

WWNWS Survey – Summary Report

Submitted by IHB

**SUMMARY**

Executive Summary: This document provides summary details of the WWNWS Survey conducted in late 2011.

Action to be taken: Paragraph 2.

Related documents: None

1. See attached document.
2. The Sub-Committee is invited to note the information provided and take action as appropriate.

## WWNWS Survey – Summary Report

1. The WWNWS survey was broadcast to ships via SafetyNET and NAVTEX for a 6-week period in late 2011. Ships were asked to complete an online questionnaire so internet access was a requirement and this may have been a significant factor in the relatively low number of replies. Notwithstanding this the replies provide some useful data and the comments made will provide a very useful reference for any future development.
2. The first reply was received on 9 November and the last one on 30 December. The questionnaire was removed from the world-wide web on 3 January 2012. A total of 120 replies were received, 9 of which contained no data and were ignored, making a total of 111 completed questionnaires. Not every questionnaire provided answers to every question, for instance some ships in areas where there is no NAVTEX coverage did not answer the section relating to NAVTEX. In some other cases some fields were just left blank. The number of “no answers” is shown in the tables; these have not been included in the calculation of the quoted percentages.
3. This document provides a summary of replies with respect to the 4 sections of the questionnaire:
  - NAVAREA via SafetyNET;
  - Coastal via NAVTEX;
  - Coastal via SafetyNET; and
  - General Comments.
4. In each of the first 3 sections there is a summary of all replies followed by a breakdown by NAVAREA. An Excel spreadsheet accompanies this summary and provides the full dataset as submitted. Once again the spreadsheet may be consulted for “All Replies” and for each individual NAVAREA by clicking on the respective Tabs.
5. In this summary document no factual information has been changed, however spelling corrections and formatting changes have been made and in the case of NAVAREA XV two entries in Spanish have been translated into English.
6. Since completing this summary the IHB has been informed that the NAVAREA XV Co-ordinator has received numerous replies in “hard copy” format. These will be incorporated into this summary report in due course and the summary re-circulated.
7. It is intended that the summary report be discussed at WWNWS4.

## NAVAREA via SafetyNET

### ALL NAVAREAs (Total replies = 111)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
<b>Satisfied</b>	96	94	98	96
<b>Not satisfied</b>	8	10	6	4
<b>No answer</b>	5	5	5	9
<b>No NAVAREA quoted</b>	2	2	2	2
<b>%age Satisfied</b>	92%	90%	94%	96%
<b>Overall</b>	<b>93%</b>			

### NAVAREA I (Total replies = 26)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
<b>Satisfied</b>	20	22	22	24
<b>Not satisfied</b>	5	3	2	0
<b>No answer</b>	1	1	2	2
<b>%age Satisfied</b>	80%	88%	92%	100%
<b>Overall</b>	<b>90%</b>			

1. It appears that sometimes the LES121 has uplink power problems.
2. It was observed, that some times there is divergence for Navarea in force between SafetyNET and information observed on UKHO site. Due to the observations use of information from UKHO site is more preferable.
3. Good quality reliable nav warnings received.
4. Sometimes received incomplete messages.
5. Range very disappointing especially around Scilly.
6. Lately, my Navtex reception has been very poor, but that may be a fault with our unit (don't know yet).
7. Messages should be used as simple English as possible. It is best to serve the users.

### NAVAREA I Sub-Area Baltic (Total replies = 20)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
<b>Satisfied</b>	16	17	17	17
<b>Not satisfied</b>	2	0	1	1
<b>No answer</b>	2	3	2	2
<b>%age Satisfied</b>	89%	100%	94%	94%
<b>Overall</b>	<b>94%</b>			

1. Some messages are not clear enough and could use some more description for instance pipe laying operations specify which ship and what the last know position was of this ship.

## NAVAREA via SafetyNET

### NAVAREA II (Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
<b>Satisfied</b>	3	4	4	4
<b>Not satisfied</b>	1	0	0	0
<b>No answer</b>	0	0	0	0
<b>%age Satisfied</b>	75%	100%	100%	100%
<b>Overall</b>	<b>94%</b>			

1. Station D unreliable at 20 miles.

### NAVAREA III (Total replies = 18)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
<b>Satisfied</b>	18	17	17	16
<b>Not satisfied</b>	0	1	1	1
<b>No answer</b>	0	0	0	1
<b>%age Satisfied</b>	100%	94%	94%	94%
<b>Overall</b>	<b>96%</b>			

1. Good service
2. The subject of the received messages is always "MET NAVAREA warning or MET fo".
3. Malta is sending LF or CR thus messages get truncated.
4. Outlook part is not enough.

