Time of origin in MSI

Australia and Sweden

SUMMARY

Executive Summary: This document is the outcome of a plain study of the use of a Date-Time Group (DTG) in MSI and the advantages of including DTG in some situations.

Action to be taken: To be considered at the meeting

Related documents: CPRNW 10, Summary Report item 4.2

1. BACKGROUND

At the 10:th meeting of CPRNW in Niteroi, Brazil, 25-29 August 2008, the use of a Date-Time Group in the header of MSI messages was discussed under the agenda item 4.2.

Australia and Sweden were of the opinion that time of origin of a MSI-message in many cases is giving the mariner valuable information when he/she evaluate the information in the message.

Australia and Sweden were requested to collect relevant information and demonstrate the requirement for a Date-Time Group to the next meeting.

2. STUDY

We have looked at Navarea Warnings in the Indian and Pacific Oceans and in the East Atlantic Ocean and also at NAVTEX-messages for Navarea 1, 2 and 3. We can see that the use of DTG varies between the areas but also within one particular area. However a great majority of the Navtex messages included a DTG in accordance with the International NAVTEX Manual.

3. FINDINGS

In spite of international documents and recommendations such as the SafetyNET-, NAVTEX- and MSI-manuals, the header of MSI-messages, as well as the way of drafting MSI, varies a lot between the originators (see some examples in annex Annex to this document). This proves the importance of the international documents mentioned above but it also shows that we may have failed in making the documents sufficiently well known and easy to use.

In most cases the DTG is not giving any additional value to the officer on watch in the aspect of helping him/her to clearly understand the information in the MSI message.

However, by including a DTG in the header, the “time information” in the following text could, in many cases, be avoided or minimized. This is particularly obvious in storm warnings and weather forecasts where texts like “issued by the meteorological office at 180900 UTC AUG” are quite common.

The wetting and port state inspectors are carefully checking that all valid MSI are available on the bridge. Consequently the officer on watch must keep a careful track of all valid MSI for the particular sea area the ship is sailing in and for other areas into which the ship will enter. This is a time consuming job and we must do what we can to facilitate the officers job in this aspect.

Print-outs of valid MSI are often kept in a folder on the bridge, which commonly is divided in sea-areas with the messages sorted in a logical way such as time of origin (DTG).

Evident *originator*, *warning identity* and *DTG* helps the officer to keep all the MSI under control, in particular when the ship is coming back to the same area on a regular basis.

4. CONCLUSION

Australia and Sweden are of the opinion that insertion of DTG in a standardized way in the header of each MSI would facilitate the evaluation of MSI aboard.

Annex: Examples of MSI

040200 UTC AUG =
NAVAREA ONE 205
ENGLAND, SOUTH-WEST, SOUTH, SOUTH-EAST AND EAST COASTS. CHART BA 1149, 2454 (INT 1511), 1504 (INT 1510) AND 1190 (INT 1508).
1.AIS AT FOLLOWING STATIONS INOPERATIVE:
A. BANN SHOAL LIGHT-BUOY,
50-20.0N 005-51.1W.
B. CHANNEL LIGHT-VESSEL,
49-54.5N 002-53.7W.
C. VARNE LIGHT-VESSEL,
51-01.3N 001-23.9E.
D. SUNK CENTRE LIGHT-VESSEL,
51-50.1N 001-46.0E.
E. SUNK INNER LIGHT-VESSEL,
51-51.0N 001-34.9E.
F. SOUTHWOLD LIGHTHOUSE,9
51-19.6N 001-40.9E.
G. LOWESTOFT LIGHTHOUSE,
52-29.2N 001-45.4E.
H. NORTH OUTER DOWSING LIGHT-BUOY,
53-33.5N 000-59.6E.+

300942 UTC JUL 09
NAVAREA VII 143
1. AFMET ZSJ - (CAPE NAVAL) WEATHER FACSIMILE BROADCAST WILL BE OFF THE AIR FROM IMMEDIATE EFFECT DUE TO MAINTENANCE REQUIREMENTS
2. UNTIL FURTHER NOTICE

010730 UTC AUG 09
NAVAREA VII 145
1. SOUTH ATLANTIC OCEAN - NE SECTOR
2. CHART SAN 1
3. R.O.V. SIGHTED ADRIFT
4. 06-13.6S 010-44.4E
5. VESSELS TO NAVIGATE WITH CAUTION
6. UNTIL FURTHER NOTICE

NAVAREA 7/131
131348 UTC JUL 09
1. AFRICA EAST COAST - MOZAMBIQUE CHANNEL
2. PORT OF QUELIMANE
3. CHARTS MOZ 485 AND BA 2935, 650
4. BUOY P UNLIT
5. 18-05.26S 037-00.88E
6. UNTIL FURTHER NOTICE

