

NATIONAL GMDSS TASK FORCE

Newsletter and Summary Record of 10 September 2020 Meeting

- The Task Force Meeting.** This Newsletter reports on the recent virtual meeting of the Global Maritime Distress and Safety System (GMDSS) Task Force sponsored by the U.S. Coast Guard and dedicated to monitoring the success and shortcomings of the GMDSS. The Task Force is also active in current efforts to modernize the GMDSS and monitors related developments in maritime radio and electronic navigation (e-navigation). The Task Force advocates voluntary use of radio safety equipment by all vessels and makes recommendations to government authorities to improve safety at sea regulations.
- Task Force membership.** Membership is open to individuals associated with commercial vessel operations, recreational vessel interests, training institutions, service agents, manufacturers, government authorities and any interested person or organization, and there is no fee for participation. New members are welcome, to join, send your name, organization (if any), email address, and telephone number (optional) to gmdsstf@gmail.com. Members who are unable to attend Task Force meetings are invited to participate by email and to connect with Task Force meetings by conference call. This Newsletter goes out to over 5000 members after each quarterly meeting. The Task Force also maintains a website at: <https://www.navcen.uscg.gov/?pageName=gmdssTaskForce> (click GMDSS/TF).
- The Summary Record.** This record of the meeting is provided for information and will be posted on the Task Force portion of the Coast Guard web site. Due to the Corona Virus Pandemic, the GMDSS Task Force held a virtual meeting on 10 September 2020 supported by the RTCM on Microsoft Teams Meeting with almost 60 members and guests participating.
- Distribution of Information Papers:** The following Papers of interest were displayed and are available to all on the website: <https://www.joecel.com/GMDSSTaskForce>
 - Alaska Congressional Delegation Letter to Commandant re Rescue 21 Availability
 - USCG AIS Safety Alert for Large Tows in Confined Waterways
 - USCG Request for Comments – Making Broadcast NTM Accessible by Mobile Devices
 - Change 2 to NVIC 01-16 – Use of Electronic Charts and Publications
 - Analysis of GMDSS Searches of NavCen Website by Google Analytics
 - ALCOAST 227/20 Establishing C5ISC; replacing C4ITSC, C3CEN, TISCOM & OSC
 - OMB Reviewing USCG Plan to Reduce Certain Rules from STCW Requirements
 - VHF-DSC By The Numbers by Max Moser
 - ICAO/IMO JWG-SAR/27-WP20, US Paper re Communications for A/C Ditching at Sea
- General Observations by the Director:** Jack Fuechsel noted that this was the first meeting since the passing of RADM Marshall E. (Ed) Gilbert, USCG (Ret.) on June 4th this year. Ed has been sorely missed by his colleagues on the Task Force and at RTCM where he served as Vice Chairman. He had an outstanding active duty career in the Coast Guard, serving as Chief of Telecommunications during the formative years of the GMDSS and after retirement from active

duty returned to the Washington area and embarked on a consulting career as head of Gilbert and Associates.

It is also appropriate to call members attention to the fact that this meeting marks an approximate twenty fifth anniversary of the Task Force since it is our hundredth meeting. We have typically held four meetings a year, two on our own at RTCM Headquarters and one during each of the Annual Assemblies of the National Marine Electronics Association (NMEA) and the Radio Technical Commission for Maritime Services (RTCM).

6. The Coast Guard Reports: Jerry Ulcek and others reported with the following highlights:

a. Introduction of New Chief of Search and Rescue: Captain Clint Schlegel has assumed his new position at Coast Guard headquarters. Although the Task Force works closely with the Office of Telecommunications, our mission is also close to that of the Office of Search and Rescue. Captain Schlegel made appropriate remarks on his strong background in Search and Rescue and the Task Force looks forward to supporting initiatives from his office.

b. Report on the Coast Guard Proposal to Discontinue NAVTEX Service: Jerry Ulcek reported that the response from the Federal Register Notice was over whelming in favor of keeping NAVTEX as were interventions from other government agencies. A course of action has been developed but the budgetary implications are still under review by higher authorities. In the mean time operations are proceeding as usual with the exception that Guam continues to broadcast on the 4Mhz alternative frequency. The Coast Guard is interested in the possible future adoption of NAVDAT, a digital methodology under development operating on 500 kHz, which could potentially replace NAVTEX as a way to disseminate Maritime Safety Information. NAVDAT would allow significantly higher data rates than NAVTEX, but would require a more substantial transmitting antenna system (not currently funded), as well as new shipboard receiving equipment.

