

ALBERT EMBANKMENT  
LONDON SE1 7SR  
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MSC.1/Circ.1310/Rev.1  
21 November 2014

**REVISED JOINT IMO/IHO/WMO MANUAL ON  
MARITIME SAFETY INFORMATION (MSI)**

- 1 The Maritime Safety Committee (MSC), at its ninety-fourth session (17 to 21 November 2014), noted and approved the revised Joint IMO/IHO/WMO Manual on Maritime Safety Information (MSI), as prepared by WMO and IHO and agreed by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) at its first session (30 June to 4 July 2014).
- 2 MSC 94 noted that section 7 provides extensive guidance and examples on the structure and text to be used in navigational warnings and that, to ensure greater uniformity, this section would be provided in the English language in an additional annex in the circulars and publications in the Spanish and French languages.
- 3 The Committee was of the opinion that the widest possible use of the manual should be encouraged and invited Member Governments to bring the annexed Joint IMO/IHO/WMO Manual to the attention of mariners and those involved in the promulgation of navigational warnings and meteorological forecasts and warnings.
- 4 This circular supersedes MSC.1/Circ.1310.
- 5 The Committee decided that the amendments will come into force on 1 January 2016.

**Contents**

	<i>Page</i>
Foreword .....	3
1 General information .....	5
2 Promulgation of maritime safety information .....	5
3 NAVAREA/Sub-Area/National Coordinators' resources and responsibilities .....	15
4 Navigational warnings for the World-Wide Navigational Warning Service .....	19
5 The structure of navigational warnings .....	22
6 Message format of navigational warnings .....	24
Part 1 – Preamble .....	24
Part 2 – Warning .....	26
Part 3 – Postscript .....	27
7 Guidance and examples for navigational warnings by type of hazard .....	28
8 METAREA Coordinator resources and responsibilities .....	77
9 Meteorological warnings and forecasts .....	78
10 Examples for meteorological warnings and forecasts .....	86
11 Search and rescue notification .....	91
12 Procedure for amending the joint IMO/IHO/WMO Manual on MSI .....	91

## Foreword

SOLAS regulation IV/12.2 states that "Every ship, while at sea, shall maintain a radio watch for broadcasts of maritime safety information on the appropriate frequency or frequencies on which such information is broadcast for the area in which the ship is navigating."

At the request of the Sub-Committee on Radiocommunications, the International Hydrographic Organization (IHO) and the World Meteorological Organization (WMO), a joint document on the drafting of maritime safety information broadcasts was produced (the Joint IMO/IHO/WMO Manual on Maritime Safety Information). The document was circulated to IHO Member States under IHB CL 10/1994 and as COMSAR/Circ.4 by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) after its first session in February 1996, which action was endorsed by the Maritime Safety Committee at its sixty-sixth session in May/June 1996.

The publication contained sections from IMO resolution A.706(17), "*World-Wide Navigational Warning Service*", as amended, and relevant sections of the WMO Publication *Manual on Marine Meteorological Services* (WMO No.558).

At its seventh meeting in September 2005, the IHO's Commission on the Promulgation of Radio Navigational Warnings (CPRNW<sup>1</sup>) established a working group to review all World-Wide Navigational Warning Service (WWNWS) documentation. The working group included representation from the WMO and prepared at first, revisions to IMO resolutions as amended A.705(17), "*Promulgation of Maritime Safety Information*" and A.706(17), "*World-Wide Navigational Warning Service*". The proposed revisions of the resolutions were circulated to IHO Member States under IHB CL 104/2007, endorsed by COMSAR at its twelfth session in April 2008 and subsequently approved by the Maritime Safety Committee at its eighty-fifth session in November/December 2008.

The IHO CPRNW working group then prepared the revised Joint IMO/IHO/WMO Manual on Maritime Safety Information incorporating the revised information from resolutions A.705(17), as amended and A.706(17), as amended. The revised text of the Joint IMO/IHO/WMO Manual on Maritime Safety Information was circulated to IHO Member States under cover of IHB CL 70/2008, endorsed by COMSAR at its thirteenth session in January 2009 and subsequently approved by the Maritime Safety Committee at its eighty-sixth session in May/June 2009.

The WMO Executive Council, at its sixty-first session in June 2009, requested WMO to establish and develop, in collaboration with the IMO, terms of reference for an IMO/WMO World-Wide Met-ocean Information and Warning Service guidance document (WWMIWS), to complement the existing IMO/IHO World-Wide Navigational Warning Service guidance document (WWNWS), provided in resolution A.706(17), as amended. This new IMO/WMO guidance document is intended to provide specific guidance for the promulgation of internationally coordinated meteorological information, forecast and warnings services for the GMDSS, which does not apply to purely national services.

The WMO Executive Council adopted the WWMIWS at its sixty-second session in June 2010. It was submitted to IMO's Maritime Safety Committee at the end of 2010, which requested its COMSAR Sub-Committee to review it before its approval at its eighty-ninth session in May 2011. It was officially adopted by the IMO Assembly at its twenty-seventh

---

<sup>1</sup> CPRNW was renamed the IHO WWNWS Sub-Committee (WWNWS) with effect from 1 January 2009.

session in November 2011 and the WWMIWS is included in the regulatory publications as IMO resolution A.1051(27). Future amendments to this guidance document will be considered formally and approved by both WMO and IMO. Proposed amendments shall be evaluated by the JCOMM Expert Team on Maritime Safety Services (ETMSS), which includes an ex-officio representative of the IMO Secretariat, prior to any extensive WMO and IMO consideration.

The Committee was of the opinion that the widest possible use of the manual should be encouraged and invited Member Governments to bring the Joint IMO/IHO/WMO Manual to the attention of mariners and those involved in the promulgation of navigational warnings and meteorological forecasts and warnings.

Although this is an IMO publication, it is intended that the responsible organizations will maintain their respective sections of this Joint IMO/IHO/WMO Manual.

## 1 GENERAL INFORMATION

This Manual provides a practical guide for anyone who is concerned with drafting navigational warnings or with the issuance of meteorological forecasts and warnings under the Global Maritime Distress and Safety System (GMDSS). Maritime Safety Information (MSI) is promulgated in accordance with the requirements of IMO resolution A.705(17), as amended. Navigational warnings are issued under the auspices of the IMO/International Hydrographic Organization (IHO) World-Wide Navigational Warning Service (WWNWS) in accordance with the requirements of IMO resolution A.706(17), as amended. Meteorological forecasts and warnings are issued under the auspices of the IMO/World Meteorological Organization (WMO) World-Wide Met-ocean Information and Warnings Service (WWMIWS) in accordance with the requirements of IMO resolution A.1051(27). In order to achieve the necessary impact on the mariner it is essential to present timely and relevant information in a consistent format that is clear, unambiguous and brief. Within this Manual, it is particularly intended to provide the best form of words for use in all types of navigational warnings and meteorological forecasts and warnings that are required to be broadcast in the English language.<sup>2</sup> Note has been taken of the *IMO standard marine communication phrases* (resolution A.918(22)), where appropriate.

This Manual cannot provide specimen texts for every type of event which may occur. However, the principles illustrated herein may be applied in general to drafting messages for every kind of navigational warning and covering all types of hazards and for the issuance of meteorological forecasts and warnings.

Resolution A.706(17), as amended, on the *World-Wide Navigational Warning Service* (MSC.1/Circ.1288/Rev.1) at section 5.3.1, requires that "All NAVAREA, Sub-area and coastal warnings should be broadcast only in English in the International NAVTEX and SafetyNET services". Resolution A.1051(27) on the *IMO/WMO World-Wide Met-Ocean Information and Warnings Service* at section 3.4.1 requires that "All Meteorological information shall be broadcast only in English in the International NAVTEX and SafetyNET services". Where this Manual has been produced in languages other than English then the message examples given in the English language text should be used.

## 2 PROMULGATION OF MARITIME SAFETY INFORMATION

### 2.1 Introduction

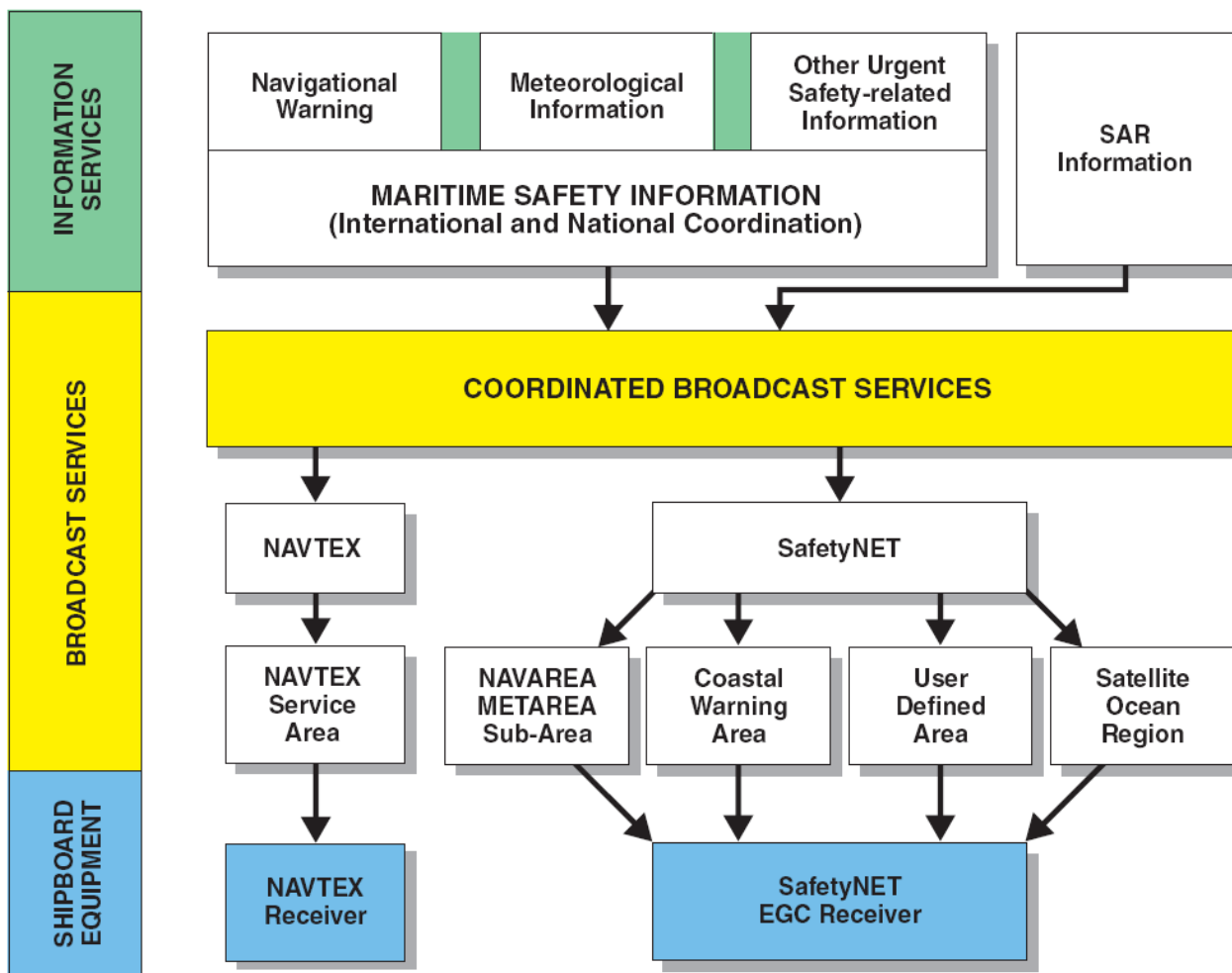
2.1.1 The Maritime Safety Information Service of the GMDSS is the internationally and nationally coordinated network of broadcasts containing information which is necessary for safe navigation, received on ships by equipment which automatically monitors the appropriate transmissions, displays information which is relevant to the ship and provides a print capability. This concept is illustrated in figure 1.

2.1.2 Maritime safety information is of vital concern to all ships. It is therefore essential that common standards are applied to the collection, editing and dissemination of this information. Only by doing so will the mariner be assured of receiving the information he needs, in a form which he understands, at the earliest possible time.

2.1.3 The purpose of IMO resolution A.705(17), as amended "*Promulgation of Maritime Safety Information*" is to set out the organization, standards and methods which should be used for the promulgation and reception of maritime safety information.

---

<sup>2</sup> See WMO Publication *Manual on Marine Meteorological Services* (WMO No 558).



**Figure 1** – *The maritime safety information service of the Global Maritime Distress and Safety System*

## 2.2 Definitions

2.2.1 For the purposes of this Manual, the following definitions apply:

- .1 *Coast Earth Station (CES)* means a fixed terrestrial radio facility acting as a gateway between terrestrial networks and the Inmarsat satellites in the maritime mobile-satellite service. This may also be referred to as a Land Earth Station (LES).
- .2 *Coastal warning* means a navigational warning or in-force bulletin promulgated as part of a numbered series by a National Coordinator. Broadcast should be made by the International NAVTEX service to defined NAVTEX service areas and/or by the International SafetyNET service to coastal warning areas. (In addition, Administrations may issue coastal warnings by other means.)
- .3 *Coastal warning area* means a unique and precisely defined sea area within a NAVAREA/METAREA or Sub-area established by a coastal State for the purpose of coordinating the broadcast of coastal maritime safety information through the SafetyNET service.

- .4 *Global Maritime Distress and Safety System (GMDSS)* means the global communications service based upon automated systems, both satellite and terrestrial, to provide distress alerting and promulgation of maritime safety information for mariners.
- .5 *HF NBDP* means High Frequency narrow-band direct-printing, using radio telegraphy as defined in Recommendation ITU-R M.688, as amended.
- .6 *In-force bulletin* means a list of serial numbers of those NAVAREA, Sub-area or coastal warnings in force issued and broadcast by the NAVAREA Coordinator, Sub-area Coordinator or National Coordinator.
- .7 *International NAVTEX service* means the coordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language.<sup>3</sup>
- .8 *International SafetyNET service* means the coordinated broadcast and automatic reception of maritime safety information via the Inmarsat Enhanced Group Call (EGC) system, using the English language, in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .9 *Issuing Service* means a National Meteorological Service which has accepted responsibility for ensuring that meteorological warnings and forecasts for shipping are disseminated through the Inmarsat SafetyNET service to the METAREA for which the Service has accepted responsibility under the broadcast requirements of the GMDSS.
- .10 *Local warning* means a navigational warning which covers inshore waters, often within the limits of jurisdiction of a harbour or port authority.
- .11 *Main shipping lanes* means those routes used by international shipping.
- .12 *Maritime safety information (MSI)*<sup>4</sup> means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships.
- .13 *Maritime safety information service* means the internationally and nationally coordinated network of broadcasts containing information which is necessary for safe navigation.
- .14 *METAREA* means a geographical sea area<sup>5</sup> established for the purpose of coordinating the broadcast of marine meteorological information. The term METAREA followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States. (See figure 3).

---

<sup>3</sup> As set out in the IMO NAVTEX Manual.

<sup>4</sup> As defined in regulation IV/2 of the 1974 SOLAS Convention, as amended.

<sup>5</sup> Which may include inland seas, lakes and waterways navigable by sea-going ships.

- .15 *METAREA Coordinator* means the authority charged with coordinating marine meteorological information broadcasts by one or more National Meteorological Services acting as Preparation or Issuing Services within the METAREA.
- .16 *Meteorological information* means the marine meteorological warning and forecast information in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .17 *National Coordinator* means the national authority charged with collating and issuing coastal warnings within a national area of responsibility.
- .18 *National NAVTEX service* means the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy using frequencies other than 518 kHz and languages as decided by the Administration concerned.
- .19 *National SafetyNET service* means the broadcast and automatic reception of maritime safety information via the Inmarsat EGC system, using languages as decided by the Administration concerned.
- .20 *NAVAREA* means a geographical sea area<sup>5</sup> established for the purpose of coordinating the broadcast of navigational warnings. The term NAVAREA followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States. (See figure 2).
- .21 *NAVAREA Coordinator* means the authority charged with coordinating, collating and issuing NAVAREA warnings for a designated NAVAREA.
- .22 *NAVAREA warning* means a navigational warning or in-force bulletin promulgated as part of a numbered series by a NAVAREA Coordinator.
- .23 *Navigational warning* means a message containing urgent information relevant to safe navigation broadcast to ships in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .24 *NAVTEX* means the system for the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy.
- .25 *NAVTEX coverage area* means an area defined by an arc of a circle having a radius from the transmitter calculated according to the method and criteria given in IMO resolution A.801(19), annex 4.
- .26 *NAVTEX service area* means a unique and precisely defined sea area, wholly contained within the NAVTEX coverage area, for which maritime safety information is provided from a particular NAVTEX transmitter. It is normally defined by a line that takes full account of local propagation conditions and the character and volume of information and maritime traffic patterns in the region, as given in IMO resolution A.801(19), annex 4.

---

<sup>5</sup> Which may include inland seas, lakes and waterways navigable by sea-going ships.



- 
- .27 *NAVTEX Coordinator* means the authority charged with operating and managing one or more NAVTEX stations broadcasting maritime safety information as part of the International NAVTEX service.
- .28 *Other urgent safety-related information* means maritime safety information broadcast to ships that is not defined as a navigational warning or meteorological information. This may include, but is not limited to, significant malfunctions or changes to maritime communications systems, and new or amended mandatory ship reporting systems or maritime regulations affecting ships at sea.
- .29 *Preparation Service* means a National Meteorological Service which has accepted responsibility for the preparation of forecasts and warnings for parts of or an entire METAREA in the WMO system for the dissemination of meteorological forecasts and warnings to shipping under the GMDSS and for their transfer to the relevant Issuing Service for broadcast.
- .30 *SafetyNET* means the international service for the broadcast and automatic reception of maritime safety information via the Inmarsat EGC system. SafetyNET receiving capability is part of the mandatory equipment which is required to be carried by certain ships in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.
- .31 *SAR information* means distress alert relays and other urgent search and rescue information broadcast to ships (See section 11.1).
- .32 *Sea Area A1* means an area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC<sup>6</sup> alerting is available, as may be defined by a Contracting Government.
- .33 *Sea Area A2* means an area, excluding sea area A1, within the radiotelephone coverage of at least one MF coast station in which continuous DSC alerting is available, as may be defined by a Contracting Government.
- .34 *Sea Area A3* means an area, excluding sea areas A1 and A2, within the coverage of an Inmarsat geostationary satellite in which continuous alerting is available.
- .35 *Sea Area A4* means an area outside sea areas A1, A2 and A3.
- .36 *Sub-area* means a subdivision of a NAVAREA/METAREA in which a number of countries have established a coordinated system for the promulgation of maritime safety information. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States.
- .37 *Sub-area Coordinator* means the authority charged with coordinating, collating and issuing Sub-area warnings for a designated Sub-Area.

---

<sup>6</sup> Digital selective calling (DSC) means a technique using digital codes which enables a radio station to establish contact with and transfer information to another station or group of stations and complying with the relevant recommendations of the International Radio Consultative Committee ((CCIR) – "Radiocommunications Bureau of the International Telecommunication Union (ITU)" from 1 March 1993).