### NAVAREA IV (Total replies = 6)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
<b>Satisfied</b>	6	4	5	5
<b>Not satisfied</b>	0	2	1	0
<b>No answer</b>	0	0	0	1
<b>%age Satisfied</b>	100%	67%	83%	100%
<b>Overall</b>	<b>87%</b>			

1. We also receive Navarea XII warnings despite our trying to filter them out.
2. Warnings are often irrelevant, due to the large size of the Navarea.

## NAVAREA via SafetyNET

### NAVAREA V (Total replies = 5)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	4	5	5	4
Not satisfied	0	0	0	1
No answer	1	0	0	0
%age Satisfied	100%	100%	100%	80%
<b>Overall</b>	<b>95%</b>			

1. I would like to see more punctuation marks for text clarity and better translations.
2. Rig list displayed for Brazilian coastline is not reliable.
3. Met forecast could be better structured by adding paragraphs or blank lines to make fast and easy skimming possible for relevant information.

### NAVAREA VI (Total replies = 3)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	3	3	3	3
Not satisfied	0	0	0	0
No answer	0	0	0	0
%age Satisfied	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>			

1. Is an excellent service.

### NAVAREA VII (Total replies = 2)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	2	2	2	2
Not satisfied	0	0	0	0
No answer	0	0	0	0
%age Satisfied	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>			

1. It is of high important to receive NAVAREA warnings while at sea. The warnings received by Mariners while at sea are of a good quality, relevant and can be interpreted by any Officer of the Watch without Navigator's supervision.

## NAVAREA via SafetyNET

### NAVAREA VIII (Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	4	4	3	4
Not satisfied	0	0	1	0
No answer	0	0	0	0
%age Satisfied	100%	100%	75%	100%
<b>Overall</b>	<b>94%</b>			

NAVAREA IX: - No replies

### NAVAREA X (Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	4	2	4	2
Not satisfied	0	2	0	1
No answer	0	0	0	1
%age Satisfied	100%	50%	100%	67%
<b>Overall</b>	<b>80%</b>			

1. We get too many "met warnings" coming through as nav warnings.

### NAVAREA XI (Total replies = 7)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	7	6	7	7
Not satisfied	0	1	0	0
No answer	0	0	0	0
%age Satisfied	100%	86%	100%	100%
<b>Overall</b>	<b>96%</b>			

1. Instead of Z to specify UTC

### NAVAREA XII (Total replies = 1)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	1	1	1	1
Not satisfied	0	0	0	0
No answer	0	0	0	0
%age Satisfied	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>			

## NAVAREA via SafetyNET

### NAVAREA XIII (Total replies = 2)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	2	2	2	2
Not satisfied	0	0	0	0
No answer	0	0	0	0
%age Satisfied	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>			

NAVAREA XIV: - No replies

### NAVAREA XV (Total replies = 5)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages
Satisfied	4	3	4	3
Not satisfied	0	1	0	0
No answer	1	1	1	2
%age Satisfied	100%	75%	100%	100%
<b>Overall</b>	<b>93%</b>			

NAVAREAs XVI / XVII / XVIII / XIX / XX / XXI: - No replies

\*\*\_\*\*

## Coastal via NAVTEX

ALL NAVAREAs  
(Total replies = 111)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	83	87	96	90	89
Not satisfied	18	14	4	10	11
No answer	8	8	9	9	9
No NAVAREA quoted	2	2	2	2	2
%age Satisfied	82%	86%	96%	90%	89%
<b>Overall</b>	<b>89%</b>				



## Coastal via NAVTEX

### NAVAREA I (Total replies = 26)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
<b>Satisfied</b>	21	22	26	25	22
<b>Not satisfied</b>	5	4	0	1	4
<b>No answer</b>	0	0	0	0	0
<b>%age Satisfied</b>	81%	85%	100%	96%	85%
<b>Overall</b>	<b>90%</b>				