c. Coast Guard Action to improve the Reliability of VHF Service in the Gulf of Alaska: Mr. Jeffrey Taboada reported on this item that came to Task Force attention earlier through a letter from the Alaskan Congressional Delegation to the Commandant complaining about the system's recent unreliability. The remote location of many of the sites and inaccessibility during typical winter weather has contributed to this problem. A recent major effort to improve the situation has reduced inoperative sites from 16 to 4. Longer range corrective action needed identified 22 power generation systems and 9 of 21 Microwave links for replacement that should be completed by 2022. At the same time, some of the NOAA Weather Broadcast sites were also upgraded.

d. VHF-DSC By the Numbers: Max Moser of the Coast Guard Office of Search and Rescue presented his paper that summarized trends in the usage of VHF as derived from the Coast Guard's MISLE database. The paper is available to interested readers on the website shown for meeting documents. Highlights of the paper include:

- 1) 12% of all calls in 2019 were unidentified; 56% lacked position
- 2) 75% of incidents failed to provide enough data to launch response
- 3) 48% of logged calls had MMSI but 31% had none or were fake
- 4) Difficulty to change MMSI is still a problem that needs addressing
- 5) Many users don't seem to value DSC features but DSC becoming universal
- 6) Limitations of MISLE database apparent in attempts to analyse data

e. Results of Recently Concluded IMO/ITU Experts Meeting: Pat Gallagher reported that the U.S. was satisfied with the outcome of all papers submitted and the draft final report has been published. Many of the items reported will feed the Agenda for the next NCSR Sub Committee meeting.

f. Status of the Iridium System as it Moves Toward Full GMDSS Service: Kyle Hurst provided a briefing on the status of the GMDSS aspects of the Iridium System with the following highlights:

- 1) GMDSS equipment is available but waiting for European Wheelmark
- 2) 10 vessels now sailing using Iridium GMDSS, most near polar latitudes
- 3) U.S. RCCs Norfolk and Alameda will receive all alerts until others certified
- 4) MSI via SafetyCast should launch late October as providers become ready
- 5) Iridium 10 KB MSI limitation being expanded to 15 KB to match Inmarsat
- 6) GMDSS Operator Training needs upgrade to include Iridium features

g. Major Reorganization of Coast Guard Telecommunications Organizations: The details of this reorganization are set forth in the ALCOAST message in the documents for this meeting. Briefly stated the Service Centers known as TISCOM, OSC, and C3Cen will continue to provide the same services under the new command, C5ISC and will now be known as C5ISC Alexandria, C5ISC Martinsburg and C5ISC Portsmouth respectively.

h. MMSIs for Diver Radios Not Associated With a Vessel: Joe Hersey reported that the FCC had agreed in principle to allow license-by-rule providers to issue 8MIDXXXXX MMSI blocks to users of VHF handhelds not associated with a specific boat, such as diver radios. BOATUS and USPS were both considering this, noting that software changes might be necessary and a modified MOU needs to be finalized. This issue will be addressed in the next Coast Guard FCC meeting along with related issues such as 'Daughter boats' and incorporating a new format into existing databases. This item will be continued along with other MMSI issues such as those highlighted in the Moser paper.

i. LED Lighting Update from Chairman of RTCM SC-137: Joe Hersey, the Chair of SC-137, gave an update on progress toward developing a standard to deal with LED lighting interference to VHF maritime radios and Automatic Identification Systems (AIS). The Special Committee will also look into LED interference to MF/HF and L Band systems such as GPS. Contract field testing is planned for October with Coast Guard support. The goal is to have the standard available by mid 2021 to support the ABYC effort and the IEC plan to begin working on a new international standard.

j. Implementation of Return Link Service on EPIRBs: Chris Hoffman and others reported at the May 2020 meeting on a recent Cospas-Sarsat document providing details on how countries can sign up for the new Return Link Service (RLS) on the Galileo System that was designed to acknowledge receipt of EPIRB (and other 406 MHz beacons) Distress Alerts thus providing confidence to the end user that their alert had been received. The service was declared operational by the European Commission in January and while there are currently no RLS beacons with type approval, some are expected soon. EPIRBs (and other 406 MHz beacons) with RLS can currently be offered for sale only in about a dozen countries, mainly in Europe. RLS beacons will work globally, but in some places there could be delays in the RLS response back to the beacon until the system is fully operational. RLS beacons are not currently approved for sale in the U.S.

