

Proposed amendments to the Draft MSI Manual Version dated 28 April 2008

Submitted by IHB

**SUMMARY**

Executive Summary: The text below contains draft amendments submitted by Australia, Canada, India and Sweden (Baltic Sub area).

Action to be taken: Paragraph 2

Related documents: CPRNW10/4/2 and CPRNW10/4/2/1

1. The following are the draft amendments to the draft Joint MSI Manual submitted by Australia, Canada India and Sweden (Baltic Sub area):

Australia:

Reference your e-mail of 19 June 2008 requesting representative samples of MSI broadcasts in each NAVAREA. Intended for the updated Joint Manual to be reviewed further at CPRNW-10.

I attach an Excel spreadsheet [*See document CPRNW10/4/2/4*] with all NAVAREA X broadcasts in the past 24 hours ie. from 0400 UTC, 2 July to 0400 UTC, 3 July 2008. The actual contents of the broadcasts are in column L of the spreadsheet. The actual examples to be used in the Joint Manual can be decided once you have other NAVAREA examples listed - just in case we are all providing very similar examples.

These are real world broadcasts and I believe, in the main, that we follow the spirit of the Joint Manual in terms of format. But just to highlight this I have copied below NAVAREA X 015/08 and 014/08. The information in blue is what is provided by our IOR and POR Inmarsat-C monitoring MES.

All messages commence with an ID number like "AMSA\_ER 6504204" - this is used in the automated monitoring process ie. to ensure that we have received the message on our monitoring MES at our scheduled broadcast time of 0700 UTC and 1900 UTC. It is also used in any discussions with the the Perth LES.

As per the SafetyNET Manual all messages commence with the priority indicators of, either "SECURITE or PAN PAN or MAYDAY" and the message ends with "NNNN". The originator of the message and the time the message was originated is included.

Also copied below is a typical Coastal warning. Regards Chris Payne

02-19:04 344 7952 EGC  
LES 312 - MSG 881 - MetWarn/Fore Safety Call to Area: 10 - Rep# 0

NL BURUM LES 204 2-JUL-2008 19:02:54 683883

AMSA\_ER 6504204

SECURITE

FM RCC AUSTRALIA 300918Z JUN 2008

NAVAREA X 015/08

CHANGES TO TELEX SERVICES FOR RCC AUSTRALIA

1. TELEX SERVICES FOR RCC AUSTRALIA (+71 62349) AND THE AUSREP SHIP REPORTING SYSTEM (+71 62025) WILL CEASE AS OF 302359UTC JUNE 2008.

2 . NEW SPECIAL ACCESS CODE (SAC) 1250 FOR ROUTINE COMMUNICATION WITH RCC AUSTRALIA HAS BEEN ESTABLISHED FOR LES 212 (POR) AND 312 (IOR).

3. NO CHANGE TO THE AUSREP SHIP REPORTING SYSTEM SPECIAL ACCESS CODE (SAC) 1243 FOR POLLING AND / OR NORMAL ROUTINE AUSREP TRAFFIC REPORTS FOR LES 212 (POR) AND 312 (IOR).

4. NO CHANGE TO RCC AUSTRALIA/VIC RADIOTELEX NETWORK MMSI 005030001 FOR DISTRESS, URGENCY OR SAFETY.  
REMINDER: A MASTER OF A SHIP PARTICIPATING IN AUSREP IS TO MAKE THE SHIP AVAILABLE TO BE POLLED BY RCC AUSTRALIA USING INMARSAT-C TO OBTAIN POSITIONS.

A DATA NETWORK IDENTIFIER (DNID) IS DOWNLOADED TO A SHIP INMARSAT-C TERMINAL THAT ENABLES THE SHIP TO BE POLLED

FOR POSITIONAL DATA WITHOUT THE CREWS INVOLVEMENT.