311001 UTC JUL 2009
NAVAREA EIGHT - 352
INDIAN OCEAN - WESTERN PART
CHARTS INT 71 INT 72 INT 701 INT702 AND INT 703
SUSPECT ACTIVITY NOTED AT 1100 UTC ON 30 JUL 09 IN
POSITION 05-44.0N 050-06.0E APPROXIMATELY 95 NM ENE OF SOMALIA
2. ALL VESSELS OPERATING IN THE AREA ADVISED TO MAINTAIN STRICT ANTI-PIRACY PRECAUTIONS

011400 UTC AUG 2009
NAVAREA NINE 139
ARABIAN SEA. PAKISTAN
CHARTS PAK 33 AND BA 38
2. U.S NAVY WILL CARRY OUT VARIOUS HAZARDOUS OPERATIONS
FROM 0001 TO 1600 UTC ON 01-02 AUG 09,FROM 1000 TO 2200 UTC 0N 04-18 AUG 09 AND FROM 0001 TO 2359 UTC ON 25-31 AUG 09 IN AREA BOUNDED BY FOLLOWING COORDINATES
(A) 24-00N 062-00E
(B) 24-30N 062-00E
(C) 24-30N 062-30E
(D) 24-00N 062-30E
3. SHIPS ARE TO KEEP WELL CLEAR AND NOT TO ENTER THE ASSIGNED DANGER AREA ON ABOVE DATES.
4. CANCEL THIS MESSAGE ON 010600 UTC SEP 09.

NAVAREA XI 0441.
SULU SEA.
SEISMIC SURVEY WORKS BY CGG VERITAS AND PACIFIC SWORD.
UNTIL FUTHER NOTICE.
AREA BOUNDED BY
07-06-30.4N 117-45-44.9E
07-10-35.4N 118-10-12.0E
08-21-29.3N 118-02-24.8E

NAVAREA XI(IOR) ISSUED BY NMC BEIJING AT 2215UTC JUL. 31 2009=
MESSAGE IS UPDATED EVERY 06 HOURS=
SYNOPSIS VALID 1800UTC JUL. 31=
FORECAST VALID 1800UTC AUG. 01=
SUMMARY=
WINDS FROM 7 TO 10M/S SEAS UP TO 1.5M OVER BOHAI SEA AND YELLOW SEA=
NE WINDS FROM 7 TO 12M/S SEAS UP TO 1.8M OVER EAST CHINA SEA AND TAIWAN STRAIT AND SEA EAST AND SOUTH OF TAIWAN=
WLY WINDS FROM 7 TO 12M/S SEAS UP TO 1.8M OVER MIDDLE PART OF SOUTH CHINA SEA=
SW WINDS FROM 12 TO 16M/S SEAS UP TO 2.5M OVER SOUTH PART OF SOUTH CHINA SEA=
WINDS FROM 12 TO 20M/S SEAS UP TO 3.5M OVER SEA EAST OF PHILIPPINES=
HORIZONTAL VISIBILITY LESS THAN 10KM OVER NORTH PART OF YELLOW SEA AND PARTS OF JAPAN SEA AND SEA SOUTH OF JAPAN AND ANDAMAN SEA AND SEA WEST OF SUMATERA AND MALACCA STRAIT AND SUNDA STRAIT
AND MAKASSAR STRAIT AND SULAWESI SEA AND LAUT MALUKU AND LAUT BANDA=
FORECAST=
SE WINDS FROM 7 TO 12M/S SEAS UP TO 1.5M OVER MIDDLE AND SOUTH PARTS OF YELLOW SEA AND NORTH PART OF EAST CHINA SEA=
NE WINDS FROM 07 TO 12M/S SEAS UP TO 1.8M OVER SOUTH PART OF EAST CHINA SEA AND TAIWAN STRAIT AND SEA SOUTH OF TAIWAN=
NE WINDS FROM 10 TO 14M/S SEAS UP TO 2.5M OVER SEA EAST OF TAIWAN=
WLY WINDS FROM 7 TO 12M/S SEAS UP TO 1.8M OVER MIDDLE PART OF SOUTH CHINA SEA=
SW WINDS FROM 10 TO 16M/S SEAS UP TO 2.5M OVER SOUTH PART OF SOUTH CHINA SEA=
WINDS FROM 12 TO 23M/S SEAS UP TO 5.0M OVER SEA EAST OF PHILIPPINES=

NAVAREA XII 333/09(16).
NORTH PACIFIC. ALASKA.
NGA CHART 16011 (37TH ED).
COLD BAY DGPS STATION 55-11.4N 162-42.3W UNUSABLE.

