INTERNATIONAL MARITIME ORGANIZATION

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MSC.1/Circ.1310/Rev.2
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JOINT IMO/IHO/WMO MANUAL ON MARITIME SAFETY INFORMATION

1 The Maritime Safety Committee, at its 108th session (15 to 24 May 2024), approved the revised Joint IMO/IHO/WMO Manual on Maritime Safety Information, as prepared by the World Meteorological Organization and the International Hydrographic Organization and agreed by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) at its tenth session (10 to 19 May 2023).

2 The Committee, noting that the Manual provides extensive guidance and examples on the structure and text to be used in navigational warnings and meteorological warnings and forecasts messages, and in order to ensure greater uniformity, agreed that examples of messages contained in the Manual would be provided in the English language only in the circulars and publications published in the Spanish and French languages.

3 The Committee decided that this revision of the Manual, as set out in the annex, should be implemented from 1 January 2025.

4 The Committee encouraged Member States to ensure the widest possible use of the Joint IMO/IHO/WMO Manual on Maritime Safety Information and invited them to bring it to the attention of mariners and those involved in the promulgation of navigational warnings and meteorological forecasts and warnings.

5 This circular supersedes MSC.1/Circ.1310/Rev.1 as from 1 January 2025.

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ANNEX

JOINT IMO/IHO/WMO MANUAL ON MARITIME SAFETY INFORMATION

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Foreword

SOLAS regulation IV/12.2 provides that "Every ship, while at sea, shall maintain a radio watch for broadcasts of maritime safety information on the appropriate frequency or frequencies on which such information is broadcast for the area in which the ship is navigating."

At the request of the Sub-Committee on Radiocommunications (COM), the International Hydrographic Organization (IHO) and the World Meteorological Organization (WMO), a joint document on the drafting of maritime safety information broadcasts was produced (the Joint IMO/IHO/WMO Manual on Maritime Safety Information). The document was circulated to IHO Member States under IHB CL 10/1994 and as COMSAR/Circ.4 by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR) after its first session in 1996, which was endorsed by the Maritime Safety Committee (MSC), at its sixty-sixth session in 1996.

The publication contained sections from IMO resolution A.706(17), as amended, on *World-Wide Navigational Warning Service* and relevant sections of the WMO Publication *Manual on Marine Meteorological Services* (WMO No.558).

At its seventh meeting in 2005, IHO's Commission on the Promulgation of Radio Navigational Warnings (CPRNW)[1] established a working group to review all World-Wide Navigational Warning Service (WWNWS) documentation. The working group included representation from WMO and prepared, at first, revisions to IMO resolutions A.705(17) on *Promulgation of Maritime Safety Information* and A.706(17) on *World-Wide Navigational Warning Service*. The proposed revisions of the resolutions were circulated to IHO Member States under IHB CL 104/2007, endorsed by COMSAR 12 and subsequently approved by MSC 85 in 2008.

The IHO CPRNW working group then prepared the revised Joint IMO/IHO/WMO Manual on Maritime Safety Information incorporating the revised information from resolutions A.705(17), as amended, and A.706(17), as amended. The revised text of the Joint IMO/IHO/WMO Manual on Maritime Safety Information was circulated to IHO Member States under cover of IHB CL 70/2008, endorsed by COMSAR 13 in 2009 and subsequently approved by MSC 86 in 2009.

The WMO Executive Council, at its sixty-first session in 2009, requested WMO to establish and develop, in collaboration with IMO, terms of reference for an IMO/WMO Worldwide Met-Ocean Information and Warning Service guidance document (WWMIWS), to complement the existing IMO/IHO World-Wide Navigational Warning Service guidance document (WWNWS), provided in resolution A.706(17), as amended. This new IMO/WMO guidance document is intended to provide specific guidance for the promulgation of internationally coordinated meteorological information, forecast and warnings services for the Global Maritime Distress and Safety System (GMDSS), which does not apply to purely national services.

The WMO Executive Council, at its sixty-second session in 2010, adopted WWMIWS. It was submitted to MSC 88, which requested its COMSAR Sub-Committee to review it before its approval at MSC 89 in 2011. It was officially adopted by the IMO Assembly at its twenty-seventh session in 2011 and WWMIWS was included in the regulatory publications as resolution A.1051(27). Future amendments to this guidance document will be considered formally and approved by both WMO and IMO.

[1] CPRNW was renamed the IHO WWNWS Sub-Committee (WWNWS) with effect from 1 January 2009.

The Committee was of the opinion that the widest possible use of the manual should be encouraged and invited Member Governments to bring the Joint IMO/IHO/WMO Manual to the attention of mariners and those involved in the promulgation of navigational warnings and meteorological forecasts and warnings.

Although this is an IMO publication, it is intended that the responsible organizations will maintain their respective sections of this Joint IMO/IHO/WMO Manual.

1 GENERAL INFORMATION

This Manual provides a practical guide for anyone who is concerned with drafting navigational warnings or with the issuance of meteorological warnings and forecasts under the Global Maritime Distress and Safety System (GMDSS). Maritime safety information (MSI) is promulgated in accordance with the requirements of IMO resolution A.705(17), as amended. Navigational warnings are issued under the auspices of the IMO/International Hydrographic Organization (IHO) World-Wide Navigational Warning Service (WWNWS) in accordance with IMO resolution A.706(17), as amended. Meteorological warnings and forecasts are issued under the auspices of the IMO/World Meteorological Organization (WMO) Worldwide Met-Ocean Information and Warnings Service (WWMIWS) in accordance with IMO resolution A.1051(27), as amended. In order to achieve the necessary impact on the mariner it is essential to present timely and relevant information in a consistent format that is clear, unambiguous and brief. Within this Manual, it is particularly intended to provide the best form of words for use in all types of navigational warnings and meteorological warnings and forecasts that are required to be broadcast in the English language.[2] Note has been taken of the *IMO standard marine communication phrases* (IMO resolution A.918(22)), where appropriate.

This Manual cannot provide specimen texts for every type of event which may occur. However, the principles illustrated herein may be applied in general to drafting messages for every kind of navigational warning and covering all types of hazards and for the issuance of meteorological warnings and forecasts.

IMO resolution A.706(17), as amended, on *World-Wide Navigational Warning Service* requires, in paragraph 5.3.1, that "All NAVAREA, Sub-area and coastal warnings should be broadcast only in English in the International NAVTEX and in EGC services".

IMO resolution A.1051(27), as amended, on *IMO/WMO Worldwide Met-Ocean Information and Warnings Service* also requires, in paragraph 3.4.1, that "All Meteorological information should be broadcast only in English in the International NAVTEX and International EGC services".

Where this Manual has been produced in languages other than English then the message examples given in the English language text should be used.

