

Amver

Ship Reporting System Manual



For Information or Questions
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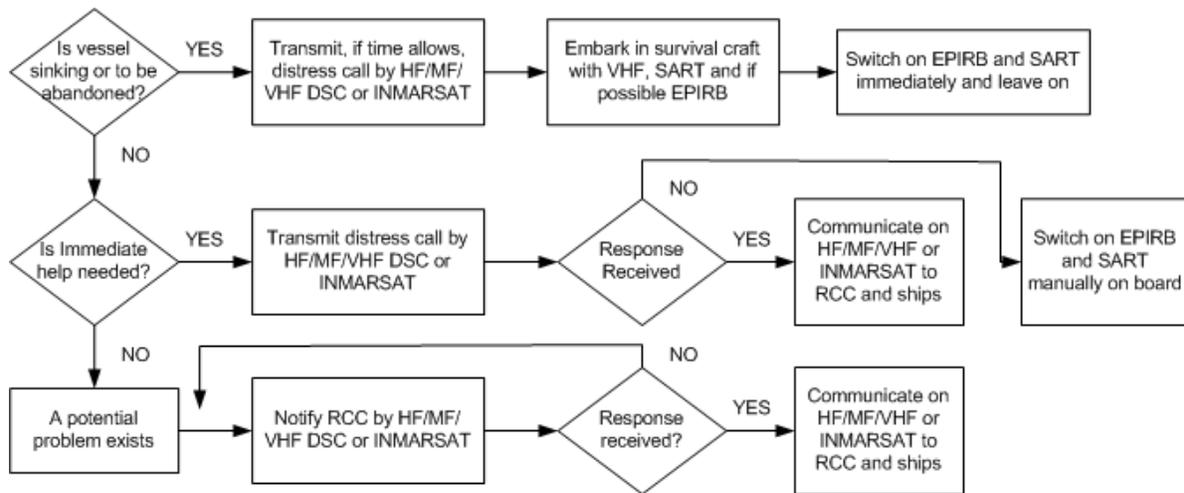
(Revised 01-05)

Some Reminders –

- Notify the nearest Rescue Coordination Center (RCC) in case of emergency. Notifying Amver only delays response
- The Amver Center cannot acknowledge receipt of your transmission (no outgoing communications capability)
- Amver information is protected and released to Search and Rescue (SAR) authorities, and only in a bonafide emergency
- Amver participation award eligibility after only 128 days on plot in a calendar year.
 - o Blue Pennant – 1 year
 - o Gold Pennant – 5 years
 - o Purple Pennant – 10 years
 - o Plaque – 15 years
 - o Engraved Pewter Plate – 20 years
 - o Globe – 25 years
 - o Engraved Crystal Globe – 30 years

The more ships on the plot, the more efficiently and effectively the Amver System Works!
 Help Amver Grow!
 Please Pass This Information Along to Your Fellow Mariner!

GMDSS Operating Guidance for Masters of Ships in Distress Situations



1. EPIRB should float free and activate automatically if it cannot be taken into survival craft.
2. Where necessary, ships should use any appropriate means to alert other ships.
3. Nothing above is intended to preclude the use of any and all available means of distress alerting.

Radio Distress Communications			
	Digital Selective Calling (DSC)	Radiotelephone	Radiotelex
VHF	Channel 70	Channel 16	
MF	2187.5 KHz	2182 KHz	2174.5 KHz
HF4	4207.5 KHz	4125 KHz	4177.5 KHz
HF6	6312 KHz	6215 KHz	6268 KHz
HF8	8414.5 KHz	8291 KHz	8376.5 KHz
HF12	12577 KHz	12290 KHz	12520 KHz
HF16	16804.5 KHz	16420 KHz	16695 KHz