1. Some areas of UK have no coverage.
2. North / Baltic Sea: Vessel has poor reception in southern part of coverage area for Station "L" Rogaland.
3. A station located further North on the UK would help to cover the entire North Sea, eliminating the need to subscribe to Baltic stations for coverage.
4. Sometimes it doubled and incomplete messages.
5. Niton: Range poor
6. P - Netherlands CG: No service in place for cancelling expired messages. Give a possibility to check active and valid messages via Internet.
7. NAVAREA 1: All stations should have same msg no. PA station has own numbers. so some msgs double when area double covered.
8. Stations T, P, S: Some warnings are not relevant for larger ships.
9. Niton: Sometimes this station doesn't come through.
10. It must be ensured that position formats are equal and readable by automatic positions identification systems like Transas Navtexviewer that add nav warnings automatically to the chart system
11. General comments for all stations, with some examples given: All nations have different numbering systems of warnings. Most countries have separate numbering systems for each station, thus the same message will be transmitted several times. This is not good. UK (WZ system) is a good example how it ought to work, with weekly in force-lists broadcasted. Belgium (Oostende Radio stn (T)) is a bad example - the have several parallel systems (info/nx) and a whole lot apparently for pleasure crafts only. The world would be a much better place if all joined a standardised numbering system. Some cooperation between nations would make it even better. As it is, the very same message may be broadcasted from different nations, thus having different numbering systems, leading to unnecessary duplications and confusion for the navigator.
12. Chart no. affected to be specified.
13. North Sea, Netherlands coastguard, Rogaland, Hamburg, Grimeton: We would like daily in force list and BA chart number on the warning

## Coastal via NAVTEX

### NAVAREA I Sub-Area Baltic (Total replies = 20)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	17	19	18	17	16
Not satisfied	2	0	1	1	2
No answer	1	1	1	2	2
%age Satisfied	89%	100%	95%	94%	89%
<b>Overall</b>	<b>94%</b>				

1. Baltic: Some messages are not clear enough and could use some more description for instance pipe laying operations specify which ship and what the last know position was of this ship.
2. R, I, J, L: Cancellation of messages is seldom received.

### NAVAREA II (Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	3	4	4	4	4
Not satisfied	1	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	75%	100%	100%	100%	100%
<b>Overall</b>	<b>95%</b>				

1. Messages repeat too many times. Msg ID should remain same so NAVTEX does not print again.

### NAVAREA III (Total replies = 18)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	13	15	17	15	16
Not satisfied	4	2	0	2	1
No answer	1	1	1	1	1
%age Satisfied	76%	88%	100%	88%	94%
<b>Overall</b>	<b>89%</b>				

1. Quality of received messages is poor during some periods of the day with data missing / unreadable messages.
2. Malta: No carriage returns in Nav Warnings.
3. Italy: Sellia Marina(G) is entirely unreliable.
4. Spain and Portugal: Importance of frequently supply with summary of "IN FORCE"!
5. A lot of missing received messages.
6. Malta Radio: No line feed or carriage return sent.
7. Q: Provides good and reliable service for Adriatic Sea.

## Coastal via NAVTEX

### NAVAREA IV (Total replies = 6)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
<b>Satisfied</b>	4	4	6	5	6
<b>Not satisfied</b>	2	2	0	1	0
<b>No answer</b>	0	0	0	0	0
<b>%age Satisfied</b>	67%	67%	100%	83%	100%
<b>Overall</b>	<b>83%</b>				

1. Gulf of Mexico, USA: We receive coastal warnings for areas which do not pertain to us, despite our having tried to filter them out as well. Iceberg warnings are irrelevant to Gulf of Mexico navigation.
2. UK: Coverage around the UK seems to have deteriorated.
3. Very often only names of landmarks are used - not convenient for foreign navigators. Geographical positions are not displayed in international convenient format Lat xx° yy,y' Lon xxx° yy,y' which makes it impossible for automatic position identification software to identify positions correctly : In Total US NAVTEX warnings are mostly useless for commercial shipping, since it is very focused on very local happenings. Metforecast could be extended for regions beyond a few miles off the US coast.