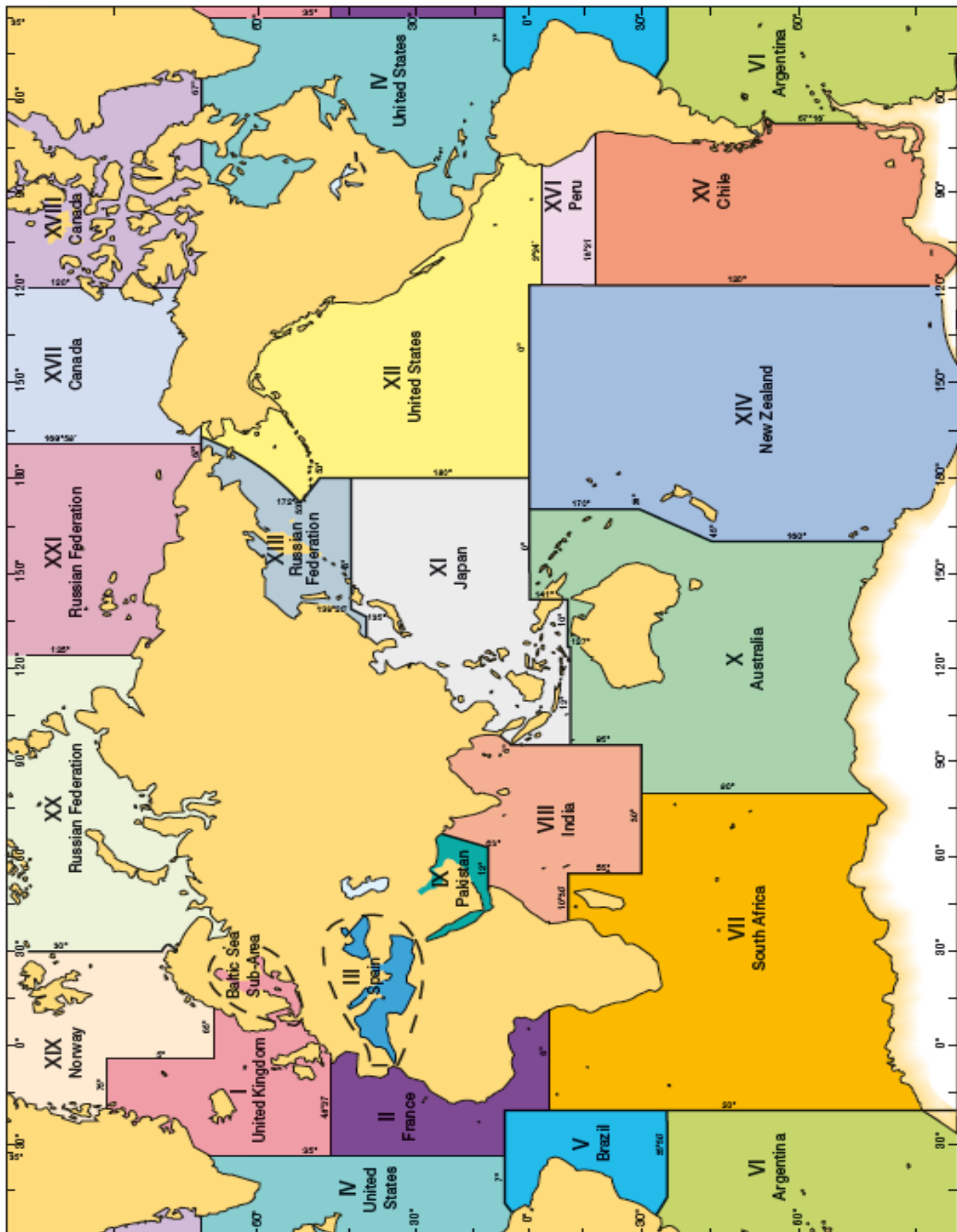
- .38 *Sub-area warning* means a navigational warning or in-force bulletin promulgated as part of a numbered series by a Sub-area Coordinator. Broadcast should be made by the International NAVTEX service to defined NAVTEX service areas or by the International SafetyNET service (through the appropriate NAVAREA Coordinator).
- .39 *User defined area* means a temporary geographic area, either circular or rectangular, to which maritime safety information is addressed.
- .40 *UTC* means Coordinated Universal Time which is equivalent to GMT (or ZULU) as the international time standard.
- .41 *World-Wide Navigational Warning Service (WWNWS)*<sup>7</sup> means the internationally and nationally coordinated service for the promulgation of navigational warnings.
- .42 *World-Wide Met-ocean Information and Warning Service (WWMIWS)*<sup>8</sup> means the internationally coordinated service for the promulgation of meteorological forecasts and warnings.
- .43 In the operating procedures, *coordination* means that the allocation of the time for data broadcast is centralized, the format and criteria of data transmissions are compliant as described in the *Joint IMO/IHO/WMO Manual on Maritime Safety Information* and that all services are managed as set out in resolutions A.705(17), as amended, A.706(17), as amended and A.1051(27).

---

<sup>7</sup> As set out in resolution A.706(17), as amended.

<sup>8</sup> As set out in resolution A.1051(27).

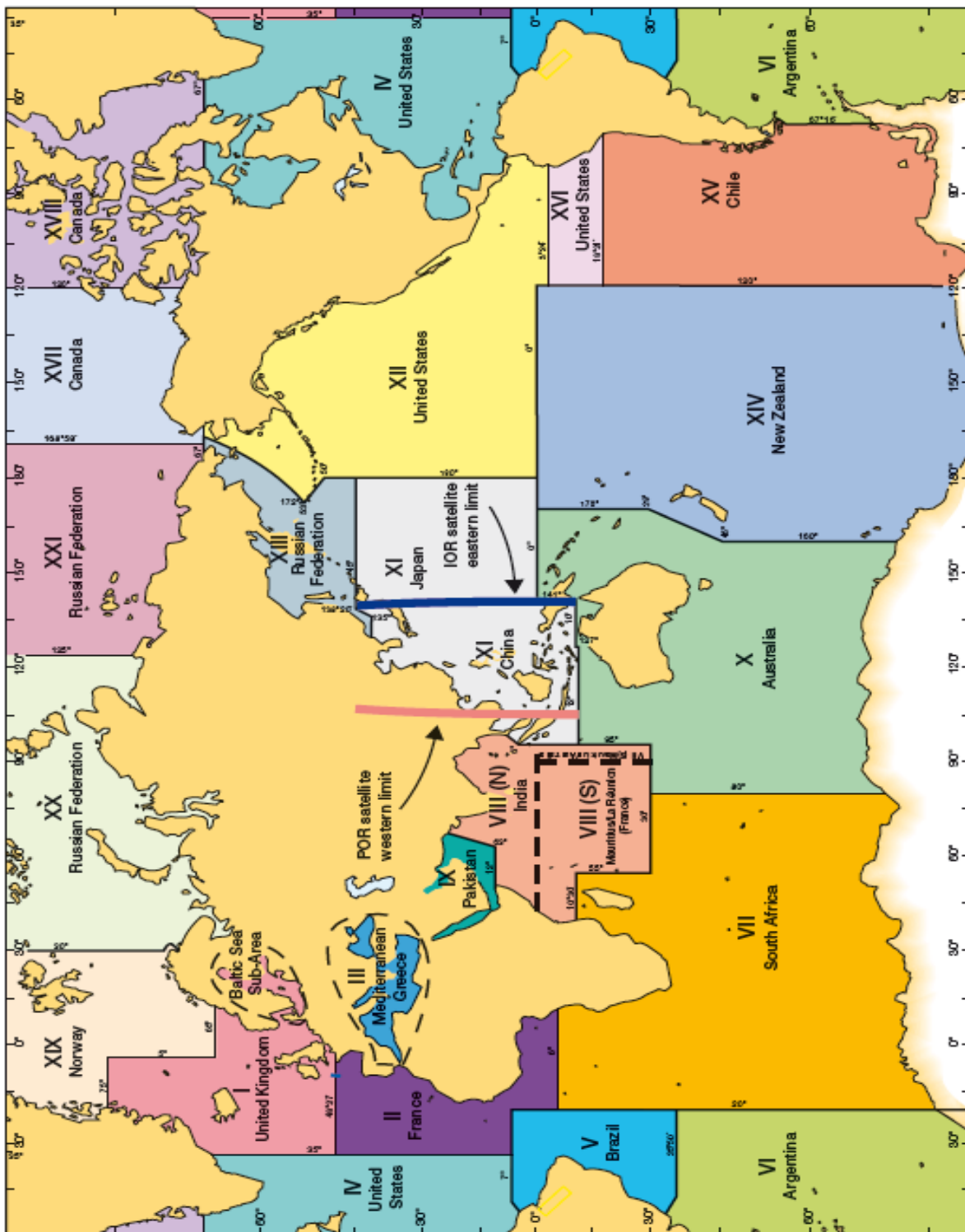
## 2.2.2 Delimitation of NAVAREAs



**Figure 2** – NAVAREAs for coordinating and promulgating navigational warnings under the World-Wide Navigational Warning Service

The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States.

### 2.2.3 Delimitation of METAREAs



**Figure 3** – METAREAs for coordinating and promulgating meteorological warnings and forecasts within the GMDSS

The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States.

## 2.3 Broadcast methods

2.3.1 Two principal methods are used for broadcasting maritime safety information in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended, in the areas covered by these methods, as follows:

- .1 **NAVTEX:** broadcasts to coastal waters; and
- .2 **SafetyNET:** broadcasts which cover all the waters of the globe except for Sea Area A4, as defined by IMO resolution A.801(19), annex 3, as amended.

2.3.2 Information should be provided for unique and precisely defined sea areas, each being served only by the most appropriate of the above methods. Although there will be some duplication to allow a ship to change from one method to another, the majority of warnings will be broadcast either on NAVTEX or SafetyNET.

2.3.3 NAVTEX broadcasts should be made in accordance with the standards and procedures set out in the NAVTEX Manual.

2.3.4 SafetyNET broadcasts should be made in accordance with the standards and procedures set out in the International SafetyNET Manual.

2.3.5 HF NBDP may be used to promulgate maritime safety information in areas outside Inmarsat or NAVTEX coverage (SOLAS regulation IV/7.1.5).

2.3.6 In addition, Administrations may also provide maritime safety information by other means.

2.3.7 In the event of failure of normal transmission facilities, an alternative means of transmission should be utilized. A NAVAREA warning and a coastal warning, if possible, should be issued detailing the failure, its duration and, if known, the alternative route for the dissemination of MSI.

## 2.4 Scheduling

### 2.4.1 Automated methods (NAVTEX/SafetyNET)

2.4.1.1 Navigational warnings should be broadcast as soon as possible or as dictated by the nature and timing of the event. Normally, the initial broadcast should be made as follows:

- .1 **for NAVTEX**, at the next scheduled broadcast, unless circumstances indicate the use of procedures for VITAL or IMPORTANT warnings; and
- .2 **for SafetyNET**, within 30 minutes of receipt of original information, or at the next scheduled broadcast.

2.4.1.2 Navigational warnings should be repeated in scheduled broadcasts in accordance with the guidelines promulgated in the NAVTEX Manual and International SafetyNET Manual as appropriate.

2.4.1.3 At least two scheduled daily broadcast times are necessary to provide adequate promulgation of NAVAREA warnings. When NAVAREAs extend across more than six time zones, more than two broadcasts should be considered to ensure that warnings can be received. When using SafetyNET in lieu of NAVTEX for coastal warnings, Administrations may need to consider an increase in the number of scheduled daily broadcasts compared with the requirement for NAVAREA warnings.

2.4.1.4 It is important that where the degree of hazard is known, this information is included in the relevant warning e.g. naval exercises, missile firings, space missions, nuclear tests, ordnance dumping zones, etc. Whenever possible such warnings should be originated not less than five days in advance of the scheduled event and reference may be made to relevant national publications in the warning.

## **2.4.2 Schedule changes**

2.4.2.1 Broadcast times for NAVTEX are defined by the B1 transmitter identification character of the station, allocated by the IMO NAVTEX Coordinating Panel.

2.4.2.2 Times of scheduled broadcasts under the International SafetyNET service are coordinated through the International SafetyNET Coordinating Panel.

## **2.5 Shipboard equipment**

2.5.1 Ships are required to be capable of receiving maritime safety information broadcasts for the area in which they operate in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended.

2.5.2 The NAVTEX receiver should operate in accordance with the technical specifications set out in Recommendation ITU-R M.540, as amended. Resolution MSC.148(77) recommends Governments to ensure that NAVTEX receiver equipment, if installed on or after 1 July 2005, conforms to performance standards not inferior to those specified in resolution MSC.148(77), and if installed before 1 July 2005, conforms to performance standards not inferior to those specified in the annex to resolution A.525(13).

2.5.3 The SafetyNET receiver should conform to the *Maritime Design and Installation Guidelines (DIGs), annex B, issue 6 of April 2008* published by Inmarsat. Resolution MSC.306(87) recommends Governments to ensure that EGC equipment, if installed on or after 1 July 2012, conforms to performance standards not inferior to those specified in the annex to resolution MSC.306(87), and if installed before 1 July 2012, conforms to performance standards not inferior to those specified in the annex to resolution A.664(16).

2.5.4 In Sea Area A4, outside of the coverage of NAVTEX, where MSI is received using HF NBDP, the HF NBDP receiver should operate in accordance with the technical specifications set out in Recommendation ITU-R M.688, as amended, and should meet the performance standards adopted by IMO resolution A.700(17), as amended.

## **2.6 Provision of information**

2.6.1 Navigational warnings should be provided in accordance with the standards, organization and procedures of the WWNWS under the functional guidelines of the IHO through its World-Wide Navigational Warning Service Sub-Committee. Details of NAVAREA Coordinators are maintained on the IHO website [www.iho.int/committees/](http://www.iho.int/committees/) and are also published by an IMO Sub-Committee on Navigation, Communication and Search and Rescue (NCSR) circular.

2.6.2 Meteorological information should be provided in accordance with the WMO technical regulations, recommendations, and procedures defined for the World-Wide Met-ocean Information and Warning Service (WWMIWS) monitored and reviewed by the Expert Team on Maritime Safety Services of the Joint WMO/IOC<sup>9</sup> Commission for Oceanography and Marine Meteorology (JCOMM).

---

<sup>9</sup> IOC is the Intergovernmental Oceanographic Commission of UNESCO.

2.6.3 Other urgent safety-related information should be provided by the relevant national or international authority responsible for managing the system or scheme.

2.6.4 SAR information, which are never MSI, should be provided by the various authorities responsible for coordinating maritime search and rescue operations in accordance with the standards and procedures established by the IMO.

2.6.5 Relevant national or international authorities should take into account the need for contingency planning.

## **2.7 Coordination procedures**

2.7.1 In order to make the best use of automated reception facilities and to ensure that the mariner receives at least the minimum information necessary for safe navigation, careful coordination is required.

2.7.2 In general, this requirement for coordination will be met by the standard operational procedures of IMO, IHO, WMO, the International Telecommunication Union (ITU) and the International Mobile Satellite Organization (IMSO). Cases of difficulty should be referred, in the first instance, to the most appropriate parent body.

2.7.3 Administrations broadcasting maritime safety information should provide details of services to IMO, which will maintain and publish this as part of the GMDSS Master Plan.

2.7.4 The coordination of changes to operational NAVTEX services and of the establishment of new stations is undertaken by the IMO NAVTEX Coordinating Panel on behalf of the Maritime Safety Committee.

2.7.5 The coordination of changes to operational SafetyNET services and of the authorization and registration of information providers is undertaken by the International SafetyNET Coordinating Panel on behalf of the Maritime Safety Committee.

2.7.6 Administrations should design their broadcasts to suit specific service areas.<sup>10</sup> The designation of service areas is an important part of the coordination process since it is intended that a ship should be able to obtain all the information relevant to a given area from a single source. The Maritime Safety Committee approves NAVAREAs/METAREAs and service areas for the International NAVTEX and SafetyNET service as advised by the IHO and the WMO.

## **3 NAVAREA/SUB-AREA/NATIONAL COORDINATORS' RESOURCES AND RESPONSIBILITIES**

### **3.1 NAVAREA Coordinator resources**

3.1.1 The NAVAREA Coordinator must have:

- .1 the expertise and information sources of a well-established national hydrographic service;
- .2 effective communications, e.g. telephone, email, facsimile, internet, telex, etc. with Sub-area and National Coordinators in the NAVAREA, with other NAVAREA Coordinators, and with other data providers; and

---

<sup>10</sup> Coordination of HF NBDP broadcasts in the Arctic should be undertaken by relevant MSI service providers.

- .3 access to broadcast systems for transmission to the navigable waters of the NAVAREA. As a minimum, this should include those described in paragraph 2.3.1. Reception should normally be possible at least 300 nautical miles beyond the limit of the NAVAREA.

### **3.2 NAVAREA Coordinator responsibilities**

#### **3.2.1 The NAVAREA Coordinator must:**

- .1 endeavour to be informed of all events that could significantly affect the safety of navigation within the NAVAREA;
- .2 assess all information immediately upon receipt for relevance to navigation in the NAVAREA;
- .3 select information for broadcast in accordance with the guidance given in paragraph 4.2;
- .4 draft NAVAREA warnings in accordance with the *Joint IMO/IHO/WMO Manual on Maritime Safety Information*;
- .5 direct and control the broadcast of NAVAREA warnings, in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended;
- .6 forward NAVAREA warnings and relevant associated information which may require wider promulgation directly to adjacent NAVAREA Coordinators and/or others as appropriate, using the quickest possible means;
- .7 ensure that NAVAREA warnings which may remain in force for more than six weeks are made available immediately to NAVAREA Coordinators, other authorities and mariners in general, as appropriate;
- .8 ensure that information concerning all navigational warning subject areas listed in paragraph 4.2.3 that may not require a NAVAREA warning within their own NAVAREA is forwarded immediately to the appropriate National and NAVAREA Coordinators affected by the event;
- .9 broadcast in-force bulletins not less than once per week at a regular scheduled time;
- .10 promulgate the cancellation of NAVAREA warnings which are no longer valid;
- .11 act as the central point of contact on matters relating to navigational warnings within the NAVAREA;
- .12 promote and oversee the use of established international standards and practices with respect to the promulgation of navigational warnings throughout the NAVAREA;
- .13 when notified by the authority designated to act on reports of piracy and armed robbery against ships, arrange for the broadcast of a suitable NAVAREA warning. Additionally, keep the national or regional piracy control centre informed of long-term broadcast action(s);



- .14 when notified by the appropriate authorities, arrange for the broadcast of suitable NAVAREA warnings to promulgate World Health Organization (WHO) health advisories, tsunami-related warnings and other information which is necessary for safe navigation;
- .15 monitor the broadcasts which they originate, to ensure that the warnings have been correctly broadcast;
- .16 maintain records of source data relating to NAVAREA warnings in accordance with the requirement of the National Administration of the NAVAREA Coordinator;
- .17 coordinate preliminary discussions between neighbouring Member States, seeking to establish or amend NAVTEX services and with other adjacent Administrations, prior to formal application;
- .18 contribute to the development of international standards and practices through attendance and participation in the IHO World-Wide Navigational Warning Service Sub-Committee meetings, and also participate in relevant IMO, IHO and WMO fora as appropriate; and
- .19 take into account the need for contingency planning.

### **3.3 Sub-area Coordinator resources**

#### **3.3.1 The Sub-area Coordinator must have, or have access to:**

- .1 the expertise and information sources of a well-established national hydrographic service;
- .2 effective communications, e.g. telephone, email, facsimile, internet, telex, etc. with National Coordinators in the Sub-area, with the NAVAREA Coordinator, and with other data providers; and
- .3 broadcast systems for transmission to the entire Sub-area.

### **3.4 Sub-area Coordinator responsibilities**

#### **3.4.1 The Sub-area Coordinator must:**

- .1 endeavour to be informed of all events that could significantly affect the safety of navigation within the Sub-area;
- .2 assess all information immediately upon receipt for relevance to navigation in the Sub-area;
- .3 select information for broadcast in accordance with the guidance given in paragraph 4.2;
- .4 draft Sub-area warnings in accordance with the *Joint IMO/IHO/WMO Manual on Maritime Safety Information*;
- .5 direct and control the broadcast of Sub-area warnings, in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended;

- .6 forward Sub-area warnings and relevant associated information which may require wider promulgation directly to their own NAVAREA Coordinator using the quickest possible means;
- .7 broadcast in-force bulletins not less than once per week at a regular scheduled time;
- .8 promulgate the cancellation of Sub-area warnings which are no longer valid;
- .9 act as the central point of contact on matters relating to navigational warnings within the Sub-area;
- .10 promote the use of established international standards and practices in the promulgation of navigational warnings within the Sub-area;
- .11 monitor the broadcasts which they originate, to ensure that the warnings have been correctly broadcast;
- .12 maintain records of source data relating to Sub-area warnings in accordance with the requirement of the National Administration of the Sub-area Coordinator;
- .13 contribute to the development of international standards and practices through attendance and participation in the IHO World-Wide Navigational Warning Service Sub-Committee meetings, and also participate in relevant IMO, IHO and WMO fora as appropriate; and
- .14 take into account the need for contingency planning.