k. IMO Circular on GMDSS for Non-SOLAS Vessels: A draft revision to IMO MSC Circular 803 being developed as part of the GMDSS modernization project, updates the GMDSS plan for non-SOLAS vessels. Most Administrations have required selected components of the GMDSS for non-SOLAS vessels and this could be an effort to standardize the requirements internationally. The new circular would include revisions for consistency with revised SOLAS Chapter IV, and also explains why GMDSS systems are preferable to non-GMDSS such as mobile telephones in an emergency. The revised circular is expected to be finalized at NCSR 8 in 2021. There is very little information available on this new issue so it will be carried over to future meetings.

l. Distribution of Scheduled Broadcast Notices to Mariners by Mobile and Internet Methods: This new program was introduced as a trial conducted in the fifth District that has been successful and is being extended to all Districts. The Coast Guard will begin making broadcast notices to mariners containing locally relevant navigation information accessible by mobile devices and the internet. The Coast Guard believes the internet and mobile availability will allow greater numbers of mariners to access this information, and to do so in a more-timely, reliable, convenient, and customized manner. For more information see the document in paragraph 4. above noting USCG Request for comments on making NTM available to mobile devices.

m. Update on an Earlier Proposal to Facilitate Rescue of Aircraft Ditching at Sea: Jim Stabile had briefed the Task Force before on his prototype system to enable aircraft that needed to ditch at sea to locate nearby vessels using a satellite derived plot of AIS transmissions and to communicate with potential rescue vessels on maritime channels to make arrangements. With help from some Task Force members a U.S. paper was presented at a recent Joint IMO/ICAO meeting that received a favorable reception and suggestions for further work. See document ICAO/IMO JWG-SAR/27-WP20 shown in para 4. above. We look forward to further updates as this proposal advances through international channels.

n. Update on Earlier Report on Special Direction Finding Applications: Murray Craig of TrueNorth Rescue Inc. had also briefed the Task Force earlier on his Company's development of their PolarisRDF specialized direction finding equipment that can home on 121.5 MHz and 406 MHz frequencies as an aid to Search and Rescue operations.

Some of the new products in the Polaris line include the following:

- 1) 406 Sentinal – a mounted receiver and antenna that feeds handhelds
- 2) 406 Drone – a standard unit mounted on a drone for about 15 mi. range
- 3) 406 Aviation – A/C Unit with or without external antenna, range up to 50 mi.
- 4) 406 Marine – Mounted near control station, can hear beacon 8 to 9 miles
- 5) 406 Ground Team – To be carried by ground team looking for ELT or PLB

So far many of their contracts have been with Australia, one of the few countries that has a mandatory EPIRB requirement for all vessels going offshore. They have also done business with Papua New Guinea, Mexico and Canada. In the U.S. the Company has also been active with members of the Sheriff's Association who often have to find aircraft crashes and locate lost or injured hikers.

7. **The FCC Reports by Ghassan Khalek and others with the following highlights:**

a. New Issue: Falsified Inspection Documentation Found on Some Vessels: This is a new issue noticed during service calls on certain smaller vessels and duly reported to the FCC. There has been little information available so far but we need to follow up and see how often this is happening. Follow up is made more difficult in that neither the Coast Guard nor the FCC want to receive copies of inspection reports that instead are kept on the vessel.

b. New Subscription Fee for Inmarsat-C Terminals Announced: A document from Comsat was received announcing that Inmarsat would be imposing a new monthly recurring subscription charge applicable to all Inmarsat C User Terminals regardless of use, including terminals that had been barred, effective July 2020. This charge appears to also be applicable to those who use their terminals solely for receipt of SafetyNET broadcasts. Very little other information is currently available but it appears that the FCC never officially dropped its role as the Accounting Authority for U.S. customers. The FCC and the Coast Guard will review the issue at their next meeting and this issue will be carried over to the next Task Force meeting.

c. FCC Enforcement of Unauthorized AIS Devices: This item was put on the Agenda because of widespread use of AIS for unauthorized applications such as marking fishing nets. One Task Force member reported after the meeting that he had found such devices offered for sale on e-Bay. There has been no new FCC activity so this item will be carried over to the next meeting.

