

NATIONAL GMDSS IMPLEMENTATION TASK FORCE

Newsletter and Summary Record of 3 August 2011 Meeting

The Summary Record. This summary record is provided for information and will be posted on the Task Force portion of the Coast Guard web site. **Note the new address:** www.navcen.uscg.gov/?pageName=MaritimeTelecomms (click GMDSS, then GMDSS Task Force). The summary record is also distributed to all Task Force members to serve as a Newsletter summarizing GMDSS developments and other issues in marine telecommunications. The GMDSS Task Force met on 3 August 2011 at the RTCM Headquarters in Arlington, Virginia. The documents listed below were distributed and are available on request:

Status Report from Task Force ad hoc group on VHF/DSC/MMSI/GPS
Draft Petition to FCC for Mandatory MMSI Registration & GNSS Receiver
Coast Guard Marine Safety Advisory 02-11 on GPS Enhanced EPIRBs
National Commodore Auxiliary Letter promoting VHF/DSC/MMSI/GPS
USCG Auxiliary Information Paper on the importance of VHF/DSC/MMSI/GPS
FCC Enforcement Advisory DA 11-970 of 31 May 2011 on Marine Radio
Customs & B. P. Small Vessel Reporting System (SVRS) for Expedited Entry
Task Force Updated Press Release on VHF/DSC/MMSI/GPS
BOATUS News Citing 15,000 responses to FCC on Light Squared vs GPS
Suggested Guiding Principles on GMDSS Modernization

1. Report of new ad hoc group to Promote use of VHF-DSC, Registration for MMSI and Connection to GPS (DSC/MMSI/GPS). Jack Fuechsel moderated the discussion of the Task Force's new ad hoc Group which was established at the January meeting in response to a Coast Guard request which indicated that only about 10% of SAR cases had a usable position. The reports at the Task Force meeting were requested from members who have been identified to take a lead role in each of the action items. The following are summaries of the reported status on each of the items:

a. Survey of registered MMSI Holders to see if they had connected GPS. The four agencies with registered MMSI holders reported as follows:

SEA TOW – Joe Frohnhoefer reported at the May meeting that Sea Tow sent a request to their registered MMSI holders asking for response as to GPS connections. Of those who responded 47% had connected GPS and 49% had not. There was no further report at the August meeting.

USPS – Gene Danko reported that the Power Squadrons plan to query their MMSI holders regarding GPS connections but no feedback is available yet.

BOATUS - Dave Kennedy reported at the May meeting that BOATUS has over 79,000 MMSI holders and is making plans to query GPS connections either as part of their regular validation process or some form of sampling technique. They have had a

positive response from members to the DSC article in their magazine featuring Captain McBride.

The FCC – Ghassan Khalek reported that the FCC is responsible for all MMSI assignments other than those assigned by their designated agents listed above. They have not found a way to establish a process for periodic validation including those assigned to R/V operators.

New England Marine Electronics – Hugh Lupo announced that his experience is that 90% of his customers have not connected GPS to their radios and that he makes the connection for new customers at no charge in order to retain them as regular customers.

b. Promote the DSC/MMSI/GPS project through courtesy inspections and operational boardings by the Coast Guard. The agencies involved reported as follows:

Coast Guard – A contact in the Office of Law Enforcement has been identified and a policy meeting has been scheduled to address whether they can direct boarding petty officers to check the status of VHF radio installations. If the VHF registration and GPS connections were regulatory requirements it would probably not be a problem but as long as compliance remains voluntary, the policy decision can not be predicted. There was no report from the Office of Boating Safety at this meeting.

The Coast Guard Auxiliary – Bob Shafer reported that the Auxiliary had taken strong action in response to the Task Force initiative including a letter from Auxiliary National Commodore James Vass to all Auxiliarists on the issue. The Auxiliary team has produced a detailed explanation of the issue which has been distributed to all Auxiliarists in the Surface Operations, Vessel Inspection, and Public Education programs along with the NMEA wiring guides. The Auxiliary will be holding its National Convention in a few weeks which presents another opportunity to reinforce these substantial steps.