### **3.5 National Coordinator resources**

#### 3.5.1 The National Coordinator must have:

- .1 established sources of information relevant to the safety of navigation within national waters;
- .2 effective communications, e.g. telephone, email, facsimile, internet, telex, etc. with the NAVAREA/Sub-area Coordinator and adjacent National Coordinators; and
- .3 access to broadcast systems for transmission to their area of national responsibility.

### **3.6 National Coordinator responsibilities**

#### 3.6.1 The National Coordinator must:

- .1 endeavour to be informed of all events that could significantly affect the safety of navigation within their area of national responsibility;
- .2 assess all information immediately upon receipt for relevance to navigation in their area of national responsibility;
- .3 select information for broadcast in accordance with the guidance given in paragraph 4.2;

- .4 draft coastal warnings in accordance with the *Joint IMO/IHO/WMO Manual on Maritime Safety Information*;
- .5 direct and control the broadcast of coastal warnings, in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974, as amended;
- .6 forward coastal warnings and relevant associated information which may require wider promulgation directly to their NAVAREA/Sub-area Coordinator and/or adjacent National Coordinators as appropriate, using the quickest possible means;
- .7 broadcast in-force bulletins not less than once per week at a regular scheduled time;
- .8 promulgate the cancellation of coastal warnings which are no longer valid;
- .9 act as the central point of contact on matters relating to navigational warnings within their area of national responsibility;
- .10 promote the use of established international standards and practices in the promulgation of navigational warnings within their area of national responsibility;
- .11 monitor the broadcasts which they originate, to ensure that the warnings have been correctly broadcast;
- .12 maintain records of source data relating to coastal warnings in accordance with the requirement of the National Administration of the National Coordinator; and
- .13 take into account the need for contingency planning.

## **4 NAVIGATIONAL WARNINGS FOR THE WORLD-WIDE NAVIGATIONAL WARNING SERVICE**

### **4.1 General**

4.1.1 Navigational warnings are issued in response to SOLAS regulation V/4 and carry information which may have a direct bearing on the safety of life at sea. It is the fundamental nature of navigational warnings that they will often be based on incomplete or unconfirmed information and mariners will need to take this into account when deciding what reliance to place on the information contained therein.

4.1.2 In order to achieve the necessary impact on the mariner it is essential to present timely and relevant information in a consistent format that is CLEAR, UNAMBIGUOUS and BRIEF. This is ensured by using structured messages in standard formats, as shown in sections 6 and 7 of this Manual.

4.1.3 The resources employed by Administrations and the mariner are extremely limited. Thus only information which is vital to the safe conduct of ships should be transmitted. Notices to Mariners and other means exist for passing less urgent information to ships after they have reached port. Information of a purely administrative nature should never be broadcasted on the regular international navigational warning schedules.

4.1.4 There are four types of navigational warnings: NAVAREA warnings, Sub-area warnings, coastal warnings and local warnings. The WWNWS guidance and coordination are involved with only three of them:

- .1 NAVAREA warnings;
- .2 Sub-area warnings, and
- .3 Coastal warnings

4.1.5 Navigational warnings should remain in force until cancelled by the originating coordinator. Navigational warnings should be broadcast for as long as the information is valid. However, if they are readily available to mariners by other official means, for example in Notices to Mariners, then after a period of six weeks they may no longer be broadcast.

4.1.6 The minimum information in a navigational warning which a mariner requires is *hazard* and *position*. It is usual, however, to include sufficient extra detail to allow some freedom of action in the vicinity of the hazard. This means that the message should give enough extra data for the mariner to be able to recognize the hazard and assess its effect upon their navigation.

4.1.7 If known, the duration of the event causing a navigational warning should be given in the text.

4.1.8 Some of the subjects for navigational warnings listed in paragraph 4.2.3 (e.g. drifting ice and tsunami warnings) may also be suitable for inclusion in METAREA forecasts or warnings. In this event, appropriate coordination between the relevant NAVAREA and METAREA Coordinators must occur.

## **4.2 NAVAREA warnings**

4.2.1 NAVAREA warnings are concerned with the information detailed below which ocean-going mariners require for their safe navigation. This includes, in particular, new navigational hazards and failures of important aids to navigation as well as information which may require changes to planned navigational routes.

4.2.2 Coastal warnings are broadcast by the International NAVTEX service, or by the International SafetyNET service when implemented in lieu of NAVTEX. They are not normally re-broadcast as NAVAREA warnings unless deemed of such significance that the mariner should be aware of them before entering a NAVTEX service area. The National Coordinator will evaluate the significance of the information for consideration as a NAVAREA warning while the NAVAREA Coordinator will make the final determination.

4.2.3 The following subjects are considered suitable for broadcast as NAVAREA warnings. This list is not exhaustive and should be regarded only as a guideline. Furthermore, it presupposes that sufficiently precise information about the item has not previously been disseminated in a Notice to Mariners. Whenever possible, warnings concerning scheduled events, in particular those covered in 4.2.3.13, should be originated not less than five days in advance, and reference may be made to relevant national publications:

- .1 casualties to lights, fog signals, buoys and other aids to navigation affecting main shipping lanes;
- .2 the presence of dangerous wrecks in or near main shipping lanes and, if relevant, their marking;

- .3 establishment of major new aids to navigation or significant changes to existing ones, when such establishment or change might be misleading to shipping;
- .4 the presence of large unwieldy tows in congested waters;
- .5 drifting hazards (including derelict ships, ice, mines, containers, other large items over 6 metres in length, etc.);
- .6 areas where search and rescue (SAR) and anti-pollution operations are being carried out (for avoidance of such areas);
- .7 the presence of newly discovered rocks, shoals, reefs and wrecks likely to constitute a danger to shipping, and, if relevant, their marking;
- .8 unexpected alteration or suspension of established routes;
- .9 cable or pipe-laying activities, seismic surveys, the towing of large submerged objects for research or exploration purposes, the employment of manned or unmanned submersibles, or other underwater operations constituting potential dangers in or near shipping lanes;
- .10 the establishment of research or scientific instruments in or near shipping lanes;
- .11 the establishment of offshore structures in or near shipping lanes;
- .12 significant malfunctioning of radio-navigation services and shore-based maritime safety information radio or satellite services;
- .13 information concerning events which might affect the safety of shipping, sometimes over wide areas, e.g. naval exercises, missile firings, space missions, nuclear tests, ordnance dumping zones, etc;
- .14 operating anomalies identified within ECDIS including ENC issues;
- .15 acts of piracy and armed robbery against ships;
- .16 tsunamis and other natural phenomena, such as abnormal changes to sea level;
- .17 World Health Organization (WHO) health advisory information; and
- .18 security-related requirements.<sup>11</sup>

### **4.3 Sub-area warnings**

4.3.1 Sub-area warnings broadcast information which is necessary for safe navigation within a Sub-area. They will normally include all subjects listed in 4.2.3 above, but will usually affect only the Sub-area.

---

<sup>11</sup> In accordance with the requirements of the *International Ship and Port Facility Security (ISPS) Code* only.

#### **4.4 Coastal warnings**

4.4.1 Coastal warnings broadcast information which is necessary for safe navigation within areas seaward of the fairway buoy or pilot station, and should not be restricted to main shipping lanes. Where the area is served by NAVTEX, it should provide navigational warnings for the entire NAVTEX service area. Where the area is not served by NAVTEX, it is necessary to include all warnings relevant to the coastal waters up to 250 miles from the coast in the International SafetyNET service broadcast.

4.4.2 Coastal warnings should include at least the subjects in 4.2.3.

#### **4.5 Local warnings**

4.5.1 Local warnings broadcast information which covers inshore waters, often within the limits of jurisdiction of a harbour or port authority. They are broadcast by means other than NAVTEX or SafetyNET, and supplement coastal warnings by giving detailed information within inshore waters.

### **5 THE STRUCTURE OF NAVIGATIONAL WARNINGS**

#### **5.1 Numbering**

5.1.1 Navigational warnings in each series should be consecutively numbered throughout the calendar year, commencing with 1/YY at 0000 UTC on 1 January.

5.1.2 Navigational warnings should be transmitted in reverse numerical order on scheduled broadcasts.

#### **5.2 Language**

5.2.1 All NAVAREA, Sub-area and coastal warnings should be broadcast only in English in the International NAVTEX and SafetyNET services in accordance with IMO resolution A.706(17), as amended.

5.2.2 In addition to the required broadcasts in English, NAVAREA, Sub-area and coastal warnings may be broadcast in a national language using national NAVTEX and SafetyNET services and/or other means.

5.2.3 Local warnings may be issued in the national language and/or in English.

#### **5.3 "No warnings" message**

5.3.1 When there are no navigational warnings to be disseminated at a scheduled broadcast time, a brief unnumbered message should be transmitted to identify the broadcast and advise the mariner that there is no navigational warning message traffic on hand.

#### **5.4 Standard elements of messages**

5.4.1 The minimum information which a mariner requires to avoid danger is:

##### **HAZARD + POSITION**

It is usual, however, to include amplifying remarks in order to provide sufficient extra details to clearly identify the significance of the hazard and to assist mariners in recognizing and assessing its effect upon their navigation. The time, date and duration of the event should be included if known.

5.4.2 A message can have up to three parts: Preamble, Warning, and Postscript. Sections 6 and 7 of the Manual give guidance on the correct way of phrasing each part of the warning to achieve maximum impact with minimum broadcast time.

5.4.3 The text of a navigational warning should contain specific message elements, identified and ordered by the reference numbers shown in figure 4 and expanded in section 6. The format and structure of a message should ensure that each message element begins on a new line.

5.4.4 The first words of the text of every warning message should always be the message series identifier, followed by the consecutive number; this may be preceded on a separate line by the time of origin of the message.

## 5.5 Message elements table

<b>.1 MESSAGE ELEMENTS TABLE</b>		
<b>Part</b>	<b>Reference no.<sup>12</sup></b>	<b>Message elements</b>
<b>Preamble</b>	1	Message series identifier
	.2 2	.3 General area
	.4 3	.5 Locality
	.6 4	.7 Chart number
<b>Warning</b>	5	Key subject
	.9 6	.10 Geographical position
	.11 7	.12 Amplifying remarks
<b>Postscript</b>	8	Cancellation details

**Figure 4** – Message elements table showing standard elements for each part of a message

<sup>12</sup> Reference number is NOT to be included as part of the message text.

## 6 MESSAGE FORMAT OF NAVIGATIONAL WARNINGS

### Part 1 – PREAMBLE

#### Standard Message Element Reference 1 – MESSAGE SERIES IDENTIFIER

The first words of the text of every warning message should always be message series identifier followed by the consecutive number (N/YY)

**NAVAREA WARNING:**

NAVAREA III 496/14;  
NAVAREA VII 42/14

**SUB-AREA WARNING:**

BALTIC SEA NAV WARN 009/14

**COASTAL WARNING:**

AVURNAV TOULON 1015/14;  
WZ 345/14

*Notes:*

- i) The consecutive number re-starts each calendar year at 1/YY (Leading zeros are not mandatory).
- ii) For coastal warnings the consecutive number is not the same as the NAVTEX Number B<sub>3</sub>B<sub>4</sub>.

#### Standard Message Element Reference 2 – GENERAL AREA

The general area should be sufficient to identify which broad geographic region the message affects. The geographical name which is selected for the general area should be one that can be found on charts and in nautical publications.

**NAVAREA WARNING:**

"NORTH SEA" or "MALACCA STRAIT" would be correct; "NORTH AMERICA, EAST COAST" is too general.

**SUB-AREA WARNING:**

GULF OF FINLAND

**COASTAL WARNING:**

BAY OF BISCAY;  
CANTABRICO

*Notes:*

- i) If appropriate, the established meteorological forecast areas as defined in WMO publication No.9 Volume D and also published in various nautical publications may be used.
- ii) For a NAVAREA-wide event, e.g. failure of satellite or terrestrial positioning systems, a navaid identification acronym "GPS", "LORAN", etc. should be used instead of a general area.



### Standard Message Element Reference 3 – LOCALITY

The locality should be stated in terms which allow the mariner to identify warnings which affect their passage without having to plot them. Locality will only need to be stated when it is considered necessary to refine the general area. The geographical name which is selected as locality should be one that can be found on charts and in nautical publications.

**NAVAREA WARNING:**

NORTHERN GRAND BANKS  
PINANG APPROACH

**SUB-AREA WARNING:**

STORA MIDDELGRUND

**COASTAL WARNING:**

BARRA DE PARANAGUA – CANAL DA GALHETA

*Note:*

- i) If appropriate the established meteorological forecast areas as defined in WMO publication No.9, Volume D and also published in various nautical publications may be used.

### Standard Message Element Reference 4 – CHART NUMBER

For charted features, reference should be made to a national chart (not necessarily the largest scale) identified by the State abbreviation and chart number. Reference should also be made to an international chart number if one exists.

For maritime operations, mobile hazards or events which affect a wider sea area a chart number may not be required. If a chart number is not used particular care should be taken in defining the general area and locality.

**NAVAREA WARNING:**

Chart INDIA 32 (INT 754)

*Notes:*

- i) Warnings may refer to an Electronic Navigational Chart (ENC). In such cases, ENC cell numbers may be quoted, e.g. ENC: US3AK7RM
- ii) Chart or ENC cell numbers are not mandatory for coastal warnings which are only broadcast in the vicinity of the hazard.

## Part 2 – WARNING

### Standard Message Element Reference 5 – KEY SUBJECT

Key subjects referenced in paragraph 4.2.3 are considered suitable for broadcast as NAVAREA, SUB-AREA, or COASTAL Warnings. See examples in section 7.

### Standard Message Element Reference 6 – GEOGRAPHICAL POSITION

Geographical positions should always be given in degrees and minutes or in degrees, minutes and decimal minutes in the form:

Latitude:	DD-MMN or DD-MMS
Longitude:	DDD-MME or DDD-MMW

or

Latitude:	DD-MM.mmN or DD-MM.mmS
Longitude:	DDD-MM.mmE or DDD-MM.mmW

e.g.	07-08N 039-17W
	32-18.65S 165-02.81E

Note that leading zeros should always be included. Three digits are used for reporting degrees of longitude.

Geographical positions should normally be given in WGS84 otherwise the datum should be quoted in the warning (e.g. if the chart quoted in the warning is based on another datum).

For warnings concerning the presence of dangerous wrecks or newly discovered rocks, shoals and reefs (ref: 4.2.3.2 and 4.2.3.7), the word LOCATED should only be used when the position of the hazard has been confirmed by a hydrographic survey. In all other cases the word REPORTED should be used.

Positions should only be quoted to the accuracy required. In many cases this will be less than the known accuracy. For example, it will often be sufficient to quote the position to the nearest whole minute of latitude and longitude when indicating the location of a charted feature. The best accuracy available (to a maximum of 0.01 minutes) should be used when broadcasting the position of new hazards. The same level of accuracy should always be quoted for both latitude and longitude.

When defining the limits of a polygon, positions should be listed in a clockwise direction starting from the North West corner.

Circular areas should be defined by a radius in nautical miles from a single point.

The use of the word "POSITION" or "POS" is not necessary.

### Standard Message Element Reference 7 – AMPLIFYING REMARKS

Amplifying remarks may be used to provide sufficient extra details to clearly identify the significance of the hazard and to assist mariners in RECOGNIZING and ASSESSING its effect upon their navigation.

Distances should be quoted in nautical miles and decimals.

The time, date and duration of the event should be included if known. The time standard for Navigational Warnings should always be UTC (ref: 2.2.1.40)

The accepted format for a Date Time Group (DTG) in the text of a message is as follows:  
DDHHMM UTC MoMoMo YY; e.g. 231642 UTC JUN 14

### Part 3 – POSTSCRIPT

#### Standard Message Element Reference 8 – CANCELLATION DETAILS

Cancellation details should be provided in a message that includes a definitive time frame; the cancellation time should be one hour after the event completes or one day later if the time is not accurately known.

A reason for the cancellation should only be included if it is of benefit to the mariner and can be stated concisely.

Cancellation messages may be "stand alone" and only concern the cancellation of a previous message, as in examples A and B below.

When cancellation details relating to the subject of the message are included, it is recommended that paragraph numbers are used in order to clearly distinguish between the subject of the message and the cancellation details, as in example C below.

When a message is immediately self cancelling i.e. a no warnings message, then immediately preceding the main text "SELF CANCELLING" should be inserted, as in example D below.

The word "MESSAGE" can be abbreviated to MSG.

Examples	Comments
A. CANCEL NAVAREA IV 123/14 AND THIS MSG.	
B. CANCEL ESTONIAN NAV WARN 87/14. ESTONIAN NOTICES TO MARINERS 520/14 REFERS.	
C. 1. MESSAGE TEXT – EVENT OF KNOWN DURATION. 2. CANCEL THIS MSG DDHHMM UTC MoMoMo YY.	Choose a time for self-cancelling messages (example C) one hour after the event completes or one day later if time is not accurately known.
D. SELF CANCELLING. NO NAVAREA XIII WARNINGS TO BROADCAST AT DTG.	

## 7 GUIDANCE AND EXAMPLES FOR NAVIGATIONAL WARNINGS BY TYPE OF HAZARD (AS LISTED IN 4.2.3)

*Note:* All NAVAREA, Sub-area and coastal warnings should be broadcast only in English in the International NAVTEX and SafetyNET services in accordance with IMO resolution A.706(17), as amended.

### 1 Casualties to lights, fog signals, buoys and other aids to navigation affecting main shipping lanes

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6, 7** identified and ordered, as in the Message elements table, **figure 4**.

LIGHTHOUSES, BEACONS, LIGHT SHIPS	
Standard remarks	Comments
UNLIT	Use UNLIT <i>in place of:</i> Out, Extinguished, Not burning, Not working.
LIGHT UNRELIABLE	Use LIGHT UNRELIABLE <i>in place of:</i> Weak, Dim, Low power, Fixed, Flashing incorrectly, Out of character, Incorrect colour of light, Sector limits unreliable. See note iv.
DAMAGED	Use only for major damage, e.g. loss of significant functionality. See note vi.
DESTROYED	Do not use "Temporarily destroyed".
RACON INOPERATIVE	
CHANGED TO FLASH THREE 20 SECONDS 14 METRES 16 MILES	PERMANENT change of character. See notes v and viii.
TEMPORARILY CHANGED TO QUICK YELLOW 12 MILES	TEMPORARY change. Do not use for listed reserve light. See note ix.
MOVED 0.3 MILES NORTH TO 63-14.8N 022-15.6E	Only use for established minor changes of position. Do not quote former geographical position. Indicate former position by approximate direction and distance. See note x.
RE-ESTABLISHED	For previously charted or listed as DESTROYED or TEMPORARILY REMOVED. See note xi.
PERMANENTLY DISCONTINUED	Use for removed.
TEMPORARILY REMOVED	Use when an aid is temporarily removed (i.e. for maintenance purposes).

*Notes:*

- i) Use CHARTED names, not LISTED names.
- ii) LIGHT LIST number is not required.
- iii) POSITION normally quoted to nearest whole minute for existing lights.
- iv) Due to the fundamental nature of navigational warnings that they will often be based on incomplete or unconfirmed information, the use of "REPORTED" is unnecessary for casualties to lights. If the report is unconfirmed, use LIGHT UNRELIABLE.
- v) Always quote FULL LIGHT CHARACTERISTIC to avoid confusion over what has been changed.
- vi) Damage to DAYMARKS is not usually worthy a navigational warning.
- vii) Do not initiate a navigational warning to request reports on an unwatched light.
- viii) Use light descriptions as given in the LIGHTS – Glossary of terms table.
- ix) Temporary use of a listed reserve light is to be expected. A warning would only be required due to a change of character, i.e. reduction of range.
- x) Distances should be quoted in nautical miles and decimals.
- xi) RE-ESTABLISHED is only appropriate for lights which have previously been CHARTED or LISTED as DESTROYED or TEMPORARILY REMOVED. Navigational Warnings concerning such lights are cancelled when the light is re-established. A new Navigational Warning is only required if the character or position has changed.
- xii) Chart INT 1 Abbreviations for light characters are **only** suitable for NAVTEX or SafetyNET transmissions. Voice broadcasts should be drafted using the terms for lights in the LIGHTS – Glossary of terms table.