d. FCC Rules now Require EPIRBs Sold in U.S. to Have Integral GNSS: There is no action required under this item which is simply a reminder that the FCC required all new EPIRBs sold in the U.S. from January 17, 2020 to have integral GNSS, existing EPIRBs were grandfathered indefinitely for most vessels. However, all mandatory vessels subject to 47 CFR subparts R, S, and W must carry EPIRBs with integral GNSS from January 17, 2023. It was also noted that IMO introduced new rules for EPIRBs on SOLAS vessels last year, that come into

force on July 1, 2022 with additional requirements above those currently required on U.S. vessels.

e. MMSI's not Registered with ITU MARS for all R/Vs Going Foreign: FCC for a time failed to notify the ITU Maritime Mobile Access and Retrieval System (MARS) database of MMSIs of ship station licenses marked as going on foreign voyages. They have since corrected the problem but are unable to retroactively notify ITU of MMSIs assigned to previously registered licenses. Licensees, however, can resolve the problem prior to making a foreign voyage by simply trivially modifying their ship station license any time or at renewal time, such as by changing "Road" to "Rd" in their address. Modified licenses are notified to the ITU. The FCC indicated there would be no cost to boaters for modifying their licenses.

f. FCC Asked to Release a Public Notice on new Question Pool: The FCC was requested to complete a Public Notice on the new Question Pool prior to setting a uniform effective date for use of the new pool. This is of primary interest to the Training Group but the FCC was unable to provide more information on the public response. This issue will be carried forward.

8. Reports and Issues, Recreational Vessel Group: George Hallenbeck reported with the following highlights:

a. Revised GMDSS Information Bulletins for Recreational Vessels: There are two Bulletins dealing with recreational vessels, one dealing with GMDSS as a whole and the other addressing R/Vs using VHF only. It is planned to update the Bulletin dealing with GMDSS as a whole and discontinue the one for VHF only. The updated version was not available at the time of the meeting so it will be circulated for comment and the final version will be placed on the web site along with the others that were approved for posting earlier.

b. Sea Tow Discontinuing Issue of MMSI Numbers. George Hallenbeck reported that Sea Tow had elected to stop issuing MMSI Numbers and the problem of duplicated MMSI assignments made is still not resolved. The USPS remains willing to take over that block and manage its existing MMSI holders once the FCC and Coast Guard grant approval, but is unable to assume responsibility for resolving the duplication problem. The FCC and Coast Guard are taking the lead on resolving these issues since they are all part of designation of Agents to issue MMSIs to applicants who do not need an FCC Station License.

c. Coast Guard/DHS Response to Challenge Competition: Marty Jackson provided an update on this prize contest to develop innovative ways to enhance detection of people in the water. Four devices are being tested and the results were expected soon but are not yet available. We will request a further update at our next meeting.

d. Modify Voluntary Inspection Check List to Invite Discussion on MMSI Registration and Connection of GPS. Because the failure to properly register for an MMSI number is greatest among recreational vessels, the Task Force is working with the Coast Guard Office of Boating Safety to hopefully modify the latter's check list for voluntary inspections. The intent is not to collect more data but to open a dialog between the inspector and boat operators on

the importance of registering for an MMSI number and the need to connect GPS receivers to VHF radios. The reluctance of Boating Safety to modify their list and the possibility that other issues (such as LED lighting interference) may also need to be highlighted suggests that a separate check list for voluntary inspectors may be an alternative solution. This item will be carried over to the next meeting.

e. Florida's Financial Incentive to Outfit R/Vs with EPIRBs or PLBs: The state of Florida is offering a 25% discount on boat registrations for those who can show that they purchased an EPIRB or PLB.

f. BOATUS News has Published Recommended Maintenance Procedures for PLBs: The same News item notes that PLBs are also available for short-term rental along with EPIRBs.

9. Reports and Issues of the Commercial Vessel Task Group. Rich Beattie moderated the discussion with the following highlights:

a. Developments in Cybersecurity. There were no new reports under this item. Rich called attention to the excellent article in a recent issue of NMEA's MARINE ELECTRONICS JOURNAL by Captain Glenn Hernandez. Captain Hernandez also hosted a session on Cybersecurity at the RTCM Virtual Assembly on 24 September.

b. New Issue: Can the Task Force Assist in Getting More Ships to Report Weather Observations: There was an excellent presentation by Adam Dunbar of Spire on the collection of weather observations from ships via satellite monitored AIS messages during the RTCM virtual Assembly. This is a modest program at present but has the potential to greatly assist high seas weather forecasting in the future. The Task Force should consider ways it might assist this program.

