

Ships' Position Reports – Outside New Zealand Search and Rescue Region (NZSRR) covered by Notice No. 4

1. A prior knowledge of the positions of vessels in the vicinity of isolated air routes in the SW Pacific Ocean and Tasman Sea is of considerable importance in flight planning and the co-ordination of rescue operations.

2. The Australian government operates an Australian Ship Reporting System (AUSREP) for vessels within its Search and Rescue area. Additional Vessel Tracking Systems are in force around Australia, in ports and through Environmentally Sensitive Areas such as the Great Barrier Reef Marine Park. AUSREP is a mandatory system for certain vessels:

- (a) Australian registered commercial and other vessels trading between ports in Australia or its external territories, or on charter to Australian interests while in the AUSREP area.
- (b) Other non-Australian vessels from arrival at their first Australian port until their departure from their final Australian port. They are however invited to participate from their first entry into the AUSREP area until their departure from it.

AUSREP objectives are to limit the time between loss of a vessel and search and rescue action when a distress signal has not been sent, to limit the area for search and rescue operations and to provide information on shipping in the event of a distress incident. Reports may be sent free of charge via Inmarsat-C through LES 12 (POR 212 or IOR 312) using Special Access Code (SAC) 1243 or through AMSA's HF DSC stations.

3. In addition to AUSREP, vessels are encouraged to participate in the AMVER system—see New Zealand Annual Notice to Mariners 4B below.

4. Details of these reporting systems can be obtained from the “Ship Reporting Systems” section in the *Admiralty List of Radio Signals (ALRS) Vol. 6, Part 4*.

For further information, see:

- (a) AMSA's AUSREP ship reporting instructions available on the AMSA website www.amsa.gov.au/Shipping_Safety/AUSREP/
- (b) Australian Hydrographic Services, Annual Notice to Mariners 04A www.hydro.gov.au/n2m/notices.htm

Authority: Australian Maritime Safety Authority (AMSA)

Purpose and Details of Organisation

1. The Automated Mutual Assistance Vessel Rescue System (AMVER), operated by the United States Coastguard, is an international maritime mutual assistance organisation which provides important aid to the development and coordination of Search and Rescue (SAR) efforts in the AMVER reporting area. New Zealand is a participant in the AMVER system. New Zealand merchant vessels are encouraged to send movement reports and periodic position reports to the AMVER centre on Governor's Island in Lower New York harbour, via selected Coast Radio Stations. Information from these reports is entered onto computer which supplies dead reckoning positions of the vessels. Appropriate information concerning the predicted location and SAR characteristics of each vessel known to be within an area of interest is made available on request to recognised SAR agencies of any nation, or person in distress, for use during an emergency. Predicted locations are only disclosed for reasons concerning maritime safety. AMVER SURPICS (surface pictures) are used in conjunction with ships' position information from other sources including, in the distress phase, information obtained through actuation of auto alarms.

SURPICS can only be as accurate as the information fed into the AMVER system, and accuracy can only be achieved by ship's masters ensuring that their reports are correct and are kept up-to-date, particularly in respect of diversions or revised estimation times of arrival at ports.

AMVER Message Types and Format

2. Any vessel of any nation departing on an offshore passage of 24 hours duration or greater is encouraged to become a participant in the AMVER system by sending appropriate AMVER messages in four types of format described in *Admiralty List of Radio Signals (ALRS), Vol 1, Part 1 or 2*. The messages may be transmitted at any convenient time as long as the information is accurate and the data corresponds to the time specified. The information may be estimated for a short time in the future, for the present or for a short time past.

Address of AMVER Message

3. If a ship already has an inexpensive means of sending e-mail to an internet address, this is a preferred method. E-mail may be sent via satellite or via HF Radio, depending on the ship's equipment and arrangements with communication providers ashore. Ships must be equipped with a personal computer, an interface between the computer and the ship's communication equipment, and the appropriate software.

AMVER can be contacted via amvermsg@amver.org or amvermsg@amver.com

Authority: Maritime New Zealand

4B

THE AMVER ORGANISATION (PACIFIC OCEAN) (Automated Mutual Assistance Vessel Rescue System)

4. All AMVER messages should be addressed to the participating AMVER Coast Radio Station to which the message is sent, "AMVER (name of station)". For example, AMVER TAUPO. Messages sent to any Canadian station should be addressed to AMVER HALIFAX or AMVER VANCOUVER.

AMVER messages are considered to comply with the USA regulations requiring notification to the Coastguard captain 24 hours before arrival at a US port.

For further information, see: www.amver.com