I.	TO PARTICIPATE	2
II.	USE OF THE INFORMATION REPORTED.....	2
III.	AMVER SYSTEM COMMUNICATIONS NETWORK	3
	Electronic Mail via the Internet	3
	Amver/SEAS “Compressed Message” via INMARSAT-C via COMSAT	3
	HF Radiotelex Service of USCG Communication Stations.....	4
	HF Radio at no cost via USCG contractual agreements with the following company	4
	Telex	4
	Telefax	4
	CW (Morse Code) is Discouraged.....	5
IV.	REPORT FORMAT	5
V.	WHAT AND WHEN TO REPORT TO AMVER.....	5
VI.	WHAT SHOULD NOT BE REPORTED TO AMVER.....	6
VII.	GENERAL AMVER MESSAGE/REPORT FORMAT.....	7
VIII.	AMVER MESSAGE LINE DEFINITIONS.....	7
	The AMVER Line.....	7
	The “A” Line.....	7
	The “B” Line.....	7
	The “C” Line.....	8
	The “E” Line.....	8
	The “F” Line	8
	The “G” Line.....	9
	The “I” Line	9
	The “K” Line.....	9
	The “L” Line.....	9
	The “M” Line.....	11
	The “V” Line.....	11
	The “X” Line.....	11
	The “Y” Line.....	12
	The “Z” Line.....	12
IX.	AMVER REPORT FORMATS AND USAGE	13
X.	EVALUATING AMVER	15
XI.	REQUIRED NOTICE	ERROR! BOOKMARK NOT DEFINED.
XII.	APPLICABILITY.....	ERROR! BOOKMARK NOT DEFINED.

I. To Participate

A. Amver is a worldwide voluntary ship reporting system operated by the United States Coast Guard (USCG) to promote safety of life and property at sea. Amver's mission is to quickly provide SAR authorities, on demand, accurate information on the positions and characteristics of vessels near a reported distress. Any merchant vessel anywhere on the globe, on a voyage of greater than 24 hours duration, is welcome in the Amver system and family. International participation is voluntary regardless of the vessel's flag of registry, the nationality of the owner or company, or ports of call.

B. According to U.S. Maritime Administration (MARAD) regulations, U.S. flag merchant vessels of 1,000 gross tons or more operating in foreign commerce and foreign flag vessels of 1,000 gross tons or more for which an Interim War Risk Insurance Binder has been issued under the provisions of Title XII, Merchant Marine Act, 1936, must report and regularly update their voyages and positions to Amver in accordance with the instructions in this manual.

C. In accordance with 47 CFR, Ch. 1, Sec 80.905, U.S. vessels which transport more than six passengers for hire, operated more than 200 nautical miles from the nearest land, must "participate in the Amver system while engaged on any voyage where the vessel is navigated in the open sea for more than 24 hours."

D. To register to participate in Amver, please complete the online SAR(Q) form <http://www.amver.com/sarqform.asp>.

II. Use of the Information Reported

Information voluntarily provided by vessels to Amver is kept strictly confidential and is protected by the USCG. It will be released only for safety purposes.

Amver's greatest use is in providing **SUR**face **PIC**tures – **SURPIC**s – to RCCs. A SURPIC either lists latitude/longitude or provides a graphical display of vessels near the position of a distress. It is used by RCCs to coordinate the efforts of merchant vessels and other resources to provide the best and most timely assistance possible to distressed vessels or persons at sea.

The information provided is also used to compute "days on plot" – the number of days a vessel actively participated in the Amver system. Vessels with 128 days or more on plot in any calendar year (01 January – 31 December) are eligible for an Amver award. Additional awards are given for 5, 10, 15, 20, 25 and 30 consecutive years of Amver participation at the 128 day per year level (including extended dry-dock or overhaul periods, if Amver is informed of them).

Further information on the Amver awards program may be obtained from:

United States Coast Guard
Amver Maritime Relations Office
USCG Battery Park Building
1 South Street, 2nd Floor
New York, NY 10004-1499
U.S.A.

Telephone: (212) 668-7764

Facsimile: (212) 668-7684
Telex: 127594 AMVERNYK
benjamin.m.strong@uscg.mil

III. Amver System Communications Network

Electronic Mail via the Internet

Amver's address is either amvermsg@amver.org or amvermsg@amver.com.

If a ship already has an inexpensive means of sending electronic mail (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. Please Note: The e-mail path on shore to the Amver center is essentially free, but the communications service provider may still charge from ship to shore.

Amver/SEAS "Compressed Message" via INMARSAT-C via Telenor

Amver address: National Oceanic and Atmospheric Administration (NOAA) Phone number entered in the ADDRESSBOOK. [For information, please see the instruction sheet for your brand of International Mobile Satellite Organization (INMARSAT)-C transceiver.]

Ships that meet the system requirements listed below may send combined Amver/Weather observation messages Free of Charge via Telenor Land Earth Stations at: 001 Atlantic Ocean Region – West (AORW) – (Southbury); 101 Atlantic Ocean Region – East (AORE) – (Southbury); 201 Pacific Ocean Region (POR) – (Santa Paula); 321 Indian Ocean Region (IOR) – (Aussaguel).

