

Proposed amendments to the Draft MSI Manual Examples – Section 7

Submitted by Baltic Sea Sub-area, Sweden

SUMMARY

Executive Summary: Page 2-28 of this document contain suggested amendments to the document “Joint MSI Manual Examples - Section 7 - VI 22-05-08.doc”, submitted by Baltic Sea Sub-area, Sweden.

Action to be taken: 2

Related documents: 4.2.1

1. The following pages of this document constitute Section 7 of the Joint MSI Manual with comments and suggested amendments visualized by the “track changes” in MS Word.
2. CPRNW is requested to consider the following comments and proposed changes during its consideration of the draft text of the Joint MSI Manual.

**7 – GUIDANCE AND EXAMPLES FOR WARNINGS BY TYPE OF HAZARD
(AS LISTED IN 4.2.2)**

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 shall contain message elements 1, 2, 3, 4, 5, 6, 7 identified and ordered, as in Message Elements table Figure 3

LIGHTHOUSES, BEACONS, LIGHT VESSELS

Standard Remarks	Comments
UNLIT	<i>Use for:</i> Out, Extinguished, Not Burning, Not Working.
LIGHT UNRELIABLE	<i>Use for:</i> Weak, Dim, Low Power, Fixed, Flashing Incorrectly, Out of Character, Incorrect colour of light, Sector limits unreliable. See Note iv.
LIGHT-SECTOR LIMIT MISLEADING	
DAMAGED	Use only for major damage, e.g. loss of significant functionality. See Note vi.
DESTROYED	'Temporarily destroyed' is <i>incorrect</i> . Note: If temporary buoy established, see WRECKS page for additional phrases.
FOG SIGNAL RACON INOPERATIVE	Only for major fog signal stations. Generally, fog signal casualties will not need a broadcast
PERMANENTLY CHANGED TO FLASH THREE 20 SECONDS 14 METRES 16 MILES	PERMANENT change of character. See Note ix.
TEMPORARILY CHANGED TO QUICK FLASH YELLOW 12 MILES	TEMPORARY change. Do not use for listed reserve light. See Note xi.
ESTABLISHED	New light. See Note xi.
MOVED 0.3 MILES NORTH TO 63-14.8N 022-15.6E	Do not quote former geographical position. Indicate former position by approximate direction and distance. See Notes xi and xii.
RE-ESTABLISHED	For CHARTED or LISTED as DESTROYED. See Note xiii.
WITHDRAWN	
LIGHT DISCONTINUED. STRUCTURE REMAINS	

Notes:

- i) Use CHARTED names, not LISTED names.
- ii) LIGHT LIST number is not required.
- iii) POSITION normally quoted to nearest whole minute.
- iv) ~~If the report is unconfirmed, use LIGHT UNRELIABLE. Do NOT use 'REPORTED'.~~
- v) Always quote FULL LIGHT CHARACTERISTIC to avoid confusion over what has been changed.
- vi) Damage to DAYMARKS is not usually worth a navigational warning.
- vii) Do not use a navigational warning to request reports on an unwatched light.
- viii) Temporary use of a listed reserve light is to be expected. It is not a change of character.
- ix) Use light descriptions as given in the LIGHTS - GLOSSARY OF TERMS Table.
- x) Position is normally quoted to nearest whole minute for existing lights.
- xi) For new or changed positions, quote accurate CHARTED position; in degrees, minutes and decimal

Comment [s1]: I think we should have included a definition of "main shipping lane" under 2.2.1. If not, we should perhaps use "waters which are supposed to be affected by shipping" or something like that.

Comment [s2]: All of the mentioned elements do not need to be mandatory, e.g. both "General area" + "Locality" are in some cases unnecessary and "Chart Number" is only needed in particular cases.

Comment [s3]: What do we mean by the expression "Use for". Return to "Incorrect terms" are suggested.

Comment [s4]:

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Comment [s5]: Use RACON rather than FOG SIGNAL to exemplify "inoperative".

Comment [s6]: Suggest a Note like: "The words TEMPORARILY or PERMANENTLY could always be used to clarify the duration of a change."

Comment [s7]: A word like WITHDRAWN or DISCONTINUED need to be added.

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Comment [s8]: REPORTED is the best word for saying that a report is unconfirmed! The word UNRELIABLE means something else but may well be used in relevant situations.

minutes (maximum 2 decimal places).

~~xii)~~ Distances shall be quoted in nautical miles and decimals but distances shorter than 0.1 nautical mile shall be quoted in metres.

~~xiii)~~ ~~xii)~~ RE-ESTABLISHED is only appropriate for lights which have previously been CHARTED or LISTED as DESTROYED. Navigational Warnings concerning such lights are ~~merely simply~~ cancelled when the light is re-established. A new Navigational Warning is only required if the character or position is changed.

xiii) International Chart Abbreviations for light characters are **only** suitable for NAVTEX or SafetyNET transmissions. Voice broadcasts shall be drafted using the terms for lights in the LIGHTS - GLOSSARY OF TERMS Table. This is preferred for NAVTEX and SafetyNET also.

xiv) The words TEMPORARILY or PERMANENTLY could be used to clarify the duration of a change.

