The SAILOR 6120 mini-C SSAS builds on the successful legacy of the SAILOR TT-3000SSA System, which since its introduction in 2004 has proven its worth in real world incidents, time and time again.

Like its predecessor, the SAILOR 6120 mini-C SSAS is based around a self-contained and sealed Inmarsat mini-C terminal, housing both antenna and transceiver. This design approach has proven to be rugged and reliable regardless of vessel type and with the terminal’s 50 channel GPS module and omni-directional antenna, satellite fix and position are ensured even under the most adverse conditions.

SSAS Regulation
The SAILOR 6120 mini-C SSAS fully meets and exceeds the requirements listed in IMO MSC. 136(76) and MSC. 144(77) under SOLAS resolution XI-2/6. This stipulates that all vessels over 500 GT are required to be fitted with a Ship Security Alert System (SSAS) to be used under pirate attacks to notify the flag state administration. Alarms are silent, meaning that there is no audio or visual indication on the vessel that an alarm has been activated.

SAILOR 6120 mini-C SSAS Features
The multiple address functionality enables additional messages to be sent directly to, e.g. the vessel owner, operator or crew family, in addition to the required flag state and ship owner message in relation to the ISPS code. Re-configuration can be done remotely or by a SAILOR technician, and has been made simpler, requiring no crew interaction. New configurations may be required when changing flag, where the SSAS alert address stored in the terminal needs to be updated. The Thrane 6194 Terminal Control Unit (TCU), is the key connection point to the system and brings new functionality to ease operation. The TCU has a range of LEDs that allow operators to quickly determine Inmarsat, GPS and program status. They are all useful features if the SAILOR 6120 mini-C SSAS is also used as Long Range Identification and Tracking (LRIT) carrier.

Easy Upgrade & Installation
Upgrading from a SAILOR TT-3000SSA has been made easy as existing SSAS alert and test buttons can be simply connected to the TCU instead of the legacy inter-connection box. The SAILOR 6120 mini-C SSAS comes complete with all cables and connectors, making it ready to go out of the box. The standard connection cable to the mini-C terminal is 30M long, but can be extended up 200M.

Approvals and Certification
The SAILOR 6120 mini-C SSAS is approved by Inmarsat and all major classification societies and national flag state administrators where required. In addition to its primary function as SSA alert carrier the SAILOR 6120 mini-C SSAS can also function as a LRIT.
SAILOR® 6120 MINI-C SSAS

New generation Inmarsat mini-C SSAS solution

GENERAL
General specifications
Meets Inmarsat maritime specifications and SOLAS Resolution XI-2/6
Inmarsat Type Approval 4TT095

TERMINAL UNIT SPECIFICATIONS
Operating frequencies
Rx Frequency Band: Rx: 1525 - 1545 MHz
Tx Frequency Band: Tx: 1626.5 - 1646.5 MHz
GPS module
50 channel
Terminal interface
NMEA2K DeviceNet Mini-style, Male

ANTENNA UNIT SPECIFICATIONS
G/T
-23.7 dBk at 5° elevation
EIRP
Min. 7 dBW at 5° elevation
Antenna elevation
-15° to 90°

POWER SPECIFICATIONS
Absolute power supply range
9 - 32 VDC
Nominal power input
15 VDC
Power consumption (typical)
Rx: 1.85 W @ 15 VDC
Tx: 22 W @ 15 VDC

TERMINAL CONTROL UNIT SPECIFICATIONS
Interface options
CAN interface NMEA2K mini
RS-232
LAN interface RJ45

SHIP SECURITY ALERT SPECIFICATIONS
Interface
2 x SSAS alert buttons with 50 m cable
1 x Test button with 50 m cable
Up to 6 alert buttons can be connected and 1 test button

DIMENSIONS AND WEIGHT
mini-C Terminal
Diameter: 170.5 mm
Height: 145 mm (without pole mount)
Weight: 1.1 Kg

Terminal Control Unit
239 mm x 172 mm x 54 mm
Weight: 0.8 Kg

COMPARISON CHART

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<th>SAILOR 6120 mini-C</th>
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ThraneLINK
ThraneLINK is a sophisticated communication protocol that connects the SAILOR products in a network, offering important new opportunities to vessels. It provides facility for remote diagnostics and enables access to all the SAILOR products from a single point for service. This results in optimized maintenance and lower cost of ownership because less time is needed for troubleshooting and service. Installation is made easier as ThraneLINK automatically identifies new products in the system. The uniform protocol is an open standard which provides a future proof solution for all vessels.

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