USPS – Gene Danko reported that the U.S. Power Squadrons will include VHF-DSC radios in their Vessel Safety Check Program for courtesy inspection of recreational vessels. The essentials of the ad hoc group program will also be incorporated into their training materials.

c. Launch Public Relations program to promote DSC/MMSI/GPS. All members of the group have been asked to take advantage of opportunities to educate the public through briefings, magazine articles and etc. Moira Hanna of the Rescue 21 staff has been requested to function as the central resource for all members needing documentation for local briefings etc. The following is a partial tabulation of resources available from Moira at 610-322-4517 or moira.hanna@uscg.mil and the Task Force website:

Hugh Lupo's Power Point Presentation on DSC/MMSI/GPS
Hugh Lupo's Article on DSC/MMSI/GPS suitable for publication
BOATUS DSC Tutorial at www.boatus.com/foundation/dsc/player.htm

Updated Task Force Press Release on Importance of DSC/MMSI/GPS
Auxiliary Explanation of VHF/DSC/MMSI/GPS issues
NBF Trifold Handout Promoting the Principles of DSC/MMSI/GPS (see 2.d.)
NMEA Article Describing Hookup Procedures of GPS receivers to DSC Radios
NMEA Wiring Guide for Specific Models of DSC Radios and GPS receivers
BoatOwners Guide to GMDSS and Marine Radio by Gene Danko and Walt
Fields

d. Take Booths at Boat Shows and other Public Boating Events to Promote VHF/DSC/MMSI/GPS. Ad hoc group members suggested for this activity included the Coast Guard Auxiliary, the U.S. Power Squadrons, and the U.S. Coast Guard Office of Boating Safety. All have indicated a plan to utilize their presence at such public events to promote the objectives of VHF/DSC/MMSI/GPS. The ability to take booths at additional shows would, of, course, be limited by budgetary resources.

e. Include Principles of VHF/DSC/MMSI/GPS in Boating Safety Training Courses. The ad hoc group members suggested for this item have responded as follows:

USCG Auxiliary – Bob Shafer reported that the appropriate officials in the Auxiliary Training Staff had already been alerted to the desire to include the principles of VHF/DSC/MMSI/GPS in their Boating Safety Training Courses but that it would take some time to revise curriculum materials accordingly.

U.S. Power Squadrons – Gene Danko reported that the Power Squadron's *America's Boating Course* which is offered to the Public, has a detailed section on the VHF-DSC Radio including operation procedures, emergency calls, routine calls, the requirement for and how to obtain a MMSI.

In addition, the U.S. Power Squadrons has a two hour seminar on the VHF and DSC/VHF Radio which is offered to the public as well as their USPS members. This seminar is in Power Point format and is one that is frequently given at Boat Shows and Trawler Fests by Power Squadron members. It covers in detail the operation of the DSC/VHF Radio and the requirement for a MMSI and connecting the radio to a GPS.

The BoatOwners' Guide to GMDSS and Marine Radio by Gene Danko and Walter Fields is available in bookstores, marine stores, and through the RTCM.

NASBLA – The National Association of State Boating Law Administrators has been contacted and has assigned a staff member, Kristy Moore, to work with the Task Force on this initiative. NASBLA has a key role in incorporating the VHF/DSC/MMSI/GPS essentials into the Boating Safety Model Course and influencing State Boating Administrators to do the same with their State Boating Safety courses.

f. Develop Guidance on Hookup of DSC Radios to GPS Receivers. The primary effort has been taken on by the NMEA which has so far developed the interim resources listed in Para. c. above. The Hookup procedure is a multiple page narrative

description of the procedure to interconnect a DSC radio with a GPS receiver. The Wiring Guide is a matrix of many specific models of DSC radios and GPS receivers showing the wire colors for GPS signal output to be connected to the wire colors of the VHF radio input. Both of these are interim documents which will be further developed. The Coast Guard Research and Development Office has proposed that making the standards mandatory would require manufacturers to standardize the color codes and connectors and might be the best long range approach the hookup problem. The Task Force and NMEA will consider petitioning the FCC to require such standards.

g. Request the Coast Guard to Issue a Strong Public Statement Endorsing the Principles of VHF/DSC/MMSI/GPS. Russ Levin indicated that he would start coordination of a Safety Alert based on the principles outlined in the Task Force Press Release distributed at the meeting. This is considered important to secure the attention of editors of boating magazines and should carry more authority than a release by the Task Force.