2 PROMULGATION OF MARITIME SAFETY INFORMATION

2.1 Introduction

2.1.1 The MSI service of the GMDSS is the internationally and nationally coordinated network of broadcasts containing information which is necessary for safe navigation, received on ships by equipment which automatically monitors the appropriate transmissions, displays information which is relevant to the ship and provides a print capability. This concept is illustrated in figure 1.

2.1.2 MSI is of vital concern to all ships. It is therefore essential that common standards are applied to the collection, editing and dissemination of this information. Only by doing so will mariners be assured of receiving the information they need, in a form which they understand, at the earliest possible time.

[2] See WMO Publication *Manual on Marine Meteorological Services* (WMO No.558).

2.1.3 The purpose of IMO resolution A.705(17), as amended, on *Promulgation of maritime safety information* is to set out the organization, standards and methods which should be used for the promulgation and reception of MSI.

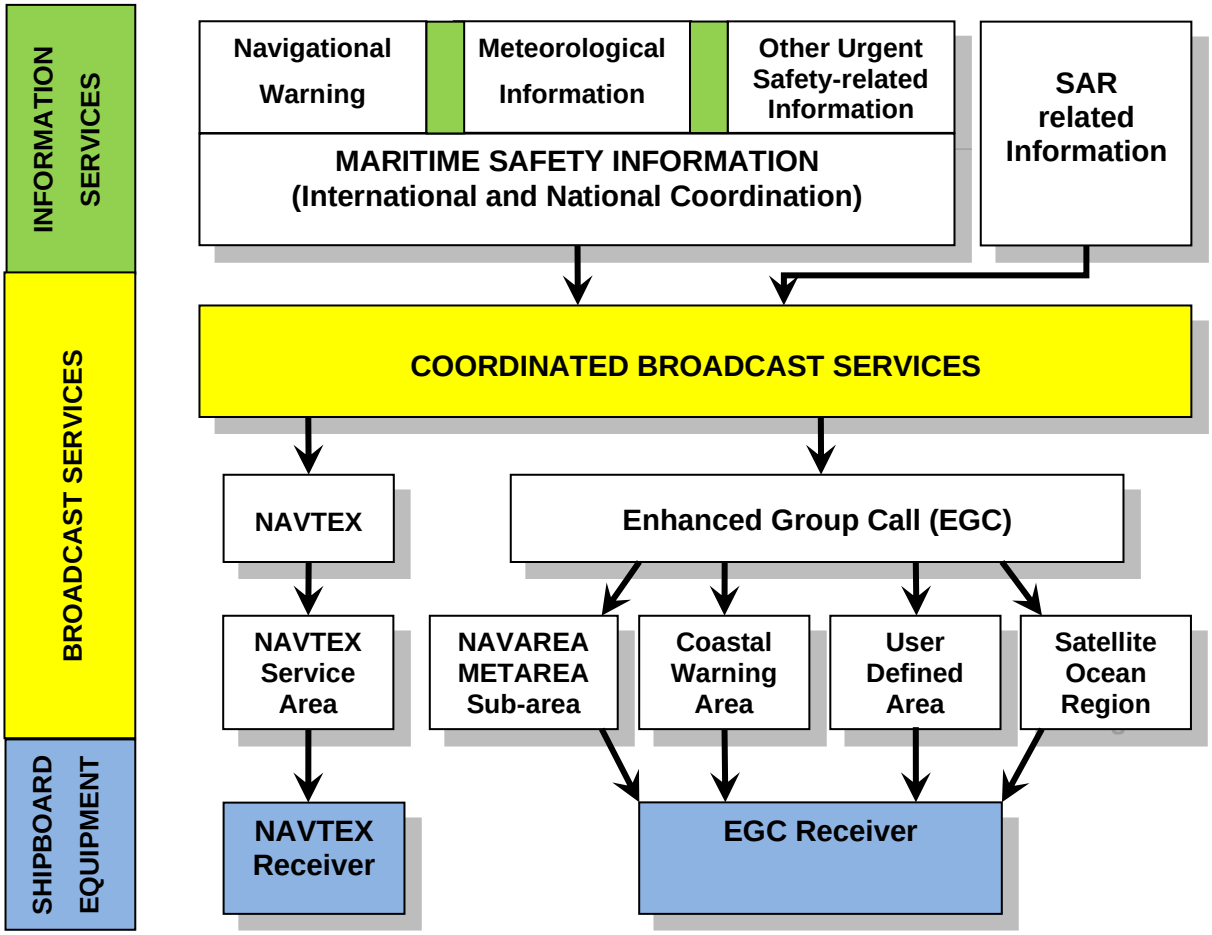

Figure 1: The Maritime Safety Information Service of the Global Maritime Distress and Safety System

2.2 Definitions

2.2.1 For the purposes of this Manual, the following definitions apply:

.1 *Coastal warning* means a navigational warning or in-force bulletin promulgated as part of a numbered series by a national coordinator. Broadcast should be made by the International NAVTEX service to defined NAVTEX service areas and/or by the international enhanced group call service to the coastal warning area (in addition, Administrations may issue coastal warnings by other means.)

.2 *Coastal warning area* means a unique and precisely defined sea area within a NAVAREA/METAREA or Sub-area established by a coastal State for the purpose of coordinating the broadcast of coastal maritime safety information through the international enhanced group call service.

.3 *Enhanced group call (EGC)* means the broadcast of coordinated maritime safety information and search and rescue related information, to a defined geographical area using a recognized mobile satellite service.

.4 *Global Maritime Distress and Safety System (GMDSS)* means a system that performs the functions set out in SOLAS regulation IV/4.

.5 *HF NBDP* means high-frequency narrow-band direct printing, using radio telegraphy as defined in Recommendation ITU-R M.688.

.6 *In-force bulletin* means a list of serial numbers of those NAVAREA, Sub-area or coastal warnings in force issued and broadcast by the NAVAREA Coordinator, Sub-area Coordinator or national coordinator.

.7 *International enhanced group call service* means the coordinated broadcast and automatic reception of maritime safety information and search and rescue related information via enhanced group call, using the English language.

.8 *International NAVTEX service* means the coordinated broadcast and automatic reception on 518 kHz of maritime safety information by means of narrow-band direct-printing telegraphy using the English language.[3]

.9 *Issuing service* means a national meteorological and hydrological service (NMHS) or national authority which has accepted responsibility for ensuring that meteorological warnings and forecasts for shipping are disseminated through the international enhanced group call service to the designated METAREA for which the NMHS or national authority has accepted responsibility under the broadcast requirements of the Global Maritime Distress and Safety System.

.10 *Local warning* means a navigational warning which covers inshore waters, often within the limits of jurisdiction of a harbour or port authority.

.11 *Main shipping lanes* means those routes used by international shipping.