### NAVAREA V (Total replies = 5)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
<b>Satisfied</b>	1	1	1	1	1
<b>Not satisfied</b>	1	1	0	1	1
<b>No answer</b>	3	3	4	3	3
<b>%age Satisfied</b>	50%	50%	100%	50%	50%
<b>Overall</b>	<b>56%</b>				

1. No Navtex messages available in that area.

### NAVAREA VI (Total replies = 3)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
<b>Satisfied</b>	3	3	3	3	3
<b>Not satisfied</b>	0	0	0	0	0
<b>No answer</b>	0	0	0	0	0
<b>%age Satisfied</b>	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

1. Prefectura Naval Argentina (Argentine Rep. Coast Guard): Is a good service

## Coastal via NAVTEX

### NAVAREA VII

(Total replies = 2)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	2	2	2	2	2
Not satisfied	0	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

1. NAVTEX used as back-up to Military HF signals transmitting warnings. NAVTEX is also used in comparison with the HF signals transmitted by the country concerned to their Naval Vessels at sea.

### NAVAREA VIII

(Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	4	4	3	3	4
Not satisfied	0	0	1	1	0
No answer	0	0	0	0	0
%age Satisfied	100%	100%	75%	75%	100%
<b>Overall</b>	<b>90%</b>				

NAVAREA IX: - No replies

### NAVAREA X

(Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	1	1	1	1	1
Not satisfied	2	2	2	2	2
No answer	1	1	1	1	1
%age Satisfied	33%	33%	33%	33%	33%
<b>Overall</b>	<b>33%</b>				

1. No NAVTEX is Australia.
2. No NAVTEX station in our region.

## Coastal via NAVTEX

### NAVAREA XI (Total replies = 7)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	5	4	6	6	5
Not satisfied	1	2	0	0	1
No answer	1	1	1	1	1
%age Satisfied	83%	67%	100%	100%	83%
<b>Overall</b>	<b>87%</b>				

1. The navigational officers are overloaded by safety msgs.
2. South China Sea; Stations in Singapore, Vietnam, Hong Kong & Borneo: There is a great discrepancy in the number and quality of warnings issued by individual stations in the area. Generally navigational warnings issued by Hong Kong, Singapore, Da Nang and Ho Chi Minh are clear and concise. However the two stations listed in ALRS Vol.6 as broadcasting from Borneo appear to be off air, if this is the case perhaps one of the other stations in the area could issue warnings on their behalf.

### NAVAREA XII (Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	1	1	1	1	1
Not satisfied	0	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

### NAVAREA XIII (Total replies = 2)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	1	1	1	1	1
Not satisfied	0	0	0	0	0
No answer	1	1	1	1	1
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

NAVAREA XIV: - No replies

## Coastal via NAVTEX

NAVAREA XV  
(Total replies = 5)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	5	4	5	4	5
Not satisfied	0	1	0	1	0
No answer	0	0	0	0	0
%age Satisfied	100%	80%	100%	80%	100%
<b>Overall</b>	<b>92%</b>				

1. Chilean Navtex messages received only in Spanish despite recommended configuration by ALRS and by Magellan Pilots informational Sheet. It is dangerous for navigation in these waters.
2. Valparaíso to Punta Arenas: Security Information is very extensive, I believe that it should be more compact and focussed specially on the security problem. An idea could be to emphasise in “**bold text**” what is important in the Notice.

NAVAREAs XVI / XVII / XVIII / XIX / XX / XXI: - No replies

\*\*\_\*\*

## Coastal via SafetyNET

### ALL NAVAREAs (Total replies = 111)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	82	82	88	88	83
Not satisfied	10	10	4	4	8
No answer	16	16	16	16	17
No NAVAREA quoted	2	2	2	2	2
%age Satisfied	89%	89%	96%	96%	91%
<b>Overall</b>	<b>92%</b>				

### NAVAREA I (Total replies = 26)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	18	19	20	20	20
Not satisfied	3	2	1	1	1
No answer	5	5	5	5	5
%age Satisfied	86%	90%	95%	95%	95%
<b>Overall</b>	<b>92%</b>				

1. Messages should be used as simple English as possible. It is best to serve the users.
2. Messages/warnings in force to be transmitted in detail daily.
3. We would like daily in force list on Navtex and BA chart number on the warning on Navtex.