- Ships must be equipped with INMARSAT Standard C transceiver with floppy drive and capability to transmit a binary file [ship's Global Maritime Distress Safety System (GMDSS) INMARSAT-C transceiver can be used]
- Ships must have an IBM-compatible computer (which is not part of the ship's GMDSS system), and it must meet the following minimum requirements.
 - hard drive
 - 286 MHz or better processor
 - VGA graphics
 - an interface between the computer and the INMARSAT transceiver
 - Amver/SEAS software (available free of charge from NOAA). See below.

Amver/SEAS Software can be downloaded from the internet at:

<http://seas.amverseas.noaa.gov/seas>

or requested from:

Telenor Satellite Services (formerly, Comsat)
1101 Wootton Parkway

Rockville, Maryland 20852
Phone: 01 (301) 838-7800 or 1-800-685-7898
E-mail: <mailto:customer.care@telenor.com>

HF Radiotelex Service of USCG Communication Stations

Full information on how to send Amver messages this way can be found at:
<http://www.navcen.uscg.gov/marcomms/cgcomms/call.htm>

HF Radio at no cost via USCG contractual agreements with the following companies

- Mobile Marine Radio (WLO) (ShipCom Radio Network)
- Mobile (WCL)
- Marina Del Ray (KNN)
- Seattle (KLB)

Telex

Amver Address: (0) (230) 127594 AMVERNYK

Amver reports may be filed via telex using either satellite (code 43) or HF radio. Ships must pay the tariffs for satellite communications. Telex is a preferred method when less costly methods are not available.

Telefax

Telefacsimile (telefax) phone number to the USCG Operations Systems Center (OSC) in Martinsburg, West Virginia: (01) (304) 264-2505

In the event other communication media are unavailable or inaccessible, Amver reports may be faxed directly to the Amver computer center. However, this is the least desirable method of communication since it involves manual input of information to the computer versus electronic processing. Please Note: Do not fax reports to the Amver Maritime Relations Office (AMR) in New York since it is not staffed 24 hours a day, seven days a week, and relay and processing of reports is delayed pending normal Monday-Friday business hours.

CW (Morse Code) is Discouraged

Amver address: AMVER

Due to the decline in its usage, the number of Coast Stations supporting it, its high cost, potential for error, and the mandatory carriage of upgraded GMDSS Communication Capabilities, ships are discouraged from using this medium.

For more information regarding Amver reporting, please visit the new Amver web site at: <http://www.amver.com>.

ALL DISTRESS MESSAGES MUST BE SENT TO THE NEAREST RCC, NOT AMVER (See Section VI). After receipt, the Amver computer automatically processes each report. Since the processing of Amver Reports is heavily automated, the Amver Center maintains only a small staff of Voyage Analysts to verify the data and resolve errors or inconsistencies in the thousands of reports received daily. Therefore, it is imperative reports be received electronically at the Amver Center.

IV. Report Format

Amver participants will note the basic format for Amver reports corresponds to the International Maritime Organization (IMO) standard. However, Departure Reports have been eliminated in favor of the more common practice of filing a combined Sailing Plan/Departure Report upon departure. In other words, experience has shown there is no need for both Sailing Plans and Departure Reports since most vessels are in the habit of combining these two reports. This combined report is now called simply a Sailing Plan, and it should be sent within a few hours before or after departure.

In another change, the information required for Position and Deviation Reports has been increased, as recommended by numerous participants, to ensure enough information is provided to keep Amver accurate. Also, an end-of-report (“Z”) line has been added to facilitate automatic processing of Amver reports.

V. What and When to Report to Amver

There are four types of Amver reports: Sailing Plan, Position Report, Deviation Report, and Arrival Report. Detailed descriptions and examples of each report type are given in [Section IX, Amver Report Formats and Usage](#). A brief description follows below:

- A. Sailing Plan – contains complete routing information and should be sent within a few hours before, upon, or within a few hours after departure.
- B. Position Report – should be sent within 24 hours of departure and subsequently at least every 48 hours until arrival. The destination should also be included in Position Reports.
- C. Deviation Report – should be sent as soon as any voyage information changes, which could affect Amver’s ability to accurately predict the vessel’s position. Changes in course or speed due to weather, ice, change in destination, or any other deviations from the original Sailing Plan should be reported as soon as possible.
- D. Arrival Report – should be sent upon arrival at the sea buoy or port of destination.