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GLOSSARY OF TERMS (LIGHTS)

CLASS OF LIGHT	Description for TEXT broadcasts	Description for VOICE broadcasts
Fixed (steady light)	F	Fixed
Occulting (total duration of light more than dark) 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 less than dark) 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 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 <u>white and red</u>
COLOUR not abbreviated eg White, Red, Green, Yellow, Orange, Blue, Violet		

ELEVATION in METRES or FEET e.g. 14 METRES, 21 FEET			
PERIOD in SECONDS e.g. 15 SECONDS (NOT Sec or S)			
RANGE in nautical miles		International abbreviations	RANGE for broadcast
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)

BUOYS, LANBYS, SUPERBUOYS

Standard Remarks	Comments
UNLIT	<i>Use for:</i> Out, Extinguished, Not Burning, Not Working. See Note iv.
LIGHT UNRELIABLE	<i>Use for:</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	Buoys not in charted position.
MISSING	Completely absent from position.
ESTABLISHED	New buoy. See Note vi.
<u>WITHDRAWN</u>	
<u>TEMPORARILY CHANGED</u>	
<u>CHANGED</u>	
<u>MOVED</u>	
<u>REPLACED BY</u>	
<u>SUNKEN</u>	

Notes:

- i) Do not use 'Reported'.
- ii) POSITION normally quoted to nearest whole minute.
- iii) Use light descriptions as given in the LIGHTS - GLOSSARY OF TERMS Table.
- 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) Do NOT describe the type of buoy, e.g. North Cardinal buoy, Wreck buoy, Port Hand buoy, unless the buoy is unnamed.
- vii) Quote position to 2 decimal minutes if possible.
- viii) International Chart Abbreviations for light characters are *only* suitable for NAVTEX or SafetyNET transmissions. Voice broadcasts shall be drafted using the terms for lights in the LIGHTS - GLOSSARY OF TERMS Table. This is preferred for NAVTEX and SafetyNET also.
- ix) The words TEMPORARILY or PERMANENTLY could be used to clarify the duration of a change.

Comment [s9]: Why not use "reported" to show that the casualty has not been confirmed?

Comment [s10]: Unnecessary note.

Comment [s11]: See Note ii.

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GLOSSARY OF TERMS (BUOYAGE)

IALA BUOYAGE		Comments
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		Full description of light and colour not required for IALA standard buoys. ‘Lightbuoy’ may be used to indicate that the buoy is lit.
OTHER BUOYS		
COLOURS	PATTERN	SHAPE/TYPE
RED BLACK WHITE GREEN YELLOW <u>BLUE</u>	CHEQUERED HORIZONTALLY STRIPED VERTICALLY STRIPED	CAN CONICAL (not OGIVAL or NUN) PILLAR SPAR SPHERICAL WRECK CABLE (not TELEGRAPH) MOORING DANGER-ZONE ODAS SINGLE POINT MOORING (<i>not SPM</i>)

Comment [s12]: Suggest using SPM as we may use ODAS

EXAMPLES OF WARNINGS IN SECTION 5.2.2.1

NAVAREA XII 6/08(21). MEXICO-WEST COAST.
 NGA CHART 21120 (27TH ED).
 LOS INOCENTES LIGHT 23-46.0N 110-40.7W UNLIT.//

NAVAREA THREE 0220/08
 ALGERIA
 LIGHT BEACON AXIN ROCK: 37-03.2N 007-30.8E. UNLIT.

NAVAREA ONE 108/09
 SCOTLAND, WEST COAST. THE HEBRIDES. SOUND OF ISLAY. CHARTS BA 2168 AND 2169. RUBH'A'MHAIL LIGHT (A4236) 55-56.2N 006-07.4W RANGE TEMPORARILY REDUCED TO 12/10 MILES.

HYDROLANT 53/08(37). NORTH SEA.
NGA CHART 37056 (1ST ED).
~~FOG SIGNAL AT~~ SMITHS KNOLL BUOY 52-43.5N 002-17.9E
~~FOG SIGNAL~~ PERMANENTLY DISCONTINUED.//

HYDROLANT 520/08(37). SOUTHERN NORTH SEA.
NGA CHART 37059 (0 ED).
~~FOG SIGNAL AT~~ PLATFORM 49/22-JD 53-19.4N 002-21.4E ~~FOG SIGNAL~~ INOPERATIVE.//

NAVAREA TWO
112/08 - CELTIC SEA - TSS OUESSANT
CHART 1800 INT - 7066 FR
SOUTHWEST LIGHTBUOY 48-30N 005-45W UNLIT

NAVAREA ONE 102
ENGLAND, EAST COAST. THAMES ESTUARY. CHART BA 1607. OUTER TONGUE
LIGHT-BUOY (A1960) 51-30.7N 001-26.4E, FOG SIGNAL PERMANENTLY
DISCONTINUED.

HYDROLANT 579/08(37). NORTH SEA.
NGA CHART 37057 (2ND ED).
PLATFORM CARAVEL 53-25.7N 002-53.8E UNLIT.//

231400 UTC MAY
SWEDISH NAV WARN 160
SEA OF ALAND.
SVARTKLUBBEN APPROACHES.
JOSSAN LIGHT. 60-14.0N 018-44.1E.
LIGHT SECTORS UNRELIABLE. SHALL NOT BE USED FOR NAVIGATION.

101510 UTC NOV
SWEDISH NAV WARN 411
KATTEGAT.
HATTEBERGET LIGHTHOUSE
57-51.8N 011-27.5E
RACON INOPERATIVE.

262145 UTC OCT
SWEDISH NAV WARN 234
SOUTHERN BALTIC.
SOLVESBORG APPROACHES.
KLIPPAN LIGHTHOUSE
56-00.1N 14-32.1E
LIGHT DISCONTINUED.
TOWER REMAINS.

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

Comment [s13]: See 5.2.2.7

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

Standard Remarks	Comments
DANGEROUS WRECK REPORTED	Position unconfirmed. See Note i.
DANGEROUS WRECK LOCATED	Position confirmed usually by survey.
SHIP SUNK	

Notes:

- i) Position Approximate (PA) is not appropriate since all “reported” hazards will be of this nature by definition.
- ii) Remarks may be amplified eg: “. . . MARKED BY SOUTH CARDINAL BUOY 0.2 MILES SOUTHWARD” or “GUARD VESSEL VALIENT STATIONED CLOSE SOUTH EXHIBITING RACON MO(U)”
- iii) Also wrecks on considerable depth may be subject to a navigational warning if fishing with bottom gear may take place in the area.
- iv) The word DANGEROUS shall only be used if the wreck constitute a threat to expected shipping in the area.