NAVAREA XII 331/09(19).
NORTH PACIFIC. HAWAII. MISSILES.
1. INTERMITTENT MISSILE FIRING OPERATIONS 0001Z TO 2400Z DAILY MONDAY THRU SUNDAY IN THE PACIFIC MISSILE RANGE FACILITY, HAWAIIAN AREA, BARKING SANDS, KAUAI. THE MAJORITY OF MISSILE FIRINGS TAKE PLACE 1600Z TO 0400Z DAILY MONDAY THRU FRIDAY. THE PACIFIC MISSILE RANGE FACILITY HAWAIIAN AREA (W188) IS BOUND BY
22-02.4N 159-47.3W, 22-00.0N 159-51.0W,
22-00.0N 160-00.0W, 22-02.7N 160-09.1W,
22-03.0N 160-21.0W, 22-05.0N 161-35.0W,
22-56.0N 161-49.0W, 22-45.0N 161-25.0W,
23-57.0N 160-41.0W, 25-41.0N 161-36.0W,
25-47.0N 158-15.0W, 23-54.0N 158-15.0W,
22-20.0N 159-09.0W, 21-58.1N 159-20.5W,
22-13.0N 159-42.0W, 22-00.0N 159-51.0W.
2. VESSELS MAY BE REQUESTED TO ALTER COURSE WITHIN THE ABOVE AREA DUE TO FIRING OPERATIONS AND ARE REQUESTED TO CONTACT "MISSILE RANGE BARKING SANDS" ON 2182 KHZ, 4491 USB OR 156.8 MHZ (CHANNEL 16) BEFORE ENTERING THE ABOVE BOUNDARIES.
IF UNABLE TO CONTACT THE PACIFIC MISSILE RANGE FACILITY PRIOR TO ENTERING OR WHILE IN THE WARNING AREA, RELAY MESSAGES THROUGH U.S. COAST GUARD HONOLULU.
3. VESSELS INBOUND AND OUTBOUND FOR HAWAIIAN PORTS WILL CREATE THE LEAST INTERFERENCE TO FIRING OPERATIONS AS WELL AS ENHANCE THE VESSEL'S SAFETY BY PASSING SOUTH OF THE ISLANDS OF KAUAI AND NIIHAU DURING SPECIFIED TIMES.
4. CANCEL NAVAREA XII 277/09.

NAVAREA XII 294/09(GEN).
NORTH PACIFIC. ALASKA.
LORAN-C NORTH PACIFIC CHAIN, RATE 9990, UNUSABLE.

ISSUED BY THE MET OFFICE AT 180900 UTC
GALE WARNINGS: NONE
THE GENERAL SITUATION AT 0100
HIGH BISCAY 1022 SLOW MOV DECLINING 1018 BY 0100 TOMORROW. LOW JUST W OF SHANNON 1007 MOV STEADILY NE AND LOSING ITS IDENTITY BY SAME TIME
24-HR FCSTS
VIKING
NW 3 OR 4, BACK SE 5 TO 7 LATER. SLT OR MOD. SHWRS, RAIN LATER. MOD OR GOOD
FORTIES CROMARTY FORTH TYNE DOGGER
VRB 3 OR 4, BECMG S OR SE 4 OR 5, OCNL 6 LATER. SLT OR MOD. FAIR THEN RAIN AT TIMES. MOD OR GOOD, OCNL POOR LATER
HUMBER THAMES
W OR SW BACK S 3 OR 4, INCR 5 FOR A TIME. SLT. FAIR. MOD OR GOOD
FAIR ISLE
E OR SE 5 TO 7, OCNL 4 AT FIRST, VEER S 4 OR 5 LATER. MOD OR ROUGH. OCCASIONAL RAIN. MOD OR POOR, OCNL GOOD AT FIRST
OUTLOOK FLW 24 HOURS:
STRG S OR SE WINDS EXP IN ALL AREAS EXCEPT HUMBER AND THAMES, WITH GALES EXP IN VIKING, N UTSIRE AND FAIR ISLE

180400 UTC AUG
BALTIC SEA GALE WARNING 314
NEAR GALE WARNING
SOUTHERN BALTIC:
W AT TIMES 14 M/S, THIS EVENING NW AND DECR.
SOUTHEASTERN BALTIC:

W AT TIMES 14, THIS EVENING NW AND SLOWLY DECR.
CENTRAL BALTIC:
THIS EVENING NW AND MAINLY EASTERN WATERS TEMPO 14, NIGHT DECR.
NORTHERN BALTIC:
AFTERNOON NW INCR 15, NIGHT SLWY DECR.
SEA OF AALAND:
THIS AFTERNOON NW 15 M/S, NIGHT SLWY DECR.