E. At the discretion of the master, reports may be sent more frequently than the above schedule, for example: during heavy weather or other adverse conditions. Complete, timely, and accurate reports are essential to keeping Amver accurate and saving lives!

VI. What Should NOT be Reported to Amver

Amver frequently receives messages, which should have been sent to other agencies, not Amver. Amver is an information system maintained to aid RCCs in providing information for SAR incidents on the high seas. Amver is NOT itself an RCC and it has NO facilities for coordination or providing assistance. Amver is also NOT a general-purpose communications center. Some of the more common examples of messages, which should NOT be sent to Amver, are listed below:

A. Request for Assistance: **ANY VESSEL REQUIRING ASSISTANCE SHOULD CONTACT THE APPROPRIATE RCC, NOT Amver!** Similarly, any vessel copying an SOS, MAYDAY or DSC Alert from a distressed vessel, or otherwise becoming aware that a distress incident has occurred, should contact the appropriate RCC, not Amver. While Amver will, of course, relay any message, which reports an emergency to the most appropriate USCG RCC (which may in turn have to relay the information to another RCC), it will cause a delay in the rescue response.

The USCG RCC for the Atlantic Area may be reached at TELEX 127775 or telephone 757-398-6231. The USCG Pacific Area RCC may be reached at TELEX 172343 (CG ALDA), or telephone 510-437-3700.

B. Sighting Reports: Reports of sighting small sailing vessels on the high seas, derelict vessels, lifeboats, or life rafts, vessel or aircraft debris, and so forth, should be sent directly to the appropriate RCC, not Amver. Similarly, sightings of hazards to navigation, oil slicks, and so forth, should also be reported directly to the appropriate RCC, not Amver. Iceberg sightings in the northwest Atlantic Ocean should be reported directly to the Commander, International Ice Patrol. The proper format and instructions for sending iceberg sighting reports may be obtained from:

International Ice Patrol
1082 Shennecossett Road
Groton, CT 06340-6095

860-441-2626

fax: 860-441-2773

iipcomms@uscg.mil

<http://www.uscg-iip.org>

C. Weather Observations: Weather observations should be sent directly to the appropriate meteorological organization (such as: OBS METEO WASHINGTON DC), not Amver.

D. Report of Crew and Vessel Equipment Status: It is sometimes necessary for vessels to report the status of the crew and certain equipment prior to arrival in port. This information should be sent directly to the appropriate port authority, not Amver.

VII. General Amver Message/Report Format

Each Amver message consists of report lines. There are 15 types of lines. The first line in every report begins with the word “Amver” followed by a slash (/), a two letter code identifying the report type, (see [Section VIII, Amver Message Line Definitions](#)) and ends with a double slash (/). Each remaining line begins with a specific letter followed by a slash (/) to identify the line type. The remainder of each line contains one or more data fields separated by single slashes (/). Each line ends with a double slash (/). All reports should end with a “Z” end-of-report line.

Detailed descriptions and examples of the line types and their fields are given in [Section VIII, Amver Message Line Definitions](#).

Detailed descriptions and examples of complete reports are given in [Section IX, Amver Report Formats and Usage](#).

Some of the information requested in the reports is redundant, such as providing both speeds and Estimated Times of Arrivals (ETAs), or positions and port names, and so forth. This redundancy is deliberate. Despite the advanced state of modern communications, Amver continues to receive reports partially garbled, incomplete, contain times or positions with transposed digits, and so forth. The redundant information is used to detect and correct such errors and ensure accurate data is input to the Amver database.

VIII. Amver Message Line Definitions

The AMVER Line

All Amver reports must begin with the “AMVER” line. Report type is one of the following two letter codes: SP – Sailing Plan, PR – Position Report, DR – Deviation Report, FR – Arrival (Final) Report.

AMVER/report type//

Example: AMVER/PR//

The “A” Line

The “A” line is required in all reports to identify the vessel submitting the report.

A/vessel name/International Radio Call Sign//

Example: A/Sea Wolf/KNFG//

The “B” Line

The “B” line identifies the time associated with the position given in the “C” or “G” lines of the report. All times in “B”, “I”, “K”, and “L” lines should be expressed in Universal Coordinated Time (Greenwich Mean Time, Time Zone “Z” Zulu) as a six-digit date-time group followed by the letters “Z”, “GMT”, or “UTC” and optionally by a three-letter abbreviation for the month. For example, nine o’clock (0900) Universal Coordinated Time on the Twenty-third of December could appear in any of the formats shown in the examples below. However, the first two methods are preferred.