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Further notes to be considered :

When is a “dangerous wreck”(5.2.2.2) just a “wreck” (5.2.2.7)?

Guidance on depth of water

When to consider fishing vessels, submarines?

EXAMPLES OF WARNINGS IN SECTION 5.2.2.2

HYDROLANT 309/08(52). WESTERN MEDITERRANEAN SEA.
NGA CHART 52220 (7TH ED).
DANGEROUS WRECK REPORTED VICINITY 36-49.6N 005-50.6E.//

HYDROLANT 164/08(37). ENGLISH CHANNEL.
NGA CHART 37075 (3RD ED).
DANGEROUS WRECK, LEAST DEPTH 10 METERES, IN 50-10.0N 002-02.1W.

NAV ONE 196/08
SOUTHERN NORTH SEA. SWARTE BANK. CHART BA 105. DANGEROUS WRECK LOCATED 53-
26.02N 002-08.40E, MARKED BY NORTH, SOUTH, EAST AND TWO WEST CARDINAL
LIGHTBUOYS, ONE FITTED WITH RACON MO(D)

021245 UTC NOV
BALTIC SEA NAV WARN 023
CENTRAL BALTIC
EAST OF GOTLAND,
160 METRES RO-RO VESSEL SUNK IN VICINITY OF 56-45N 017-15E.
WRECK STILL NOT LOCATED.
DERELICTS ADRIFT IN VICINITY.

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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 shall contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments
<u>ESTABLISHED</u>	
<u>REPLACED BY</u>	
<u>CHANGED TO</u>	

Notes:

- i)
- ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.3

NAVAREA IV 141/07(26). JAMAICA.
 CHART 26001 (4TH ED).
 SOUTHWEST ROCK LIGHT, FL (3) W 10 SEC 7 METERS 5 MILES,
 ESTABLISHED IN 16-47.547N 078-11.481W.//

HYDROLANT 563/08(37). ENGLAND-EAST COAST.
 NGA CHART 37057 (2ND ED).
 TWO BUOYS ESTABLISHED TO MARK WELLHEAD:
 A. NORTH CARDINAL 53-17.58N 001-06.18E.
 B. SOUTH CARDINAL 53-17.13N 001-06.92E.//

HYDROPAC 679/08(74). AUSTRALIA-NORTHEAST COAST
 NGA CHART 74227(1ST ED).
 RACON AT CREAL REEF LIGHT 20-31.87S 150-22.68E
 TEMPORARILY DISCONTINUED.//

NAVAREA V
 NAVAREA WARNING 0054/08S 0226/08 - SOUTHEAST OF ILHA RASA - CHART 21070 (INT 2008)EXISTENCE OF 8 UNLIT BUOYS IN ORANGE COLOR - 4 METERS LENGTH AND 2 METERS DIAMETER - INSTALLED WITHIN 3000 METERS RADIUS CENTERED IN POSITION: 24-17.75S 042-39.84W - PURPOSE: DEVELOPMENT OF OIL PROSPECTION WORK - PERIOD: FROM: 15/APR TO 15/MAY/08.CAUTION ADVISED. CANCEL THIS WARNING 160300Z/MAY/08ST

262145 UTC OCT
SWEDISH NAV WARN 243
SOUTHERN BALTIC.
SOLVESBORG APPROACHES.
KLIPPAN LIGHTHOUSE
56-00.1N 14-32.1E
LIGHT PERMANENTLY DISCONTINUED.
TOWER REMAINS.

4. The presence of large unwieldy tows in congested waters;

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 5, 6, 7, 8**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments
<u>LENGTH OF TOW</u>	

Notes:

- i)
- ii)

Further notes to be considered :
 Guidelines on cancellation details (message element 8)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.4

NAVAREA V 4333/08
 TOW BETWEEN POSITION 22-52.88S 043-08.73W (RJ) AND BACIA DE SANTOS(SP)TUGS C-SPIRIT AND NORCEMAN, TOWING DRILL RIG PRIDE SOUTH ATLANTIC WITH 500 METERS LENGTH TOW. DEPARTURE: 270900Z/APR. WIDE BERTH REQUESTED. CANCEL THIS WARNING 281000Z/APR/08

NAVAREA ONE 458/09
 ENGLISH CHANNEL. GUERNSEY, WESTWARDS TO ENGLAND, SOUTH COAST. LARGE AND UNWIELDY TOW, LENGTH 1100 METRES, IN PROGRESS FROM 49-22N 003-22W TO LYME BAY. A TEMPORARY EXCLUSION ZONE OF ONE MILE RADIUS IS ESTABLISHED AROUND THE CONVOY. ALL VESSELS ARE REQUIRED TO REMAIN OUTSIDE THIS AREA.

BALTIC SEA NAV WARN 054
KATTEGAT - THE SOUND - SOUTHERN BALTIC,
LARGE AND HEAVY TOW IN PROGRESS BETWEEN
GOTEBORG 57-40N 011-50E
AND
GDANSK 54-25N 018-40E.
TUGBOATS: 'WILLIAM' (SEMG) AND 'TOR' (SBIN).
WATCH BOAT: 'BILL' (SEJU).
APPROX. SPEED: 7 KNOTS.
TOTAL LENGTH OF TOW: 800 METRES
EXPECTED PASSAGES:
251500 UTC FEB GOTEBORG S ENTRANCE
252330 UTC FEB TSS IN THE SOUND
260800 UTC FEB TSS OFF FALSTERBO
261600 UTC FEB S OF ADLERGRUND
271700 UTC FEB ZATOKA GDANSKA, HEL.

