

Questions about the contents in messages on NAVTEX

Submitted by Sweden

**SUMMARY**

Executive Summary: This document contains some questions regarding the contents in MSI messages and a question about Icing Warnings.

Action to be taken: 3

**1. Background**

In the capacity of Navtex Co-ordinator for the Baltic Sea area we often need to go back to the originator of Navigational Warnings and ask for clarifications.

In the Capacity of Baltic Sea Sub-area Co-ordinator we right now have an ongoing discussion about the criterion on issuing a warning about the risk of accretion of ice on ships (Icing Warning).

**2. Questions**

A) It happens that there are references to national NtM in Coastal Navigational Warnings issued by national co-ordinators, see below.

**200740 UTC JUL**

**GERMAN NAV WARN 332**

**SOUTH-WESTERN BALTIC. FEHMARNBELT.**

**UNDERWATER-OPERATIONS IN PROGRESS BY 'DEEP DIVER  
1/J8HC7' IN DIFFERENT POSITIONS.**

**GUARD VESSELS STANDING BY VHF CHANNEL 16.**

**0.5 NM BERTH REQUESTED.**

**SEE GERMAN NOTICES TO MARINERS NO. 24/10.**

It also happens that a Navigational Warning is cancelled with reference to a national NtM, in which the still ongoing deficiency (ex. Light unlit for a long period of time) is

explained. We have an example of this in the Manual on Maritime Safety Information, 6.3.

*Question: Is it advisable to refer to national NtM in MSI on International NAVTEX?*

- B)** It happens that Coastal Navigational Warnings are issued without any lat and long stated, see ex. above.

*Question: Is it advisable to issue a coastal navigational warning without any position in form of latitude and longitude?*

- C)** It happens that cancellation of Coastal Navigational Warnings are issued in the form of a new navigational warning with its own number, see ex below:

**200740 UTC JUL  
GERMAN NAV WARN 335  
CANCEL GERMAN NAV WARN 331  
CANCEL THIS MESSAGE.**

*Question: Is it advisable to give the cancellation message of a coastal navigational warning a Nav Warn number? How is this done on Safety Net?*

- D)** In the Baltic Sea sub-area National Icing Warnings (warning about expected ice accretion on ships) are issued. The Swedish SMHI is the Meteo Co-ordinator for the entire Baltic area and also issues a common Baltic Sea Icing Warnings, which are broadcast on NAVTEX. The criteria for issuing Icing Warnings are different in the different states why harmonisation discussions will take place before the winter 2010-2011.

All advises from the Sub-Committee members, to facilitate these discussion, are welcome! ([svante.hakansson@sjofartsverket.se](mailto:svante.hakansson@sjofartsverket.se))

### **3. Actions requested**

The Sub-Committee is invited to discuss the questions above and supply any information and suggestions to the Baltic Sea Sub-area co-ordinator.