c. USCG AIS Safety Alert for Large Tows in Confined Waterways: This document was included in paragraph 4. above and cites a collision in the Mississippi River in which both tow boats were broadcasting incorrect length of tow information on AIS making it difficult for either vessel to properly plan for sufficient room to avoid the collision.

d. Change 2 to NVIC 01-16 re Use of Electronic Charts and Publications: This document was also included in those cited in paragraph 4 above. Briefly, the change allows electronic editions of the Inland Navigation and VTS Rules, removes the requirement for independent backup and provides a path for access to certain publications not required for ready reference to be accessed via the internet.

e. Retirement of Rich Beattie, Leader of the Commercial Vessel Task Group: We are sorry to report that Rich Beattie, a stalwart member of the Task Force will retire from Radio Holland by the end of the year. We are hoping that he will continue to lead this group at least while we are having virtual meetings for the next few months.

10. Reports and Issues of the Service Agents and Manufacturers Group: Hugh Lupo was unable to attend the meeting and there had been little activity on most agenda items listed for review. These issues are carried forward and the status of each is copied from the summary record of an earlier meeting:

a. Watch Continuity should be Maintained when VHF Radios are used in the Public Address Mode. The issue applies to compulsory fitted small passenger vessels with more than six passengers such as whale watching vessels, some of which operate their VHF in a Public Address (PA) mode for the entire trip rendering the channel 16 watch inoperative. This problem was addressed in the recently updated small passenger ship radio inspection checklist and should be further clarified in the FCC Part 80 rulemaking.

b. Need to expand carriage requirements so that trainees can be trained on all equipment appropriate for Sea Areas A1, A2, A3 and A4. The Task Force will develop a Petition recommending special equipment requirements for Schools and Training Vessels to enable students to train on all equipment they may find on ships operating in all Sea Areas. This item is becoming more urgent with the addition of Iridium as a GMDSS service provider

c. Testing during inspections should verify that DSC Radios transmit Position: Inspections have revealed that not all radios transmit the position information automatically. This is a requirement for Class A radios but was prohibited by Rec. ITU-R M. 493-14 in class D, E, and H (handheld) radios. ITU-R M 493-15 reinstated position report request capability in all Class D, E and H (handheld) VHF DSC radios. ETSI Standard EN 300 338-4 applies to Class E radios. The Task Force will review whether any further action is needed.

d. Are Solid State Radars Incompatible with Racons and Radar SARTs? This item is retained while the Task Force determines whether further action is needed: Joe Hersey reported that unless the radar's peak transmitter power is high enough to trigger the racon or radar SART, the radar will not be compatible with either device. IMO requires that X-Band radars carried on ships subject to the SOLAS Convention be compatible with both racons and radar SARTs. Solid state radars of sufficient peak pulse power can be compatible with racons and SARTs, but lower power (e.g. FMCW) radars will not be compatible. Note that RTCM's recently adopted RTCM standard 11201.0 for Marine Radar Equipment for Ships Not Required to Comply with SOLAS Radar Carriage Requirements, does not require compatibility with racons or radar SARTs

11. Reports and Issues of the Training Task Group. Kurt Anderson reported with the following highlights:

a. USCG Rules Change Proposal Might Reduce Certain STCW Requirements: This document cited in paragraph 4 above is a DHS/USCG proposal to remove selected requirements from Master less than 500 tons, Officer of the Navigational Watch, and Electronics Technician Certification. It may have little effect on GMDSS Training but is presented as an opportunity to review the impact, if any. If the impact is minimal, this item will be discontinued.

b. Whether COLEMs and Training Schools are Actually Following Coast Guard and FCC Guidance in Generating 100 Questions Exams? This item and related issues have been raised before but had not yet been fully addressed by the government authorities. Since Russ Levin has contacted the responsible parties at the FCC and the NMC who are comfortable with the extent to which 100 question exams are being generated, this item will be discontinued.

c. GMDSS Question Pool Revisions: The Training Group delivered the revised Question Pool to the FCC early in October 2019. This Question Pool will probably need to be updated again in 2020 to deal with end of life for the Inmarsat F-77 SES and possible decisions on SITOR. The Question Pool for Restricted GMDSS Operator will also need revision in 2020 and the entry of Iridium as a GMDSS provider will need to be addressed in the Question Pools. In an exchange of emails subsequent to the meeting, it was agreed that the date to start using the new question pool should be 31 January 2021. The FCC and/or the Coast Guard, through the National Maritime Center (NMC), should notify the COLEMs and Training Schools to shift to the new Question Pool on 31 January 2021.