B/Time//

Examples: B/230900Z//
B/230900Z DEC//
B/230900GMT//
B/230900UTC//

The “C” Line

The “C” line is used in Position and Deviation Reports to give the vessel’s current position (as of the time given in the “B” line) in latitude and longitude. Latitudes are always expressed as a four-digit group followed by “N” (for “North”) or “S” (for “South”). The first two digits are interpreted as degrees and the second two are interpreted as minutes. Similarly, longitudes are always expressed as a five-digit group followed by “E” (for “East”) or “W” (for “West”). The first three digits are interpreted as degrees and the last two are interpreted as minutes. For example, the position forty-six degrees fifty-three minutes north latitude, twenty-eight degrees twenty minutes west longitude (46-53N 028-20W) would appear as shown in the example below. It is important to use all digits every time, filling leading digit positions with zeroes as needed, to ensure accurate interpretation of position information. Position data may appear in the “C”, “G”, “I”, and “L” lines.

C/latitude/longitude//

Example: C/4653N/02820W//

The “E” Line

The “E” line is used to report the vessel’s current course (as of the time in the “B” line) in degrees true as a three-digit number. The first example shows a course of 230 degrees true while the second example shows a course of 045 degrees true.

E/current course//

Examples: E/230//
E/045//

The “F” Line

The “F” line is used to report the vessel’s estimated average speed over the ground for the remainder of the voyage as a three-digit number representing tenths of knots. The first example below shows a speed of 12.6 knots and the second example shows a speed of 9.2 knots. This is a very important line to report as this speed is used for Amver’s dead reckoning computations unless a different speed is provided for a specific leg of the voyage (see the explanation of “L” lines below). If no speed is given, Amver must use an assumed speed. Since an error of only one knot will produce a position error of 48 nautical miles between 48-hour position updates, it is vitally important Amver participants report anticipated average speeds accurately. As with position data, it is important to use all digits when specifying a speed to ensure accurate interpretation.

F/estimated average speed//

Examples: F/126//

F/092//

F/140//

The “G” Line

The “G” line is used to report the port of departure by name and position. It is important to give the position of the port as the name alone does not always uniquely identify the port. In the first example below, omitting the position could have meant Liverpool, England, or Liverpool, Canada (44-04N, 64-43W), as both were possible ports of departure. Further analysis of the voyage would be required to determine which was correct.

G/port of departure/latitude/longitude//

Examples: G/LIVERPOOL/5325N/00300W//

G/LIVERPOOL UK/5325N/00300W//

The “I” Line

The “I” line is used to report the vessel’s next port and ETA. As with the “G” line above, it is important to include the port’s position as well as its name. The ETA at the next port is also important, especially when a U.S. port is the destination. In all cases, the ETA is compared with Amver’s computed ETA as a check on the accuracy and consistency of all voyage route information.

I/destination/latitude/longitude/estimated time of arrival//

Example: I/NEW YORK US/4042N/ 07401W/051230Z MAR//

The “K” Line

The “K” line is used to report a vessel’s actual arrival in the immediate vicinity of its destination. Arrival Reports are very important to Amver but very few ships send them. Failure to send arrival messages has at least two serious consequences. First, it leads to uncertainty about the vessel’s status (underway or in port), especially if regular Position Reports have not been sent. On more than one occasion, a vessel has been contacted and asked to divert to assist a distressed vessel at sea simply because the actual arrival of the vessel in port had not been reported. Second, failure to send an Arrival Report makes it difficult to maintain accurate statistics on the vessel’s participation in Amver for purposes of the Amver awards program.

K/port of arrival/latitude/ longitude/time of arrival//

Example: K/YOKOHAMA JA/3524N/ 13940E/152315Z//

The “L” Line

The “L” line is used to report route information. These lines are the most complex lines in an Amver report, but they are critical to Amver’s success. Complete route information should be provided in all Sailing Plans and also in Deviation Reports when the vessel’s route or destination changes. Every report containing insufficient routing information must be manually plotted and approximate turn points entered by Amver Voyage Analysts. These estimates of the vessel’s intended route can lead to substantial errors. As many “L” lines as needed may be used to

describe the vessel's intended route. However, since Amver's primary purpose is to locate assistance for distressed vessels on the high seas, detailed route information caused by maneuvering over short distances near coasts should not be included. Instead, an approximate route using fewer turn points and the "COASTAL" navigation method should be provided. All "L" lines except the last one in the report require the navigation method to the next turn point, latitude and longitude of the next turn point, and the ETA at the next turn point. The final "L" line in a Sailing Plan requires only the navigation method from the last turn point to the destination.