<b>LIGHTS – Glossary of terms</b>		
<b>CLASS OF LIGHT</b>	<b>Description for TEXT broadcasts</b>	<b>Description for VOICE broadcasts</b>
Fixed (steady light)	F	Fixed
Occulting (total duration of light longer than total duration of darkness) Single-occulting Group-occulting Composite group-occulting	OC OC(2) OC(2+3)	Occulting Occulting two Occulting two plus three
Isophase (equal periods light and dark)	ISO	Iso

Flashing (total duration of light shorter than total duration of darkness) Single-flashing Long-flashing Group-flashing Composite group-flashing	FL LFL FL(3) FL(2+1)	Flash Long flash Flash three Flash two plus one
Quick (50 to 79 – usually either 50 or 60 flashes per minute) Continuous quick Group quick Interrupted quick	Q Q(3) IQ	Quick flash Quick flash three Interrupted quick flash
Very quick (80 to 159 – usually either 100 or 120 flashes per minute) Continuous very quick Group very quick Interrupted very quick	VQ VQ(3) IVQ	Very quick flash Very quick flash three Interrupted very quick flash
Ultra quick (160 or more usually 240 or 300 flashes per minute) Continuous ultra quick Interrupted ultra quick	UQ IUQ	Ultra quick flash Interrupted ultra quick flash
Morse code	MO(K)	Morse kilo
Fixed and flashing	FFL	Fixed and flashing
Alternating	ALWR	Alternating

**ELEVATION in METRES or FEET**, e.g. 14 METRES or 21 FEET

**PERIOD in SECONDS**, e.g. 15 SECONDS or 15 SEC (Not S)

<b>RANGE in nautical miles</b>		<b>International abbreviations</b>	<b>RANGE for broadcast</b>
Single range	e.g.	15M	15 MILES
2 ranges	e.g.	14/12M	14 AND 12 MILES
3 or more ranges	e.g.	22–18M	22 TO 18 MILES (Shortest range only will be sufficient)

<b>BUOYS, LANBYS, SUPERBUOYS</b>	
<b>Standard remarks</b>	<b>Comments</b>
UNLIT	Use UNLIT <i>in place of</i> : Out, Extinguished, Not burning, Not working. See note iv.
LIGHT UNRELIABLE	Use LIGHT UNRELIABLE <i>in place of</i> : Weak, Dim, Low power, Fixed, Out of character, Irregular, Reduced power.
DAMAGED	No action for Topmark or Radar reflectors. Use only for major damage, e.g. loss of significant functionality.
OFF STATION	Not in charted position, but still in the vicinity of original location. The actual position may be informed, if known.
MISSING	Completely absent from position.
TEMPORARILY CHANGED	
MOVED 0.3 MILES NORTH TO 63-14.8N 022-15.6E	Only use for established minor changes of position. Do not quote former geographical position. Indicate former position by approximate direction and distance. See note viii.
PERMANENTLY DISCONTINUED	Use for removed.
TEMPORARILY REMOVED	Use when an aid is temporarily removed (i.e. for maintenance purposes).
RE-ESTABLISHED	Use for previously charted or listed as DESTROYED or TEMPORARILY REMOVED. See note viii.

**Notes:**

- i) POSITION normally quoted to nearest whole minute for existing buoys, lanbys, superbuoys.
- ii) Use light descriptions as given in the LIGHTS – Glossary of terms table.
- iii) Do NOT describe the type of buoy, e.g., North Cardinal buoy, Port Hand buoy, unless the buoy is unnamed.
- iv) UNLIT may be used to amplify "DAMAGED" as in "DAMAGED AND UNLIT".
- v) "LANBY" (Large Automated Navigational Buoy) or "SUPERBUOY" may be used in lieu of "BUOY" where appropriate.
- vi) Chart INT 1 Abbreviations for light characters are only suitable for NAVTEX or SafetyNET transmissions. Voice broadcasts should be drafted using the terms for lights in the LIGHTS – Glossary of terms table.
- vii) The term "REPORTED" may be used for unconfirmed reports regarding buoys.
- viii) Distances should be quoted in nautical miles and decimals.
- ix) RE-ESTABLISHED is only appropriate for buoys which have previously been CHARTED or LISTED as DESTROYED or TEMPORARILY REMOVED. Navigational Warnings concerning such buoys are cancelled when the buoy is re-established. A new Navigational Warning is only required if the characteristics or position has changed.

<b>BUOYAGE – Glossary of terms</b>		
<b>IALA BUOYAGE</b>	<b>Comments</b>	
PORT HAND BUOY STARBOARD HAND BUOY NORTH CARDINAL BUOY EAST CARDINAL BUOY SOUTH CARDINAL BUOY WEST CARDINAL BUOY ISOLATED DANGER BUOY SAFE WATER BUOY SPECIAL BUOY EMERGENCY WRECK MARKING BUOY	Full description of light and colour not required for IALA standard buoys.  "Lightbuoy" may be used to indicate that the buoy is lit.	
<b>OTHER BUOYS</b>		
<b>COLOURS</b>	<b>PATTERN</b>	<b>SHAPE/TYPE</b>
RED BLACK WHITE GREEN YELLOW BLUE	CHEQUERED HORIZONTALLY STRIPED VERTICALLY STRIPED	CAN CONICAL ( <i>not</i> OGIVAL or NUN) PILLAR SPAR SPHERICAL WRECK CABLE ( <i>not</i> TELEGRAPH) MOORING DANGER ZONE ODAS SPM DART

#### EXAMPLES OF WARNINGS IN SECTION 4.2.3.1

<b>Message element</b>	<b>Example 1</b>
1. Message series identifier	NAVAREA XIII 145/14
2. General area	SEA OF OKHOTSK. WESTERN PART.
3. Locality	CHART _____ (INT _____).



Message element	Example 1
4. Chart number	ISOLATED DANGER BUOY 54-49.9N 142-04.1E MISSING.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA X 346/14
2. General area	AUSTRALIA NORTH EAST COAST. ARCHER POINT.
3. Locality	CHART _____ (INT _____).
4. Chart number	LIGHT 15-35.6S 145-19.7E UNRELIABLE.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA I 23/14
2. General area	SOUTHERN NORTH SEA. VICTOR GAS FIELD.
3. Locality	CHART _____ (INT _____).
4. Chart number	PLATFORM 49/22-JD 53-19.6N 002-21.8E FOG SIGNAL INOPERATIVE.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

<b>Message element</b>	<b>Example 4</b>
1. Message series identifier	NAVAREA VII 345/14
2. General area	MOZAMBIQUE CHANNEL. PORT OF MAPUTO.
3. Locality	CHART _____ (INT _____).
4. Chart number	BAIXO RIBEIRO LIGHT 25-54.6S 032-48.1E UNLIT.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

<b>Message element</b>	<b>Example 5</b>
1. Message series identifier	NAVAREA IX 12/14
2. General area	RED SEA, EGYPT. GULF OF AQABA, STRAIT OF TIRAN.
3. Locality	CHART _____ (INT _____).
4. Chart number	WEST CARDINAL BUOY 27-59.4N 034-29.1E RACON INOPERATIVE.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

**2 The presence of dangerous wrecks in or near main shipping lanes and, if relevant, their marking**

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Standard remarks	Comments
DANGEROUS WRECK REPORTED	Reported position unconfirmed. See note i.
DANGEROUS WRECK LOCATED	Position confirmed, usually by survey.

*Notes:*

- i) Position Approximate (PA) is not appropriate since all "reported" hazards will be of this nature by definition.
- ii) Remarks may be amplified e.g.: ". . . MARKED BY SOUTH CARDINAL BUOY 0.2 MILES SOUTHWARD" or "GUARD SHIP VALIENT STATIONED CLOSE SOUTH EXHIBITING RACON MO(D)".
- iii) The appropriate action to be taken on receipt of wreck information will depend on its location as well as its depth (and therefore relative danger to navigation). Generally, any wreck with a least depth of 30 m or less will need a navigation warning.
- iv) Only quote position and depth to an accuracy of which you can be confident. For example, a wreck which has been fully surveyed may have its position quoted to two decimal places and depth to 0.1 m. On the other hand, in cases of reports of a ship which has been abandoned (in a known position) and has then sunk some hours later, the position and depth of water may be vague.
- v) The inclusion of the name of the wreck is not necessary; however, details of the type of ship may be included in the amplifying remarks if it is considered relevant, i.e. Super Tanker or Fishing Vessel with nets, etc.

**EXAMPLES OF WARNINGS IN SECTION 4.2.3.2**

Message element	Example 1
1. Message series identifier	NAVAREA III 45/14
2. General area	TUNISIA, EAST COAST. RADE DE SFAX.
3. Locality	CHART _____ (INT _____).
4. Chart number	WRECK REPORTED IN VICINITY 34-41.5N 010-54.0E.
5. Key subject	
6. Geographical position	

7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA I 110/14
2. General area	SOUTHERN NORTH SEA. SWARTE BANK.
3. Locality	CHART (INT _).
4. Chart number	WRECK LOCATED 53-26.02N 002-08.40E MARKED BY NORTH, SOUTH, EAST AND TWO WEST CARDINAL LIGHTBUOYS, THE MOST WESTERLY ONE FITTED WITH RACON MO(D).
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA XVI 95/14
2. General area	PERU. PAITA.
3. Locality	CHART _____ (INT _____).
4. Chart number	WRECK LOCATED 05-04.8N 081-06.7W. EMERGENCY WRECK MARKING BUOY ESTABLISHED 0.25 MILES SOUTH, ALTERNATING OCCULTING BLUE AND YELLOW THREE SECONDS.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA V 56/14
2. General area	BRAZIL, SOUTH COAST. APPROACHES TO BAIIA DE GUANABARA.
3. Locality	CHART _____ (INT _____).
4. Chart number	TUG ANGLIAN MONARCH STANDING BY WRECK 23-01.8S 043-08.3W. TUG IS EXHIBITING FLASHING BLUE LIGHT.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5
1. Message series identifier	NAVAREA VI 16/14
2. General area	ARGENTINA, EAST COAST. VALDES PENINSULA.
3. Locality	CHART _____ (INT _____).
4. Chart number	WRECK OF FISHING VESSEL REPORTED 42-05.75S 063-22.00W.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

### 3 Establishment of major new aids to navigation or significant changes to existing ones, when such establishment or change might be misleading to shipping

The text of a navigational warning in this category should contain message elements 1, 2, 3, 4, 5, 6, identified and ordered, as in the Message elements table, figure 4.

Standard remarks	Comments
ESTABLISHED	The use of the word ESTABLISHED conveys that the position and operation of the new or changed aid has been accurately confirmed by the appropriate competent authority.
RE-ESTABLISHED	For previously charted or listed as DESTROYED or TEMPORARILY REMOVED. See note ix.

*Notes:*

- i) Use CHARTED names, not LISTED names.
- ii) LIGHT LIST number is not required.
- iii) POSITION normally quoted to nearest whole minute for existing lights.
- iv) For new lights or changed positions, quote accurate CHARTED position; in degrees, minutes and decimal minutes (maximum 2 decimal places).
- v) Always quote FULL LIGHT CHARACTERISTIC to avoid confusion over what has been changed.
- vi) Damage to DAYMARKS is not usually worthy a navigational warning.
- vii) Use light descriptions as given in the LIGHTS – Glossary of terms table.
- viii) Distances should be quoted in nautical miles and decimals.
- ix) RE-ESTABLISHED is only appropriate for aids which have previously been CHARTED or LISTED as DESTROYED or TEMPORARILY REMOVED. Navigational Warnings concerning such aids are cancelled when the aid is re-established. A new Navigational Warning is only required if the characteristics or position has changed.
- x) For new buoys, lanbys, superbuoys or changed positions, quote accurate CHARTED position; in degrees, minutes and decimal minutes (maximum 2 decimal places).
- xi) Chart INT 1 Abbreviations for light characters are only suitable for NAVTEX or SafetyNET transmissions. Voice broadcasts should be drafted using the terms for lights in the LIGHTS – Glossary of terms table.

#### EXAMPLES OF WARNINGS IN SECTION 4.2.3.3

Message element	Example 1
1. Message series identifier	NAVAREA IV 210/14
2. General area	JAMAICA, SOUTHWARDS.
3. Locality	PEDRO BANK.
4. Chart number	CHART 26050
5. Key subject	SOUTHWEST ROCK LIGHT, FL (3) 10 SECONDS 7 METRES 5M ESTABLISHED 16-47.55N 078-11.48W.

6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA V 23/14 BRAZIL, SOUTH COAST.
2. General area	ILHA RASA SOUTHEASTWARD. CHART _____ (INT _____).
3. Locality	1. EIGHT UNLIT LARGE SPHERICAL ORANGE BUOYS ESTABLISHED WITHIN 1 MILE RADIUS OF 24-17.8S 042- 39.8W. EXPLORATION IN PROGRESS WITHIN THIS AREA 15 APR TO 15 MAY 14.
4. Chart number	
5. Key subject	2. CANCEL THIS MSG 160300 UTC MAY 14.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA X 15/14 AUSTRALIA - NORTH WEST COAST.
2. General area	PORT HEDLAND, NORTHWARDS. CHART _____ (INT _____).
3. Locality	E2 SOUTH CARDINAL LIGHTBUOY ESTABLISHED 20-03.08S 118- 32.82E.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA I 245/14 ENGLAND - WEST COAST.
2. General area	LIVERPOOL APPROACH. CHART _____ (INT _____).
3. Locality	LIGHTBUOYS ESTABLISHED MARKING BURBO WINDFARM CONSTRUCTION AREA.
4. Chart number	A. WEST CARDINAL 53-30.21N 003-13.56W.

5. Key subject	B. WEST CARDINAL 53-29.70N 003-13.79W. C. SOUTH CARDINAL 53-28.22N 003-11.10W.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5
1. Message series identifier	NAVAREA I 222/14
2. General area	SCOTLAND, EAST COAST CHART _____ (INT _____).
3. Locality	FIFE NESS LIGHT, 56-16.7N 002-35.2W, CHANGED TO FL(3) 20 SEC 14 METRES 16 MILES
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 6 – AIS (Physical)
1. Message series identifier	NAVAREA I 12/14
2. General area	SCOTLAND, NORTH-EAST COAST. APPROACHES TO INVERNESS. CHART _____ (INT _____).
3. Locality	AIS AID TO NAVIGATION MMSI 992351072 ESTABLISHED AT RIFF BANK EAST LIGHT-BUOY 57-38.38N 003-58.15W.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 7 – AIS (Virtual)
1. Message series identifier	NAVAREA X 12/14
2. General area	TORRES STRAITCAPE YORK NORTHWESTWARD. CHART _____ (INT _____).
3. Locality	HERALD PATCHES BUOY 10-30.16S 142-21.50E TEMPORARILY REMOVED. VIRTUAL AIS AID TO NAVIGATION STARBOARD HAND



Message element	Example 7 – AIS (Virtual)
4. Chart number	MARK MMSI 995036022 ESTABLISHED AT THE SAME POSITION.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

#### 4 The presence of large unwieldy tows in congested waters

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart number) is optional.

Standard remarks	Comments
LENGTH OF TOW	

*Notes:*

- i) Regular communications should be undertaken with the operators of the tow to ensure that the message is cancelled promptly as soon as the operation has been completed. Particular care should be taken when considering including a cancellation time or date for this category of message due to the many factors which could affect the completion of the operation.
- ii) The name or type of the towing vessel and/or towed object should be included when known.
- iii) Amplifying remarks regarding length and speed of tow need only be included if relevant or significant.
- iv) Amplifying remarks regarding the necessity for "WIDE BERTH" should only be included if specifically requested by the operator as it will always be the case that the towing vessel and towed object will have restricted manoeuvrability.

#### EXAMPLES OF WARNINGS IN SECTION 4.2.3.4

Message element	Example 1
1. Message series identifier	NAVAREA VII 58/14 SOUTH ATLANTIC OCEAN. CHART _____ (INT _____). TUG RIG DELIVERER WILL TOW VESSEL AGATE ISLAND FROM RECIFE, BRAZIL TO CAPE TOWN, COMMENCING 09 JUN 14, ETA CAPE TOWN 09 JUL 14. LENGTH OF TOW 550 METRES WIDE BERTH REQUESTED.
2. General area	
3. Locality	
4. Chart number	

Message element	Example 1
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA XI 76/14
2. General area	KYUSHU - WEST COAST TO EASTERN CHINA SEA. CHART _____ (INT _____).
3. Locality	TUG TOWING DRILLING RIG KURYU NR 3. DEPARTS NAGASAKI KO
4. Chart number	ETD 010100 UTC JUL 14 TO EASTERN CHINA SEA, 29-37.5N 125-49.8E, VIA 31-45N 128-51E. SPEED 5 KNOTS. ETA 060300 UTC JUL 14. LENGTH OF TOW 1000 METRES.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA XIII 34/14
2. General area	SEA OF JAPAN. PROLIV LAPERUZA AND SAKHALIN NORTH EAST COAST.
3. Locality	CHART _____ (INT _____).
4. Chart number	TUG TOWING DRILLING RIG PA-B 04, 18 JUN 14 FROM 34-58.1N 128-48.3E TO 52-55.9N 143-29.9E, VIA 45-43.0N 141-58.0E, 45-45.0N 142-30.0E, 45-49.0N 143-19.0E, 45-55.0N 143-40.0E, 52-52.0N 143-39.5E,
5. Key subject	
6. Geographical position	LENGTH OF TOW 1000 METRES SPEED 4.2 KNOTS. ONE MILE BERTH REQUESTED.
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA III 65/14
2. General area	BLACK SEA. ROMANIA.
3. Locality	CHART _____ (INT _____).
4. Chart number	GSP KING TOWING PLATFORM JUPITER 060030 UTC AUG 14 FROM 44-31.9N 029-28.0E TO 44-35.9N 029-21.5E.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5
1. Message series identifier	NAVAREA I 145/14
2. General area	SCOTLAND - EAST COAST. NOSS HEAD SOUTH-EASTWARDS TO KITTIWAKE OIL FIELD
3. Locality	CHART _____ (INT _____).
4. Chart number	TOW OF SEMI-SUBMERGED PIPELINE BUNDLE IN PROGRESS IN VICINITY OF LINE JOINING:
5. Key subject	58-30N 003-08W, 58-28N 001-51W, 58-16N 000-48W, 58-05N 000-28W, 57-43N 000-11W AND 57-32N 000-10E.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 5 Drifting hazards (including derelict ships, ice, mines, containers, other large items etc.)

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6, 7, 8**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart number) is optional.

Standard remarks	Comments
REPORTED	The time of the latest position report should ALWAYS be included.
ADRIFT	
ADRIFT IN VICINITY	

### Notes:

- i) It is recommended that warnings concerning drifting hazards should self cancel within 72 hours.
- ii) Drifting objects (with the exception of mines) of less than 6 m in length are not normally considered to be hazards to navigation and therefore should not be promulgated.