180400 UTC AUG
BALTIC SEA WEATHER FORECAST
GALE WARNING:
SOUTHERN, SOUTHEASTERN, CENTRAL AND NORTHERN BALTIC, SEA OF AALAND.
WEATHER SUMMARY:
LOW NEAR AALAND MOV EASTWARDS INTO GULF OF FINLAND. RIDGE OF HIGH OVR THE NORTH SEA MOW TOWARDS SOUTHWESTERN SCANDINAVIA. EXTENSIVE LOW OVER THE ATLANTIC OCEAN.
FORECAST VALID 24 HOURS (WIND SCALE IN METERS PER SECOND)
SKAGERRAK
AROUND W 8-12 M/S, SLWY DECR, NORTHERN WATERS VRB ABOUT 5. GOOD VIS.
KATTEGAT, THE SOUND, THE BELTS AND WESTERN BALTIC
AROUND W 8-13, EVENING DECR. WEDNESDAY MORNING SW ABOUT 5. GOOD VIS.
LAKE VAENERN
W 5-8, VEER NW. NIGHT VRB ABOUT 5.GOD VIS.
SOUTHERN BALTIC
W 10-14. EVENING NW AND SLWY DECR, LATE NIGHT 5. GOOD VIS.

NAVAREA ONE 220
NORTHERN NORTH SEA. UK SECTOR. CHART BA 295.
SEISMIC SURVEY IN PROGRESS BY M/V OCEAN EXPLORER TOWING 16 X 4800 METRE LONG CABLES WITHIN AREA BOUNDED BY 61-34N 001-09E, 61-12N 001-54E, 60-49N
001-54E, 60-49N 001-07E, 61-09N 000-28E AND 61-33N 000-42E. WIDE BERTH REQUESTED.

131934 UTC AUG =
WZ 944
SOUTHERN NORTH SEA.
DEEP WATER ROUTE VIA DR 1 LIGHT-BUOY.
1. SEISMIC SURVEY IN PROGRESS BY CGGV SEARCH TOWING 6 X 6000 METRES CABLES IN IN AREA BOUNDED BY 53-10.15N 002-34.10E, 53-21.75N 002-58.70E, 53-13.00N 003-11.00E AND 53-00.50N 002-46.66E.
GUARD VESSELS IN ATTENDANCE.
WIDE BERTH REQUESTED.
2. CANCEL WZ 938 (GA94)(MA14).+

180005 UTC AUG =
WZ 957 =
ENGLAND SOUTH COAST. DOVER. OUTER HARBOUR WEST ENTRANCE. LIGHT
ON WEST HEAD OF SOUTHERN BREAKWATER 51-06.79N 001-19.80E
TEMPORARILY SHOWING FIXED RED.

WZ 904
ENGLAND, NORTH-EAST COAST. APPROACHES TO TEES BAY. SEISMIC SURVEY IN PROGRESS BY SEVERAL VESSELS USING OCEAN BOTTOM CABLE METHOD IN AREA BOUNDED BY 54-32.9N 000-42.4W, 54-36.5N 000-38.1W, 54-42.0N 000-52.1W AND 54-37.5N
000-57.3W. WIDE BERTH REQUESTED.

1180628 UTC AUG 09
COASTAL WARNING NR1580/09
ROUTINE
B
SPAIN NW COAST
FINISTERRE CAPE.-LIGHT-HOUSE (NUMBER 03900), IN PSN:42-52.9N 009-16.3W, FOG SIGNAL INOPERATIVE.

211855 UTC JUL 09
LGT
NORWEGIAN NAV.WARNING 286 / 2009
CHART 23
AREA HJELTEFJORDEN
STURE LIGHTBUOY 60-37.5N 004-51.4E
IS MISSING

131840 UTC AUG
SPLITRADIO SHIPPING FCST FOR ADRIATIC AT 1800 UTC
WNG: ON NORTH ADRIATIC ISOLATED SUDDEN STORMS.
SYNOPSIS: TROUGH WITH COLD FRONT NORTH OF ADRIATIC SLOWLY SHIFTING EASTWARDS.
24 HRS OUTLOOK: NORTH ADRIATIC- CALM/VRB 4-10 KTS. SEA 1-2. VSBY 10-20 KM. VRB CLOUDY, LOCALLY RAIN/THUNDERY SHOWERS, MOSTLY TOMORROW.
CENTRAL/SOUTH ADRIATIC. CALM/VRB 4-10 KTS. SEA 1-2. VSBY 10-20 KM. MOSTLY CLEAR, TOMORROW AFTERNOON ALONG THE COAST BECOMING MOD/MOSTLY CLOUDY.

150250 UTC AUG 09
COASTAL WARNING NR. 311/09 AUG 07 - 3RD RELEASE
TYRRENIAN SEA
SIGHTED FLOATING METAL BUOY - 1 METERS DIAMETER - IN POSITION LAT. 41 48,7N - LONG. 011 50,7E DANGEROUS TO NAVIGATION. ALL TRANSITING SHIPS BEWARE.