A. Navigation Method: The navigation method is required on all "L" lines. It is the method used to get from the last specified position to the one specified in this "L" line. There are three types of navigation methods recognized by Amver. They are Rhumb Line (RL), Great Circle (GC) and Coastal (COASTAL). The "COASTAL" method should be used only to indicate when an approximate route near a coast is used in place of the many turn points required to describe the vessel's true track. **However, enough turn points should be provided to keep Amver's plot of the vessel's position within 25 nautical miles of the vessel's true position. The "COASTAL" method should never be used for major portions of a route.** For example, a voyage from the Panama Canal to San Francisco should NOT use a navigation method of "COASTAL" for the entire route even though it will run roughly parallel to the coasts of Central and North America.

B. Leg Speed: The leg speed is an optional item on "L" lines. It is the anticipated average speed over the ground on the leg, which ends at the position given in the same "L" line. Leg Speed should be used whenever the anticipated average speed on a leg is significantly different from the anticipated average speed for the voyage as reported in the "F" line. **As a general rule, a difference of one knot or more should be considered "significant."** A more precise test is to compute the largest position error resulting from dead reckoning computations if the leg speed is not given. Anything, which causes a computed position error of more than 25 nautical miles, should be considered significant. As with the complete voyage, leg speed and ETA are compared for consistency as an error check to ensure the correctness of the data in the report.

C. Latitude: This is the latitude of the next turn point. It is required in all "L" lines except the last one in the report.

D. Longitude: This is the longitude of the next turn point. It is required in all "L" lines except the last one in the report. The final position in a route is assumed to be the port of destination specified in the "I" line.

E. Port or Landmark Name: This is an optional item in "L" lines. It should be used only when it will make the route easier to understand. It should NOT be used in place of a position.

F. Estimated Time of Arrival (ETA): This is required in any "L" line where the vessel intends to lay over at the position given in the same "L" line. For example, a vessel may lay over at the Panama Canal for a day awaiting passage through the Canal. The last example below illustrates this type of "L" line.

L/navigation method/leg speed/ latitude/longitude/port or landmark name/estimated time of arrival/estimated time of departure//

Examples: L/RL/125/2548N/07710W/ABACO/ 111200Z//
L/GC/3600N/00600W/161430Z//

L/COASTAL/2230N/07800W/OLD BAHAMA CHANNEL/241745Z//
L/GC/0857N/07934W/PANAMA CANAL/ 211800Z/221300Z//
L/RL//(Final “L” line only)

The “M” Line

The “M” line is optional and is used to provide information on the best way to contact the vessel quickly in the event of a distress at sea. Many lives have been saved because Amver provided information on vessels near a distress AND a RCC was able to contact them quickly, allowing them to proceed and assist in a timely fashion.

Examples: M/GKA/WSL/NMN
M/INMARSAT 1501562//

The “V” Line

The “V” line is an optional line used to report the medical capability aboard the vessel during the voyage. It is important to accurately report your vessel’s medical resources **EVERY VOYAGE**. Medically trained personnel are very scarce on the high seas and this makes them extremely valuable in cases where a member of a vessel’s crew becomes ill or injured. The codes used are “NONE” if no medically trained personnel are aboard, “NURSE” if a trained nurse is aboard, “PA” if a physician’s assistant or paramedic is aboard, and “MD” if a medical doctor or physician is aboard.

V/medical personnel aboard this voyage//

Examples: V/NONE//
V/NURSE//
V/PA//
V/MD//
V/MD/NURSE//

The “X” Line

The “X” line is used for any English language amplifying comments or remarks the vessel may wish to send Amver regarding its current voyage. Any information provided in the “X” line will be stored in the Amver automatic data processing system for later review. However, immediate action may not be taken, nor will the information be routinely passed to other organizations. The “X” line can NOT be used as a substitute for sending information to other SAR organizations (see [Section VI, What Should NOT be Reported to Amver](#) above). However, Amver will, at the request of other SAR authorities, provide “X” line information to those authorities.

Changes in Vessel Data: The second example below is particularly important and useful to Amver if the vessel has recently changed name, flag, owners, and so forth. It is important to include the number assigned the ship in Lloyds Register of Shipping, as this number positively identifies the vessel and greatly reduces the research required to ensure the Amver database is kept current, and Amver days on plot are credited to the correct vessel.

