



# Ocean Alert Newsletter

<http://ssas.satamatics.com>

Issue 2

2 March 2004

## ABS Award Ocean Alert Class Society Approval

The American Bureau of Shipping has formally approved Ocean Alert for use as a Ship Security Alert System (Certificate No. 04-LD424532-PDA). For more information and to view our details, enter the following URL in your browser, select Product Search and enter "Satamatics Ltd" in the Company Name search field:

<http://www.eagle.org/typeapproval/contents.html>

This is one of many approvals that we expect to receive over the coming weeks, thus providing our customers with the confidence of purchasing not only the most cost effective SSAS solution in the market but also one that is recognised by all of the major Class Societies in the World.

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## Ocean Alert Type Approved by Germanischer Lloyd

Satamatics Ltd are pleased to announce that Germanischer Lloyd have issued a Type Approval certificate for Ocean Alert (Certificate No. 20 236 – 04 HH).

Following on closely from the approval by the American Bureau of Shipping, this certificate re-enforces our position within the maritime industry as a recognised supplier of cost effective satellite based solutions.

The Ocean Alert certificate is available to view on the Germanischer Lloyd website:

<http://www.germanlloyd.org>.

Select Newbuildings from the menu on the left, then GL Approvals. Enter our company name in the appropriate search field to view our entry.

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## No Free Airtime for Mini-C

Following the recent COMSAR 8 meetings at the International Maritime Organisation (IMO) on February 16-20 2004, we understand that several flag administrations will not permit non-flag SSAS alerts to be received at their respective rescue coordination centres (RCCs).

Because agreement was not reached at IMO, it is now likely that distress-priority SSAS alerting – known as Inmarsat CN137 – will **NOT** be implemented. This would seem to suggest that SSAS solutions based on Inmarsat C and mini-C will indeed incur monthly airtime charges for DPR and security alert transmissions. Contrary to some manufacturers' claims, there will be **NO** free airtime for mini-C.

This ruling effectively makes the Ocean Alert SSAS solution the most cost effective proposition for the maritime community.



## News from the Website

The latest update to the Ocean Alert website now allows owners to register and create their own accounts without the need to contact Satamatics Ltd.

Before an account can be set up, the owner must have the details of at least one Ocean Alert terminal. If this information is not available or is incorrect then the owner cannot gain access to the website.

Visit <http://ssas.satamatics.com> and click on the Register link. The user name selected for the account should be the email address of the primary administrator for the account.

The next major update will include the ability for the Administrator to create other Administrator or User accounts. This will provide the owner with the flexibility of managing the fleet without relying upon a single individual.

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## Ocean Alert breaks new ground on ease of installation

Our primary aim when designing Ocean Alert was to ensure that installation and commissioning of the system would be as simple as possible thus reducing the cost of setting up to a minimum.

The extensive instructions in the Installation Manual allows any qualified ship's electrician to set up Ocean Alert without recourse to a third party installer.

Should the owner wish to have the security of his preferred partner managing installations on his behalf, he can do so in the knowledge that the system can be installed, tested and commissioned with relative ease. In fact, the most time consuming, and therefore cost driven aspect of the installation is routing the antenna and alert switch cables. There is no

need to programme the terminal as this always comes pre-configured.

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## Installation Tips

Ocean Alert is designed as a long life, low maintenance system and as such should provide years of trouble free operation. However, there are some important rules that must be observed when installing the system:

- ❑ Always ensure that the terminal has been activated and the Administrator has set up the email and SMS (optional) contact details prior to installation.
- ❑ Ensure that the power supply to the terminal is suitable and meets the minimum requirements.
- ❑ Do not exceed the maximum 30-metre cable length for the Alert switches.
- ❑ Use the correct type of RF cable for the length required.
- ❑ Ensure that the antenna has a clear line of sight to the satellites (ideally a 360° radius). This is important for both the Inmarsat and GPS constellations.
- ❑ After completing installation and prior to securing all equipment, the system must be tested and commissioned in accordance with the Installation Manual and Ship Security Plan.
- ❑ When the test is complete, the system should be set to **ON** and the key removed. It may now be formally passed to the ship's captain as fully functional.