.12 *Maritime safety information (MSI)*[4] means navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages broadcast to ships.

.13 *Maritime Safety Information Service* means the internationally and nationally coordinated network of broadcasts containing information, which is necessary for safe navigation.

.14 *METAREA* means a geographical sea area[5] established for the purpose of coordinating the broadcast of marine meteorological information. The term METAREA followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States. (See figure 3).

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3 As set out in the IMO NAVTEX Manual.

4 As defined in SOLAS regulation IV/2.

5 Which may include inland seas, lakes and waterways navigable by seagoing ships.

.15 *METAREA Coordinator* means the authority charged with coordinating marine meteorological information broadcasts by one or more national meteorological and hydrological services acting as preparation or issuing services within the METAREA.

.16 *Meteorological information* means the marine meteorological warning and forecast information in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974.

.17 *National Coordinator* means the national authority charged with collating and issuing coastal warnings within a national area of responsibility.

.18 *National NAVTEX service* means the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy using frequencies other than 518 kHz and languages as decided by the Administration concerned.

.19 *NAVAREA* means a geographical sea area[6] established for the purpose of coordinating the broadcast of navigational warnings. The term NAVAREA followed by a roman numeral may be used to identify a particular sea area. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States. (See figure 2.)

.20 *NAVAREA Coordinator* means the authority charged with coordinating, collating and issuing NAVAREA warnings for a designated NAVAREA.

.21 *NAVAREA warning* means a navigational warning or in-force bulletin promulgated as part of a numbered series by a NAVAREA Coordinator.

.22 *Navigational warning* means a message containing urgent information relevant to safe navigation broadcast to ships in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974.

.23 *NAVTEX* means the system for the broadcast and automatic reception of maritime safety information by means of narrow-band direct-printing telegraphy.

.24 *NAVTEX Coordinator* means the authority charged with operating and managing one or more NAVTEX stations broadcasting maritime safety information as part of the International NAVTEX service.

.25 *NAVTEX coverage area* means an area defined by an arc of a circle having a radius from the transmitter calculated according to the method and criteria given in IMO resolution A.801(19), as amended.

.26 *NAVTEX service area* means a unique and precisely defined sea area, wholly contained within the NAVTEX coverage area, for which maritime safety information is provided from a particular NAVTEX transmitter. It is normally defined by a line that takes full account of local propagation conditions and the character and volume of information and maritime traffic patterns in the region, as given in IMO resolution A.801(19), as amended.

6 Which may include inland seas, lakes and waterways navigable by seagoing ships.

.27 *Other urgent safety-related information* means maritime safety information broadcast to ships that is not defined as a navigational warning or meteorological information. This may include, but is not limited to, significant malfunctions or changes to maritime communications systems, and new or amended mandatory ship reporting systems or maritime regulations affecting ships at sea.

.28 *Preparation service* means a national meteorological and hydrological service or national authority which has accepted responsibility for the preparation of warnings and forecasts for parts of or an entire METAREA in the WMO system for the dissemination of meteorological warnings and forecasts to shipping under the GMDSS and for their transfer to the relevant issuing service for broadcast.

.29 *Recognized mobile satellite service* (*RMSS*) means any service which operates through a satellite system and is recognized by the IMO, for use in the GMDSS.

.30 *Search and rescue (SAR) related information* means distress alert relays and other urgent search and rescue related information broadcast to ships (see section 11.1).

.31 *Sub-area* means a subdivision of a NAVAREA/METAREA in which a number of countries have established a coordinated system for the promulgation of maritime safety information. The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States.

.32 *Sub-area* Coordinator means the authority charged with coordinating, collating and issuing Sub-area warnings for a designated Sub-area.

.33 *Sub-area warning* means a navigational warning or in-force bulletin promulgated as part of a numbered series by a Sub-area Coordinator. Broadcast should be made by the International NAVTEX service to defined NAVTEX service areas or by the international enhanced group call service (through the appropriate NAVAREA Coordinator).

.34 *User-defined area* means a temporary geographic area, either circular or rectangular, to which maritime safety information is addressed.

.35 *UTC* means Coordinated Universal Time, which is equivalent to GMT (or ZULU) as the international time standard.

.36 *Worldwide Met-Ocean Information and Warning Service (WWMIWS)*[7] means the internationally coordinated service for the promulgation of meteorological warnings and forecasts.

.37 *World-Wide Navigational Warning Service (WWNWS)*[8] means the internationally and nationally coordinated service for the promulgation of navigational warnings.

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7 As set out in resolution A.1051(27), as amended.

8 As set out in resolution A.706(17), as amended.

.38 In the operating procedures, coordination means that the allocation of the time for data broadcast is centralized, the format and criteria of data transmissions are compliant as described in the Joint IMO/IHO/WMO Manual on Maritime Safety Information and that all services are managed as set out in IMO resolutions A.705(17), as amended, A.706(17), as amended, and A.1051(27), as amended.