### EXAMPLES OF WARNINGS IN SECTION 4.2.3.5

Message element	Example 1
1. Message series identifier	NAVAREA VIII 35/14 INDIA WEST COAST. OFF MURUD JANJIRA. CHART _____ (INT _____). 1. LARGE RECTANGULAR PARTIALLY SUBMERGED METALLIC OBJECT ADRIFT IN VICINITY 18-16N 072-24E AT 150830 UTC JUN 14. 2. CANCEL THIS MSG 180830 UTC JUN 14.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA II 78/14 PAZENN. CHART _____ (INT _____). 1. SIX CONTAINERS ADRIFT IN VICINITY 47-37N 006-26W AT 262200 UTC JUL 14. 2. CANCEL THIS MSG 292200 UTC JUL 14.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	

Message element	Example 2
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA I 112/14
2. General area	CELTIC SEA. CELTIC DEEP.
3. Locality	CHART _____ (INT _____). 1. DERELICT FISHING VESSEL REPORTED ADRIFT 51-25.5N 006-21.9W AT 132210 UTC NOV 14.
4. Chart number	2. CANCEL THIS MSG 162210 UTC NOV 14.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA IV 75/14
2. General area	MEXICO. PLAYA DEL CARMEN APPROACH.
3. Locality	CHART _____ (INT _____). 1. DRIFTING MINE REPORTED 20-37.3N 087-03.1W AT 060850 UTC AUG 14.
4. Chart number	2. CANCEL THIS MSG 090850 UTC AUG 14.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5
1. Message series identifier	NAVAREA VI 99/14
2. General area	SOUTH ATLANTIC. WEST SCOTIA RIDGE, RHINE BANK
3. Locality	CHART _____ (INT _____). 1. ICEBERGS REPORTED AT 250130 UTC JUL 14:
4. Chart number	A. 55-27.9S 053-35.6W. B. 55-26.2S 053-18.3W.
5. Key subject	2. CANCEL THIS MSG 280130 UTC JUL 14.

Message element	Example 5
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 6
1. Message series identifier	NAVAREA IV 55/14 WEST INDIES. MARTINIQUE, SOUTH. CHART _____ (INT _____). 1. LARGE TRUNK, ELEVEN METRES IN LENGTH, REPORTED IN VICINITY 14-14N 060-52W AT 272115 UTC AUG 14. 2. CANCEL THIS MSG 302115 UTC AUG 14.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 6 Areas where search and rescue (SAR) and anti-pollution operations are being carried out (for avoidance of such areas)

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart number) is optional.

Standard remarks	Comments
SAR OPERATION	
ANTIPOLLUTION OPERATIONS	

### .13 EXAMPLES OF WARNINGS IN SECTION 4.2.3.6

Message element	Example 1
1. Message series identifier	NAVAREA XIV 67/14 NEW ZEALAND. COOK STRAIT. CHART _____ (INT _____). SAR OPERATION IN PROGRESS CENTRED ON 40-24.5S 173- 57.6E. ALL VESSELS NOT UNDER INSTRUCTION OF THE SAR MISSION CONTROLLER RCCNZ ARE REQUESTED TO KEEP A WIDE BERTH.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	

Message element	Example 1
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA I 25/14 ENGLAND SOUTH COAST. LYME BAY, BEER HEAD WESTWARDS. CHART _____ (INT _____). ANTIPOLLUTION OPERATIONS IN PROGRESS 50-40.0N 003-10.0W. A TEMPORARY EXCLUSION ZONE RADIUS TWO MILES HAS BEEN ESTABLISHED CENTRED ON THIS POSITION. SHIPS ARE PROHIBITED FROM ENTERING OR REMAINING WITHIN THIS ZONE.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA IV 6/14 GULF OF MEXICO. LOUISIANA. CHART _____ (INT _____). NAVIGATION PROHIBITED ON LOWER MISSISSIPPI RIVER, SOUTHWEST PASS BUOY TO MILE MARKER 98, DUE TO OIL SPILL RESPONSE OPERATIONS. CONTACT CAPTAIN OF THE PORT OF NEW ORLEANS FOR PERMISSION TO ENTER PROHIBITED AREA AND FOR UPDATED INFORMATION.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 7 The presence of newly discovered rocks, shoals, reefs and wrecks likely to constitute a danger to shipping, and, if relevant, their marking

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Standard remarks	Comments
LOCATED	The word LOCATED should only be used when the position of the hazard has been confirmed by a hydrographic survey. In all other cases the word REPORTED should be used.
REPORTED	
LESS WATER REPORTED	
SIGNIFICANTLY LESS WATER THAN CHARTED REPORTED	

*Note:*

- i) Due consideration should be taken over the inclusion of a specific depth over a newly discovered submerged hazard to navigation. The terms "LESS WATER REPORTED" or "SIGNIFICANTLY LESS WATER THAN CHARTED REPORTED" may be used prior to a report of survey of the area.

### EXAMPLES OF WARNINGS IN SECTION 4.2.3.7

Message element	Example 1
1. Message series identifier	NAVAREA XII 222/14
2. General area	COSTA RICA. SOUTHWEST COAST.
3. Locality	CHART _____ (INT _____).
4. Chart number	SHOALS LOCATED: A. 28 METRES 08-17.1N 083-53.1W.
5. Key subject	B. 13.5 METRES 08-19.2N 083-54.2W.
6. Geographical position	C. 27 METRES 08-21.8N 083-56.1W.
7. Amplifying remarks	
8. Cancellation details	



Message element	Example 2
1. Message series identifier	NAVAREA IV 231/14
2. General area	NORTH PACIFIC OCEAN. JASPER SEAMOUNT.
3. Locality	CHART _____ (INT _____).
4. Chart number	DISCOLOURED WATER WITH SUBMARINE VOLCANIC ACTIVITY REPORTED VICINITY 30-27N 122-40W AT 190110 UTC FEB 14.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA VII 48/14
2. General area	ANGOLA. PORT OF LUANDA.
3. Locality	CHART _____ (INT _____).
4. Chart number	WRECK LOCATED 08-16.50S 013-16.07E. LEAST DEPTH EIGHT METRES.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA I 432/14
2. General area	ORKNEY ISLANDS. WESTRAY FIRTH.
3. Locality	CHART _____ (INT _____).

Message element	Example 4
4. Chart number	SHOAL DEPTH 10.9 METRES LOCATED 59-12.97N 002-54.96W.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5
1. Message series identifier	NAVAREA XVI 98/14 PERU. BAHIA DEL CALLAO. CHART _____ (INT _____ ). SIGNIFICANTLY LESS WATER THAN CHARTED REPORTED 11-59.89S 077-17.50W.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 8 Unexpected alteration or suspension of established routes

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6, 7**, identified and ordered, as in the Message elements table, **figure 4**.

### EXAMPLES OF WARNINGS IN SECTION 4.2.3.8

Message element	Example 1
1. Message series identifier	NAVAREA I 67/14 ENGLAND - EAST COAST. THAMES ESTUARY NORTHERN APPROACHES. CHART _____ (INT _____ ). WITH EFFECT FROM 010001 UTC JUL 14 EXTENSIVE CHANGES TO ROUTEING AND BUOYAGE WILL BE IMPLEMENTED TO SEAWARD
2. General area	
3. Locality	
4. Chart number	

Message element	Example 1
5. Key subject	OF AND IN THE SUNK AREA 51-50N 001-46E. FOR FULL DETAILS REFER TO ADMIRALTY NOTICE TO MARINERS 534(P)/14 AND RELEVANT NEW EDITIONS OF ADMIRALTY CHARTS PUBLISHED IN MAY AND JUNE 14. THE CURRENT SUNK VTS IS CANCELLED AT 010001 UTC JULY 14 UNTIL FURTHER NOTICE. SHIPS REQUIRING A PILOT SHOULD CONTACT SUNK PILOTAGE SERVICE VHF CHANNEL 9.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	<p>NAVAREA X 234/14            AUSTRALIA NORTH COAST.            TORRES STRAIT.            CHART _____ (INT _____ ).            COMPULSORY TORRES STRAIT PILOTAGE 10-32S 143-01E.            MASTERS OF SHIPS 70 METRES IN LENGTH OVERALL OR GREATER, AND ALL LOADED OIL, CHEMICAL TANKERS OR LIQUEFIED GAS CARRIERS ARE ADVISED THAT AUSTRALIAN LAW HAS BEEN AMENDED TO REQUIRE A LICENSED PILOT TO BE ENGAGED WHEN NAVIGATING THE TORRES STRAIT.            ALL SHIPS WILL BE AUTOMATICALLY CHECKED FOR COMPLIANCE AND THE FAILURE TO EMBARK A LICENSED PILOT MAY RESULT IN PROSECUTION.            MASTERS OF SHIPS SHOULD ENSURE CONTACT IS MADE IN A TIMELY MANNER WITH A PILOTAGE PROVIDER TO GUARANTEE A LICENSED PILOT IS BOOKED.            THE FOLLOWING ARE THE CONTACT DETAILS OF THE TWO COMPANIES THAT CAN PROVIDE LICENSED PILOTS:            AUSTRALIAN REEF PILOTS PTY LTD. -            OPERATIONS@REEFPILOTS.COM.AU.            TORRES PILOTS PTY LTD -            OPERATIONS@TORRESPILOTS.COM.AU.</p>
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	<p>NAVAREA XI 07/14            MALAYSIA SOUTH COAST.            SINGAPORE.            CHART _____ (INT _____ ).            WEST JURONG CHANNEL WILL BE CLOSED FROM 0100 TO 0600 UTC DAILY 02 THRU 20 JAN 14 WHILE REPLACING ALL CHANNEL BUOYS. MASTERS OF SHIPS SHOULD CONTACT SINGAPORE PORT OPERATIONS AT LEAST 48 HOURS IN ADVANCE PRIOR TO ENTERING OR LEAVING THE WEST JURONG CHANNEL TO ENSURE PILOTS ARE ENGAGED IN A TIMELY MANNER. CONTACT INFORMATION IS AS FOLLOWS. PHONE: 65-62265539, FAX: 65-62279971.</p>
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA V 206/14
2. General area	BRAZIL - SOUTH COAST. CHART _____ (INT _____).
3. Locality	1. NAVAL CONTROL EXERCISE 091900 UTC TO 130300 UTC NOV 14 IN AREA BOUNDED BY:
4. Chart number	31-33.00S 051-14.50W, 32-17.50S 050-07.00W, 33-51.00S 051-33.50W, 33-07.00S 052-38.00W.
5. Key subject	A. MERCHANT SHIPS SHOULD CROSS MARITIME AREA USING THE FOLLOWING LANES:
6. Geographical position	i) LANE COASTAL-1: (DIRECTION NE-SW) 32-00.00S 050-50.00W AND 33-20.00S 052-03.00W.
7. Amplifying remarks	ii) LANE COASTAL-2: (NC2-PORT RIO GRANDE) 32-38.00S 051-25.00W AND 32-15.00S 051-58.00W.
8. Cancellation details	B. WIDTH OF LANE IS SIX NAUTICAL MILES, THREE NAUTICAL MILES ON EACH SIDE OF THE TRACKLINE JOINING: i) NC1: 32-00.00S 050-50.00W. ii) NC2: 32-38.00S 051-25.00W. iii) NC3: 33-20.00S 052-03.00W. C. ACCESS AND DEPART RIO GRANDE PORT FROM: 32-15.00S 051-58.00W. D. ACCORDING TO ENTERING POSITION, MERCHANT SHIPS IN THE AREA SHOULD CALL LANE CONTROLLER SHIPS BY VHF CHANNELS 16 AND 10, USING THE FOLLOWING: i) NC1 CONTROLLER OF MERCHANT SHIPS ENTERING AND LEAVING BY NORTHEAST OF AREA. ii) NC2 CONTROLLER OF MERCHANT SHIPS REQUESTING AND LEAVING FROM POINT OF ACCESS AND DEPART OF RIO GRANDE PORT. iii) NC3 CONTROLLER OF MERCHANT SHIPS ENTERING AND LEAVING BY SOUTHWEST OF AREA. 2. CANCEL THIS MSG 130400 UTC NOV 14.

Message element	Example 5
1. Message series identifier	NAVAREA IV 351/14
2. General area	NORTH ATLANTIC. NORTH CAROLINA. CHART _____ (INT _____).
3. Locality	1. THE PORTS FOR NORTH CAROLINA HAVE BEEN CLOSED UNTIL FURTHER NOTICE IN PREPARATION FOR THE ANTICIPATED IMPACT OF HURRICANE HANNA. ALL INLAND WATERS, COASTAL INLETS AND TERRITORIAL SEAS WITHIN THE CAPTAIN OF THE PORT ZONE, FROM LITTLE RIVER INLET TO THE NORTH CAROLINA - VIRGINIA BOUNDARY HAVE BEEN ESTABLISHED. NO SHIP MAY ENTER, DEPART OR TRANSIT WITHIN THIS SAFETY ZONE WITHOUT THE PERMISSION OF THE CAPTAIN OF THE PORT.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	2. ALL CARGO AND BUNKER HANDLING OPERATIONS MUST CEASE. 3. CONTACT CAPTAIN OF PORT FOR UPDATED INFORMATION.

**9 Cable or pipe-laying activities, seismic survey, the towing of large submerged objects for research or exploration purposes, the employment of manned or unmanned submersibles, or other underwater operations constituting potential dangers in or near shipping lanes**

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart number) is optional.

Standard remarks	Comments
CABLE LAYING OPERATIONS IN PROGRESS	
SEISMIC SURVEY IN PROGRESS	
UNDERWATER OPERATIONS	Do not use "SUBMARINE OPERATIONS"
SCIENTIFIC OPERATIONS IN PROGRESS	

*Notes:*

- i) Regular communications should be undertaken with the operators to ensure that the message is cancelled promptly as soon as the operation has been completed. Particular care should be taken when considering including a cancellation time or date for this category of message due to the many factors which could affect the completion of the operation.
- ii) Use "REQUESTED" when wide berth is for the benefit of the ship which is performing the operation.
- iii) Use "ADVISED" when the operations create a significant hazard.

**EXAMPLES OF WARNINGS IN SECTION 4.2.3.9**

Message element	Example 1
1. Message series identifier	NAVAREA VII 256/14
2. General area	ATLANTIC OCEAN. ANGOLA.
3. Locality	CHART _____ (INT _____).
4. Chart number	M/V GECO EMERALD IS CONDUCTING SEISMIC SURVEY OPERATIONS AND TOWING SIX STREAMERS AT 8000 METRE LENGTH WITH ENDS MARKED WITH YELLOW BUOYS AND BLUE FLASHING LIGHTS IN AREA BOUNDED BY 10-55S, 11-21S, 013-20E AND 012-40E. WIDE BERTH REQUESTED, MINIMUM SIX MILES ASTERN AND THREE MILES ABEAM. SURVEY SHIP STANDING BY ON VHF CH 67 AND 16. GUARD VESSEL ST JOHNS IN ATTENDANCE.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA IX 15/14
2. General area	RED SEA. GULF OF SUEZ. CHART _____ (INT _____).
3. Locality	SHIP TIME BARGE IS WORKING ON HILAL PLATFORM MOORED WITH EIGHT ANCHORS AND BUOYS IN FOLLOWING POSITIONS:
4. Chart number	A. 27-49.98N 033-43.82E. B. 27-50.21N 033-43.67E. C. 27-50.29N 033-43.36E. D. 27-50.41N 033-43.45E. E. 27-50.06N 033-44.41E. F. 27-50.18N 033-44.03E. G. 27-50.50N 033-43.74E. H. 27-50.50N 033-43.61E.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	WIDE BERTH REQUESTED.
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA XIII 55/14
2. General area	TATARSKIY PROLIV. PROLIV LAPERUZA. CHART _____ (INT _____).
3. Locality	
4. Chart number	1. CABLE LAYING OPERATIONS IN PROGRESS BY SHIP SUBARU UNTIL 30 JUN 14 ALONG LINE JOINING 45-56.8N 140-00.7E, 46-36.5N 140-53.6E, 46-36.6N 141-29.0E, 46-38.9N 141-47.3E, 46-36.5N 141-49.8E. WIDE BERTH REQUESTED.
5. Key subject	
6. Geographical position	2. CANCEL THIS MSG 020001 UTC JUL 14.
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA VIII 361/14
2. General area	INDIAN OCEAN. SONGO AND MAFIA ISLANDS. CHART _____ (INT _____).
3. Locality	
4. Chart number	SEISMIC SURVEY IN PROGRESS BY M/V GEO MARINER IN AREA BOUNDED BY:

Message element	Example 4
5. Key subject	A. 07-32S 039-18E.
6. Geographical position	B. 07-37S 040-17E.
7. Amplifying remarks	C. 06-22S 039-50E.
8. Cancellation details	D. 06-35S 039-09E.
	SHIP TOWING A FOUR MILE SEISMIC CABLE WITH YELLOW TAIL BUOY AND FLASHING LIGHT AT THE END OF THE CABLE.
	SIX MILE BERTH REQUESTED.

Message element	Example 5
1. Message series identifier	NAVAREA IV 20/14
2. General area	NORTH ATLANTIC OCEAN.
3. Locality	TRINIDAD, EASTWARDS.
4. Chart number	CHART _____ (INT _____).
5. Key subject	1. PIPELAYING OPERATIONS IN PROGRESS UNTIL 31 JUL 14 BY M/V SOLITAIRE AND M/V HIGHLAND NAVIGATOR ALONG TRACK BETWEEN 10-02.28N 060-15.08W AND 10-06.08N 060-17.81W. WIDE BERTH REQUESTED.
6. Geographical position	2. CANCEL THIS MESSAGE 010001 UTC AUG 14.
7. Amplifying remarks	
8. Cancellation details	

## 10 The establishment of research or scientific instruments in or near shipping lanes

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in Message elements table, **figure 4**.

### EXAMPLES OF WARNINGS IN SECTION 4.2.3.10

Message element	Example 1
1. Message series identifier	NAVAREA X 77/14
2. General area	AUSTRALIA WEST COAST.
3. Locality	EXMOUTH PLATEAU.
4. Chart number	CHART _____ (INT _____).
	SUBSEA MOORING BUOY ESTABLISHED 21-26S 114-04E. BUOY MARKED WITH MOORING LINE AND SMALL FLOAT. WIDE BERTH

Message element	Example 1
5. Key subject	REQUESTED.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA VII 321/14
2. General area	MADAGASCAR. PORT OF MAJUNGA.
3. Locality	CHART _____ (INT _____).
4. Chart number	TWO TIDE GAUGES AND A CURRENT METER MOORED IN AREA BOUNDED BY: 15-32.70S, 15-33.03S, 046-11.77E AND 046- 11.53E.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA IV 333/14
2. General area	NORTH ATLANTIC OCEAN. GRAND BANKS OF NEWFOUNDLAND.
3. Locality	CHART _____ (INT _____).
4. Chart number	DART BUOY ESTABLISHED 44-04.58N 055-12.80W.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	



Message element	Example 4
1. Message series identifier	NAVAREA III 55/14
2. General area	IONIAN SEA.
3. Locality	CENTRAL.
4. Chart number	CHART _____ (INT _____).
5. Key subject	ODAS BUOY ESTABLISHED 38-25.59N 18-20.65E.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5
1. Message series identifier	NAVAREA XI 66/14
2. General area	NORTH PACIFIC OCEAN.
3. Locality	CAROLINE ISLANDS AND NGULU ATOL SOUTH-WESTWARDS.
4. Chart number	CHART _____ (INT _____).
5. Key subject	ODAS BUOY ESTABLISHED IN VICINITY 07-39.0N 136-41.9E.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 11 The establishment of offshore structures in or near shipping lanes

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Note:

- i) It is not necessary to number or alphabetize the list of structures.

### .14 EXAMPLES OF WARNINGS IN SECTION 4.2.3.11

Message element	Example 1
1. Message series identifier	NAVAREA IX 5/14
2. General area	RED SEA. GULF OF SUEZ, TOR BANK.
3. Locality	CHART _____ (INT _____). MOBILE RIG ESTABLISHED IN 28-12.8N 033-24.1E.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA VII 117/14
2. General area	SOUTH ATLANTIC OCEAN. ANGOLA, CONGO, IVORY COAST AND NAMIBIA.
3. Locality	CHART _____ (INT _____).RIG LIST: 05-08.58S 011-55.15E PRIDE CAPINDA.
4. Chart number	05-33.08S 011-27.08E PRIDE VENEZUELA.
5. Key subject	06-03.81S 011-05.86E GSF RIG 140. 06-19.02S 011-03.23E KIZOMBA A.
6. Geographical position	06-20.15S 011-18.01E PRIDE SOUTH PACIFIC. 06-20.92S 011-09.22E KIZOMBA B.
7. Amplifying remarks	07-40.05S 011-45.08E PRIDE AFRICA. 07-43.00S 011-43.00E PRIDE ANGOLA.
8. Cancellation details	35-08.86S 022-31.81E PRIDE SOUTH SEAS. 35-13.99S 021-29.89E ORCA. FOUR MILE EXCLUSION ZONE ABOUT RIGS DUE TO PRESENCE OF UNLIT ANCHOR MARKING BUOYS.

