
Thrane & Thrane Mini-C LRIT Equipment

1. Purpose

- 1.1. This Technical Alert is issued by the Bahamas Maritime Authority (BMA) to highlight issues with Thrane & Thrane Mini-C LRIT equipment and provide advice on action to be taken.

2. Introduction

- 2.1. Due to the recent GPS rollover, some units of the Thrane & Thrane Mini-C (Model TT-3026X¹) have been encountering errors in the Date/Time stamp. This has caused many ships to stop reporting to the Long Range Identification and Tracking (LRIT) data centre.
- 2.2. The errors have been identified as caused by the (Garmin) GPS module used in some units being unable to handle the GPS rollover.
- 2.3. The error does not occur on all TT-3026X, as some have a different (U-Blox) GPS module.
- 2.4. The TT-3026X are all over 13 years old and the product has been declared as End of Service for some time. Unfortunately, these units can no longer be updated to new GPS settings and will need to be replaced.

3. Instructions for affected Units

- 3.1. LRIT applies to ships as listed in BMA Marine Notice 49.

¹ The equipment manufacturer advises that the TT-3000E, 3000LRIT, TT-3000SSA, TT-3026M and TT-3020C are all variants of the TT-3026X and could eventually be affected by the GPS date error. There is no software update available that will solve the problem available for these. The TT-3020C was discontinued almost 20 years ago and the unit could be affected by the GPS roll over: the only fix is to remove the GPS module in the transceiver and feed it with the position from an external source. The H2095C is identical to the TT-3020C and is affected. There are two versions of the Skanti Scansat C, the TT-3020C based Scansat CT and the Trimble Galaxy based Scansat CG. As The Scansat CT is identical to the TT-3020C, the built-in GPS will be affected. No information is currently available for the Scansat CG, so this may also be affected.

- 3.2. Ships to which LRIT is applicable are required to transmit LRIT data to comply with Regulation 19-1 of Chapter V of the International Convention for Safety of Life at Sea, 1974, as amended (SOLAS Chapter V).
- 3.3. The Bahamas LRIT Data Centre is operated by Fulcrum Maritime Systems Ltd (Fulcrum). Fulcrum have contacted ships with affected units that have stopped reporting to advise on steps to be taken.
- 3.4. Newer terminals will require a firmware update and older terminals have come to end of life and will require replacement. This may require a new Conformance Test to be carried out and a new LRIT Conformance Test Report to be issued.
- 3.5. **The affected ships are not currently reporting to the LRIT Data Centre** - this may draw the attention of coastal States, which could result in port state control deficiencies.
- 3.6. Where a required firmware upgrade or new terminal cannot be fitted due to the ship's schedule, or due to lack of availability of service engineers or parts, the LRIT equipment should be reported as having "failed", as indicated in paragraph 11 of Marine Notice 49.
- 3.7. Further advice can be provided by Fulcrum, or the Testing ASP that carried out the conformance test. Contact details are provided in [Information Notice 10](#).

4. Validity

- 4.1. This Technical Alert is valid until 31 December 2023.