2.2.2 Delimitation of NAVAREAs

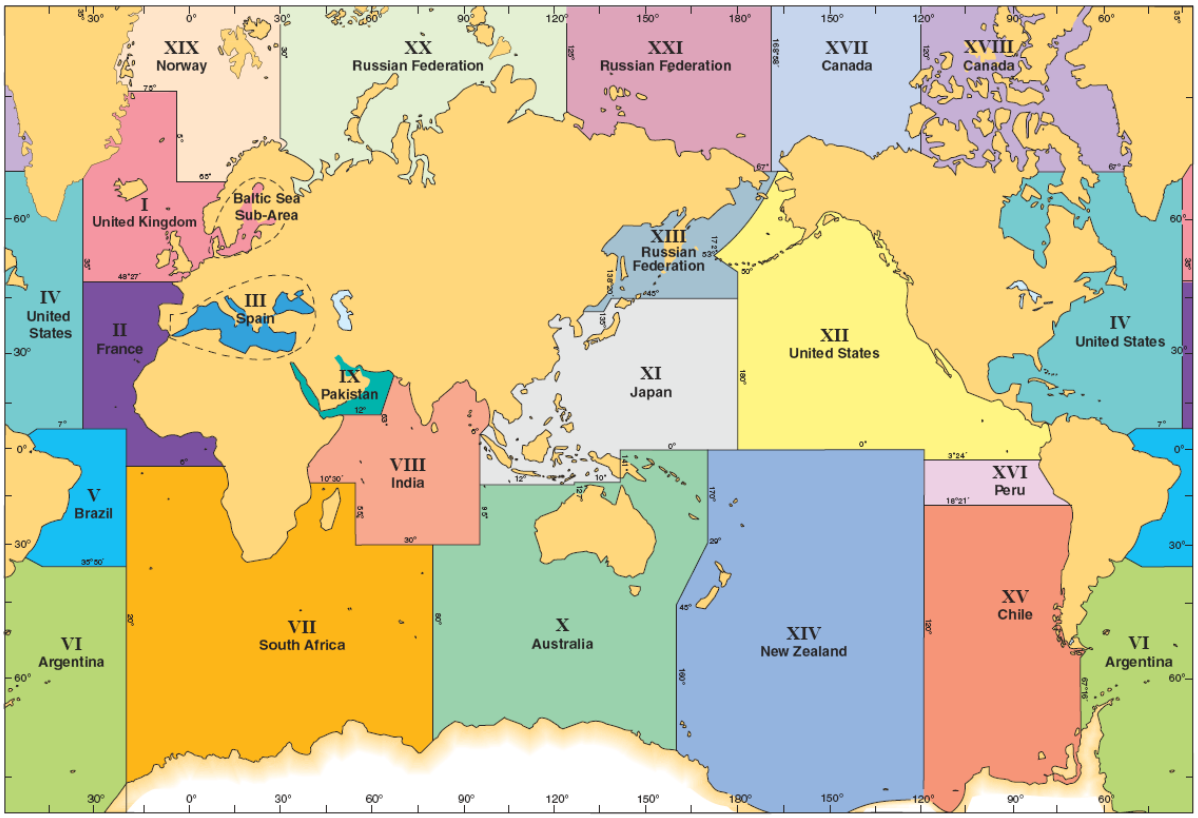

Figure 2: NAVAREAs for coordinating and promulgating navigational warnings under the World-Wide Navigational Warning Service within the GMDSS

The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States.

2.2.3 Delimitation of METAREAs

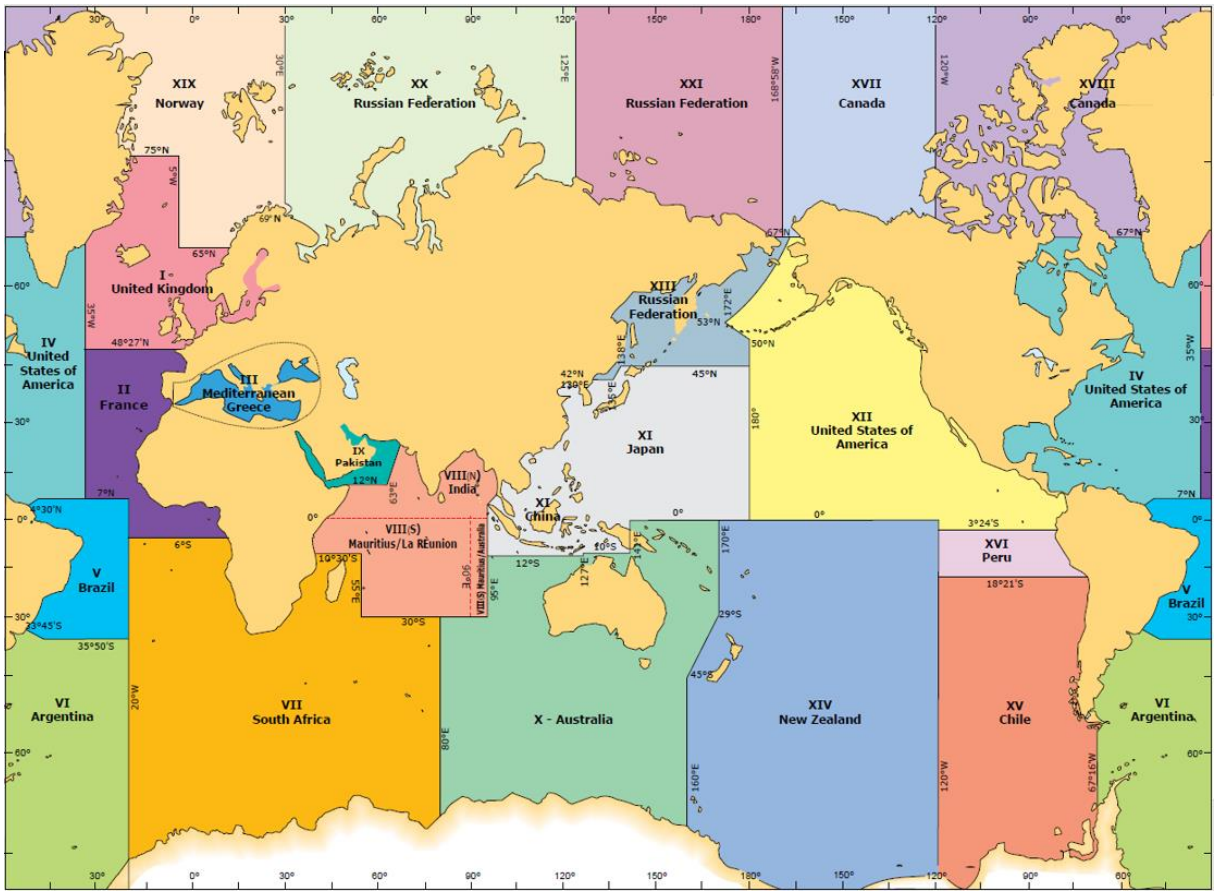

Figure 3: METAREAs for coordinating and promulgating meteorological warnings and forecasts under the Worldwide Met-Ocean Information and Warning Service within the GMDSS

The delimitation of such areas is not related to and shall not prejudice the delimitation of any boundaries between States.

2.3 Broadcast methods

2.3.1 The two principal methods used for broadcasting MSI in accordance with the provisions of the International Convention for the Safety of Life at Sea, 1974,[9] in the areas covered by these methods, are as follows:

.1 **NAVTEX:** broadcasts to coastal waters; and

.2 **Enhanced Group Call:** broadcasts to the geographical sea areas covered by a recognized mobile satellite service.

[9] Refer to the *Guidance for the reception of maritime safety information and search and rescue related information as required in the Global Maritime Distress and Safety System (GMDSS)* (MSC.1/Circ.1645).

2.3.2 Information should be provided for unique and precisely defined sea areas, each being served only by the most appropriate of the above methods. Although there will be some duplication to allow a ship to change from one method to another, the majority of warnings will be broadcast either on NAVTEX or by EGC.

2.3.3 NAVTEX broadcasts should be made in accordance with the standards and procedures set out in the NAVTEX Manual.

2.3.4 EGC broadcasts should be made in accordance with the standards and procedures set out in each EGC manual of the recognized mobile satellite service.

2.3.5 HF NBDP may be used to promulgate MSI in areas outside EGC and NAVTEX coverage.

2.3.6 In addition, Administrations may also provide MSI by other means.

2.3.7 In the event of failure of normal transmission facilities, an alternative means of transmission should be utilized. A NAVAREA/METAREA warning and a coastal warning, if possible, should be issued detailing the failure, its duration and, if known, the alternative route for the dissemination of MSI.