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

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 5, 6, 7, 8**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments
LOCATED	The time of the position report shall ALWAYS be included when known.
ADRIFT	
ADRIFT IN VICINITY	

Notes:

- i) Consideration shall be given to **cancelling** the warning after sufficient time has elapsed for the position to have become degraded.
- ii) Time is to be UTC

Further notes to be considered :

Guidelines on cancellation details (message element 8) - I think we agreed on 72 hours (3 days) but we did not agree whether this should be maximum or minimum [the NAVAREA I position is that it should be MAXIMUM]

Comment [s14]: SUGGESTION:
Maximum transmission period shall never be more than 72 hours after the latest update of position. The length of the transmission period shall be dependent on wind, waves, stream, currents and the character of the drifting object. Cancellation time shall never be included in the warning and no cancellation shall be transmitted unless the drifting object has been salvaged. The master must make his own estimation of an adequate time for not paying attention to the warning any longer.

EXAMPLES OF WARNINGS IN SECTION 5.2.2.5

HYDROLANT 986/07(36,37). ENGLAND-WEST COAST. ORDNANCE. MINE ADRIFT VICINITY 50-00.8N 005-30.0W.//

HYDROLANT 999/04(55). BLACK SEA. MINE ADRIFT IN 45-42.4N 030-45.5E AT 081720Z JUN.

NAVAREA ONE 368/08
FRANCE NORTH COAST. CALAIS APPROACHES. CA1 BUOY NORTHWARDS. MINE LOCATED IN DEPTH OF 20 METRES 50-57.79N 001-46.10E AT 231641 UTC

SUPERBUOY ADRIFT IN VICINITY _____ AT 231641 UTC

UNLIT DERELICT TANKER ADRIFT IN VICINITY _____ AT _____ UTC

POLISH NAV WARN 321
SOUTHERN BALTIC.
DECK CARGO OF HEAVY LOGS LOST OVERBOARD
IN 55-20N 018-30E AT 252200 UTC NOV.

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 shall contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments
<u>SAR-OPERATION</u>	

Notes:

- i)
- ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.6

HYDROPAC 103/08(83). SOUTH PACIFIC.
 DISTRESS SIGNAL RECEIVED ON 243 MHZ VICINITY 54-53S 141-15W. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MARITIME OPERATIONS NEW ZEALAND, INMARSAT-C: 451200067, PHONE: 644 914 8333, FAX: 644 914 8334 OR TAUPO MARITIME RADIO.//

HYDROLANT 395/08(37). BAY OF BISCAY.
 DISTRESS SIGNAL RECEIVED ON 406 MHZ FROM F/V UR ERTZA VICINITY 44-00N 002-45W. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC ETEL, TELEX: 4295 0519, PHONE: 332 9755 3535, FAX: 332 9755 4934, E-MAIL: MRCC@EQUIPEMENT.GOUV.FR.//

HYDROLANT 260/08(51). NORTH ATLANTIC.
 MAN OVERBOARD FROM M/V EW KENYA VICINITY 16-22N 032-00W. VESSELS IN VICINITY REQUESTED TO KEEP A SHARP LOOKOUT, ASSIST IF POSSIBLE. REPORTS TO MRCC DAKAR, PHONE: 22 133 826 5001, FAX: 22 133 826 5000.//

010223 UTC NOV
BALTIC SEA NAV WARN 022
CENTRAL BALTIC
EAST OF GOTLAND.
VESSEL 'ARIEL' (SEMN) SUNK IN VICINITY OF 56-45N 017-15E AT 010150 UTC NOV.
25 PERSONS ABOARD.
SAR-OPERATION IN PROGRESS WITH SHIPS AND HELICOPTERS.
VESSELS NOT ENGAGED IN THE SAR-OPERATION ARE REQUESTED TO GIVE 1 NM BERTH AND AVOID THE USE OF VHF CH-16 IF NOT NECESSARY.

BALTIC SEA NAV WARN 032
CENTRAL BALTIC
S OF GOTLAND ISLAND.
OIL COMBATING OPERATION IN PROGRESS
IN VICINITY 56-46N 18-25E.

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ENGAGED SHIPS: 'COAST GUARD NO-181' AND TUGBOAT 'TORE'.
UNMARKED 2 NM LONG OIL BOOM ESTABLISHED.
FOR FURTHER INFORMATION, CALL 'COAST GUARD NO-181' ON VHF CH-13.

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These examples are actually for the type of message which it was decided to remove from the message type table – the old 3.1.1.14

[Search and rescue operations may, however, involve the broadcasting of MSI in the navigational warning category in the following two cases, described in 3.1.1.6 and 3.1.1.14 of this Manual:

- A. “at the request of the controlling maritime rescue co-ordination centre (MRCC), notification of ships and aircraft on or over the open sea reported in distress, seriously overdue or missing (when search and rescue operations have been stood down after a fruitless search, when failing to find a ship alongside in a port search, or when a ship is several days overdue and contact cannot be established)”.

This type of navigational warning may seem similar to an alert message. However, it is completely different in nature. An alert message is legally binding on the captain to intervene (in accordance with the provisions of SOLAS regulation V/33 or national legislation). A navigational warning signalling the disappearance of a ship is merely a request for collaboration with the SAR service, without in any way changing the normal operation of the ship, to complement the active search in progress or when a search has been fruitless or impracticable.]