h. Coast Guard should Announce Plans to Declare Sea Area A1. With the completion of Rescue 21 in the CONUS soon to be achieved, it is considered appropriate to announce plans for declaration of Sea Area A1 in the U.S. There was no new information from the Coast Guard in this regard but 31 December 2012 is one date that has been rumored to be under discussion. There would be merit in making a public announcement regarding the intended date well in advance since it affects regulatory matters involving non-SOLAS vessels required to be VHF equipped but operating under a waiver delaying the requirement to be DSC capable.

i. Coast Guard should make Safety Broadcasts to Alert Boaters re VHF/DSC/MMSI/GPS. This item suggests that the Coast Guard make brief Safety broadcasts to remind boaters of the importance of VHF/DSC/MMSI/GPS. This is an internal Coast Guard issue which should be coordinated among the Offices of Communications, Boating Safety and Search and Rescue. There was no indication that this suggestion had been reviewed but it will be considered further.

j. The Task Force should Petition the FCC to Make MMSI Registration and Connection to GPS Mandatory. A draft Petition to the FCC to this effect was presented at the 19 May meeting but was tabled at the request of some members who had not had time to adequately consider the issues involved. The proposal to require registration of a DSC radio to acquire an MMSI number has precedent in that registration of EPIRBs and PLBs is already mandatory. The proposal to require connection of a GPS receiver is more controversial given the demonstrated difficulty in doing this without technical help.

The Petition was presented again at the August meeting at which time BOAT U.S. and the Coast Guard announced that they were not prepared to support the Petition at the present time. Since the draft Petition was prepared to support the Coast Guard VHF/DSC/MMSI/GPS initiative, it seemed inappropriate to proceed without Coast Guard support. The Petition was therefore tabled and will not be presented again unless the Coast Guard position changes.

k. Other Technical Characteristics of VHF-DSC Radios. There was general discussion of three other issues affecting VHF-DSC radios which indicated that the Task Force was generally supportive of initiatives to accomplish the following changes:

1. Permit activation of the Red Distress Button with no MMSI embedded
2. Eliminate the “3 strikes” limit to attempts to embed a new MMSI
3. Require that at least one VHF radio at the conning station be capable of disabling the automatic switching to Ch. 16 when an alert is received

l. Advocate that Vessels Going More than 3 miles Offshore Voluntarily Carry EPIRBs or PLBs. All members were requested to support the Task Force position that vessels going more than 3 miles offshore voluntarily carry emergency beacons or that alternatively, those vessels going up to 20 miles offshore carry **VHF-DSC radios** with connected **GPS receivers**.

2. Reports and Issues: The Recreational Vessel Group Report. Jack Fuechsel reported for this group on the main issues which included the ad hoc group report in Para 1. above and the following special reports:

a. Coast Guard Authorization Act of 2010 Enabling Mandate of EPIRBs for Recreational Vessels Offshore. There were no new developments on the Task Force recommendation to the Coast Guard that they make regulatory proposals to implement this new regulatory authority. This issue is being worked by the Coast Guard Office of Boating Safety which did not send a representative to the meeting.

b. General Discussion of the Potential Interference to GPS by Light Squared Transmissions. Although not a formal agenda item, there was a general discussion in response to a question. BOAT U.S. reported that they had forwarded over 17,000 comments from their members to the FCC urging that GPS reception be protected for maritime safety purposes. RTCM made a similar filing noting the protection needed for maritime safety. It was acknowledged that Light Squared planned to operate within its allowed spectrum and power limits but that it would be impractical to try to retrofit filters on the millions of GPS receivers in use. Light Squared has announced an intent to shift their terrestrial transmissions to a portion of their spectrum farther removed from those used by the GPS receivers. Some of the field trials included testing in this portion of the spectrum. The group generally wanted assurances that sufficient testing will be done to ensure operations in the lower portions of the spectrum to be used by LightSquared will be compatible with other users.

c. Trifold Handout Emphasizing Benefits of DSC/MMSI/GPS Project. The National Boating Federation (NBF) has developed an excellent brochure promoting our ad hoc group project. Advance copies were distributed at the Task Force meeting in May and were enthusiastically received by the members. The Coast Guard has not endorsed the brochure in its present form and has not provided grant funding to have it printed. Both the Auxiliary and NBF representatives reported that alternative funding support for printing had been identified and was expected to become available soon.

d. Customs & Border Patrol Announce New Small Vessel Reporting System (SVRS) for Expedited Entry into the U.S. This new program to expedite the entry process will apply across the northern border and in Florida, Puerto Rico and the U.S. Virgin Islands. The program is open to U.S. Citizens and permanent residents and to Canadian citizens and landed residents and immigrants. Additional details may be found at http://www.cbp.gov/xp/cgov/newsroom/news_releases/national/05242011.xml.