MASTERS WILL BE REQUIRED TO SET UP THEIR INMARSAT-C TERMINALS ADDRESS BOOK WITH THE NEW SPECIAL ACCESS CODE

(SAC) 1243 VIA PERTH LES 212 (PACIFIC OCEAN) OR 312 (INDIAN OCEAN).

WHEN SETTING UP THE ADDRESS BOOK ENTRY FOR SENDING TO SAC 1243, ASCII, 7-BIT OR IA5 NEEDS TO BE SELECTED FOR DATA PRESENTATION OR CHARACTER CODE.

NNNN

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02-19:03 344 7945 EGC  
LES 312 - MSG 882 - MetWarn/Fore Safety Call to Area: 10 - Rep# 0

NL BURUM LES 204 2-JUL-2008 19:03:34 683918

AMSA\_ER 6504176

SECURITE

FM RCC AUSTRALIA 300915Z JUN 2008

NAVAREA X 014/08

SOME AIS TRANSPONDERS COMBINED WITH OLDER GPS RECEIVERS HAVE STOPPED WORKING WHILE GPS SATELLITE PRN32 IS IN VIEW. HOWEVER, IN SOME INSTANCES VESSELS MAY CONTINUE TO RECEIVE AIS INFORMATION FROM OTHER AIS EQUIPPED VESSELS. ALL VESSELS ARE ADVISED TO CHECK THE PROPER OPERATION OF THEIR AIS AND GPS EQUIPMENT.

NNNN

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Coastal Warning Broadcast Example:

02-19:05 344 7955 EGC  
LES 312 - MSG 888 - CoastalWarn Safety Call to Area: 10 E A - Rep# 0

NL BURUM LES 204 2-JUL-2008 19:04:59 684115

AMSA\_ER 6503950

SECURITE  
FM RCC AUSTRALIA 300851Z JUN 2008  
AUSCOAST WARNING 222/08  
CORNYPPOINT LIGHT K 1996 IN POSITION 34 53.80` S 137 00.63` E  
ALTERED. AUSTRALIAN NOTICES TO MARINERS 266(P)/2008 REFERS.  
NNNN

### Canada:

Page one note x) states the position is normally quoted to the nearest whole degrees for existing lights. However, some of the examples on page 5 list the position to 1 decimal point.

Page 2 glossary of terms. Near the bottom it states that Period in Seconds should be 15 seconds and not abbreviated Sec). The abbreviation SEC is used in the example on page 7.

Page 12 - I am not familiar with the term "DISCOLORED WATER". Is this a recognized nautical term?

Page 14 - notes I) and II). Required vs requested is subjective. I don't see the need for both and would suggest only using "wide berth requested". Note that every example on pages 14 and 15 used the same term "wide berth requested".

Page 16 vs 18. Comment on 18 advises not to use "until further notice". I don't see why this rationale would not apply to other hazards. Note the example on page 16 and the last one on page 15.

Regards Michel Desparois

### India:

Kindly refer to your e Mail dated 30 May 08 regarding WNWWS Guidance Correspondence Group Report and further action. This office is in agreement to the proposed changes in the said document.

With Regards,  
(A Anandkrishnan)  
Commander  
Joint Director of Hydrography  
Maritime Safety Services  
For Chief Hydrographer

Sweden (Baltic Sub area):

Dear Peter.

Below I have pasted in selected parts of the text in the document “Joint MSI Manual 2008 V4 28-05-08.doc”. Suggested amendments have been marked by red.

I have not checked my English wording by help of any dictionary or grammar but I still hope my views are understandable.

Regards  
Svante Håkansson  
BALTICO

### 5.4.3

To make warning messages as uniform and legible as possible the Joint Manual on MSI should recommend each Message Element to form a separate line.

Time of origin is an important element of the preamble of a message and is suggested to be inserted in Figure 3, as shown below.

Chart number and Cancellation details are information elements which in most cases are inappropriate or unneeded. This fact should be clarified in connection to Figure 3 and/or in the tables under item 6.