2.4 Scheduling

2.4.1 Automated methods (NAVTEX/Enhanced Group Call)

2.4.1.1 MSI should be broadcast as soon as possible or as dictated by the nature and timing of the event. Normally, the initial broadcast should be made as follows:

.1 **for NAVTEX,** at the next scheduled broadcast, unless circumstances indicate the use of procedures for VITAL or IMPORTANT warnings; and

.2 **for Enhanced Group Call,** within 30 minutes of receipt of original information, or at the next scheduled broadcast.

2.4.1.2 MSI should be repeated in scheduled or unscheduled broadcasts in accordance with the guidelines promulgated in the NAVTEX Manual and EGC manuals of the recognized mobile satellite services as appropriate.

2.4.1.3 At least two scheduled daily broadcast times are necessary to provide adequate promulgation of MSI. When using EGC in lieu of NAVTEX for coastal warnings, Administrations may need to consider an increase in the number of scheduled daily broadcasts compared with the requirements for NAVAREA/METAREA broadcasts.

2.4.2 Schedule changes

2.4.2.1 Broadcast times for NAVTEX are defined by the B1 transmitter identification character of the station, allocated by the IMO NAVTEX Coordinating Panel.

2.4.2.2 Times of scheduled broadcasts under the International EGC service are coordinated through the IMO EGC Coordinating Panel.

2.5 Shipboard equipment

2.5.1 Ships are required to be capable of receiving MSI broadcasts for the area in which they operate in accordance with the provisions of the 1974 SOLAS Convention.

2.6 Provision of information

2.6.1 Navigational warnings should be provided in accordance with the standards, organization and procedures of the WWNWS under the functional guidelines of IHO through its World-Wide Navigational Warning Service Sub-Committee (WWNWS-SC).

2.6.2 Meteorological information should be provided in accordance with the World Meteorological Organization (WMO) technical regulations, recommendations, and procedures defined for the Worldwide Met-Ocean Information and Warning Service (WWMIWS) through the WMO Services Commission (SERCOM).

2.6.3 Other urgent safety-related information should be provided by the relevant national or international authority responsible for managing the system or scheme.

2.6.4 SAR-related information should be provided by the various authorities responsible for coordinating maritime search and rescue operations in accordance with the standards and procedures established by IMO.

2.6.5 Relevant national or international authorities should take into account the need for contingency planning.

2.7 Coordination procedures

2.7.1 In order to make the best use of automated reception facilities and to ensure that the mariner receives at least the minimum information necessary for safe navigation, careful coordination is required.

2.7.2 In general, this requirement for coordination will be met by the standard operational procedures of IMO, IHO and WMO. Coordination issues should be referred, in the first instance, to the most appropriate parent body.

2.7.3 Administrations responsible for MSI providers should provide details of services to the IMO through the GMDSS Master Plan module of the Global Integrated Shipping Information System (GISIS).

2.7.4 The coordination of changes to operational NAVTEX services and of the establishment of new stations is undertaken by the IMO NAVTEX Coordinating Panel on behalf of the Maritime Safety Committee.

2.7.5 The coordination of changes to operational EGC services and of the authorization and registration of information providers is undertaken by the IMO EGC Coordinating Panel on behalf of the Maritime Safety Committee.

2.7.6 MSI providers should arrange the content and means of their broadcast transmissions to suit specific service areas.[10] The designation of service areas is an important part of the coordination process since it is intended that a ship should be able to obtain all the information relevant to a given area from a single source. The Maritime Safety Committee approves NAVAREAs/METAREAs and service areas for the International NAVTEX and EGC service as advised by the IHO and the WMO.

[10] Coordination of HF NBDP broadcasts in the Arctic should be undertaken by relevant MSI service providers.

3 NAVAREA/ SUB-AREA/ NATIONAL COORDINATORS' RESOURCES AND RESPONSIBILITIES

3.1 NAVAREA Coordinator resources

3.1.1 The NAVAREA Coordinator should have:

.1 the expertise and information sources of a well-established national hydrographic service;

.2 effective communications, e.g. telephone, email, facsimile, Internet, with Sub-area and national Coordinators in the NAVAREA, with other NAVAREA Coordinators, and with other data providers; and

.3 access to broadcast systems for transmission to the navigable waters of the NAVAREA. As a minimum, this should include those described in paragraph 2.3.1. Reception should normally be possible at least 300 nautical miles beyond the limit of the NAVAREA.

3.2 NAVAREA Coordinator responsibilities

3.2.1 The NAVAREA Coordinator should:

.1 endeavour to be informed of all events that could significantly affect the safety of navigation within the NAVAREA;

.2 assess all information immediately upon receipt for relevance to navigation in the NAVAREA;

.3 select information for broadcast in accordance with the guidance given in paragraph 4.2;

.4 draft NAVAREA warnings in accordance with the Joint IMO/IHO/WMO Manual on Maritime Safety Information;

.5 direct and control the broadcast of NAVAREA warnings, in accordance with the provisions of the 1974 SOLAS Convention;

.6 forward NAVAREA warnings and relevant associated information which may require wider promulgation directly to adjacent NAVAREA Coordinators and/or others as appropriate, using the quickest possible means;

.7 ensure that NAVAREA warnings which may remain in force for more than six weeks are made available immediately to NAVAREA Coordinators, other authorities and mariners in general, as appropriate;

.8 ensure that information concerning all navigational warning subject areas listed in paragraph 4.2.3 that may not require a NAVAREA warning within their own NAVAREA is forwarded immediately to the appropriate national and NAVAREA Coordinators affected by the event;

.9 broadcast in-force bulletins not less than once per week at a regular scheduled time;

.10 promulgate the cancellation of NAVAREA warnings which are no longer valid;

.11 act as the central point of contact on matters relating to navigational warnings within the NAVAREA;

.12 promote and oversee the use of established international standards and practices with respect to the promulgation of navigational warnings throughout the NAVAREA;

.13 when notified by the authority designated to act on reports of piracy and armed robbery against ships, arrange for the broadcast of a suitable NAVAREA warning. Additionally, keep the national or regional piracy control centre informed of long-term broadcast action(s);

.14 when notified by the appropriate authorities, arrange for the broadcast of suitable NAVAREA warnings to promulgate World Health Organization (WHO) health advisories, tsunami-related warnings and other information which is necessary for safe navigation;

.15 monitor the broadcasts which they originate, to ensure that the warnings have been correctly broadcast;

.16 maintain records of source data relating to NAVAREA warnings in accordance with the requirement of the national Administration of the NAVAREA Coordinator;

.17 coordinate preliminary discussions between neighbouring Member States, seeking to establish or amend NAVTEX services and with other adjacent Administrations, prior to formal application;

.18 contribute to the development of international standards and practices through attendance and participation in the IHO World-Wide Navigational Warning Service Sub-Committee meetings, and also participate in relevant IMO, IHO and WMO forums as appropriate; and

.19 take into account the need for contingency planning.