3. Reports and Issues, Service Agents and Manufacturers Task Group. Ralph Sponar reported for his group with the following highlights:

a. Standard Color Coding for GPS/Radio hookups. As reported in Paragraph 1.f. above, the NMEA ad hoc group recommendation for a standard color coding has been approved for inclusion in the NMEA 0183 standard. The NMEA will then recommend this revised standard to manufacturers of both GPS receivers and the various marine equipments to which the navigation receivers should be connected. The revised five page standard has been posted on the Task Force website along with a two page discussion document on wiring and installation using the NMEA 0183 guidelines.

b. Standardized Inspection Check Lists. The Group has worked with the Coast Guard, the FCC, and Classification Society inspectors to update check lists for mandatory inspections of selected vessel types. A final version of a new check list for vessels on the Great Lakes was made available at the May 2011 Task Force meeting. The three Check Lists on the FCC website are linked to the Task Force website.

4. Reports and Issues, Commercial Vessel Task Group. Jack Fuechsel reported for the Commercial Group with the following highlights:

a. New Coast Guard NPRM Expected on Proposed Towing Vessel Regulations. The Coast Guard's proposed new regulations for towing vessels was published in the Federal Register on 11 August. The Task Force anticipates that these new regulations may not deal with communications and electronic navigation requirements in a meaningful way and that the Task Force may accordingly wish to submit recommendations for an appropriate level of safety requirements in the same fashion as was done for fishing vessels. The 120 day comment period requires comments by 9 December. The Task Force decided to create a working group to draft proposed comments with initial membership including Jack Fuechsel, Bob Markle, Larry Yarbrough, Hugh Lupo, Rich Beattie, and Ralph Sponar. Others desiring to join the working group should contact Jack Fuechsel.

b. General Inmarsat Announcements. Peter Blackhurst provided the following input by email:

1.) Inmarsat would appreciate input from the Task Force on their proposed issues regarding dissemination of Marine Safety Information (MSI). A list of seven issues was

published in the report of the 19 May meeting and will be reviewed by the Modernization Group.

2.) Inmarsat advised that on 29 July a new voice distress service was inaugurated on the FleetBroadband Network. The following calls are automatically connected to the appropriate destination:

- Distress priority voice calls
- Distress voice test calls at routine priority
- Urgency priority voice calls

Distress priority voice calls are set up using the user terminal's primary handset and the "red button" which is pressed for a minimum of 5 seconds. These calls carry full priority through the network and generate alarms in the Network Operations Centre (NOC). Emails are automatically generated by the network and sent to the nominated RCC, the NOC and the satellite access station operators. These emails contain notification of the call, some vessel details and the vessel position.

Authorised RCCs are provided with access to Distress priority calling in the Shore to Ship direction with full pre-emption and network priority. Urgency priority calls are generated by dialing the specified 2 digit code for the type of Urgency:

- 32 Medical Advice
- 38 Medical Assistance
- 39 Maritime Assistance

Maritime Safety voice services, including distress on FleetBroadband, comply with IMO Assembly Resolution A.1001(25) in all respects including pre-emption and prioritization, with the exception of the ability to restore service within 1 hour during a satellite contingency. Therefore this service is not currently SOLAS compliant. Maritime Safety voice services, including Distress, are only available to those whose terminals have installed the optional upgrade/add-on from their manufacturer. Users without access to this facility who need emergency assistance will still be able to make automatically routed voice calls to an RCC by using the "505 Emergency Calling" facility which is also available to all FleetBroadband terminals and is free of charge. Members with further questions can address them to peter_blackhurst@inmarsat.com.