As we discussed, this is no longer in the manual as a message type. We need some examples of “areas to be avoided” due to SAR or anti-pollution operations

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

Comment [s15]: Wrecks have been solved in 5.2.2.2

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments
<u>LESS DEPTH THAN CHARTED</u>	
<u>A RECENT SURVEY HAS REVEALED</u>	

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Notes:
i)
ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.7

HYDROPAC 428/08(81). NORTH PACIFIC.
NGA CHART 81023 (5TH ED).
DISCOLORED WATER REPORTED IN 08-26-14N 145-51-04E.//

HYDROPAC 311/08(97). NORTH PACIFIC.
NGA CHART 97000 (3RD ED).
DISCOLORED WATER WITH SUBMARINE VOLCANIC ACTIVITY REPORTED VICINITY 24-17.1N
141-29.1E AT 190110Z FEB.

ARTHUR ISLAND _____ REPORTED TO LIE ABOUT TWO MILES WEST OF CHARTED POSITION.

SWEDISH NAV WARN 123
SOUTHERN BALTIC.
KARLSKRONA APPROACHES.
56-03.5N 015-32.2E
A CURRENT SURVEY HAS REVEALED REMARKABLE LESS DEPTH THAN CHARTED WITHIN 1 NM FROM THE POSITION ABOVE.

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8. Unexpected alteration or suspension of established routes;

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments

Notes: i) ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.8
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9. Cable or pipe-laying activities, 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 shall contain message elements **1, 2, 3, 5, 6, 7, 8**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments
CABLE LAYING OPERATIONS -IN PROGRESS	
SEISMIC SURVEY IN PROGRESS	
UNDERWATER OPERATIONS	<u>Do not use "submarine operations"</u>
SCIENTIFIC OPERATIONS IN PROGRESS	

Notes:

- i) Use "requested" when wide berth is for benefit of ~~cables~~the ship which is performing the operation
- ii) Use "advised" when operations create a significant hazard

EXAMPLES OF WARNINGS IN SECTION 5.2.2.9

HYDROPAC 669/08(75). AUSTRALIA-SOUTHEAST COAST. CABLE LAYING OPERATIONS IN PROGRESS ~~UNTIL FURTHER NOTICE~~ BY CABLESHIP ILE DE SEIN IN AREA BETWEEN 34-01.2S 34-14.4S AND 151-25.1E 151-40.7E. 2.5 MILE BERTH REQUESTED.//

HYDROLANT 593/08(43). NORWEGIAN SEA. SEISMIC SURVEY IN PROGRESS ~~UNTIL FURTH NOTICE~~ BY M/V CGG ALIZE TOWING TEN 7100 METER LONG CABLES IN AREA BETWEEN 65-40N 65-00N AND 006-20E 007-00E. WIDE BERTH REQUESTED.//

HYDROLANT 343/08(51). NORTH ATLANTIC. CAPE VERDE. SCIENTIFIC OPERATIONS IN PROGRESS ~~UNTIL FURTHER NOTICE~~ BY M/V ATALANTE ALONG TRACKLINE BETWEEN 15-00N 023-00W AND 07-00N 023-00W. WIDE BERTH REQUESTED.//

NAVAREA V
 N 0252/08 - EAST OF CABO ORANGE CHART 10(INT.216) VESSEL CGG AMADEUS - BLUE HULL WITH WHITE STRIP AND WHITE SUPERSTRUCTURE - CARRYING OUT SEISMIC SURVEY AMONG POSITIONS: 04-45.00N 051-15.00W 05-15.00N 049-33.00W 03-35.00N 047-45.00W 02-50.00N 045-47.00W AND 02-50.00N 049-19.50W TOWING 8 CABLES WITH 6500 METERS LENGTH - SIGNALLED IN EXTREMITY BY BUOYS WITH INTERMITENT FLASHINGS - PERIOD: 26 TO 30/APR. WIDE BERTH REQUESTED. CANCEL THIS WARNING 010359Z/MAY/08 ST

NAVAREA TWO
130/08 - CAPE BLANC
UNDERWATER OPERATIONS 18 TO 29 APR BY R/V POSEIDON WITH REMOTELY OPERATED
VEHICLE IN AREA BOUNDED BY 20-00N 22-00N / 017-30W 022-00W. WIDE BERTH REQUESTED.

NAVAREA ONE 086
NORWEGIAN SEA. HEIDRUN, ASGARD AND KRISTIN FIELDS WESTWARDS. CHART BA 4101.
SEISMIC SURVEY IN PROGRESS BY CGG ALIZE TOWING 10 X 7100 METRE CABLES IN AREA
BOUNDED BY 65-40N 006-20E, 65-40N 007-00E, 65-00N 006-20E AND 65-00N 005-35E. WIDE BERTH
REQUESTED.

SECURITE
171030 UTC MAR 08
NAVAREA VII/037
1. ATLANTIC OCEAN - NE SECTOR
2. CHARTS SAN 1, 5 AND BA 627
3. M/V GECO EMERALD IS CONDUCTING SEISMIC SURVEY OPERATIONS AND TOWING 6
STREAMERS AT 8000 METRE LENGTH WITH ENDS MARKED WITH YELLOW BUOYS AND BLUE
FLASHING LIGHTS BETWEEN THE FOLLOWING POSITIONS
4 A. 10-55 S 013-20 E
B. 11-21 S 013-20 E
C. 11-21 S 012-40 E
D. 10-55 S 012-40 E
5. ALL VESSELS REQUESTED TO GIVE A WIDE BERTH, MINIMUM 6 NM ASTERN AND 3 NM
ABEAM. SURVEY VESSEL STANDING BY ON VHF CH 67 AND 16. GUARD VESSEL ST JOHNS IN
ATTENDANCE
6. UNTIL FURTHER NOTICE

111300 UTC AUG
SWEDISH NAV WARN 258
SOUTHERN BALTIC.
TSS BORNHOLMSGAT.
UNDERWATER OPERATION IN PROGRESS
IN VICINITY OF 55-20N 014-24E.
THE VESSEL 'CABLE ONE' MAY BE ANCHORED IN THE SOUTHBOUND LANE.
THE WARP-ANCHORS ARE MARKED BY RED BUOYS.
DIVERS ARE USED.