12. GMDSS Modernization. Bob Markle noted that modernization is still an active project at the IMO. The January NCSR meeting finalized review of SOLAS Chapter IV. Revisions to supporting Resolutions are being worked on by Administrations, and there is a critical path to complete approvals by the 2021 NCSR 8 meeting (now scheduled for February) so that amendments to SOLAS can enter into force by 1 January 2024 as planned. The requirement to be able to print MSI has been removed from Chapter IV which prompted a question whether Narrow Band Direct Printing (NBDP) was still required, the response was that NBDP was already gone if you have an alternative printing capability.

13. Review Summary Record of 14 May 2020 and Continuing Work List. The summary record of this meeting is posted on the Task Force website and only minor corrections have been made. The Continuing Work Program is appended to each agenda and updated as needed.

14. Review Website Changes: The other changes recommended by the Workshop on 14 May have been implemented. With respect to GMDSS Task Force Information Bulletins, updating of the remaining Bulletin on Recreational Vessels will be pursued by email.

15. Next Meetings of the GMDSS Task Force: The next virtual Task Force meeting has been scheduled for Thursday 10 December 2020. In the meantime, participants were reminded to Register for the RTCM Virtual Assembly which took place on September 22-24 of this month. Details are published on the RTCM Website www.rtc.org.

GMDSS TASK FORCE CONTINUING WORK LIST

10 September 2020

1. Monitor FCC continuing action to update GMDSS Rules (TF)
2. Recommend actions to reduce false alerts in GMDSS systems (TF)
3. Monitor Coast Guard Port State GMDSS inspection program (TF)
4. Monitor programs that broadcast MSI for GMDSS Standards conformance (TF)
5. Review GMDSS Internet Web Sites and update Task Force portion of NAVCEN site (TF)
6. Support SOLAS Working Group planning for IMO NCSR and Joint Experts meetings (TF)
7. Advocate replacement or update of current Great Lakes Agreement with an MOU or equivalent document. (TF)
8. Advocate voluntary carriage of VHF and EPIRB/PLBs by all vessels offshore (TF)
9. Monitor FCC policy and practice on MMSI assignments (TF)
10. Monitor non-GMDSS systems: AIS, LRIT, SSAS, VDES, VMS, & E-Navigation (TF)
11. Recommend means to improve Distress Alerts by Cell Phone & Internet (TF)
12. Advocate mandatory Distress Beacons on R/V more than 3 miles offshore (TF)
13. Advocate use of the Alaska AIS Monitor Network for VHF Distress Guard (TF)
14. Monitor Developments in Cybersecurity and educate membership (TF)
15. Review GMDSS concepts and make modernization recommendations (MOD)
16. Monitor automatic response from USCG HF Commstas to test calls for validation of HF-DSC performance (CV)
17. Recommend Safety Radio and VMS Requirements for Small Fishing Vessels (CV)
18. Recommend Safety Radio & Navigation Requirements for Towing Vessels (CV)
19. Recommend Safety Radio & Navigation Outfit for Small Passenger Vessels (CV)
20. Advocate better FCC & USCG management of annual GMDSS inspections (CV)
21. Maintain Inspection Guidelines and Check Lists for selected vessel types (CV)
22. Advocate voluntary training programs for users of GMDSS systems (RV)
23. Encourage GMDSS handbooks and Internet and video training aids (RV)
24. Encourage users of VHF-DSC to Register for MMSI and connect GPS (RV)
25. Encourage Mfgs. to upgrade readability of GMDSS items in equipment manuals (SA)
26. Recommend proper interconnection of GPS receivers with DSC Radios (SA)
27. Coordinate with USCG-NMC on training uniformity (TR)
28. Maintain GMDSS Question Pools for FCC and Coast Guard Examinations (TR)

Key to cognizant groups: (TF) Task Force
 (CV) Commercial Vessel Task Group
 (RV) Recreational Vessel Task Group
 (SA) Service Agents and Manufacturers Task Group
 (TR) Training Task Group
 (MOD) GMDSS Modernization Task Group

Please refer questions and proposals to Captain Jack Fuechsel at 703-963-3747 or gmdsstf@gmail.com. If you have an Internet server with spam filters, please authorize receipt of messages from gmdsstf@gmail.com

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