Message element	Example 3
1. Message series identifier	NAVAREA VIII 244/14
2. General area	INDIA.

Message element	Example 3
3. Locality	WEST COAST.
4. Chart number	CHART _____ (INT _____).
5. Key subject	1. PRESENT POSITION OF OIL RIGS AND DRILL SHIPS: 20-43.00N 072-19.06E ABAN V. 20-18.23N 070-00.03E BADRINATH. 19-54.20N 071-18.95E FRONTIER ICE. 19-29.72N 071-22.89E NOBLE ED HOLT. 19-11.99N 072-11.00E RON TAPPEMEYER. 19-40.14N 072-00.33E SAGER RATNA. 19-25.23N 071-16.98E TRIDENT-12. 19-18.23N 072-02.75E ENSCO-50. 19-32.70N 071-13.98E SUNDOWNER-7. WIDE BERTH REQUESTED.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	2. CANCEL NAVAREA VIII 236/14.

Message element	Example 4
1. Message series identifier	NAVAREA I 220/14
2. General area	CHART _____ (INT _____).
3. Locality	1. RIGLIST. CORRECT AT 040600 UTC AUG 14. SOUTHERN NORTH SEA. 51N TO 55N. 52-54.1N 004-08.5E NOBLE LYNDA BOSSLER. 53-27.7N 002-17.1E ENSCO 100. NEW 53-39.3N 004-16.9E ENSCO 72. 53-48.3N 002-50.3E NOBLE JULIE ROBERTSON. 53-57.0N 002-13.5E NOBLE AL WHITE.
4. Chart number	
5. Key subject	NEW 54-16.6N 002-12.6E GSF LABRADOR. 54-19.0N 002-37.2E NOBLE GEORGE SAUVAGEAU.
6. Geographical position	
7. Amplifying remarks	NOTES: A. RIGS ARE PROTECTED BY A 500 METRE SAFETY ZONE. B. ACP - ADJACENT TO CHARTED PLATFORM.
8. Cancellation details	2. CANCEL NAVAREA I 225/14.

Message element	Example 5
1. Message series identifier	NAVAREA VI 116/14
2. General area	URUGUAY. MONTEVIDEO.
3. Locality	CHART _____ (INT _____). PLATFORM AJAX ESTABLISHED 35-00N 056-20W.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

**12 Significant malfunctioning of radio-navigation services and shore-based maritime safety information radio or satellite services**

The text of a navigational warning in this category should contain message elements **1, 5**, identified and ordered, as in the Message elements table, **figure 4**.

Standard remarks	Comments
OFF AIR	Do not use "Until Further Notice" since the fact that the event is complete will always be apparent from the cancellation message.  Back-up facility should be included if one is available.
UNSTABLE	
REDUCED POWER	
INOPERATIVE	
UNUSABLE	
DISCONTINUED	

*Notes:*

- i) Warnings concerning long-range electronic navigational aids will not normally need the message elements; General area, Locality or Chart number.
- ii) If a definitive time is quoted for the outage, the message cancels one hour after event completes.

**EXAMPLES OF WARNINGS IN SECTION 4.2.3.12**

Message element	Example 1
1. Message series identifier	NAVAREA I 55/14 GPS SATELLITE SYSTEM. 1. PRN 25 UNUSABLE 231900 UTC TO 241000 UTC APR 14. 2. CANCEL THIS MESSAGE 241100 UTC APR 14.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA I 66/14
2. General area	1. _____ LORAN-C. NORTH-WEST EUROPE.LESSAY CHAIN RATE 6731-M AND SYLT CHAIN RATE 7499-X OFF AIR 080600 UTC TO 081500 UTC OCT 14.
3. Locality	2. CANCEL THIS MESSAGE 081600 UTC OCT 14.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA I 93/14
2. General area	GMDSS SHETLAND ISLANDS.
3. Locality	MRCC SHETLAND. VHF RT AND DSC SERVICES FROM SAXA VORD SITE, 60-50N 000-50W, OFF AIR.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA I 43/14
2. General area	GMDSS IRELAND WEST COAST.
3. Locality	ALL NAVTEX TRANSMISSIONS FROM VALENTIA 51-55.8N 010- 20.9W, OFF AIR.
4. Chart number	
5. Key subject	
6. Geographical position	

Message element	Example 4
7. Amplifying remarks	
8. Cancellation details	

**13 Information concerning events which might affect the safety of shipping, sometimes over wide areas, e.g. naval exercises, missile firings, space missions, nuclear tests, ordnance dumping zones, etc.**

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6, 7, 8**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart Number) is optional.

*Note:*

- i)* Whenever possible, warnings concerning scheduled events should be originated not less than five days in advance, and reference may be made to relevant national publications
- ii)* Warnings may include reference to relevant national publications and contact information.

**.15 EXAMPLES OF WARNINGS IN SECTION 4.2.3.13**

Message element	Example 1
1. Message series identifier	NAVAREA III 199/14
2. General area	BLACK SEA. UKRAINE.
3. Locality	CHART _____ (INT _____).
4. Chart number	1. GUNNERY EXERCISES 0800 TO 1600 UTC DAILY 16 TO 18 JAN IN AREA BOUNDED BY:
5. Key subject	A. 44-43.8N 032-52.2E.
6. Geographical position	B. 44-34.8N 032-37.4E.
7. Amplifying remarks	C. 44-39.0N 032-11.5E.
8. Cancellation details	D. 44-48.4N 032-08.2E. E. 45-00.2N 032-14.2E. F. 44-52.2N 032-41.6E. 2. CANCEL THIS MESSAGE 181700 UTC JAN 14.

Message element	Example 2
1. Message series identifier	NAVAREA VIII 62/14
2. General area	INDIA WEST COAST. MORMUGAO.
3. Locality	1. FIRING PRACTICE BY NAVAL AIRCRAFT 0230 TO 1230 UTC DAILY FROM 01 TO 07 AUG AND 14 AUG TO 21 AUG 14 IN
4. Chart number	AREA BOUNDED BY 15-13N, 15-11N, 073-57E AND 073- 52E.
5. Key subject	2. CANCEL THIS MESSAGE 211330 UTC AUG 14.
6. Geographical position	

Message element	Example 2
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	NAVAREA XIV 233/14
2. General area	SOUTH PACIFIC OCEAN
3. Locality	1. HAZARDOUS OPERATIONS SPACE DEBRIS FROM 090600 TO 090845 UTC MAR IN AREA BOUNDED BY:
4. Chart number	A. 19-30S 120-00W
5. Key subject	B. 26-30S 120-00W
6. Geographical position	C. 30-00S 123-30W
7. Amplifying remarks	D. 30-00S 132-00W
8. Cancellation details	2. CANCEL THIS MSG 090945 UTC MAR 14.

Message element	Example 4
1. Message series identifier	NAVAREA XI 198/14
2. General area	JAPAN, HONSHU.
3. Locality	NOJIMA SAKI, SOUTHEASTWARD.
4. Chart number	1. HAZARDOUS OPERATIONS ROCKET, FLARE FIRING AND BOMBING FROM 041500 TO 071500 UTC AUG 14, ALTERNATE FROM 071500 TO 081500 UTC AUG 14. AREA BOUNDED BY:
5. Key subject	A. 34-35.2N 140-16.8E.
6. Geographical position	B. 34-08.2N 141-01.8E.
7. Amplifying remarks	C. 33-44.2N 140-22.8E.
8. Cancellation details	D. 34-31.2N 140-07.8E.
	2. CANCEL THIS MSG 071600 UTC AUG 14.

Message element	Example 5
1. Message series identifier	NAVAREA VII 74/14
2. General area	INDIAN OCEAN.
3. Locality	ILES KERGUELEN NORTH-EASTWARDS.
4. Chart number	1. ROCKET LAUNCHING SCHEDULED 0330 TO 0530 UTC 28 APR TO 03 MAY 14. FOLLOWING RANGE CLEARANCE AREA ESTABLISHED:
5. Key subject	A. 44-20S 074-45E.
6. Geographical position	B. 44-20S 077-30E.
	C. 49-10S 074-45E.
	D. 49-10S 077-30E.

Message element	Example 5
7. Amplifying remarks	SHIPS TO REMAIN CLEAR OF THIS AREA. 2. CANCEL THIS MESSAGE 030630 UTC MAY 14.
8. Cancellation details	

Message element	Example 6
1. Message series identifier	NAVAREA XI 30/14 JAPAN, KYUSHU - EAST COAST. HYUGA NADA AND APPROACHES. CHART _____ (INT _____). 1. SEARCH AND RESCUE EXERCISES BY AIRCRAFT. 2300 TO 1200 UTC DAILY 30 JUN, 01, 02, 06 TO 09, 13 TO 16, 21 TO 23 AND 27 TO 30 JUL 14 IN AREAS BOUNDED BY: A. 32-26.20N 131-46.85E, 32-33.20N 132-09.85E, 32-11.20N 132-13.85E, 31-57.21N 132-00.85E, 31-59.21N 131-35.85E. B. 31-23.21N 132-07.85E, 32-09.21N 132-53.85E, 32-35.83N 134-00.00E, 31-52.91N 134-00.00E, 30-48.21N 132-22.85E, 31-04.21N 132-07.85E. 2. CANCEL THIS MSG 301300 UTC JUL 14.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 14 Operating anomalies identified within ECDIS including ENC issues

The text of a navigational warning in this category should contain message elements **1, 5, 7**, identified and ordered, as in the Message elements table, figure 4. Elements 2, 3 and 4 are optional.

*Note:*

- i) *A number of ECDIS operating anomalies have been identified. Due to the complex nature of ECDIS, and in particular because it involves a mix of hardware, software and data, it is possible that further anomalies may exist.*
- ii) *NAVAREA Coordinators should ensure that mariners are aware of the potential for some ECDIS to exhibit display and behaviour anomalies i.e. alarm, and provide manufacturers guidance if appropriate.*

### EXAMPLES OF WARNINGS IN SECTION 4.2.3.14

Message element	Example 1
1. Message series identifier	NAVAREA I 48/14 DISPLAY ANOMALIES IN SOME ECDIS. MARINERS ARE ADVISED THAT THE INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) CHECK DATA SET SHOWS
2. General area	
3. Locality	



Message element	Example 1
4. Chart number	<p>THAT SOME ECDIS SYSTEMS FAIL TO DISPLAY SOME SIGNIFICANT UNDERWATER FEATURES IN THE STANDARD DISPLAY MODE. THE USE OF THIS CHECK DATA SET (ISSUED THROUGH ENC SERVICE PROVIDERS AND AVAILABLE FROM THE IHO WEBSITE WWW.IHO.INT) TO CHECK THE OPERATION OF ECDIS IS STRONGLY RECOMMENDED. XXXX HAS CONFIRMED THAT CERTAIN VERSIONS OF XXXX ECDIS FAIL TO DISPLAY SOME TYPES OF WRECK AND OBSTRUCTION (INCLUDING STRANDED WRECKS) IN ANY DISPLAY MODE. WHERE XXXX ECDIS IS IN USE, PAPER CHARTS SHOULD BE THE PRIMARY MEANS OF NAVIGATION UNTIL THE ECDIS HAS BEEN PROVED TO OPERATE CORRECTLY. SEE HTTP://WWW..... FOR FURTHER INFORMATION.</p>
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	<p>NAVAREA IV 89/14 GULF OF MEXICO. NEW ORLEANS TO JACKSONVILLE. DUE TO A PRODUCTION PROBLEM THAT HAS CAUSED DISPLACED FEATURES, IT HAS BEEN DETERMINED THAT ELECTRONIC NAUTICAL CHART US2GC12M (NEW ORLEANS TO JACKSONVILLE) IS NOT TO BE USED FOR NAVIGATION OR SITUATIONAL AWARENESS. A REVIEW IS IN PROCESS TO ADDRESS THIS SITUATION.</p>
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 15 Acts of piracy and armed robbery against ships

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Standard remarks	Comments
ACT OF PIRACY	
ARMED ROBBERY	

*Note:*

- i) Add amplifying information if available.
- ii) Attention is drawn to IMO resolution MSC.305(87) *Guidelines on operational procedures for the promulgation of MSI concerning acts of piracy and piracy counter-measure operations.*

**EXAMPLES OF WARNINGS IN SECTION 4.2.3.15**

<b>Message element</b>	<b>Example 1</b>
1. Message series identifier	NAVAREA IX 99/14
2. General area	GULF OF ADEN.
3. Locality	1. CHART _____ (INT _____) .M/V ALWAYS SAIL REPORTS
4. Chart number	ACT OF PIRACY/ARMED ROBBERY IN VICINITY 11-50N 048-
5. Key subject	60E AT 120600 UTC AUG 14. TWO ZODIACS CARRYING 3-4
6. Geographical position	MEN EACH APPROACHING FROM ASTERN AT 20 KNOTS AT
7. Amplifying remarks	FIRST LIGHT. ATTEMPTED TO BOARD PORT SIDE AFT. SHIPS
8. Cancellation details	ADVISED TO KEEP CLEAR OF THIS POSITION AND EXERCISE EXTREME CAUTION. REPORTS TO UKMTO DUBAI, PHONE 97 150 552 3215. 2. CANCEL THIS MESSAGE 14 AUG 14.

<b>Message element</b>	<b>Example 2</b>
1. Message series identifier	NAVAREA XI 60/14
2. General area	MALACCA STRAIT.
3. Locality	PIRACY ATTACK/ARMED ROBBERY/M/V ATTACKED IN POSITION 01-
4. Chart number	20.6N 103-18.2E AT 061930 UTC FEB 14. VESSELS ARE
5. Key subject	ADVISED TO KEEP CLEAR OF THIS POSITION AND TO EXERCISE
6. Geographical position	EXTREME CAUTION. REPORTS TO IMB PIRACY REPORTING
7. Amplifying remarks	CENTRE, TEL 60 3 2078 5763, E-MAIL PIRACY@ICC-CCS.ORG
8. Cancellation details	

<b>Message element</b>	<b>Example 3</b>
1. Message series identifier	NAVAREA XV 231/14
2. General area	CHILE.
3. Locality	ISLA SAN AMBROSIO AND ISLA SAN FELIX.
4. Chart number	1. FOUR SPEEDBOATS CARRYING 20 PIRATES, ALL ARMED WITH
5. Key subject	AUTOMATIC WEAPONS, ATTACKED A FISHING BOAT KILLING
6. Geographical position	FOUR CREW AND INJURING EIGHT OTHERS. THE WOUNDED
7. Amplifying remarks	CREW WERE SENT TO SHORE FOR MEDICAL TREATMENT.
8. Cancellation details	2. CANCEL THIS MSG 140001 UTC JUN 14.

Message element	Example 4
1. Message series identifier	NAVAREA II 254/14
2. General area	NIGERIA. BONNY RIVER.
3. Locality	TUGBOAT HERKULES, HIJACKED 25 JUL. SHIP WAS HEADED TO
4. Chart number	AKPO OIL FIELD WHEN GUNMEN IN TWO SPEEDBOATS SEIZED THE
5. Key subject	SHIP AND ITS 12-MAN CREW. THE GUNMEN LATER RELEASED THE
6. Geographical position	SHIP AND SEVEN CREW MEMBERS. CREW MEMBERS WERE ROBBED
7. Amplifying remarks	OF THEIR POSSESSIONS. SHIPS ARE REQUESTED TO MAINTAIN A
8. Cancellation details	VIGILANT WATCH.

Message element	Example 5
1. Message series identifier	NAVAREA IX 17/14
2. General area	RED SEA. YEMEN.
3. Locality	CHART _____ (INT _____). PIRACY.
4. Chart number	1. M/V APPROACHED BY PIRATES IN POSITION 13-15N 043-01E AT 271108 UTC JAN 14. SHIPS ADVISED TO KEEP
5. Key subject	CLEAR OF THIS POSITION AND EXERCISE EXTREME CAUTION. REPORTS TO UKMTO DUBAI, PHONE 97 150 552 3215.
6. Geographical position	2. CANCEL THIS MESSAGE 01 FEB 14
7. Amplifying remarks	.
8. Cancellation details	

## 16 Tsunamis and other natural phenomena, such as abnormal changes to sea level

The text of a navigational warning in this category should contain message elements **1, 2, 5**, identified and ordered, as in the Message elements table, **figure 4**.

### .16 EXAMPLES OF WARNINGS IN SECTION 4.2.3.16

Message element	Example 1
1. Message series identifier	NAVAREA XI 95/14
2. General area	HOKKAIDO, EAST COAST AND OKHOTSK COAST. TSUNAMI WARNING.
3. Locality	TSUNAMI WARNING AT 130436 UTC JAN 14. DANGEROUS

Message element	Example 1
4. Chart number	DRIFTING OBJECTS, CHANGE OF DEPTH AND DAMAGE OF HARBOUR FACILITIES OR NAVIGATIONAL AIDS MAY OCCUR.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA XII 55/14
2. General area	PACIFIC COASTAL AREAS. TSUNAMI WARNING.
3. Locality	AN EARTHQUAKE OCCURRED AT 152341 UTC AUG 14.
4. Chart number	PRELIMINARY MAG 7.9. PRELIMINARY LOCATION VICINITY OF PERU COAST 13-5S 076-7W. A TSUNAMI WARNING IS IN EFFECT FOR PERU, CHILE, ECUADOR AND COLOMBIA. A TSUNAMI WATCH IS IN EFFECT FOR PANAMA, COSTA RICA, NICARAGUA,
5. Key subject	GUATEMALA, EL SALVADOR, MEXICO AND HONDURAS. A TSUNAMI ADVISORY IS ISSUED FOR THE STATE OF HAWAII EFFECTIVE AT 160020 UTC AUG 14. A TSUNAMI HAS BEEN GENERATED WHICH COULD CAUSE DAMAGE TO COASTS AND ISLANDS IN THE PACIFIC AREA. TSUNAMI WAVE HEIGHTS CANNOT BE PREDICTED AND MAY BE A SERIES OF WAVES WHICH COULD BE DANGEROUS FOR SEVERAL HOURS AFTER THE INITIAL WAVE ARRIVAL.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	SUBAREA I 233/14
2. General area	SOUTHERN BALTIC, THE BELTS, THE SOUND.
3. Locality	THE WATER LEVEL IS EXPECTED TO DROP 80 CM BELOW MSL AFTERNOON 20 AUG 14, RISING TO ABOUT MSL MORNING 21 AUG 14.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA XVI 05/14 PERU. TSUNAMI WARNING. AN EARTHQUAKE HAS OCCURRED AT 211128 UTC JAN WITH A PRELIMINARY MAGNITUDE OF 7.6 VICINITY 07-23N 086-49W. A TSUNAMI HAS BEEN GENERATED.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5
1. Message series identifier	NAVAREA XIV 319/14 NEW ZEALAND, NORTH ISLAND, SOUTH ISLAND, EAST COAST. DUE TO TSUNAMI AFTERMATH ALL AIDS TO NAVIGATION IN NORTH AND SOUTH ISLANDS ARE UNRELIABLE.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 17 World Health Organization (WHO) health advisory information

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5**, identified and ordered, as in the Message elements table, **figure 4**.

### EXAMPLES OF WARNINGS IN SECTION 4.2.3.17

Message element	Example 1
1. Message series identifier	NAVAREA IV 250/14 FLORIDA. SOUTH COAST. THE WORLD HEALTH ORGANIZATION HAS ADVISED THAT AN OUTBREAK OF BIRD FLU HAS OCCURRED IN THE VICINITY OF MIAMI. SHIPS THAT VISITED THIS PORT SINCE 20 JAN 14 AND THOSE PLANNING TO VISIT SHOULD CONSULT WWW.WHO.INT FOR MORE INFORMATION.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	

Message element	Example 1
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## 18 Security-related requirements

The text of a navigational warning in this category should contain message elements **1, 2, 5**, identified and ordered, as in the Message elements table, **figure 4**.

*Note:*

- i) In accordance with the requirements of the International Ship and Port Facility Security Code only.