X/remarks//

Examples: X/SLOWED DUE TO HEAVY WEATHER//
X/PREVIOUSLY UNIQUE PIONEER/ VRPD LLOYDS NR 7223663//
X/NEXT REPORT AT 171200Z//

The “Y” Line

The “Y” line is used to request relay of the Amver report to certain other ship reporting systems. Amver, in support and cooperation with regional reporting systems, will, upon specific request of a participating vessel, relay a copy of its Amver report to selected reporting systems. Amver will relay reports to other reporting systems ONLY when requested to do so via appropriate entry in the “Y” line.

A. MAREP: In accordance with Title 46, U.S. Code of Federal Regulations, all U.S. flag merchant vessels and certain other vessels are REQUIRED to report their positions to the U.S. Maritime Administration (MARAD) via participation in the Amver system. Such vessels MUST include the keyword “MAREP” in the “Y” line of every Amver report.

B. JASREP, AUSREP, and CHILREP: Presently, Amver and the Japanese, Australian, and Chilean Regional Reporting Systems (JASREP, AUSREP, and CHILREP) cooperate with each other by accepting and complying with relay requests.

In the first example below, a vessel is requesting Amver to relay the report to JASREP. In the second, the vessel is requesting Amver to relay the report to both JASREP and MARAD. In the third example, a vessel reporting to another reporting system, such as JASREP, has requested relay of the report to Amver. In the fourth example, a vessel reporting to another system has requested relay of the report to both Amver and MARAD.

Y/relay instructions//

Examples: Y/JASREP//
Y/JASREP/MAREP//
Y/AMVER//
Y/AMVER/MAREP//

The “Z” Line

The “Z” line must be the last line in every Amver report as it is used by the Amver computer to signal the end of the report. This line was found to be necessary and was added for two reasons. First, miscellaneous communications data often follows the end of an Amver report in a TELEX, EasyLink, or other teletype message. The Amver computer sometimes tries to interpret this information as part of the Amver report, causing unnecessary work for Amver Voyage Analysts to correct the resulting errors. Second, some radio stations send multiple Amver reports in a single message to reduce communications costs. An end-of-report line makes automatically separating these reports much easier and more reliable.

Z/end of report//

Example: Z/EOR//

IX. Amver Report Formats and Usage

A. Sailing Plan: A Sailing Plan should be sent within a few hours before, upon, or within a few hours after departure. It must include enough information to predict the vessel's actual position within 25 nautical miles at any time during the voyage, assuming the Sailing Plan is followed exactly. Sailing Plans require A, B, E, F, G, I, L, and Z lines. The M, V, X, and Y lines are optional. (Y line is required for U.S. vessels).

AMVER/SP//
A/SEALAND MARINER/KGJF//
B/240620Z MAR//
E/045//
F/198//
G/TOKYO/3536N/13946E//
I/LOS ANGELES/3343N/11817W/ 031300Z APR//
L/RL/190/3448N/13954E/ NOJIMASAKI/240850Z//
L/GC/210/4200N/18000E/280400Z//
L/RL/200/4200N/16000W/300030Z//
L/GC/188/3422N/12047W/030500Z APR//
L/RL/161//
M/JCS//
V/NONE//
X/NEXT REPORT 250800Z//
Y/JASREP/MAREP//
Z/EOR//

B. Position Reports: A position report should be sent within 24 hours of departing port and at least once every 48 hours thereafter. The destination should be included, at least in the first few reports, in case Amver has not received the Sailing Plan information. In a small but still significant number of cases, Amver does receive Position Reports from vessels not already on plot. In such cases, position information alone is of very limited use. Position Reports require A, B, C, E, F, and Z lines. The I line is strongly recommended. The M, X, and Y lines are optional. (Y line is required for US Flag vessels.)

AMVER/PR//
A/SEALAND MARINER/KGJF//
B/281330Z//
C/4200N/17544W//
E/090//
F/200//
I/LOS ANGELES/3343N/11817W/ 031300Z APR//
M/NMC//
Y/MAREP//
Z/EOR//

C. Deviation Reports: Deviation Reports should be sent whenever the vessel deviates significantly from its Sailing Plan. The Deviation Reports below show changes due to encountering some adverse weather. Please note: although the vessel stayed on its intended track, without the information given in these reports, Amver's predicted position for the vessel

would have been many miles, even hundreds of miles, in error during the second half of the voyage. Other situations in which Deviation Reports should be sent include, but are not limited to, change in destination, diverting to evacuate a sick or injured crewmember, diverting to assist another vessel, diverting to avoid heavy weather, any change of route, (for example, change based on recommendations from a vessel routing service), stopping to make repairs or await orders, change in anticipated average speed of one knot or more, and so forth. Deviation Reports require the A, B, C, E, F and Z lines. The I line and L lines are required if destination or route changes. The I line is always strongly recommended, even when not required. The M, X, and Y lines are optional. (Y line is required for U.S. vessels).