5. Reports and Issues: Training Task Group. Jack Fuechsel reported for Owen Anderson on the following issues in progress:

a. Update the Joint USCG-FCC GMDSS Question Pools. Owen Anderson reported by email that updating of the Operator (GOC) pool is about 65% completed and the Maintainer pool about 35% complete. Work on revising the Restricted Operator (ROC) pool will commence as soon as the GOC pool is complete. Anyone willing to help is urged to contact Andy at owen_anderson@comcast.net.

b. Changes to the IMO STCW Convention. The U.S. is planning to accept the changes to the STCW Convention and is holding public hearings on the issue. The Task

Force does not see a need to participate as there does not appear to be an issue affecting GMDSS training or operations.

6. Reports and Issues: GMDSS Modernization Group. RADM Ed Gilbert and Bob Markle reported on how the Task Force could proceed with GMDSS Modernization issues. The fact that RTCM President Bob Markle was appointed as convener of the Correspondence Group is a positive step but the new Group is initially limited by the Terms of Reference to developing a work plan for submission to the IMO/ITU Experts Group meeting in September 2011 and to the COMSAR 16 meeting in March of 2012. A set of proposed principles to aid in the modernization effort was approved by the Task Force and subsequently approved by the Coast Guard and referred to the Correspondence Group. It may not be possible to propose incorporation of the principles until a later stage in view of the limiting Terms of Reference.

7. The Coast Guard Reports: Most of the Coast Guard reports were made during the discussion on other issues with the exception of the following:

a. Long Range Identification and Tracking (LRIT). LCDR Mike McBrady reported that there was a voluntary extension permitting coastal states to purchase data on ships approaching their coast from a range of 2000 miles rather than the 1000 mile range. The U.S. had always preferred the 2000 mile range and the new approach seems partially motivated to enable the system to earn more revenue in order to be self supporting. The International Data Exchange (IDE) will shift from the U.S. to the European facility later this year. Even though LRIT can be used for Search and Rescue, the AMVER system is providing assisting merchant vessels in most U.S. cases.

b. U.S. SOLAS Working Group to Prepare for IMO COMSAR 16. Russ Levin announced that meetings of the group would take place at the FCC HQ or the Coast Guard Headquarters Annex in Washington DC since the RTCM headquarters will be moving and the new location is not yet known. Russ indicated that he might be able to arrange parking for those requiring it. Call Russ at 202-475-3555 or email him at russell.s.levin@uscg.mil. The dates selected for the meetings are as follows:

13 October 2011	FCC South Conf. Room; 445 12 th St. SW
17 November 2011	(same)
15 December 2011	USCG HQ Jemal Bldg Rm 10-1420; 1900 Half St. SW
12 January 2012	(same)

8. The FCC Reports: Ghassan Khalek reported for the FCC, the following are highlights of his report:

a. Further Part 80 Rule Making.. There are numerous issues which are being held up because of the inability of the FCC to get them published in the Federal Register in a timely manner. Until they are published no effective date is established. The various actions being held up include the following:

- 1.) Eliminate INMARSAT-E EPIRBs
- 2.) Require that VHF-DSC handhelds include integral GPS
- 3.) Require small passenger vessels without reserve power to carry VHF handhelds
- 4.) RTCM's petition to permit VHF-FM Digital Small Message Services
- 5.) Task Force Petition to permit use of marine VHF handhelds ashore
- 6.) Revision of Part 80 to incorporate by reference the latest IEC standards for radar and other equipment.
- 7.) Clarify that vessels subject to GMDSS must test radiotelephone equipment daily
- 8.) Require vessels with mandatory EPIRBs to upgrade to EPIRBs with Integral GPS

b. FCC Decision on the Riverside, California Petition to Use Marine VHF Channels for Land Mobile Applications. The FCC has still not announced a decision in this case.

9. The RTCM Report: RTCM President Bob Markle reported on the status of Special Committees of interest to the Task Force. His report is summarized here:

a. RTCM SC 110 on Emergency Beacons & GPS in VHF-DSC Handhelds.

