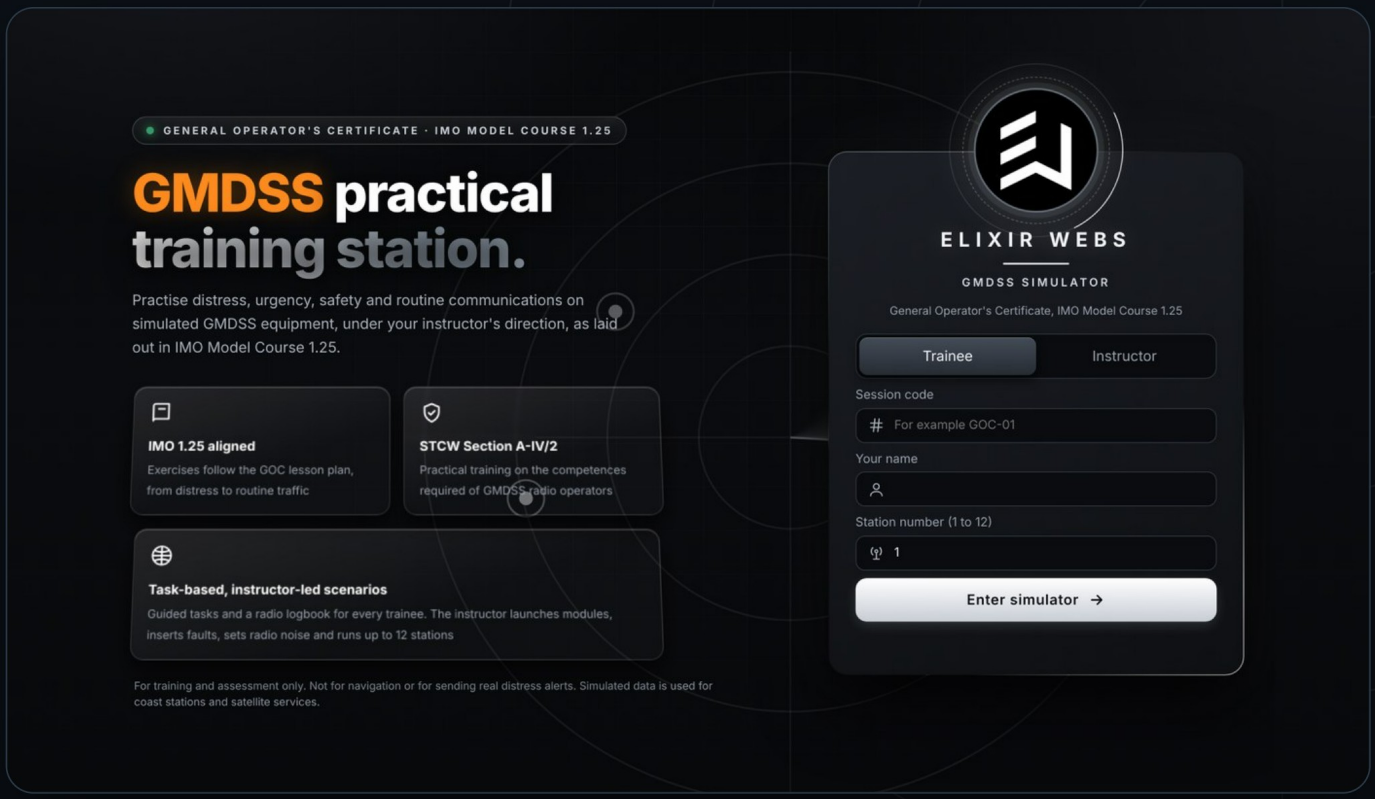
GENERAL OPERATOR'S CERTIFICATE · IMO MODEL COURSE 1.25

GMDSS practical training station.

Practise distress, urgency, safety and routine communications on simulated GMDSS equipment, under your instructor's direction, as laid out in IMO Model Course 1.25.



23
equipment consoles, modelled on real GMDSS units

1 + 12
one instructor and up to twelve trainee stations

A-IV/2
practical training on STCW competences for radio operators

For training and assessment only. Not for navigation or for sending real distress alerts. Simulated data is used for coast stations and satellite services.

WHY IT WORKS

Built around the course, not just the equipment.

Every exercise comes from the General Operator's Certificate syllabus. Trainees learn the procedures, not just the buttons.

01 **IMO Model Course 1.25**

Exercises follow the GOC lesson plan, from distress to routine traffic.

02 **STCW Section A-IV/2**

Practical training on the competences required of GMDSS radio operators.

03 **Task-based, instructor-led scenarios**

Guided tasks and a radio logbook for every trainee. The instructor launches each exercise, inserts faults and sets the radio conditions.