AMVER/DR//
A/SEALAND MARINER/KGJF//
B/291200Z//
C/4200N/16654W//
E/090//
F/175//
I/LOS ANGELES/3343N/12074W/040100Z APR//
X/REDUCED SPEED DUE TO WEATHER//
Y/MAREP//
Z/EOR//

AMVER/DR//
A/SEALAND MARINER/KGJF//
B/300830Z MAR//
C/4200N/16000W//
E/100//
F/185//
I/LOS ANGELES/3343N/12047W/ 032130Z APR//
Y/MAREP//
Z/EOR//

D. Arrival Report: Arrival reports should be sent upon arrival in the immediate vicinity of the destination port, such as at the sea buoy or pilot station. This report properly terminates the voyage in Amver's computer, ensures the vessel will not appear on an Amver SURPIC until its next voyage, and allows the number of days on plot to be correctly updated for future use in determining the vessel's eligibility for an Amver award. Arrival reports require the A, K and Z line. The X and Y lines are optional. (Y line is required for U.S. vessels).

AMVER/FR//
A/SEALAND MARINER/KGJF//
K/LOS ANGELES/3343N/12074W/ 032200Z//
Y/MAREP//
Z/EOR//

X. Evaluating Amver

Amver's goal is to instantly provide the most accurate position information possible on Amver participants to RCCs any time of the day or night, so they may make the most effective use of the available resources to assist distressed mariners. You are key to Amver's effectiveness since you are the source of Amver information. By providing complete, accurate and timely reports, you enhance Amver's accuracy and keep the database current. You may be able to save lives as a result, or in turn, the life saved may be yours.

Although we know Amver works and saves lives, we are also aware Amver is often not informed when its information made the saving of lives possible because the action takes place directly between ships and RCCs. Therefore, we ask the master of a participating Amver ship who assists in a SAR effort to send a summary of his involvement by letter, message or e-mail to AMR at the address given in [Section II, Use of the Information Reported](#). These accounts can also be used as the basis for a ship's nomination for various special year-end awards. **Pictures or videotape of rescues would be most welcome. We would like to feature Amver participants who render assistance to others in reality media, trade and training publications. Photos will also be used in display and promotional materials about the program.**

No system is perfect. If you experience any problems with Amver, they should be reported to AMR by fax, TELEX or e-mail. Just as we are often not informed of Amver's successes, we are also often not informed of problems. We are constantly striving to improve Amver, but we cannot correct problems unless we know they exist. Your narrative accounts, comments and suggestions are most welcome. Amver wishes you fair winds and following seas!

AMVER/ _____ //
Report type

A/ _____ / _____ //
Vessel name Call sign

B/ _____ //
Time

C/ _____ / _____ //
Latitude Longitude

E/ _____ //
Course

F/ _____ //
Speed

G/ _____ / _____ / _____ //
Port Latitude Longitude

I/ _____ / _____ / _____ / _____ //
Port Latitude Longitude Time

K/ _____ / _____ / _____ / _____ //
Port Latitude Longitude Time

L/ _____ / _____ / _____ / _____ / _____ //
Method Speed Latitude Longitude Time

L/ _____ / _____ / _____ / _____ / _____ //
Method Speed Latitude Longitude Time

L/ _____ / _____ / _____ / _____ / _____ //
Method Speed Latitude Longitude Time

M/ _____ //
Radio Guard

V/ _____ //
Medical

X/ _____ //
Comments

Y/ _____ //
Comments

Z/EOR//

List of Required and Optional Line Entries

SAILING PLAN REPORT

Required: AMVER/SP//
A,B,E,F,G,I,L,Z
Optional: M,V,X,Y

POSITION REPORT

Required: AMVER/PR//
A,B,C,E,F,Z
Optional: I,M,X,Y

ARRIVAL REPORT

Required: AMVER/FR//
A,K,Z
Optional: X,Y

DEVIATION REPORT

Required: AMVER/DR//
A,B,C,E,F,Z (I and L are also required for destination or route changes)
Optional: M,X,Y



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