### NAVAREA I Sub-Area Baltic (Total replies = 20)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	12	12	13	13	12
Not satisfied	3	3	2	2	3
No answer	5	5	5	5	5
%age Satisfied	80%	80%	87%	87%	80%
<b>Overall</b>	<b>83%</b>				

1. Some messages are not clear enough and could use some more description for instance pipe laying operations specify which ship and what the last know position was of this ship.
2. Weather & ice forecast via Inmarsat C.

## Coastal via SafetyNET

### NAVAREA II (Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	3	4	4	4	4
Not satisfied	1	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	75%	100%	100%	100%	100%
<b>Overall</b>	<b>95%</b>				

### NAVAREA III (Total replies = 17)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	15	14	15	15	12
Not satisfied	0	1	0	0	2
No answer	2	2	2	2	3
%age Satisfied	100%	93%	100%	100%	86%
<b>Overall</b>	<b>96%</b>				

1. The subject of the received messages is always "MET NAVAREA warning or MET fo".
2. Not receiving EGC Messages about Aegean Sea-Greece.
3. Sometimes priority does not match to the situation - especially for NAVAREA 9 and 11.

### NAVAREA IV (Total replies = 6)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	5	5	5	5	5
Not satisfied	0	0	0	0	0
No answer	1	1	1	1	1
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

1. Reception of SafetyNET messages should be more selective, so we`re not continually receiving hurricane warnings for the Gulf of Mexico while we`re working in the Arctic.
2. Regular transmissions of references or web addresses where operating information / updates for the service can be obtained.
3. Possibility to separate into Atlantic and Pacific area?



## Coastal via SafetyNET

### NAVAREA V (Total replies = 5)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	5	5	5	5	5
Not satisfied	0	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

1. Working very well.

### NAVAREA VI (Total replies = 3)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	3	3	3	3	3
Not satisfied	0	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

1. All fine.
2. Is a good service.

### NAVAREA VII (Total replies = 2)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	2	2	2	2	2
Not satisfied	0	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

1. These coastal warnings warn the Mariners hugging the coast with dangers that they may encounter. These warnings reduce the ships from running aground as some country experiences high current along their coast.

### NAVAREA VIII (Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	4	4	4	4	4
Not satisfied	0	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

## Coastal via SafetyNET

NAVAREA IX: - No replies

NAVAREA X  
(Total replies = 4)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	3	3	4	4	4
Not satisfied	1	1	0	0	0
No answer	0	0	0	0	0
%age Satisfied	75%	75%	100%	100%	100%
<b>Overall</b>	<b>90%</b>				

1. Option for size of vessel / commercial or leisure.
2. Can we have some NAVTEX stations for our Region?

NAVAREA XI  
(Total replies = 7)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	5	4	6	6	5
Not satisfied	1	2	0	0	1
No answer	1	1	1	1	1
%age Satisfied	83%	67%	100%	100%	83%
<b>Overall</b>	<b>87%</b>				

1. Haiphong transmitting coastal information more suitable for NAVTEX.
2. The entire system should be changed due to E-navigation.

NAVAREA XII  
(Total replies = 1)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	1	1	1	1	1
Not satisfied	0	0	0	0	0
No answer	0	0	0	0	0
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

NAVAREA XIII  
(Total replies = 2)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	1	1	1	1	1
Not satisfied	0	0	0	0	0
No answer	1	1	1	1	1
%age Satisfied	100%	100%	100%	100%	100%
<b>Overall</b>	<b>100%</b>				

## Coastal via SafetyNET

NAVAREA XIV: - No replies

NAVAREA XV  
(Total replies = 5)

	Reception quality	Subject matter relevance	Size of messages	Clarity of messages	Service Area
Satisfied	3	3	3	3	3
Not satisfied	1	1	1	1	1
No answer	1	1	1	1	1
%age Satisfied	75%	75%	75%	75%	75%
<b>Overall</b>	<b>75%</b>				