3.3 Sub-area Coordinator resources

3.3.1 The Sub-area Coordinator should have, or have access to:

.1 the expertise and information sources of a well-established national hydrographic service;

.2 effective communications, e.g. telephone, email, facsimile, Internet, etc., with national coordinators in the Sub-area, with the NAVAREA Coordinator, and with other data providers; and

.3 broadcast systems for transmission to the entire Sub-area.

3.4 Sub-area Coordinator responsibilities

3.4.1 The Sub-area Coordinator should:

.1 endeavour to be informed of all events that could significantly affect the safety of navigation within the Sub-area;

.2 assess all information immediately upon receipt for relevance to navigation in the Sub-area;

.3 select information for broadcast in accordance with the guidance given in paragraph 4.2;

.4 draft Sub-area warnings in accordance with the Joint IMO/IHO/WMO Manual on Maritime Safety Information;

.5 direct and control the broadcast of Sub-area warnings, in accordance with the provisions of the 1974 SOLAS Convention;

.6 forward Sub-area warnings and relevant associated information which may require wider promulgation directly to their own NAVAREA Coordinator using the quickest possible means;

.7 broadcast in-force bulletins not less than once per week at a regular scheduled time;

.8 promulgate the cancellation of Sub-area warnings which are no longer valid;

.9 act as the central point of contact on matters relating to navigational warnings within the Sub-area;

.10 promote the use of established international standards and practices in the promulgation of navigational warnings within the Sub-area;

.11 monitor the broadcasts which they originate, to ensure that the warnings have been correctly broadcast;

.12 maintain records of source data relating to Sub-area warnings in accordance with the requirement of the national administration of the Sub-area Coordinator;

.13 contribute to the development of international standards and practices through attendance and participation in the IHO World-Wide Navigational Warning Service Sub-Committee meetings, and also participate in relevant IMO, IHO and WMO forums as appropriate; and

.14 take into account the need for contingency planning.

3.5 National Coordinator resources

3.5.1 The National Coordinator should have:

.1 established sources of information relevant to the safety of navigation within national waters;

.2 effective communications, e.g. telephone, email, facsimile and Internet, with the NAVAREA/Sub-area Coordinator and adjacent national coordinators; and

.3 access to broadcast systems for transmission to their area of national responsibility.

3.6 National Coordinator responsibilities

3.6.1 The National Coordinator should:

.1 endeavour to be informed of all events that could significantly affect the safety of navigation within their area of national responsibility;

.2 assess all information immediately upon receipt for relevance to navigation in their area of national responsibility;

.3 select information for broadcast in accordance with the guidance given in paragraph 4.2;

.4 draft coastal warnings in accordance with the Joint IMO/IHO/WMO Manual on Maritime Safety Information;

.5 direct and control the broadcast of coastal warnings, in accordance with the provisions of the 1974 SOLAS Convention;

.6 forward coastal warnings and relevant associated information which may require wider promulgation directly to their NAVAREA/Sub-area Coordinator and/or adjacent national coordinators as appropriate, using the quickest possible means;

.7 broadcast in-force bulletins not less than once per week at a regular scheduled time;

.8 promulgate the cancellation of coastal warnings which are no longer valid;

.9 act as the central point of contact on matters relating to navigational warnings within their area of national responsibility;

.10 promote the use of established international standards and practices in the promulgation of navigational warnings within their area of national responsibility;

.11 monitor the broadcasts which they originate, to ensure that the warnings have been correctly broadcast;

.12 maintain records of source data relating to coastal warnings in accordance with the requirement of the national Administration of the national coordinator; and

.13 take into account the need for contingency planning.

4 NAVIGATIONAL WARNINGS FOR THE WORLD-WIDE NAVIGATIONAL WARNING SERVICE

4.1 General

4.1.1 Navigational warnings are issued in response to SOLAS regulation V/4 and carry information which may have a direct bearing on the safety of life at sea. It is the fundamental nature of navigational warnings that they will often be based on incomplete or unconfirmed information and mariners will need to take this into account when deciding what reliance to place on the information contained therein.

4.1.2 In order to achieve the necessary impact on the mariner it is essential to present timely and relevant information in a consistent format that is CLEAR, UNAMBIGUOUS and BRIEF. This is ensured by using structured messages in standard formats, as shown in sections 6 and 7 of this Manual.

4.1.3 Only information which is vital to the safe conduct of ships should be transmitted. Notices to mariners and other means exist for passing less urgent information to ships after they have reached port. Information of a purely administrative nature should never be broadcasted on the regular international navigational warning schedules.

4.1.4 There are four types of navigational warnings: NAVAREA warnings, Sub-area warnings, coastal warnings and local warnings. The WWNWS guidance and coordination are involved with only three of them:

.1 NAVAREA warnings;

.2 Sub-area warnings, and

.3 Coastal warnings

4.1.5 Navigational warnings should remain in force until cancelled by the originating coordinator. Navigational warnings should be broadcast for as long as the information is valid. However, if they are readily available to mariners by other official means, for example in notices to mariners, then after a period of six weeks they may no longer be broadcast.

4.1.6 The minimum information in a navigational warning which a mariner requires is *hazard* and *position*. It is usual, however, to include sufficient extra detail to allow some freedom of action in the vicinity of the hazard. This means that the message should give enough extra data for the mariner to be able to recognize the hazard and assess its effect upon their navigation.

4.1.7 If known, the duration of the event causing a navigational warning should be given in the text.

4.1.8 Some of the subjects for navigational warnings listed in paragraph 4.2.3 (e.g. drifting ice and tsunami warnings) may also be suitable for inclusion in METAREA warnings or forecasts. In this event, appropriate coordination between the relevant NAVAREA and METAREA Coordinators should occur.

4.2 NAVAREA warnings

4.2.1 NAVAREA warnings are concerned with the information detailed below which ocean-going mariners require for their safe navigation. This includes, in particular, new navigational hazards and failures of important aids to navigation as well as information which may require changes to planned navigational routes.

4.2.2 Coastal warnings are broadcast by the International NAVTEX service, or by EGC when implemented in lieu of NAVTEX. They are not normally re-broadcast as NAVAREA warnings unless deemed of such significance that the mariner should be aware of them before entering a NAVTEX service area. The national coordinator will evaluate the significance of the information for consideration as a NAVAREA warning while the NAVAREA Coordinator will make the final determination.