241621 UTC JUN
DANISH NAV WARN 158
SKAGERRAK.
SEISMIC SURVEY IN PROGRESS WITHIN
58-03N 009-50E
58-03N 010-35E
58-15N 010-02E
58-06N 010-35E.
SURVEY SHIP THETIS (OUEN) IS TOWING 6500 METRES LONG CABLE.
MARINERS ARE REQUESTED TO GIVE 4.5 NM BERTH ASTERN AND
2 NM ON SIDES.
CANCEL 242000 UTC JUNE.

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

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 4, 5, 6, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments

Notes: i) ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.10
<p>HYDROPAC 40/08(81,82). NORTH PACIFIC. NEW GUINEA. NGA CHART 507 (2ND ED). ODAS BUOY ESTABLISHED IN 00-02N 137-53E.//</p> <p>-----</p> <p>SECURITE 141012 UTC APR 08 NAVAREA VII/047 1. INDIAN OCEAN - SW SECTOR - MADAGASCAR - PORT OF MAJUNGA 2. CHARTS SAN 1 3. TWO TIDE GAUGES AND A CURRENT METER MOORED IN AREA DELIMITED BY THE FOLLOWING POSITIONS 4. A. 15-32.70S 046-11.53E B. 15-32.70S 046-11.77E C. 15-33.03S 046-11.77E D. 15-33.03S 046-11.53E 5. DANGER TO NAVIGATION. TRAWLING VESSELS TO REMAIN WELL CLEAR 6. UNTIL FURTHER NOTICE</p>

11. The establishment of offshore structures in or near shipping lanes;

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 4, 5, 6, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments

Notes:
i)
ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.11

SECURITE
130700 UTC MAR 08
NAVAREA VII/031
1. SOUTH ATLANTIC - NE SECTOR
2. ANGOLA, CONGO, IVORY COAST AND NAMIBIA
3. CHARTS SAN 1, 54, 75, 76(INT 2630, 2649) BA 604, 632
4. RIG LIST
A. 07 - 39.02 S 011 - 46.12 E PRIDE AFRICA
B. 07 - 43.0 S 011 - 43.0 E PRIDE ANGOLA
C. 06 - 20.15 S 011 - 18.01 E PRIDE SOUTH PACIFIC
D. 05 - 33.08 S 011 - 27.08 E PRIDE VENEZUELA
E. 05 - 18.58 S 011 - 55.15 E PRIDE CABINDA
F. 06 - 19.02 S 011 - 03.23 E KIZOMBA A
G. 06 - 20.92 S 011 - 09.22 E KIZOMBA B
H. 06 - 03.81 S 011 - 05.86 E GSF RIG 140
5. 4 NM EXCLUSION ZONE ABOUT RIGS DUE TO PRESENCE OF
UNLIT ANCHOR MARKING BUOYS
6. CANCEL NAVAREA VII 183 OF 2007
7. UNTIL FURTHER NOTICE

231900 UTC AUG
POLISH NAV WARN 145
SOUTHERN BALTIC.
'PETROBALTIC' OIL RIG ESTABLISHED
55-24.7N 017-46.1E.
LIGHT MO(U) 15S. RACON (U).

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 shall contain message elements **1, 2, 5, 6**, identified and ordered, as in Message Elements table **Figure 3**

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.
UNSTABLE	
REDUCED POWER	
	Add in back-up facility if one is available.
<u>INOPERATIVE</u>	
<u>UNUSABLE</u>	
<u>DISCONTINUED</u>	

Notes:

- i) Messages concerning long-range electronic nav aids will not normally need a. Area, Locality or Chart Number
- ii) If a definitive time is quoted for the outage, the message cancels 1 hour after event completes

EXAMPLES OF WARNINGS IN SECTION 5.2.2.12

NAVAREA IV 144/08(11,26). GEORGIA. NAVTEX.
NAVTEX STATION SAVANNAH AT REDUCED POWER.//

NAVAREA IV 117/08(GEN). NORTH ATLANTIC.
INMARSAT-B TERMINAL AT JRCC HALIFAX UNSERVICABLE. DISTRESS MESSAGES CAN BE SENT TO JRCC HALIFAX VIA INMARSAT-C. INMARSAT-B MESSAGES CAN BE DIRECTED TO MCTS HALIFAX 01922510.//

HYDROPAC 128/08(GEN). NORTH PACIFIC. RUSSIA.
LORAN-C RUSSIAN-AMERICAN CHAIN, RATE 5980, UNUSABLE.//

NAVAREA ONE 107
GPS. PRN 25 UNUSABLE 231900 UTC TO 241000 UTC APR. CANCEL THIS MESSAGE 241100 UTC APR 08.

170720 UTC NOV
BALTIC SEA NAV WARN 029
GULF OF FINLAND.
TALLINN NAVTEX TRANSMITTER INOPERATIVE.
EASTERN PARTS OF NAVTEX SERVICE AREA ‘U’ COULD BE AFFECTED BY POOR RECEPTION.

260840 UTC FEB
BALTIC SEA NAV WARN 086
DIFFERENTIAL GPS.
SKAGERRAK AND KATTEGAT.
DGPS STATION 'GOETEBORG' (ID 469) INOPERATIVE 261000 - 261400 UTC FEB.
CANCEL 261500 UTC FEB.

