

Sea Area A4 coverage through Iridium Satellite Network!

Unique on the market

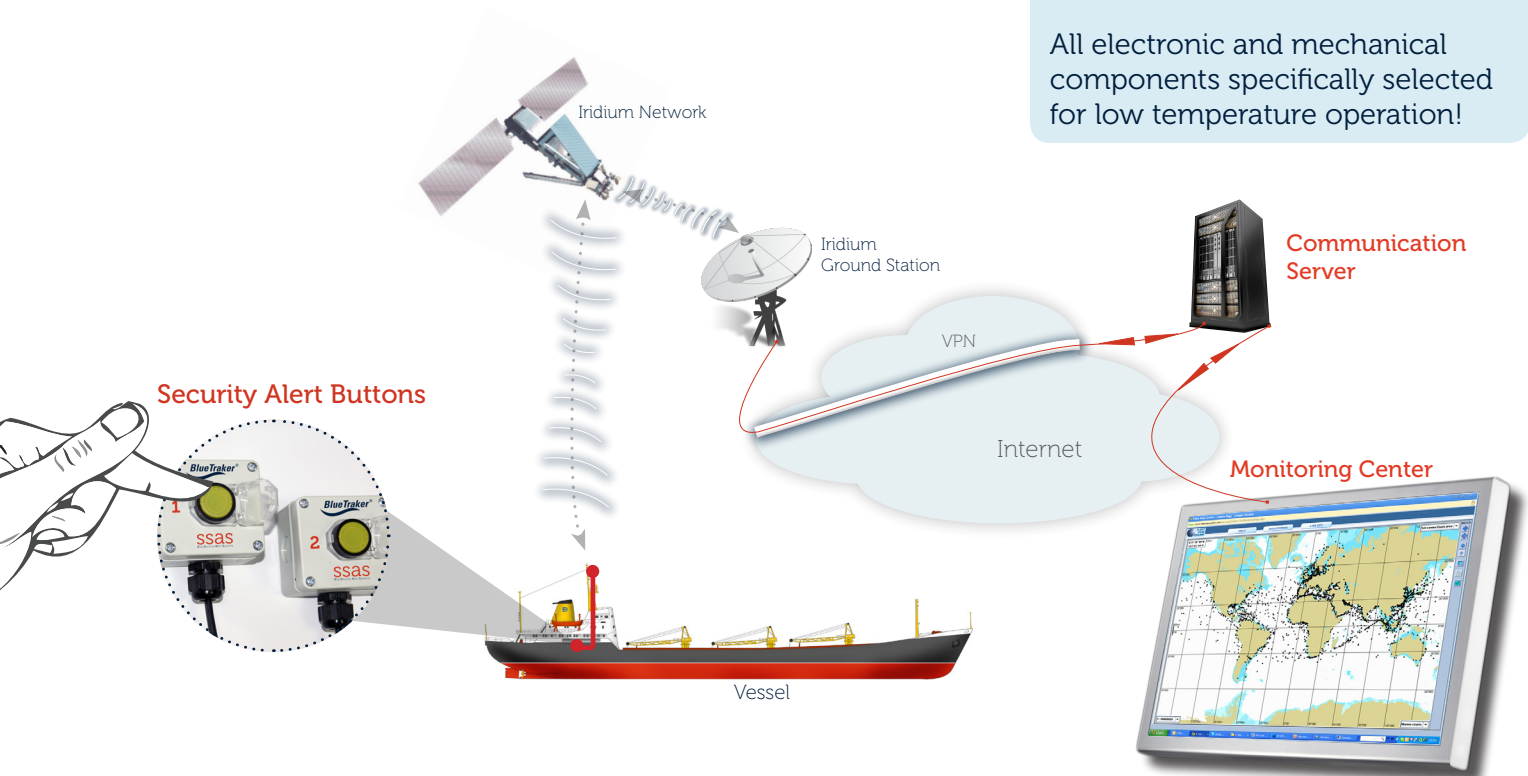
Iridium SSAS

Iridium SSAS Arctic

BlueTraker® SSAS System Overview

World's only SSAS terminal engineered for Arctic voyage!
Cold start capable down to -55° Celsius!

All electronic and mechanical components specifically selected for low temperature operation!



System Description

The **BlueTraker® SSAS** Ship Security Alert System consists of a **BlueTraker® SSAS** terminal with dual communication channel: Mobile Network for shore line communications and Iridium satellite communication channel. The terminal is a self-contained unit with integral GPS receiver and antennas. It installs outdoors - above the ship's deck. No interfacing with ship's equipment other than the power supply is required for operation in full compliance with SOLAS requirements.

Tracking and Alert Messaging

In addition to satisfying the SOLAS security alert requirements, the terminal is capable of position data report transmissions for day-to-day tracking purposes. Ship's position can be monitored on the service provider's web tracking site. At the same time the system will respond instantly to the activation of any one of the SECURITY ALERT buttons located anywhere inside the vessel.

On board equipment:

- BlueTraker® SSAS terminal with integral GPS/antenna/communication modem and processor
- BlueTraker® mounting bracket
- Power supply/data communication cabling
- Function control/junction box
- Security alert buttons
- Security alert buttons' cabling

Pre-launch
orders
welcome!



BlueTraker[®] SSAS transponder

The **BlueTraker[®] SSAS** transponder is a self-contained unit with pre-programmed tracking and security alerting functionalities. The unique double-shell housing with a ventilated layer between the two shells gives it an added protection against low temperatures and winds. To survive severe Arctic conditions a distributed web of heating elements throughout the electronic circuitry keeps the terminal operational down to minus 55°C...

A single power supply/data communication cable connects the control/junction box with the **BlueTraker[®] SSAS** terminal.

The power supply robustness is particularly important for ship environment under the elements of the North. The nominal power supply voltage can therefore be 12V or 24V DC with polarity reversal protection, load dump protection and continuous over-voltage protection to 200V DC/AC...The superb reliability is supported with Iridium satellite constellation that adds Pole to Pole signal coverage.

In addition to have a security alert transmission capability, the **BlueTraker[®] SSAS** terminal enables automatic transmissions of scheduled data position reports (DPR) as well.

The default setting of the terminal is alert mode. However, the tracking functionality can be remotely enabled on customer's request.

When used for tracking, ship positions are updated without any user intervention and can be viewed on the software provider's web tracking service, using the provided user access details.

The user login and password ensure that only vessels from the registered company can be viewed. It is not possible for other companies to view ships that are not registered to them. Control of login and password credentials is done by the registered user and can be changed at any time.

ConBox SSAS

The ConBox SSAS is a control and junction box that serves two purposes as its name suggests, namely:

- Provides user interface for system control and,
- Provides connectivity to **BlueTraker[®] SSAS** terminal, Security Alert buttons and power supply.



Vessel Initiates an Alert

In the event of vessel generating an alert, a number of actions are automatically initiated:

- A preprogrammed alert message notifies the flag operator every thirty minutes via email/fax – as specified
- Tracking interval automatically changes to one every thirty minutes
- On FleetViewOnline the white background placeholder displaying the vessel name changes to red
- A fixed text message can be sent to the ship operator using an emergency telephone acknowledging a received alert – subject to availability.

Regulatory Authority

On board security alert systems are governed by various internationally agreed rules and regulations as promulgated by the International Maritime Organisation – IMO, as recommended by its' associated sub-committees, principally the Maritime Safety Committee (MSC).

ATTENTION: This system must be connected to an uninterruptible power supply!