### EXAMPLES OF WARNINGS IN SECTION 4.2.3.18

Message Element	Example 1
1. Message series identifier	NAVAREA I 88/14 FRANCE NORTH COAST. BAIE DE SEINE AND LE HAVRE HARBOUR. SECURITY ANNOUNCEMENT. REF: ISPS CODE - SECURITY LEVELS IN FRENCH TERRITORIAL WATERS IN THE BAIE DE SEINE AND IN LE HAVRE HARBOUR UPGRADED TO SECURITY LEVEL 3. ALL SHIPS ARE PROHIBITED TO ENTER BAIE DE SEINE AND LE HAVRE HARBOUR.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA XI 111/14 JAPAN. THE GOVERNMENT OF JAPAN ANNOUNCES PUBLICLY THAT IT SETS MARITIME SECURITY LEVEL 1. FOR DETAILS, CALL SOLAS CONVENTION IMPLEMENTATION OFFICE, PHONE: 81-3-5253-8071.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3
1. Message series identifier	SUBAREA I 49/14
2. General area	SWEDEN.
3. Locality	HEIGHTENED ISPS SECURITY LEVEL.
4. Chart number	THE SWEDISH GOVERNMENT HAS DECIDED THAT ALL SHIPS IN
5. Key subject	SWEDISH PORTS OR IN SWEDISH TERRITORIAL WATERS ABOUT TO
6. Geographical position	ENTER A SWEDISH PORT, SHALL APPLY SECURITY LEVEL 2.
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4
1. Message series identifier	NAVAREA VI 285/14
2. General area	ARGENTINA.
3. Locality	THE ARGENTINE GOVERNMENT HAS SET MARITIME SECURITY
4. Chart number	LEVEL 3 FOR ALL PORTS. ALL SHIPS ENTERING ARGENTINA
5. Key subject	WATERS OR PORTS ARE REQUIRED TO MAINTAIN AN ARMED
6. Geographical position	SECURITY WATCH.
7. Amplifying remarks	
8. Cancellation details	

**MISCELLANEOUS****IN-FORCE BULLETIN***Notes:*

- i) *In-force bulletins should be issued once per week at a regular scheduled time.*
- ii) *In-force bulletins should:*
  - *Be part of the numbered navigational warning series, and be issued as an individual numbered message which remains in force for one week;*
  - *Include the DTG of when it was prepared;*
  - *List ALL warnings still in force, not just those issued within the past 6 weeks; and*
  - *Include details of where mariners can obtain copies of those messages which remain in force, but are no longer being broadcast, as they are more than 6 weeks old.*

Message element	Example 1
1. Message series identifier	NAVAREA I 295/14
2. General area	1. NAVAREA I WARNINGS IN FORCE AT 051000 UTC OCT 14: 2012 SERIES: 317.
3. Locality	2013 SERIES: 303.
4. Chart number	2014 SERIES: 212, 220, 227, 246, 249, 255, 256, 274, 276, 277, 279, 286, 288, 290, 291, 292, 295.
5. Key subject	NOTES: A. TEXTS OF NAVAREA I WARNINGS ISSUED EACH WEEK ARE PRINTED IN WEEKLY EDITIONS OF NOTICES TO MARINERS.
6. Geographical position	B. NAVAREA I WARNINGS LESS THAN 42 DAYS OLD (246/14 ONWARD) ARE PROMULGATED VIA SAFETYNET AND/OR RELEVANT NAVTEX TRANSMITTERS.
7. Amplifying remarks	C. THE COMPLETE TEXT OF ALL IN-FORCE NAVAREA I WARNINGS, INCLUDING THOSE WHICH ARE NO LONGER BEING BROADCAST, ARE REPRINTED IN NOTICE TO MARINERS IN WEEKS 1, 13, 26 AND 39 AND ARE ALSO CONSTANTLY AVAILABLE FROM UKHO WEBSITE AT: <a href="http://WWW.UKHO.GOV.UK/RNW">WWW.UKHO.GOV.UK/RNW</a> .
8. Cancellation details	2. CANCEL NAVAREA I 289/14.

**NO WARNINGS MESSAGE***Notes:*

- i) *A no warnings message will not be part of the numbered navigational warning series and is therefore not required to have a serial number.*
- ii) *The following Example 1 should be used by a NAVAREA to announce that there are no NAVAREA warnings to broadcast. This could be amended to cover occasions when there are no Coastal Warnings to broadcast or when both categories have no warnings to broadcast i.e. NO NAVAREA ?? COASTAL WARNINGS TO BROADCAST or NO NAVAREA ?? WARNINGS OR COASTAL WARNINGS TO BROADCAST.*
- iii) *No warning messages are always self-cancelling and have a DTG of when it was prepared.*



Message element	Example 1
1. Message series identifier	NAVAREA XIII
2. General area	SELF CANCELLING. NO NAVAREA XIII WARNINGS TO BROADCAST AT 282130 UTC JAN 14.
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

### CANCELLATION MESSAGE

Message element	Example 1
1. Message series identifier	NAVAREA VII 126/14
2. General area	CANCEL NAVAREA VII 100/14 BAIXO RIBEIRO LIGHT, NORMAL CONDITIONS RESTORED.
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA IV 74/14
2. General area	RADIO SERVICES.

Message element	Example 2
3. Locality	<p>1. U.S. COAST GUARD WILL TERMINATE HF RADIOTELEX (SITOR) SERVICES FOR COLLECTION OF AMVER SHIP POSITION REPORTS AND OF METEOROLOGICAL OBSERVATION FROM:</p> <p>A. COMMUNICATIONS AREA MASTER STATION ATLANTIC (CAMSLANT NMN) AND COMMUNICATIONS STATION KODIAK (NOJ) EFFECTIVE 312359 UTC MAR 14.</p> <p>B. COMMUNICATIONS AREA MASTER STATION PACIFIC (CAMSPAC NMC/NMO) AND COMMUNICATIONS STATION GUAM (NRV) WILL CONTINUE AT LEAST UNTIL 302359 UTC SEP 14. AMVER AND NOAA METEOROLOGICAL REPORTS WILL CONTINUE TO BE RECEIVED AT NO CHARGE THRU SHIPCOM HF RADIOTELEX (NBDP) SERVICE VIA STATIONS KLB NEAR SEATTLE AND WLO NEAR MOBILE, ALABAMA, AND NOAA'S SEAS (SHIPBOARD ENVIRONMENTAL (DATA) ACQUISITION SYSTEM) PROGRAM THROUGH INMARSAT-C. AMVER REPORTS MAY ALSO BE SENT AT NO CHARGE THRU GLOBE WIRELESS.BROADCAST OF MARITIME SAFETY INFORMATION BY HF SITOR (HF NAVTEX) WILL NOT BE AFFECTED BY THIS ACTION</p> <p>2. CANCEL THIS MSG 010001 UTC OCT 14.</p>
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

**PERMANENT TIME ZONE CHANGE**

Message element	Example 1
1. Message series identifier	<p>NAVAREA XV 55/14</p> <p>DUE TO TIME CHANGE CARRIED OUT 300001 UTC MAR 14 CHILEAN STANDARD TIME HAS CHANGED TO TIME ZONE (UTC+4). SHIPS SHOULD COMPLY WITH REGULATIONS OF NATIONAL MARITIME AUTHORITY IN THE FOLLOWING WEB SITE: WWW.SHOA.MIL.CL</p> <p>(SERVICIOS/RADIOAVISOS/RADIOWARNINGS/PROVISIONS OF THE NATIONAL MARITIME AUTHORITY). ALL SHIPS ARE REQUESTED TO SEND IN CLEAR TEXT, WIND, SEA AND ATMOSPHERIC PRESSURE REPORTS, TO CHILREP.</p>
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

**WEBSITE OUT OF SERVICE**

Message element	Example 1
1. Message series identifier	NAVAREA VIII 43/14
2. General area	NAVAREA VIII WEBSITE.
3. Locality	1. NAVAREA VIII WEBSITE UNUSABLE
4. Chart number	122300 UTC TO 132300 UTC NOV 14.
5. Key subject	FOR URGENT SERVICE, CONTACT NAVAREA VIII, PHONE: 91 135 274 7365, FAX: 91 135 274 8373, E-MAIL: INHO_MARINESAFETY@DATAONE.IN.
6. Geographical position	2. CANCEL THIS MSG 140001 UTC NOV 14.
7. Amplifying remarks	
8. Cancellation details	

**SPACE WEATHER***Note:*

- i) *Space Weather encompasses the conditions and processes occurring in space, including on the sun, in the magnetosphere, ionosphere and thermosphere, which have the potential to affect the near-Earth environment.*

*The effects of Space Weather can range from damage to satellites arising from charged particles to disruption of power during geomagnetic storms, or disturbance of satellite positioning systems.*

- ii) *Space weather should include:*

- *Geomagnetic Storms,*
- *Solar Radiation Storms, and*
- *Radio Blackouts.*

Message element	Example 1
1. Message series identifier	NAVAREA IV 43/14
2. General area	SPACE WEATHER.
3. Locality	1. STRONG SOLAR RADIATION STORM IN PROGRESS UNTIL
4. Chart number	081000 UTC MAR 14. RADIO AND SATELLITE NAVIGATION
5. Key subject	SERVICES MAY BE AFFECTED.
6. Geographical position	2. CANCEL THIS MSG 081100 UTC MAR 14.
7. Amplifying remarks	
8. Cancellation details	

**RADIATION HAZARD**

<b>Message element</b>	<b>Example 1</b>
1. Message series identifier	NAVAREA XI 1167/11
2. General area	HONSHU, E COAST. FUKUSHIMA PREF COAST.
3. Locality	DANGEROUS AREA DESIGNATED AT 150230 UTC MAR 11. WITHIN 10 KILOMETRES OF FUKUSHIMA NR 1 NUCLEAR POWER PLANT, 37-25.5N 141-02.0E. SHIPS ARE ADVISED TO KEEP CLEAR. IN ADDITION, RESTRICTED AREA, WITHIN 20 KILOMETRES OF FUKUSHIMA NR 1 NUCLEAR POWER PLANT BASED ON SPECIAL MEASURES CONCERNING NUCLEAR EMERGENCY PREPAREDNESS AT 211500 UTC APR 11.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

## **8 METAREA COORDINATOR RESOURCES AND RESPONSIBILITIES**

### **8.1 METAREA Coordinator resources**

8.1.1 The METAREA Coordinator should have:

- .1 the expertise and information sources of National Meteorological Services;
- .2 effective communications, e.g. telephone, email, facsimile, internet, telex, etc. with National Meteorological Services in the METAREA, with other METAREA Coordinators, and with other data providers.

### **8.2 METAREA Coordinator responsibilities**

8.2.1 The METAREA Coordinator has to:

- .1 act as the central point of contact on matters relating to meteorological information and warnings within the METAREA;
- .2 promote and oversee the use of established international standards and practices in the promulgation of meteorological information and warnings throughout the METAREA;
- .3 coordinate preliminary discussions between neighbouring Members, seeking to establish or amend NAVTEX services, prior to formal application; and
- .4 contribute to the development of international standards and practices through attendance and participation in the JCOMM Expert Team on Maritime Safety Services meetings, and also attend and participate in relevant IMO, IHO and WMO meetings as appropriate and required.
- .5 The METAREA Coordinator has to also ensure that within its METAREA, National Meteorological Services which act as Issuing Services have the capability to:
  - .1 select meteorological information and warnings for broadcast in accordance with the guidance given in paragraphs 4 and 5 above; and
  - .2 monitor the SafetyNET transmission of their bulletins, broadcast by the Issuing Service.
- .6 The METAREA Coordinator has to further ensure that within its METAREA, National Meteorological Services which act as Preparation Services have the capability to:
  - .1 endeavour to be informed of all meteorological events that could significantly affect the safety of navigation within their area of responsibility;

- .2 assess all meteorological information immediately upon receipt in the light of expert knowledge for relevance to navigation within their area of responsibility;
- .3 forward marine meteorological information that may require wider promulgation directly to adjacent METAREA Coordinators and/or others as appropriate, using the quickest possible means;
- .4 ensure that information concerning all meteorological warning subject areas listed in paragraph 4 that may not require a METAREA warning within their own area of responsibility is forwarded immediately to the appropriate National Meteorological Services and METAREA Coordinators affected by the meteorological event; and
- .5 maintain records of source data relating to meteorological information and warning messages within their area of responsibility.

## **9 METEOROLOGICAL WARNINGS AND FORECASTS**

### **9.1 Provision of warnings and weather and sea bulletins (GMDSS application)**

9.1.1 The Global Maritime Distress and Safety System (GMDSS) application which is compatible with and required by the radiocommunication provisions of the 1988 SOLAS amendments via the NAVTEX, International SafetyNET and HF MSI services.

#### ***Principles***

9.1.2 The principles for the preparation and issue of warnings and weather and sea bulletins are as follows:

- .1 For the purpose of the preparation and issue of meteorological warnings and the regular preparation and issue of weather and sea bulletins, the oceans and seas are divided into areas for which national Meteorological Services assume responsibility.
- .2 The areas of responsibility together provide complete coverage of oceans and seas by meteorological information contained in warnings and weather and sea bulletins.
- .3 The issue of meteorological warnings and routine weather and sea bulletins for areas not covered by NAVTEX should be broadcast by the International SafetyNET Service for the reception of maritime safety information in compliance with SOLAS chapter IV "Radiocommunications", as amended.

*Note:* in addition, national Meteorological Services may have to prepare and/or issue warnings and routine forecasts for transmission by an HF-direct printing telegraphy maritime safety information service for areas where such a service is provided for ships engaged exclusively on voyages in such areas.

- 
- .4 The preparation and issue of warnings and weather and sea bulletins for areas of responsibility are coordinated in accordance with the procedures mentioned in the *Manual on Marine Meteorological Services* (WMO No.558) and the *Guide to Marine Meteorological Services* (WMO No.471), and summarized in the following section.
  - .5 The efficiency and effectiveness of the provision of warnings and of weather and sea bulletins are monitored by obtaining opinions and reports from marine users.
  - .6 Maritime safety information broadcasts are monitored by the originating METAREA Coordinator to ensure the accuracy and integrity of the broadcast.

## 9.2 Procedures

### Issuing Service

The forecasts and warnings for broadcasts may have been prepared solely by the issuing service, or by another preparation service, or a combination of both, on the basis of negotiations between the services concerned, or otherwise, as appropriate. The issuing service is responsible for composing a complete broadcast bulletin on the basis of information input from the relevant preparation services and for broadcasting this in accordance with the guidelines contained within the International SafetyNET Manual and the International NAVTEX Manual. The issuing service is also responsible for monitoring the broadcasts of SafetyNET information to its designated area of responsibility.

#### NOTES:

- (1) For some METAREAS there may be only one preparation service, which will be the same National Meteorological Service as the issuing service (e.g. United Kingdom for METAREA I, Argentina for METAREA VI and Australia for METAREA X).
- (2) An appropriate format for the attribution of the origins of the forecast and warning information contained in a broadcast bulletin may be developed on the basis of negotiations among the services concerned.
- (3) In situations where appropriate information, data or advice from other designated Preparation Services for a given area of responsibility is not available, it is the responsibility of the Issuing Service for that area to ensure that complete broadcast coverage for the area is maintained.

### Preparation Service

The METAREA Coordinator is responsible for composing a complete broadcast bulletin on the basis of information input from the relevant Preparation Services, and for inserting the appropriate EGC header, as specified in annex 4(b) of the *International SafetyNET Manual*. The Issuing Service is also responsible for monitoring the broadcasts of information to its designated area of responsibility.

**Preparation and issue of weather and sea bulletins**

9.2.1 Weather and sea bulletins should include, in the order given hereafter:

- .1 Part I: Storm warnings;
- .2 Part II: Synopsis of major features of the surface weather chart and, to the possible extent, significant characteristics of corresponding sea-surface conditions; and
- .3 Part III: Forecasts.

9.2.2 Weather and sea bulletins may, in addition, include the following parts:

- .1 Part IV: Analysis and/or prognosis in IAC FLEET code form;
- .2 Part V: Selection of reports from sea stations; and
- .3 Part VI: Selection of reports from land stations.

*Notes:*

- (1) The reports included in part VI should be for a fixed selection of stations in a fixed order.
- (2) Parts IV, V and VI may be issued at a separate scheduled time.

9.2.3 For area(s) for which a METAREA Coordinator has assumed responsibility, the Service should select the appropriate CES to service that area. In particular, the following procedures should be adopted:

- .1 For scheduled broadcasts: These should be issued for broadcast over at least a single nominated satellite, in accordance with a pre-arranged schedule, coordinated by WMO.
- .2 For unscheduled broadcasts: These should be issued for broadcast under the SafetyNET Service through all Inmarsat ocean region satellites covering the METAREA Coordinator's area of responsibility.

9.2.4 Weather and sea bulletins should be prepared and issued at least twice daily.

9.2.5 The issue of the weather and sea bulletins should be at a scheduled time and be in the following sequence: part I to be followed immediately by part II and then part III. A schedule of transmission start times for these bulletins has been compiled for all MSI areas and the CESs which serve the areas and takes into consideration, *inter alia*, the existing WMO synoptic times for observations, data analysis and forecast production. Additionally, as these broadcast schedules for the International SafetyNET Service have to be coordinated, under the aegis of WMO, with other organizations such as IHO, METAREA Coordinator should not independently change or request WMO to arrange frequent alterations to these coordinated and published schedules.

9.2.6 METAREA Coordinators must ensure that the correct EGC message addressing formats are adhered to for all warning and forecast messages intended for broadcast by a CES.



9.2.7 Warnings should be given in plain language. Synopses and forecasts should be given in plain language, however some abbreviations may be used, especially when the size of the bulletin needs to be reduced for dissemination by a low bandwidth system, such as the NAVTEX Service (ref: 9.2.11).

9.2.8 Warnings, synopses and forecasts intended for the International SafetyNET and the International NAVTEX Services should be broadcast in English.

*Note:* Additionally, if a national Meteorological Service wishes to issue warnings and forecasts to meet national obligations under SOLAS, broadcasts may be made in other languages. These broadcasts will be part of national SafetyNET or NAVTEX Services.

9.2.9 In order to ensure the integrity of the warnings and forecasts being received by mariners, it is essential that METAREA Coordinators monitor the broadcasts which they originate. Monitoring is especially important in a highly automated system which is dependent on careful adherence to procedure and format. This may be accomplished by the installation of an EGC receive capability at the METAREA Coordinator's facility.

*Note:* Each METAREA Coordinator may use the EGC receiver to check the following:

- (1) That the message has been broadcast;
- (2) That the message is received correctly;
- (3) That cancellation messages are properly executed; and
- (4) Any unexplained delay in the message being broadcast.

9.2.10 The language of the synopsis should be as free as possible from technical phraseology.

9.2.11 The terminology in weather and sea bulletins should be in accordance with the "Multilingual list of terms used in weather and sea bulletins", which is available in Appendix I.2 to the *Manual on Marine Meteorological Services* (WMO No.558) and in Annex 2.B to the *Guide to Marine Meteorological Services* (WMO No.471). Specific guidelines for the NAVTEX Service, including a list of common abbreviations for weather and sea messages, are available in Appendix II.2 to the *Manual on Marine Meteorological Services* (WMO No. 558). The list of common abbreviations is also given in 9.6 hereto.

### **9.3 Warnings**

9.3.1 Warnings should be given for gales (Beaufort force 8 or 9) and storms (Beaufort force 10 or over), and for tropical cyclones (hurricanes in the North Atlantic and eastern North Pacific, typhoons in the Western Pacific, cyclones in the Indian Ocean and cyclones of a similar nature in other regions).

9.3.2 The issue of warnings for near gales (Beaufort force 7) is optional.

9.3.3 Warnings for gales, storms and tropical cyclones should have the following content and order of items:

- .1 type of warning;
- .2 date and time of reference in UTC;

- .3 type of disturbance (e.g. low, hurricane, etc.) with a statement of central pressure in hectopascals;
- .4 location of disturbance in terms of latitude and longitude or with reference to well-known landmarks;
- .5 direction and speed of movement of disturbance;
- .6 extent of affected area;
- .7 wind speed or force and direction in the affected areas;
- .8 sea and swell conditions in the affected area; and
- .9 other appropriate information such as future positions of disturbance.