011800 UTC JUN
SWEDISH NAV WARN 187
CENTRAL BALTIC.
KALMAR SOUND VTS-AREA.
SHORE BASED AIS SYSTEM INOPERATIVE.
SHIPS GRATER THAN 300 TONNES ARE REQUESTED TO MAKE A GENERAL CALL ON CHANNEL
16 WHEN ENTERING AND LEAVING THE AREA.

13. Information concerning special operations 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. It is important that where the degree of hazard is known, this information is included in the relevant warning. ~~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;~~

Comment [s16]: This need to be clarified as it is difficult to express the degree of hazard (the probability of damages and/or injuries can hardly be expressed in percent?)

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 5, 6, 7, 8**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments

Notes:

- i) -Warnings should be broadcast in sufficiently good time to allow ships planning to sail inside the area to take appropriate action.
- ii) Warnings may include reference to relevant national publications and contact information to the responsible authority who can give advises for the passage of the area to avoid accidents as well as disturbance to the operation.

EXAMPLES OF WARNINGS IN SECTION 5.2.2.13

HYDROLANT 107/08(55). BLACK SEA. GUNNERY.
 1. GUNNERY EXERCISES 0800Z TO 1600Z DAILY

16 THRU 18 JAN IN AREA BOUND BY
44-43.8N 032-52.2E, 44-34.8N 032-37.4E,
44-39.0N 032-11.5E, 44-48.4N 032-08.2E,
45-00.2N 032-14.2E, 44-52.2N 032-41.6E.

2. CANCEL THIS MSG 181700Z JAN.//

HYDROLANT 128/08(36,51). NORTH ATLANTIC. MISSILES.

1. HAZARDOUS OPERATIONS 211100Z TO 211700Z AND
221100Z TO 221800Z JAN IN AREA BOUND BY

40-10N 016-30W, 39-50N 016-30W,
38-00N 020-30W, 42-00N 020-30W.

2. CANCEL THIS MSG 221900Z JAN.//

HYDROPAC 214/08(83). SOUTH PACIFIC. SPACE SHUTTLE.

1. HAZARDOUS OPERATIONS 072000Z TO 072136Z FEB,
ALTERNATE 081937Z TO 082113Z FEB IN AREA BOUND BY

42-59S 171-56W, 41-36S 169-09W,
39-57S 166-08W, 37-18S 161-52W,
35-27S 159-12W, 33-02S 156-03W,
30-02S 152-30W, 27-58S 150-16W,
25-20S 147-36W, 21-26S 143-59W,
22-32S 142-31W, 23-09S 141-47W,
24-00S 142-23W, 27-01S 145-14W,
29-56S 148-15W, 33-15S 152-02W,
36-04S 155-37W, 38-23S 158-56W,
40-34S 162-24W, 43-06S 167-03W,
44-49S 170-49W, 43-46S 171-40W.

2. CANCEL THIS MSG 082213Z FEB.//

HYDROPAC 441/08(22,83). SOUTH PACIFIC. HAZARDOUS OPERATIONS. SPACE DEBRIS.

1. HAZARDOUS OPERATIONS 090600Z TO 090845Z MAR IN AREA BOUND BY

19-30S 120-00W, 26-30S 120-00W,
30-00S 123-30W, 30-00S 132-00W.

2. CANCEL THIS MSG 090945Z MAR.//

NAVAREA V 246/08

SOUTH OF RIO DE JANEIRO - CHART 21070(INT. 2008)- MILITARY MANEUVER
PERIOD: 280200Z/APR TO 010400Z/MAY AREAS DANGEROUS TO NAVIGATION AMONG
POSITIONS:

A) 23-22.00S 042-05.00W 24-00.00S 042-05.00W 24-00.00S 044-55.00W 23-45.00S 044-55.00W; AND

B) 24-00.00S 042-05.00W 25-20.00S 042-05.00W 25-20.00S 044-55.00W 24-00.00S 044-55.00W.

CAUTION ADVISED. CANCEL THIS WARNING 010500Z/MAY/08 ST

NAVAREA V 323/08

NATAL VICINITY CHART 22100(INT.2114)- MILITARY MANEUVER GUNNERY EXERCISE
DIURNAL PERIOD: 28/APR TO 23/MAY

AREA DANGEROUS TO NAVIGATION DELIMITED AMONG POSITIONS: 05-42.53S 034-45.02W 06-
09.83S 034-46.82W 06-03.93S 034-57.22W AND 05-47.03S 034-56.32W AND LIMITED INSIDE BY 20

NAUTICAL MILES RADIUS AND OUTSIDE BY 32 NAUTICAL MILES RADIUS CENTERED IN

POSITION: 05-54.53S 035-14.92W. CAUTION ADVISED. CANCEL THIS WARNING 232100Z/MAY/08 ST

NAVAREA I 402/09
SOUTHERN NORTH SEA. UK Sector. Smiths Knoll to Brown Ridge. Chart BA 1408. Unexploded seabed ordnance exists within area bounded by 52-25N, 53-05N, 002-00E and 003-15E.

280900 UTC OCT
POLISH NAV WARN 195
SOUTHERN BALTIC.
MILITARY EXERCISE AREAS OFF THE POLISH COAST ARE CLOSED TO UNAUTHORIZED SHIPS
AS FOLLOWS:
AREA DATE AND TIME IN UTC.
6 300400-310100 OCT
6, 6A 020400-030100 NOV
11 030400-032300 NOV
6B 030400-042300 NOV.
CANCEL 032400 UTC NOV.

220700 UTC OCT
LITHUANIAN NAV WARN 035
SE BALTIC.
FIRING EXERCISES 23-28 OCT DAILY 0600-1400 UTC
IN AREA 'ABC-18' CENTERED IN 55-30N 020-50E.
THE AFFECTED AREA IS TEMP. PROHIB. TO SHIPPING.
CANCEL 281500 UTC OCT.