4.2.3 The following subjects are considered suitable for broadcast as NAVAREA warnings. This list is not exhaustive and should be regarded only as a guideline. Furthermore, it presupposes that sufficiently precise information about the item has not previously been disseminated in a notice to mariners:

.1 casualties to lights, fog signals, buoys and other aids to navigation affecting main shipping lanes;

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

.3 establishment of major new aids to navigation or significant changes to existing ones, when such establishment or change might be misleading to shipping;

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

.5 drifting hazards (including derelict vessels, ice, mines, containers, other large items over 6 metres in length, etc.);

.6 areas where Search and Rescue (SAR) and anti-pollution operations are being carried out (for avoidance of such areas);

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

.8 unexpected alteration or suspension of established routes;

.9 cable or pipe-laying activities, seismic surveys, 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;

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

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

.12 significant malfunctioning of radionavigation services and shore-based MSI radio or satellite services;

.13 information concerning events which might affect the safety of shipping, sometimes over wide areas, e.g. naval exercises, missile firings, space missions, nuclear tests, ordnance dumping zones. 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;

.14 operating anomalies identified within ECDIS including ENC issues;

.15 acts of piracy and armed robbery against ships;

.16 tsunamis and other natural phenomena, such as abnormal changes to sea level;

.17 World Health Organization (WHO) health advisory information; and

.18 security-related requirements.[11]

4.3 Sub-area warnings

4.3.1 Sub-area warnings broadcast information which is necessary for safe navigation within a Sub-area. They will normally include all subjects listed in 4.2.3 above, but will usually affect only the Sub-area.

4.4 Coastal warnings

4.4.1 Coastal warnings broadcast information which is necessary for safe navigation within areas seaward of the fairway buoy or pilot station, and should not be restricted to main shipping lanes. Where the area is served by NAVTEX, it should provide navigational warnings for the entire NAVTEX service area. Where the area is not served by NAVTEX, it is necessary to include all warnings relevant to the coastal waters up to 250 miles from the coast in the EGC service broadcast.

4.4.2 Coastal warnings should include at least the subjects in paragraph 4.2.3.

4.5 Local warnings

4.5.1 Local warnings broadcast information which covers inshore waters, often within the limits of jurisdiction of a harbour or port authority. They are broadcast by means other than NAVTEX or EGC, and supplement coastal warnings by giving detailed information within inshore waters.

5 THE STRUCTURE OF NAVIGATIONAL WARNINGS

5.1 Numbering

5.1.1 Navigational warnings in each series should be consecutively numbered throughout the calendar year, commencing with 1/YY at 0000 UTC on 1 January.

[11] In accordance with the requirements of the International Ship and Port Facility Security (ISPS) Code only.

5.2 Language

5.2.1 All NAVAREA, Sub-area and coastal warnings should be broadcast only in English in the International NAVTEX and EGC services in accordance with IMO resolution A.706(17), as amended.

5.2.2 In addition to the required broadcasts in English, NAVAREA, Sub-area and coastal warnings may be broadcast in a national language using national NAVTEX and EGC services and/or other means.

5.2.3 Local warnings may be issued in the national language and/or in English.

5.3 Standard elements of messages

5.3.1 The minimum information which a mariner requires to avoid danger is:

HAZARD + POSITION

It is usual, however, to include amplifying remarks in order 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. The time, date and duration of the event should be included if known.

5.3.2 A message can have up to three parts: Preamble, Warning, and Postscript. Sections 6 and 7 of the Manual give guidance on the correct way of phrasing each part of the warning to achieve maximum impact with minimum broadcast time.

5.3.3 The text of a navigational warning should contain specific message elements, identified and ordered by the reference numbers shown in figure 4 and expanded in section 6. The format and structure of a message should ensure that each message element begins on a new line.

5.3.4 The first words of the text of every warning message should always be the message series identifier, followed by the consecutive number; this may be preceded on a separate line by the time of origin of the message.

5.4 Message elements table

MESSAGE ELEMENTS TABLE		
Part	**Reference no.[12]**	**Message elements**
Preamble	1	Message series identifier
	2	General area
	3	Locality
	4	Chart number
Warning	5	Key subject
	6	Geographical position
	7	Amplifying remarks
Postscript	8	Cancellation details

Figure 4: Message elements table showing standard elements for each part of a message

[12] Reference number is NOT to be included as part of the message text.

6 MESSAGE FORMAT OF NAVIGATIONAL WARNINGS

Part 1 – PREAMBLE

Standard Message Element Reference 1 – MESSAGE SERIES IDENTIFIER

The first words of the text of every warning message should always be message series identifier followed by the consecutive number (N/YY)

NAVAREA WARNING:

NAVAREA III 496/22
NAVAREA VII 42/22

SUB-AREA WARNING:

BALTIC SEA NAV WARN 9/22

COASTAL WARNING:

AVURNAV TOULON 1015/22
WZ 345/22
Notes:

i) The consecutive number re-starts each calendar year at 1/YY (Leading zeros are not mandatory).

ii) For coastal warnings the consecutive number is not the same as the NAVTEX Number B_3B_4.

Standard Message Element Reference 2 – GENERAL AREA

The general area should be sufficient to identify which broad geographic region the message affects. The geographical name which is selected for the general area should be one that can 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:

i) If appropriate, the established meteorological forecast areas as defined in WMO publication No.9 Volume D and also published in various nautical publications may be used.

ii) For a NAVAREA-wide event, e.g. failure of satellite or terrestrial positioning systems, a navaid identification acronym "GPS", "LORAN", etc. should be used instead of a general area.

Standard Message Element Reference 3 – LOCALITY

The locality should be stated in terms which allow the mariner to identify warnings which affect their 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 should be one that can be found on charts and in nautical publications.

NAVAREA WARNING:

NORTHERN GRAND BANKS
PINANG APPROACH

SUB-AREA WARNING:

STORA MIDDELGRUND

COASTAL WARNING:

BARRA DE PARANAGUA – CANAL DA GALHETA

Note:

i) If appropriate, the established meteorological forecast areas as defined in WMO publication No.9, Volume D and also published in various nautical publications may be used.

Standard Message Element Reference 4 – CHART NUMBER

For charted features, reference may be made to a national chart (not necessarily the largest scale) identified by the State abbreviation and chart number, consistent with UN LOCODE (See ISO 3166-1). Reference may also be made to an international chart number if one exists.

For maritime operations, mobile hazards or events which affect a wider sea area, a chart number may not be required. If a chart number is not used particular care should be taken in defining the general area and locality.

NAVAREA WARNING:

Chart IN 32 (INT 754)

Notes:

i) Warnings may refer to an electronic navigational chart (ENC). In such cases, ENC cell numbers may be quoted, e.g. ENC: US3AK7RM.

ii) Chart or ENC cell numbers are not mandatory for coastal warnings which are only broadcast in the vicinity of the hazard.