The continuing work of SC 110 on EPIRB specifications will be taking into account the planned shift of the COSPAS-SARSAT satellite constellation from Low Earth Orbit (LEO) weather satellites to Medium Earth Orbit (MEO) navigation satellites. The Committee completed a first draft edition of its standard on GPS in handhelds and will be using the comments received to develop a new draft for voting.

b RTCM SC-119 on Maritime Survivor Locating Devices. This Committee was reactivated to consider man overboard AIS applications and other relevant technologies.

c. RTCM SC-121 on Automatic Identification Systems (AIS). This Committee continues work on AIS messaging and has a Working Group addressing AIS Application Specific Messages.

d. RTCM SC-123 on Data over VHF Channels. RTCM has petitioned the FCC to adopt RTCM Standard 12301.1 for transmitting data on VHF channels. The comment period closed with all comments favorable to the proposal. Early approval action by the

FCC was expected but is still pending. The Committee is expanding its work to include data messaging on MF and HF channels.

e. RTCM SC-128 on Satellite Emergency Notification Devices. This Committee was chartered at the request of the Coast Guard to develop performance standards for emergency notification systems using private satellite systems such as SPOT. The Committee has completed and approved its new standard which will be published sometime this summer.

f. Other RTCM Announcements of Interest. The 2012 RTCM Assembly including a Task Force meeting will be held concurrently with the NMEA International Marine Electronics Conference and Exposition at Lowes Royal Pacific Hotel in Orlando, Florida the week of 23-29 September 2012. It is expected that this joint meeting including a combined exhibit will prove popular with members of both organizations.

10. Summary Record of 19 May 2011 Meeting: The Summary Record of the 19 May 2011 meeting which had been distributed earlier and posted on our website, was noted without change.

11. Other Business and the Next Meeting of the GMDSS Task Force: The next Task Force meeting will be held at 9:30 a.m. on Wednesday morning 28 September 2011 at the Sanibel Harbor Resort & Spa in Fort Myers, Florida during the NMEA Annual Conference and Exposition. The follow-on meeting will be held on Wednesday morning 11 January 2012, the day before the SOLAS Working Group meeting, at the RTCM Headquarters in Arlington, Virginia.

GMDSS TASK FORCE CONTINUING WORK LIST

3 August 2011

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 MSI broadcasting programs for compliance with GMDSS Standards (TF)
5. Review GMDSS Internet Web Sites and update Task Force portion of USCG site (TF)
6. Support SOLAS Working Group planning for IMO COMSAR meetings (TF)
7. Advocate Canadian coordination to extend GMDSS services to the Great Lakes (TF)
8. Advocate voluntary carriage of VHF or EPIRB/PLBs by all vessels offshore (TF)
9. Advocate overhaul of FCC policy and practice on MMSI assignments (TF)
10. Monitor non-GMDSS systems: AIS, LRIT, SSAS, VDR, VMS, & E-Navigation (TF)
11. Recommend updates for Coast Guard NVIC on GMDSS Requirements (TF)
12. Recommend means to facilitate Distress Alerts by Cell Phone & Internet (TF)
- 13. Advocate GPIRBs for U.S. Vessels Required to Carry EPIRBs (TF)**
- 14. Advocate mandatory Distress Beacons on R/V more than 3 miles offshore (TF)**
- 15. Review GMDSS concepts and make modernization recommendations (MOD)**
16. Advocate intership calling on HF GMDSS channels (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 training programs for non-mandatory users of GMDSS systems (RV)
20. Encourage GMDSS handbooks and Internet and video training aids (RV)
- 21. Encourage users of VHF-DSC Register for MMSI and connect GPS (RV)**
22. Advocate FCC let R/Vs keep existing MMSI when applying for Station Lic. (RV)
23. Encourage Mfgs. to upgrade GMDSS explanations in equipment manuals (SA)
24. Monitor guidelines for GMDSS equipment maintenance & maintainer standards (SA)
25. Recommend proper interconnection of GPS receivers with DSC Radios (SA)
26. Advocate better FCC & USCG management of annual GMDSS inspections (SA)
27. 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) Modernization Task Group

Attachment: Draft Agenda for Task Force Meeting 28 September 2011 in Fort Myers, Florida during the NMEA Annual Conference and Exhibition.

Please refer questions and proposals to Captain Jack Fuechsel at 703-527-0484 or gmdss@comcast.net. If you have an Internet server with spam filters, please authorize receipt of messages from gmdss@comcast.net

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