14. Acts of piracy and armed robbery against ships;

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments
ACT OF PIRACY	
ARMED ROBBERY	

Notes:

- i) Broadcast as Safety message
- ii) Add amplifying information if available for example, “Regional Piracy Centre, KUALA LUMPUR, TEL.:FAX : E-MAIL:

Did we really mean to include the Chart number as a standard message element for Piracy reports?

EXAMPLES OF WARNINGS IN SECTION 5.2.2.4

CHART NR. _____. MV “ALWAYS SAIL” REPORTS ACT OF PIRACY/ARMED ROBBERY IN VICINITY 17-40N 095-06E AT 0600 UTC. TWO ZODIACS CARRYING 3-4 MEN EACH APPROACHING FROM ASTERN AT 20 KNOTS AT FIRST LIGHT. ATTEMPTED TO BOARD PORT SIDE AFT. REPELLED. CAUTION ADVISED.

PIRACY ATTACKS/ARMED ROBBERY CONCENTRATED IN PHILLIP CHANNEL BETWEEN _____ AND _____. REPORTED ATTACKS ALWAYS OCCUR AT NIGHT. VESSELS ADVISED TO MAINTAIN ANTI-PIRACY WATCHES. ALL SUSPICIOUS OR UNEXPLAINED CRAFT MOVEMENTS OR PIRACY ATTACKS SHALL BE REPORTED IMMEDIATELY TO THE (NEAREST RCC, NATIONAL OR REGIONAL PIRACY CENTRE OR THE NEAREST POINT ON THE COAST WITH WHICH THEY CAN COMMUNICATE).

15. Tsunamis and other natural phenomena, such as abnormal changes to sea level;

The text of a navigational warning in this category shall contain message elements **1, 2, 5, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments

Notes:
i)
ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.15

NAVAREA XII 201/07(GEN). PACIFIC COASTAL AREAS. TSUNAMI WARNING.
AN EARTHQUAKE OCCURRED AT 152341Z AUG. PRELIMINARY MAG 7.9, PRELIMINARY LOCATION 13.5S 076.7W VICINITY OF PERU COAST. A TSUNAMI WARNING IS IN EFFECT FOR PERU, CHILE, ECUADOR AND COLOMBIA. A TSUNAMI WATCH IS IN EFFECT FOR PANAMA, COSTA RICA, NICARAGUA, GUATEMALA, EL SALVADOR, MEXICO AND HONDURAS. A TSUNAMI ADVISORY IS ISSUED FOR THE STATE OF HAWAII EFFECTIVE AT 160020Z AUG. 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.//

271330 UTC JUN
BALTIC SEA NAV WARN 006
SOUTHERN BALTIC. THE BELTS. THE SOUND:
THE WATER LEVEL IS EXPECTED TO DROP 80 CM BELOW MSL WEDNESDAY AFTERNOON,
THURSDAY MORNING RISING TO ABOUT MSL.
WESTERN BALTIC:
THE WATER LEVEL IS EXPECTED TO DROP 100 CM BELOW MSL WEDNESDAY EVENING.
THURSDAY MORNING RISING TO ABOUT MSL.

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16. World Health Organization (WHO) health advisory information.

Comment [s17]: Also information from national authorities could be relevant.

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 5, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments

Notes:
i)
ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.16

270800 UTC JUL
BALTIC SEA NAV WARN 078
CENTRAL BALTIC.
WATERS BETWEEN THE ISLANDS 'OLAND' AND 'GOTLAND'.
EXTENSIVE ALGAL BLOOM IN PROGRESS WITHIN 30 NM FROM
57-10N 017-40E.
THE ALGAE IS POISONOUS.
THE SEA WATER IN THE AFFECTED AREA SHOULD NOT BE USED FOR MAKING FRESH WATER
BY EVAPORATION OR OSMOSIS.

17. Security related requirements

The text of a navigational warning in this category shall contain message elements **1, 2, 3, 5, 7**, identified and ordered, as in Message Elements table **Figure 3**

Standard Remarks	Comments
<u>ISPS SECURITY LEVEL</u>	

Notes:

- i)
- ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.17

221200 UTC DEC
SWEDISH NAV WARN 455
HEIGHTENED ISPS SECURITY LEVEL.
THE SWEDISH GOVERNMENT HAS DECIDED THAT ALL SHIPS IN SWEDISH PORTS OR IN
SWEDISH TERRITORIAL WATERS ABOUT TO ENTER A SWEDISH PORT, SHALL APPLY SECURITY
LEVEL 2.

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MISCELLANEOUS

BULLETIN

Notes:

- i)
- ii)

EXAMPLE

NAVAREA I 125/09
NAVAREA ONE MESSAGES IN FORCE AT 091000 UTC MAY 09:
2005 SERIES: 402.
2008 SERIES: 019 035 050 247 251 279 293 329.
2009 SERIES: 075 078 089 090 096 099 101 102 108 117 118 119 120 121 124 125.

NOTES:

1. TEXTS OF NAVAREA ONE MESSAGES ARE PRINTED IN WEEKLY EDITIONS OF NOTICES TO MARINERS.
2. NAVAREA ONE MESSAGES LESS THAN 42 DAYS OLD (075/09 ONWARD) ARE CURRENTLY INCLUDED ON RELEVANT SAFETYNET AND/OR NAVTEX BROADCASTS.

121800 UTC AUG
BALTIC SEA AREA
FOLLOWING NAVTEX MESSAGES ARE PRESENTLY IN FORCE WITHIN NAVTEX SERVICE AREA
I, J, U AND H:
IB76 IA02, IA98
JB76 JA72 JA71 JA70 JA65 JA64 JA55 JA52 JA30 JA15 JA08
UA18 UA17 UA16 UA05 UA82
HB71 HA54 HA54, HA36, HA23

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