings about aids to navigation within the coastal area, other than those mentioned in Section 2.4.2, will be issued as AUSCOAST warnings.

2.6 Local (SSM) warnings

2.6.1 Local (SSM) Warnings refer to hazards which are considered to be of a temporary nature, e.g. floating logs, temporary buoys, etc.

2.6.2 The text will commence with the signal "SECURITE".

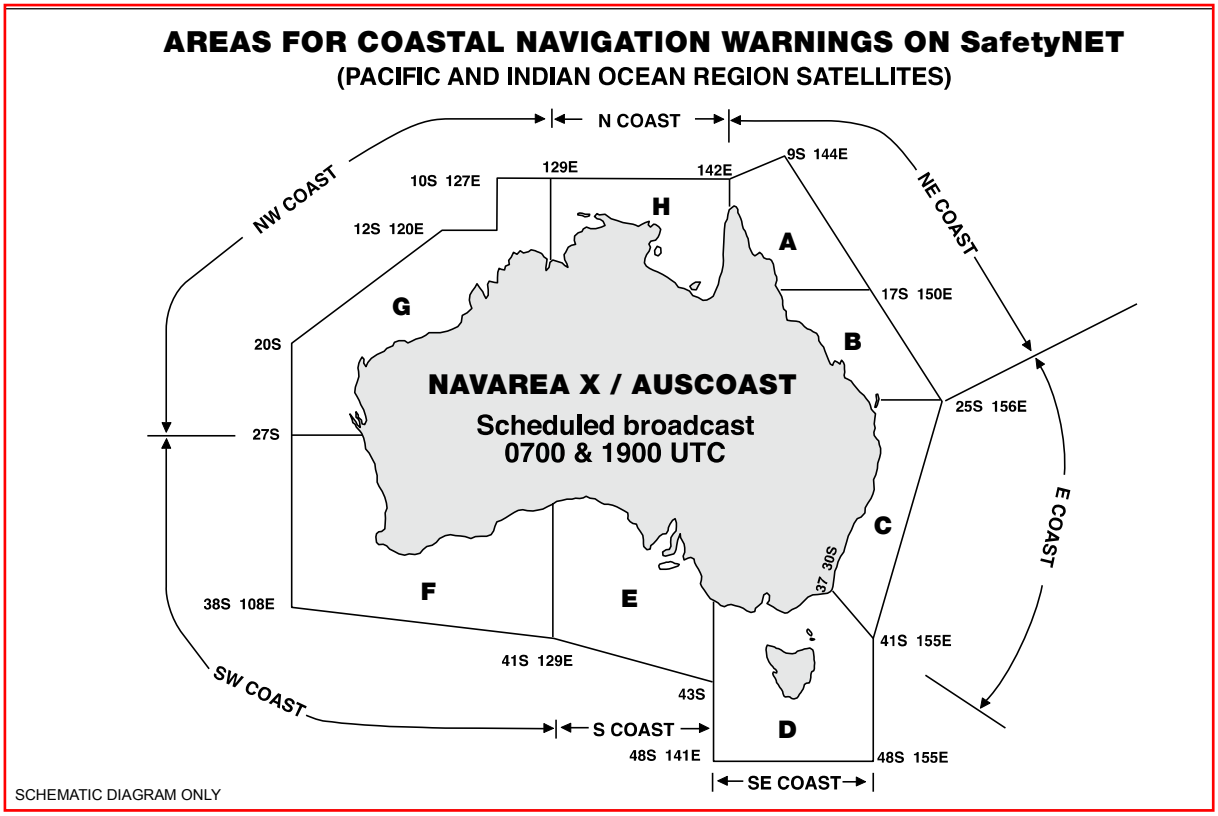

Figure 33 - Areas for Coastal Navigation Warnings on SafetyNET (Pacific and Indian Ocean Region Satellites)