5.4.3 The text of a navigational warning shall contain specific message elements, identified and ordered by the reference numbers shown in Figure 3 and expanded in Section 6. The elements 4, 5, 8 and 9 may be needless in some cases and can then be omitted. It is recommended that each Message Element constitute a separate line of the navigational warning.

MESSAGE ELEMENTS TABLE		
Part	Reference No.1	Message Elements
Preamble	1	Time of origin
	2	Message identifier
	3	General area
	4	Locality
	5	Chart number
Warning	6	Key subject
	7	Geographical position
	8	Amplifying remarks
Postscript	9	Cancellations details

Figure 3 – Message Elements Table showing standard elements for each part of a message

6

Note the misspelling of WARNING in the header:  
MESSAGE FORMAT OF NAVIGATIONAL WARNING

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<sup>1</sup> Reference number is not to be included as part of the message text

In accordance with the suggested change in Figure 3 an additional “element reference” tables need to be inserted. A suggestion for its contents is given below:

#### Part 1 – PREAMBLE

Standard Message Element Reference 1 – TIME OF ORIGIN
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The first line of the preamble of a warning shall state its time of origin as a Date Time Groups (DTG) expressed in Co-ordinated Universal Time (UTC).
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The format for the DTG shall always be as follows:
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DDHHMM UTC MoMoMo YY; e.g. 231642 UTC JUN 09.
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Note:
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If the year of origin is obvious it may be omitted.
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The distinction between Consecutive Number and the NAVTEX Number B3B4 will be more obvious if the Consecutive Number contain three or more digits. Hence the Manual should recommend the use of three or more digits, including leading zeros. For the reasons stated above following changes are suggested.

Standard Message Element Reference 2 - MESSAGE IDENTIFIER
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The second line of a warning shall always be MESSAGE SERIES IDENTIFIER followed by the CONSECUTIVE NUMBER (NNNN/YY)
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NAVAREA WARNING:
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NAVAREA III 496/09;
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NAVAREA VII 42/09;
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SUB-AREA WARNING:
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BALTIC SEA NAV WARN 009/09
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COASTAL WARNING:
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AVURNAV TOULON 1015/09;
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WZ 345/09
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Notes:
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1) The Consecutive Number re-starts each calendar year at 0001/YY
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2) The Consecutive Number shall contain three or more digits including leading zeros.
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3) If the year of origin is obvious it may be omitted.
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General area and Locality.

A correct choice of General area and Locality makes it easy for the mariner to quickly evaluate whether a warning affects his/her vessel or not. Hence these Elements are of great importance and must be devoted great care.

Changes are suggested as follows:

### Standard Message Element Reference 3 - GENERAL AREA

The General Area shall be sufficient to identify which broad geographic region the message affects. The geographical name which is selected as General Area must be one that could 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:**

- 1) If appropriate it is recommended to use the established meteorological forecast areas (eg. CANTABRICO), as defined in WMO publication No. 9 Volume D and also published in various nautical publications.
- 2) For a-wide event, e.g. failure of satellite or terrestrial positioning systems, a NAVAID IDENTIFICATION ACRONYM “GPS”, “LORAN”, etc shall be used instead of a General Area.

### Standard Message Element Reference 4 – LOCALITY

The Locality shall be stated in terms which allow the mariner to identify warnings which affect his 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 must be one that could be found on charts and in nautical publications.

**NAVAREA WARNING:**

THAMES ESTUARY \*  
PINANG APPROACH

**SUB-AREA WARNING:**

STORA MIDDELGRUND

**COASTAL WARNING:**

BARRA DE PARANAGUA – CANAL DA GALHETA

**Note:**

If appropriate it is recommended to use the established meteorological forecast areas (eg. DOGGER), as defined in WMO publication No. 9 Volume D and also published in various nautical publications.

\* THAMES ESTUARY is perhaps not the best choice as this area is within a coastal region which is well covered by NAVTEX service areas.