What trainees practise

Distress alerting
VHF, MF and HF DSC, Inmarsat-C and Iridium alerts, relays and acknowledgements.

Beacons and locating devices
406 MHz EPIRB, radar SART and AIS-SART activation, testing and handling.

Maritime safety information
NAVTEX, SafetyNET and HF MSI reception, filtering and printing.

Routine communications
Voice and DSC calls, e-mail and telex by Inmarsat-C, LRIT, SSAS and the radio logbook.

Position, AIS and radar
Own-ship position input, AIS targets and radar interpretation on a live chart.

Power and faults
Main and reserve feeders, 24 V DC monitor, and fault finding when equipment fails.

Realistic radio conditions

Static can garble a voice message, a satellite below the horizon stops an Inmarsat-C login, and failed equipment must be found and reported. The instructor sets it all from one screen.

THE EQUIPMENT

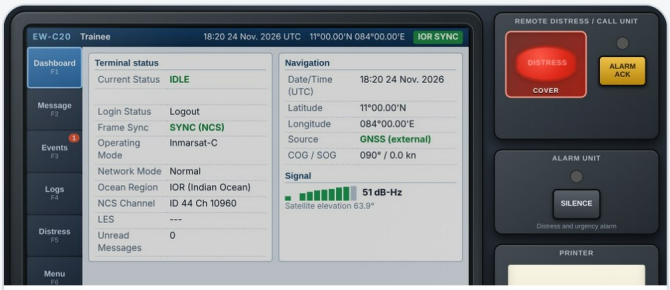
23 consoles, each with its own controls.

Each console is drawn and wired like the unit on the bridge, and runs from the ship's simulated power, so a failed feeder switches equipment off.



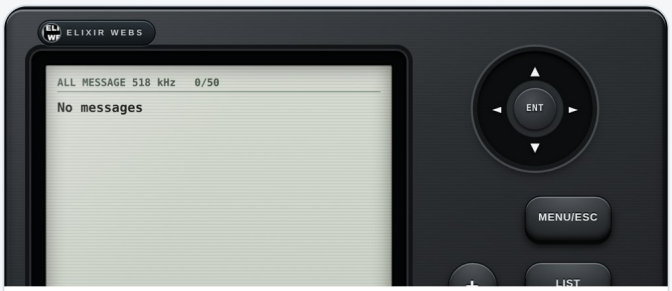
VHF radio with DSC

Channels 16 and 70, DSC distress alert, voice calls and test routines.



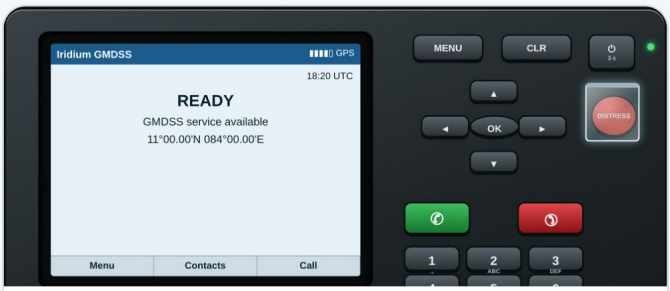
Inmarsat-C terminal

Touchscreen messaging, login, EGC, distress and diagnostics, with remote distress and alarm units.



NAVTEX receiver

Station and message-type selection, message list and printer output.



Iridium GMDSS terminal

Keypad handset with distress button, calls and self-test.



406 MHz EPIRB

Float-free housing, safety pin, release, test and activation.



Marine radar

Range, gain, EBL and VRM, with radar SART detection.

Also included: MF/HF radio with DSC, HF MSI receiver, handheld VHF, airband VHF, Fleet Safety terminal, AIS transponder, AIS-SART, radar SART, SSAS, LRIT, e-mail, GNSS input, 24 V DC power monitor, main and reserve feeder boards, and the distress alarm panel.

THE INSTRUCTOR STATION

One instructor. Twelve trainee stations. Full control.



- **Live chart.** Move ships, set course and speed, and see coast and RCC stations.
- **Send scenarios.** Voice, DSC, NAVTEX and Inmarsat-C messages to all stations.
- **Watch every step.** A live action log records what each trainee does.
- **Insert faults.** Put equipment out of service on any vessel and restore it.
- **Set the conditions.** Radio noise, satellite visibility and outages.
- **Debrief.** Download the report and review the logbooks together.

A session in four steps

1 Instructor opens a session code.

2 Trainees join with the code and a station number.

3 Instructor launches the exercise.

4 Trainees operate; the instructor monitors and debriefs.

Book a demonstration for your institute.

For training and assessment only. Not for navigation or for sending real distress alerts. Simulated data is used for coast stations and satellite services.

ELIXIR WEBS
www.elixirwebs.com
info@elixirwebs.com
+91 93043 84685