NAVAREAs XVI / XVII / XVIII / XIX / XX / XXI: - No replies

\*\*\_\*\*

## General Comments

### NAVAREA I

1. Duplicate inshore NAVTEX via SafetyNET: Leisure Yacht - Marine Electronics Engineer.
2. Synchronization of Safety net information and UKHO web info: Oil/ Chem tanker, GRT 3000, 2/Officer
3. In general an overview of all messages in force for the north sea transmitted via Navtex would be helpful to keep the nav warnings plotted on the charts up-to-date, especially when vessel was not trading in that area for a while: Tanker, 14400 gross tons, 2nd Officer. Vsl's trading area is in northern European waters.
4. If a list containing showing all NAVTEX in force could be sent out more frequently, possibly twice a week. This would help eliminate confusion as to what is in force and what is not: Platform Supply Vessel, 2161 GRT, Second Officer.
5. Routine testing of GMDSS equipment, quick response of LES: Oil/ Chem, 2/Off
6. We receive too many irrelevant messages. It should be possible to limit the messages received by SafetyNET more: Deck Cadet, Platform supply ship, Danish oilfields.
7. Uniform system for numbering; Inform when warning is cancelled; Make a website to check active warnings per station: Chemical carrier - North Sea trading area.
8. Same msg numbers so better to erase when msg are cancelled; same "style"; sometimes differences between PA, SA and GA, EA Stations. Service from UK very good and good to manage onboard: Tanker, 8066 BRT, C/O.
9. Better information regarding messages in force at the moment: Tanker, 6000 dwt, 2nd Officer
10. More options for internet warnings such as arranging warnings from lower to higher for 'logical' filing: Coastal Tanker, 6000t dwt, second officer 40 yrs experience.
11. NAVTEX: Instead of names of landmarks or buoys it might be appreciated if more often geographical positions could be used to ensure that mariners, who are not familiar with the area identify locations of concern easily as well as automatic position detecting software: Tanker, 7500 gt, 2nd Officer quite familiar with SafetyNET and NAVTEX.
12. NAVTEX: All nations have different numbering systems of warnings. Most countries have separate numbering systems for each station, thus the same message will be transmitted several times. This is not good. UK (WZ system) is a good example how it ought to work, with weekly in force-lists broadcasted. Belgium (Oostende Radio stn (T)) is a bad example - the have several parallel systems (info/nx) and a whole lot apparently for pleasure crafts only. The world would be a much better place if all joined a standardised numbering system. Some cooperation between nations would make it even better. As it is, the very same message may be broadcasted from different nations, thus having different numbering systems, leading to unnecessary duplications and confusion for the navigator. SafetyNET: Navarea I is OK since it is possible to reach complimentary warnings through BA Notices to Mariners. However, all other NAVAREAs are impossible to keep up to date if trading in other areas too - in force-lists are broadcasted, but missing warnings are nowhere to be found. Internet is not yet a good enough

## General Comments

system onboard. Having all areas active at all times is not a practical option either: LNG carrier, 120 000 mt, Master.

### **NAVAREA I Sub-Area Baltic**

1. The UTC date and time format is outdated and could be updated to something more modern and easy to use: Sto/Ro vessel on regular trip between Terneuzen (NL) and Haraholmen (Sweden) size of the vessel is 145 Meters position on board 2nd Mate.
2. Better updates of cancelations, better use of maritime authorities web sites for summaries of valid Navtex warnings.
3. Transmission ranges should be increased or additional transmitters should be placed: survey vessel
4. Navtex shall be included in ECDIS: RO/RO Ferry; 180m; OOW.
5. Better information regarding messages in force: Tanker, 6000 dwt, 2nd Officer
6. Navtex Stations I-Grimeton and J-Gislovshammar are interfering with stations I-Izmir and J-Varna: 2/Off, 5000gt, dry cargo.
7. Electronic display Navtex receiver to be made the only accepted official Navtex receiver: General cargo, GT3300, Second mate.

### **NAVAREA II**

1. Just repair transmitter for "D" station: Receiver ashore for learning purposes.
2. Be sure message identifiers remain the same so NAVTEX does not reprint the same message over and over again: Container, 292m, First Officer/navigator, foreign going, trading US east coast to Middle East and Indian sub-continent.