Chart number and ENC cell number.

Reference to chart number and ENC cell number is not a very effective way of explaining which geographical area a warning is dealing with.

As a certain area most often will be found on many paper charts of different scales and from different nations it is a problem to decide which one of the affected charts that is most often used by international shipping.

In an ECDIS system the ENCs are forming a seamless map and the individual ENC cell number should not be of much interest and value to the navigating officer during the navigation process.

The elements General area, Locality and Geographical Position gives the navigator full information about which area the warning affects. Hence chart number and ENC cells are suggested to be deleted from the list of elements or, at least, be changed as follows:

<b>Standard Message Element Reference 5 – CHART NUMBER, ENC CELL NUMBER</b>
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Information about a serious misprint to a chart or a serious fault to an ENC may be given as a navigational warning. Reference to charts and ENC may also be justified in the case of major changes to shipping lanes etc, which has not been promulgated through NtM in sufficient time prior to the change.
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References to charts and ENC shall be done as follows:
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NAVAREA WARNING:
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CHARTS: INT 649; MX 354
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ENC: US3AK7RM
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SUB-AREA WARNING:
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CHARTS: INT 234, SE 567
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ENC: SE2CHWHC
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COASTAL WARNING:
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CHARTS: INT 234, FR 567
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ENC: SE3DHYPK
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Part 2 -WARNING

<b>Standard Message Element Reference 6 – KEY SUBJECT</b>
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Key subjects referenced in paragraph 4.2.2 are considered suitable for broadcast as NAVAREA, SUB-AREA, or COASTAL Warnings.
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To emphasize that there shall be no space between the figures and the following N, S, E or W following changes are suggested:

<b>Standard Message Element Reference 7 – GEOGRAPHICAL POSITION</b>
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Geographical positions shall 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 shall always be included. Three digits are used for reporting degrees of longitude.

Positions shall 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 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) shall be used when broadcasting the position of new hazards. The same level of accuracy shall 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. For square or rectangular areas, only two latitudes and two longitudes may be necessary.

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

TIME, DATE and DURATION is a very important element and must be expressed in an unambiguous way. There is no reason to accept three different formats for "DTG". Following formulation is suggested:

#### Standard Message Element Reference 8 – 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 shall be quoted in Nautical Miles and decimals.

The TIME, DATE and DURATION of the event shall be included if known. The time standard for Navigational Warnings shall always be Co-ordinated Universal Time (UTC).

The format for Date Time Groups (DTG) in the text of the message shall be as follows:

DDHHMM UTC MoMoMo YY; e.g. 231642 UTC JUN 09.

As it is obvious that a cancellation is "self cancelled", example A is suggested to be changed as below.



It is sufficient with one example to illustrate a reference to NtM, see D below.

Part 3 - POSTSCRIPT

Standard Message Element Reference 9 – CANCELLATION DETAILS	
<p>Cancellation details shall be provided in a message that includes a definitive timeframe; the cancellation time shall be one hour after the event completes or one day later if the time is not accurately known.</p> <p>A reason for the cancellation should only be included if it is of benefit to the mariner, and can be stated concisely.</p>	
Examples	Comments
<p>A. CANCEL GERMAN NAV WARN 0123/09.</p> <p>B. CANCEL AUSCOAST 0042. SURVEY COMPLETE.</p> <p>C. (MESSAGE TEXT – EVENT OF KNOWN DURATION). CANCEL THIS MESSAGE _____ UTC JUL.</p> <p>D. CANCEL ESTONIAN NAV WARN 0087. ESTONIAN NOTICES TO MARINERS 520/09 REFERS.</p>	<p>Stand-alone cancellation messages may be in form A or B.</p> <p>Choose a time for self-cancelling messages (type C) one hour after the event completes or one day later if time is not accurately known.</p>

2. CPRNW is requested to consider the above comments during its consideration of the draft text of the Joint MSI Manual.