Sub-items .1, .2, .4, .6 and .7 listed above should always be included in the warnings.

9.3.4 When warnings are included for more than one pressure disturbance or system, the systems should be described in a descending order of threat.

9.3.5 Warnings should be as brief as possible and, at the same time, clear and complete.

9.3.6 The time of the last location of each tropical cyclone or extra-tropical storm should be indicated in the warning.

9.3.7 A warning should be issued immediately the need becomes apparent and broadcasted immediately on receipt, followed by a repeat after six minutes, when issued as an unscheduled broadcast.

9.3.8 When no warnings for gales, storms or tropical cyclones are to be issued, that fact should be positively stated in part I of each weather and sea bulletin.

9.3.9 Warnings should be updated whenever necessary and then issued immediately.

9.3.10 Warnings should remain in force until amended or cancelled.

9.3.11 Warnings issued as part I of a scheduled bulletin do not need to be repeated after six minutes.

9.3.12 Warnings for other severe conditions such as poor visibility, severe sea states (such as high swell, risk of abnormal waves, etc.), ice accretion, etc. should also be issued, as necessary.

## **9.4 Synopses**

9.4.1 The synopses given in part II of weather and sea bulletins should have the following content and order of items:

- .1 date and time of reference in UTC;
- .2 synopsis of major features of the surface weather chart; and
- .3 direction and speed of movement of significant pressure systems and tropical disturbances.

9.4.2 If possible, significant characteristics of corresponding wave conditions (sea and swell) should be included in the synopsis as well as characteristics of other sea-surface conditions (drifting ice, currents, etc.), if feasible and significant.

9.4.3 Significant low-pressure systems and tropical disturbances which affect or are expected to affect the area within or near to the valid period of the forecast should be described; the central pressure and/or intensity, location movement and changes of intensity should be given for each system; significant fronts, high-pressure centres, troughs and ridges should be included whenever this helps to clarify the weather situation.

9.4.4 Direction and speed of movement of significant pressure systems and tropical disturbances should be indicated in compass points and metres per second or knots, respectively.

9.4.5 Units used for speed of movement of systems should be indicated.

## **9.5 Forecasts**

9.5.1 The forecasts given in part III of weather and sea bulletins should have the following content and order of items:

- .1 the valid period of forecast;
- .2 name or designation of forecast area(s) within the main MSI area; and
- .3 a description of:
  - .1 wind speed or force and direction;
  - .2 sea state (significant wave height/total sea);
  - .3 visibility when forecast is less than five nautical miles; and
  - .4 ice accretion, where applicable.

9.5.2 The forecasts should include expected significant changes during the forecast period, significant meteors such as freezing precipitation, snowfall or rainfall, and an outlook for a period beyond 24 hours. In addition, phenomena such as breaking seas, cross seas, and abnormal waves should also be included, where possible.

9.5.3 The valid period should be indicated either in terms of number of hours from the time of issue of the forecast or in terms of dates and time in UTC of the beginning and the end of the period.

9.5.4 The following descriptive terms should be used for visibility:

- .1 very poor (less than 0.5 nautical miles);
- .2 poor (0.5 to 2 nautical miles);
- .3 moderate (2 to 5 nautical miles);
- .4 good (greater than 5 nautical miles).

**9.6 Common abbreviations for the International NAVTEX Service**

<b>Terminology in full</b>	<b>NAVTEX Abbreviation</b>	<b>Terminology in full</b>	<b>NAVTEX Abbreviation</b>
North or Northerly	<b>N</b>	Slowly	<b>SLWY</b>
Northeast or Northeasterly	<b>NE</b>	Quickly	<b>QCKY</b>
East or Easterly	<b>E</b>	Rapidly	<b>RPDY</b>
Southeast or Southeasterly	<b>SE</b>	Knots	<b>KT</b>
South or Southerly	<b>S</b>	Km/h	<b>KMH</b>
Southwest or Southwesterly	<b>SW</b>	Nautical miles	<b>NM</b>
West or Westerly	<b>W</b>	Metres	<b>M</b>
Northwest or Northwesterly	<b>NW</b>	HectoPascal	<b>HPA</b>
Decreasing	<b>DECR</b>	Meteo...	<b>MET</b>
Increasing	<b>INCR</b>	Forecast	<b>FCST</b>
Variable	<b>VRB</b>	Further outlooks	<b>TEND</b>
Becoming	<b>BECMG</b>	Visibility	<b>VIS</b>
Locally	<b>LOC</b>	Slight	<b>SLGT or SLT</b>
Moderate	<b>MOD</b>	Quadrant	<b>QUAD</b>
Occasionally	<b>OCNL</b>	Possible	<b>POSS</b>
Scattered	<b>SCT</b>	Probability/Probable	<b>PROB</b>
Temporarily/Temporary	<b>TEMPO</b>	Significant	<b>SIG</b>
Isolated	<b>ISOL</b>	No change	<b>NC</b>
Frequent/Frequency	<b>FRQ</b>	No significant change	<b>NOSIG</b>
Showers	<b>SHWRS or SH</b>	Following	<b>FLW</b>
Cold front	<b>C-FRONT or CFNT</b>	Next	<b>NXT</b>
Warm front	<b>W-FRONT or WFNT</b>	Heavy	<b>HVY</b>
Occlusion front	<b>O-FRONT or OFNT</b>	Severe	<b>SEV or SVR</b>
Weakening	<b>WKN</b>	Strong	<b>STRG</b>
Building	<b>BLDN</b>	From	<b>FM</b>

<b>Terminology in full</b>	<b>NAVTEX Abbreviation</b>	<b>Terminology in full</b>	<b>NAVTEX Abbreviation</b>
Filling	<b>FLN</b>	Expected	<b>EXP</b>
Deepening	<b>DPN</b>	Latitude/Longitude	<b>LAT/LONG</b>
Intensifying/Intensify	<b>INTSF</b>	Filling	<b>FLN</b>
Improving/Improve	<b>IMPR</b>	Deepening	<b>DPN</b>
Stationary	<b>STNR</b>	Intensifying/Intensify	<b>INTSF</b>
Quasi-stationary	<b>QSTNR</b>	Improving/Improve	<b>IMPR</b>
Moving/Move	<b>MOV or MVG</b>	Stationary	<b>STNR</b>
Veering	<b>VEER</b>	Quasi-stationary	<b>QSTNR</b>
Backing	<b>BACK</b>	Moving/Move	<b>MOV or MVG</b>

## 10 EXAMPLES FOR METEOROLOGICAL WARNINGS AND FORECASTS

### 10.1 Examples of Warnings in section 9.3.

WONT50 LFPW 250903

A

SECURITE ON METAREA 2, METEO-FRANCE,  
WARNING NR 446, THURSDAY 25 OCTOBER 2014 AT 0900 UTC  
GENERAL SYNOPSIS, THURSDAY 25 AT 00 UTC  
TROPICAL STORM TONY 1002 LOCATED NEAR 30,4N 38,4W AT 25/09 UTC,  
EXPECTED NEAR 32,5N 31,8W BY 26/06 UTC, MAX WIND NEAR CENTER 40 KT,  
GUSTS 50 KT, MOVING EAST-NORTHEAST AT 20 KT.  
IRVING :  
FROM 25/18 UTC TO 26/09 UTC AT LEAST.  
CYCLONIC 8. SEVERE GUSTS.  
NORTHWEST OF METEOR :  
FROM 25/18 UTC TO 26/09 UTC AT LEAST.  
CYCLONIC 8. SEVERE GUSTS.

WWST02 SBBR 251510

1 31 05 02 12 20

WARNING NR 948/2014  
HIGH SURF WARNING  
ISSUED AT 1630 GMT - TUE - 23/10/2014  
HIGH SURF BETWEEN CITIES ANGRA DOS REIS (RJ) AND MACAÉ (RJ) STARTING  
AT 250000 GMT. WAVES FROM SW/S 2.5 METERS.  
VALID UNTIL 260200 GMT.

WARNING NR 952/2014  
ROUGH/VERY ROUGH SEA WARNING  
ISSUED AT 1130 GMT - WED - 24/OCT/2014  
AREA BRAVO. WAVES FM SW/S 3.0/4.5 METERS.  
VALID UNTIL 260000 GMT.  
THIS WARNING REPLACES THE WARNING NR 940/2014.

WARNING NR 953/2014  
ROUGH SEA WARNING  
ISSUED AT 1130 GMT - WED - 24/OCT/2014  
AREA DELTA S OF 22S STARTING AT 250600 GMT. WAVES FM SW/S 3.0/3.5  
METERS.  
VALID UNTIL 261200 GMT.

WARNING NR 957/2014  
ROUGH/VERY ROUGH SEA WARNING  
ISSUED AT 1300 GMT - THU - 25/OCT/2014  
SOUTH OCEANIC AREA S OF 25S AND W OF 035W WAVES FM SW 3.0/5.0 METERS  
VALID UNTIL 261200 GMT

THIS WARNING REPLACES THE WARNING NR 954/2014  
WARNING NR 958/2014  
ROUGH/VERY ROUGH SEA WARNING  
ISSUED AT 1300 GMT - THU - 25/OCT/2014  
SOUTH OCEANIC AREA S OF 27S AND E OF 035W WAVES FM NW/SW 3.0/6.0  
METERS  
VALID UNTIL 270000 GMT  
THIS WARNING REPLACES THE WARNING NR 955 AND 956/2014

## 10.2 Examples of Forecasts in section 9.3.1.3

FQNT21 EGRR 250800  
SECURITE

HIGH SEAS BULLETIN FOR METAREA 1  
ISSUED AT 0800 UTC ON THURSDAY 25 OCTOBER 2014  
BY THE MET OFFICE, EXETER, UNITED KINGDOM  
FOR THE PERIOD 0800 UTC ON THURSDAY 25 OCTOBER UNTIL 0800  
UTC ON FRIDAY 26 OCTOBER 2014

NO STORMS

GENERAL SYNOPSIS

AT 250000UTC, LOW 41 NORTH 18 WEST 997 EXPECTED 42 NORTH  
12 WEST WITH LITTLE CHANGE BY 260000UTC. LOW 43 NORTH 45  
WEST 994 EXPECTED 47 NORTH 47 WEST 985 BY SAME TIME. LOW  
47 NORTH 46 WEST 995 LOSING ITS IDENTITY BY THAT TIME. AT  
250000UTC, HIGH 60 NORTH 26 WEST 1034 EXPECTED 68 NORTH  
21 WEST 1038 BY 260000UTC

AREA FORECASTS FOR THE NEXT 24 HOURS

SOLE

EASTERLY OR NORTHEASTERLY 5 TO 7. MODERATE OR ROUGH. RAIN  
OR THUNDERY SHOWERS. MODERATE OR GOOD

SHANNON SOUTH ROCKALL

NORTHEASTERLY 5 TO 7. MODERATE OR ROUGH. OCCASIONAL RAIN.  
MODERATE, OCCASIONALLY POOR

NORTH ROCKALL SOUTH BAILEY

NORTHERLY OR NORTHEASTERLY 5 OR 6. SLIGHT BECOMING  
MODERATE, OCCASIONALLY ROUGH LATER. MAINLY FAIR. MODERATE  
OR GOOD

NORTH BAILEY

EASTERLY BACKING NORTHEASTERLY 4 OR 5, OCCASIONALLY 6 FOR  
A TIME. SLIGHT BECOMING MODERATE, THEN ROUGH LATER.  
OCCASIONAL RAIN. MODERATE OR GOOD

EAST FAEROES

NORTHERLY OR NORTHWESTERLY 6 OR 7, OCCASIONALLY GALE 8  
LATER. MODERATE OR ROUGH, BECOMING VERY ROUGH OR HIGH.  
WINTRY SHOWERS. GOOD

WEST FAEROES EAST SOUTHEAST ICELAND

NORTHERLY OR NORTHEASTERLY 6 OR 7, DECREASING 4 OR 5 FOR  
A TIME. MODERATE, BECOMING ROUGH OR VERY ROUGH. WINTRY  
SHOWERS. GOOD

WEST SOUTHEAST ICELAND

EASTERLY OR NORTHEASTERLY 6 OR 7, DECREASING 4 OR 5,  
BECOMING VARIABLE 4 LATER. MODERATE BECOMING ROUGH.  
WINTRY SHOWERS. GOOD

EAST NORTHERN SECTION

IN NORTHEAST, NORTHWESTERLY 4 OR 5, VEERING EASTERLY 5 OR  
6, OCCASIONALLY 7 FOR A TIME. SLIGHT OR MODERATE.  
OCCASIONAL RAIN. MODERATE OR GOOD.  
IN NORTHWEST, VARIABLE 3 OR 4. SLIGHT OR MODERATE.  
OCCASIONAL RAIN. MODERATE OR GOOD.  
IN SOUTH, EASTERLY OR NORTHEASTERLY, 4 OR 5 OCCASIONALLY  
6 IN SOUTH. MODERATE OCCASIONALLY ROUGH IN SOUTH.  
OCCASIONAL RAIN. MODERATE OR GOOD

WEST NORTHERN SECTION

IN NORTHEAST, VARIABLE 3 OR 4, BUT NORTHEASTERLY 5 FOR A  
TIME IN FAR NORTH. SLIGHT OR MODERATE. OCCASIONAL RAIN.  
MODERATE OR GOOD.  
IN NORTHWEST, NORTHEASTERLY 5 TO 7, BECOMING CYCLONIC 4  
OR 5. MODERATE OR ROUGH. OCCASIONAL RAIN OR SNOW.  
MODERATE OR GOOD, OCCASIONALLY POOR.  
IN SOUTH, EASTERLY OR SOUTHEASTERLY, 4 OR 5, OCCASIONALLY  
6 IN SOUTH. MODERATE OR ROUGH. OCCASIONAL RAIN. MODERATE  
OR GOOD

EAST CENTRAL SECTION

EASTERLY OR NORTHEASTERLY 5 TO 7, DECREASING 3 OR 4 IN  
SOUTH. ROUGH, OCCASIONALLY VERY ROUGH IN SOUTH AT FIRST.  
RAIN OR SHOWERS. MODERATE OR GOOD

WEST CENTRAL SECTION

EASTERLY OR SOUTHEASTERLY, BECOMING CYCLONIC FOR A TIME  
IN SOUTHWEST, 5 TO 7, OCCASIONALLY GALE 8 IN WEST. ROUGH,  
OCCASIONALLY VERY ROUGH IN WEST. RAIN OR SHOWERS.  
MODERATE OR GOOD

DENMARK STRAIT

IN AREA NORTH OF 70 NORTH, NORTHWESTERLY 4 OR 5, BECOMING  
VARIABLE 3 OR 4. SMOOTH OR SLIGHT. MAINLY FAIR. GOOD.  
IN AREA SOUTH OF 70 NORTH, NORTHEASTERLY 5 TO 7, BECOMING  
VARIABLE 3 OR 4. MODERATE, OCCASIONALLY ROUGH FOR A TIME.  
OCCASIONAL RAIN OR SNOW. MODERATE OR GOOD, OCCASIONALLY POOR



NORTH ICELAND

IN WEST, NORTHERLY OR NORTHWESTERLY 5 TO 7, BECOMING VARIABLE 3 OR 4 LATER. MODERATE OR ROUGH. MAINLY FAIR. GOOD. LIGHT TO MODERATE ICING FOR A TIME IN NORTH WITH TEMPERATURES MS05 TO MS08.

IN EAST, NORTHERLY OR NORTHWESTERLY 7 TO SEVERE GALE 9, DECREASING 5 OR 6 IN NORTH LATER. VERY ROUGH OR HIGH. OCCASIONAL SNOW. MODERATE OR POOR, OCCASIONALLY VERY POOR. MODERATE TO SEVERE ICING FOR A TIME IN NORTH WITH TEMPERATURES MS03 TO MS06

NORWEGIAN BASIN

NORTHERLY OR NORTHWESTERLY 6 TO GALE 8, INCREASING SEVERE GALE 9 AT TIMES. ROUGH OR VERY ROUGH, BECOMING HIGH. SNOW OR WINTRY SHOWERS. MODERATE OR GOOD, OCCASIONALLY VERY POOR

OUTLOOK FOR FOLLOWING 24 HOURS:

SEVERE GALES EXPECTED IN NORTH ICELAND AND NORWEGIAN BASIN. GALES EXPECTED IN SOLE AND FAEROES

UNSCHEDULED STORM WARNINGS ARE BROADCAST VIA SAFETYNET AND IN BULLETIN WONT54 EGRR AVAILABLE VIA SOME INTERNET AND FTPMAIL  
OUTLETS=

FQAU20 ABRF 250818  
IDQ10007  
SECURITE

HIGH SEAS FORECAST FOR METAREA 10  
NORTH EASTERN AREA EQUATOR TO 28S, 142E TO 170E  
ISSUED BY THE AUSTRALIAN BUREAU OF METEOROLOGY, BRISBANE  
FOR 24 HOURS FROM 1100UTC 25 OCTOBER 2014

PART 1 WARNINGS  
Nil.

PART 2 SITUATION  
AT 250600UTC.  
LOW [999 HPA] NEAR 29S177E, MOVING SOUTHEAST AND WEAKENING.  
TROUGH FROM 04S145E TO 07S158E TO 15S170E, MOVING SLOWLY NORTHEAST TO BE NEAR  
04S145E TO 07S158E TO 107170E BY 261100UTC.  
RIDGE NEAR 25S153E TO 28S156E, MOVING SLOWLY NORTHEAST TO BE NEAR  
22S150E TO  
28S163E AT 252300UTC AND NEAR 19S147E TO 28S165E AT 261100UTC.

PART 3 FORECAST  
NORTHEAST OF TROUGH.  
VARIABLE WINDS 5 TO 15 KNOTS WITH SMOOTH TO SLIGHT SEAS. LOW SE TO NE SWELLS.

SCATTERED SHOWERS AND ISOLATED THUNDERSTORMS.

SOUTHWEST OF RIDGE.

NW TO NE WINDS 10 TO 20 KNOTS WITH SLIGHT TO MODERATE SEAS. WINDS REACHING 20 TO 25 KNOTS WITH MODERATE SEAS AFTER 260600UTC. LOW TO MODERATE S TO SE SWELL.

REMAINING WATERS.

MOSTLY SW TO SE WINDS 10 TO 20 KNOTS WITH SLIGHT TO MODERATE SEAS. SW TO SE

WINDS INCREASING TO 15 TO 25 KNOTS WITH MODERATE SEAS SE OF 28S162E TO 23S162E

TO 23S170E. MODERATE S TO SE SWELLS. ISOLATED SHOWERS. SHOWERS TENDING SCATTERED

WITH ISOLATED THUNDERSTORMS WITHIN 120NM OF TROUGH.

WEATHER BRISBANE

## **11 SEARCH AND RESCUE NOTIFICATION**

11.1 Communications related to search and rescue operations such as distress alerts, coordination of operations, local communications and positioning signals are never MSI, even when (for some shore-to-ship alerts) they use the International SafetyNET or NAVTEX services which are also used for MSI. This guide, therefore, does not apply to them.

11.2 Search and rescue operations may, however, involve the broadcasting of MSI in the navigational warning category, described in 4.2.3.6.

## **12 PROCEDURE FOR AMENDING THE JOINT IMO/IHO/WMO MANUAL ON MSI**

12.1 Proposals for amendments or enhancements to the Joint IMO/IHO/WMO Manual on MSI should be submitted for evaluation by the appropriate IMO Sub-Committee. Amendments will only be adopted after the approval of the Maritime Safety Committee (MSC).

12.2 Amendments to the Manual should normally be adopted at intervals of approximately two years or at such longer periods as may be determined by the Maritime Safety Committee. Amendments approved by the Maritime Safety Committee will be notified to all concerned, will provide at least 12 months notification and will come into force on 1 January of the following year.

12.3 The agreement of the International Hydrographic Organization and World Meteorological Organization and the active participation of other bodies should be sought, according to the nature of the proposed amendments.

---