### **NAVAREA III**

1. To create link by each station Navtex for reception of coastal warning through the Internet; Possibility of sending coastal warning on vessels each station Navtex through receiver AIS: Tanker LENKARAN (RUS), GT 4534 t. Navigation officer.
2. Proper formatting of messages: Viking Quest - Malta / UK.
3. Make Sellia Marina reliable please. Also, when navigating in the Gulf of Genoa, reception from La Madalena (R) is not good due to Corsica being in the way. How about a relay station at Genoa to pass the signal from La Madalena to the whole of the Gulf of Genoa and the Ligurian Sea. If I am staying in Italian waters, I don't want to just have French warnings from La Garde (W).
4. NAVTEX: to much 'unimportant' msgs are designated as urgent; Missing cancellation msgs or 'in force summary': LPG/C ; 150m ; Nautical Officer - in charge for nav.
5. We suggest that each message received via SafetyNET should have a relevant subject (e.g. "NAV warning" or "MET warning" etc): JRCC LARNACA - REPUBLIC OF CYPRUS

## General Comments

6. Receiving EGC Messages through Hellenic Hydrographic Service: General cargo, 1.650 grt. Chief Officer, member of Helmepea.
7. We have no suggestions for changes/improvements that could be made for the future operation of SafetyNET or NAVTEX. The information, which is transmitted by Odessa and Kerch coastal radio centres for Ukrainian zone of responsibility, ensures consistent reception of navigational and meteorological safety related information.
8. Direct integration with ECDIS, so the messages will directly be converted to an ENC-update: Navy patrol vessel - Displacement 3750t - Length 108m - Navigation officer.
9. Navtex: Weekly list of active Navtex for the sea area. SafetyNET is not clear the code and the les to be used for receiving the MSI in force for the sea area (retrieval of missing message): Pax Vessel, 60.000 GRT, 1<sup>st</sup> Officer.

### **NAVAREA IV**

1. Quite confusing to read weather forecasts; You have to spend a few extra seconds to find what affects to your area: Deck Cadet
2. Very often only names of landmarks are used - not convenient for foreign navigators. Geographical positions are not displayed in international convenient format Lat xx° yy,y' Lon xxx° yy,y' which makes it impossible for automatic position identification software to identify positions correctly : In Total US NAVTEX warnings are mostly useless for commercial shipping, since it is very focused on very local happenings. Metforecast could be extended for regions beyond a few miles off the US coast: Tanker, 7500 gt, 2nd Officer quite familiar with SafetyNET and NAVTEX.

### **NAVAREA V**

1. The signature of the Brazilian Navy at the end of EGC transmissions "Visite a pagina da Marinha, etc." always causes a reception error in our INMARSAT-C receiver. I believe it's because their character set includes accents, which become unreadable in IA5: Sailing Yacht, 13m, Captain. Highly reliant on SafetyNET broadcasts while making passages. Keep up the fantastic work.
2. Better identification of places and subareas given inside the messages, name of places mixed with areas: LNG
3. Ask DHN (Brazilian Navy Hydrographical Office) for a greater accuracy of the rig list provided for their NAVAREA V EGCs. They could get this source from PETROBRAS directly (they have a PERFECT accuracy with the rig list, much better than the DHN list): DP Shuttle Tanker, on PETROBRAS charter, operating mainly in Campos Basin Oil field.
4. Concerning Rig lists: It would minimize administrative work aboard when candled rig positions would be listed as well, similar to new rig positions in the list which are marked as \*new: Tanker, 7500 gt, 2nd Officer quite familiar with SafetyNET and NAVTEX.

## General Comments

**NAVAREA VI:** No comments.

### **NAVAREA VII**

1. These tools are very reliable for Mariners and must be continued to be used: SOUTH AFRICAN NAVAL SHIP (Frigates), Length-121m, Navigation Officer .

**NAVAREAs VIII / IX / X:** No comments.

### **NAVAREA XI**

1. It would be useful when entering a new Navarea to have the option to print out all in-force warnings, not just those broadcast during the preceding 6 weeks, this is simply because many vessels still do not have access to the internet meaning they can not view older warnings online. Also if the vessel has never before entered that Navarea they will have no historical record of NAVAREA warnings onboard: Third Officer, Qualified 2007. My Vessel: LNG Carrier (288m x 44m/102064gt).

**NAVAREA XII:** No comments.

### **NAVAREA XIII**

1. In navigational publications to specify the address at whom it is possible to request missing numbers: Narhodka oil port, PSCO.

**NAVAREA XIV:** No comments.

### **NAVAREA XV**

1. More precise and compact texts for the information or the important text to be highlighted in “**bold**”: NELTUME, Tugboat Captain.

**NAVAREAs XVI / XVII / XVIII / XIX / XX / XXI:** - No replies