Part 2 – WARNING

Standard Message Element Reference 5 – KEY SUBJECT
Key subjects referenced in paragraph 4.2.3 are considered suitable for broadcast as NAVAREA, SUB-AREA, or COASTAL Warnings. See examples in section 7.

Standard Message Element Reference 6 – GEOGRAPHICAL POSITION and GEOMETRY
Any key subject mentioned in Message Element 5, should have its geographical information mentioned by geographical positions, whenever possible. Geographical positions should always be given in degrees (D), minutes (M) and decimal minutes (m) up to the hundredths place where appropriate in the form: Latitude: DD-MM.mmN or DD-MM.mmS Longitude: DDD-MM.mmE or DDD-MM.mmW e.g. 32-18.65S 165-02.81E Note that leading zeros should always be included. Two digits are used for reporting degrees of latitude. Three digits are used for reporting degrees of longitude. Geographical positions should be given in WGS84. The same level of accuracy should always be quoted for both latitude and longitude. Any geographic position should have a geometry associated with it. Geometries should be a point, line, polygon or circle. Often a navigational warning will require multiple geometries or a combination of geometries to properly represent the key subject. The following examples can be used: *Point*: IN DD MM.mm(N/S) DDD MM.mm(E/W). *Lines*: ALONG A LINE JOINING DD MM.mm(N/S) DDD MM.mm(E/W), DD MM.mm(N/S) DDD MM.mm(E/W). *Polygon*: IN AREA BOUND BY DD MM.mm(N/S) DDD MM.mm(E/W), DD MM.mm(N/S) DDD MM.mm(E/W), DD MM.mm(N/S) DDD MM.mm(E/W). *Circular area*: IN AREA WITHIN **XX** MILES OF [DD MM.mm(N/S) DDD MM.mm(E/W). *Multiple Point Geometries*: IN: A. DD MM.mm(N/S) DDD MM.mm(E/W). B. DD MM.mm(N/S) DDD MM.mm(E/W). C. DD MM.mm(N/S) DDD MM.mm(E/W). *Multiple line geometries*: ALONG LINES JOINING:

Standard Message Element Reference 6 – GEOGRAPHICAL POSITION and GEOMETRY

A. DD MM.mm(N/S) DDD MM.mm(E/W), DD MM.mm(N/S) DDD MM.mm(E/W).
B. DD MM.mm(N/S) DDD MM.mm(E/W)., DD MM.mm(N/S) DDD MM.mm(E/W).
C. DD MM.mm(N/S) DDD MM.mm(E/W)., DD MM.mm(N/S) DDD MM.mm(E/W).

Multiple Polygon (Area) Geometries:
IN AREAS BOUND BY:
A. DD MM.mm(N/S) DDD MM.mm(E/W), DD MM.mm(N/S) DDD MM.mm(E/W),
DD MM.mm(N/S) DDD MM.mm(E/W).
B. DD MM.mm(N/S) DDD MM.mm(E/W), DD MM.mm(N/S) DDD MM.mm(E/W),
DD MM.mm(N/S) DDD MM.mm(E/W).
C. DD MM.mm(N/S) DDD MM.mm(E/W), DD MM.mm(N/S) DDD MM.mm(E/W),
DD MM.mm(N/S) DDD MM.mm(E/W).

Multiple Circular (Area) geometries:
IN AREAS WITHIN **XX** MILES OF:
A. DD MM.mm(N/S) DDD MM.mm(E/W).
B. DD MM.mm(N/S) DDD MM.mm(E/W).
C. DD MM.mm(N/S) DDD MM.mm(E/W).

Combination Geometries:
A. IN DD MM.mm(N/S) DDD MM.mm(E/W).
B. ALONG LINE JOINING
DD MM.mm(N/S) DDD MM.mm(E/W)., DD MM.mm(N/S) DDD MM.mm(E/W).
C. IN AREA BOUND BY
DD MM.mm(N/S) DDD MM.mm(E/W), DD MM.mm(N/S) DDD MM.mm(E/W),
DD MM.mm(N/S) DDD MM.mm(E/W).
D. IN AREA WITHIN **XX** MILES OF DD MM.mm(N/S) DDD MM.mm(E/W).

When defining the limits of a polygon, positions should be listed in a clockwise direction starting from the North-West corner.

With respect to the number of positions used to define a geometry, MSI providers should discuss with the source of the information the minimum number of positions necessary to accurately represent the hazard while enabling ease of plotting for the mariner.

Circular areas should be defined by a radius in nautical miles or metres from a single point, as appropriate.

Line geometries should have a minimum of two positions.

Polygons should have a minimum of three positions.

Positions should be separated with commas and have a period after the final position.

The use of the word "POSITION" or "POS" is not necessary.

Standard Message Element Reference 7 – 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 should be quoted in nautical miles and decimals. The time, date and duration of the event should be included if known. The time standard for Navigational Warnings should always be UTC (ref: 2.2.1.36) The accepted format for a Date Time Group (DTG) in the text of a message is as follows: DDHHMM UTC MoMoMo YYYY; e.g. 231642 UTC JUN 2022

Part 3 − POSTSCRIPT

Standard Message Element Reference 8 – CANCELLATION DETAILS	
Cancellation details should be provided in a message that includes a definitive time frame; the cancellation time should be one hour after the event completes or one day later if the time is not accurately known. A reason for the cancellation should only be included if it is of benefit to the mariner and can be stated concisely. Cancellation messages may be "stand-alone" and only concern the cancellation of a previous message, as in examples A and B below. When cancellation details relating to the subject of the message are included, it is recommended that paragraph numbers are used in order to clearly distinguish between the subject of the message and the cancellation details, as in example C below. When a message is immediately self-cancelling, see example A below. The word "MESSAGE" can be abbreviated to MSG.	
Examples	**Comments**
A. CANCEL NAVAREA IV 123/22 AND THIS MSG.	For multiple cancellations: CANCEL NAVAREA IV 123/22, 124/22 AND THIS MSG.
B. CANCEL ESTONIAN NAV WARN 87/22. ESTONIAN NOTICES TO MARINERS 520/22 REFERS.	
C. 1. MESSAGE TEXT – EVENT OF KNOWN DURATION. 2. CANCEL THIS MSG DDHHMM UTC MoMoMo YYYY.	Choose a time for self-cancelling messages (example C) one hour after the event completes or one day later if time is not accurately known.

7 GUIDANCE AND EXAMPLES FOR NAVIGATIONAL WARNINGS BY TYPE OF HAZARD (AS LISTED IN 4.2.3)

7.1 Casualties to lights, fog signals, buoys and other aids to navigation affecting main shipping lanes

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6, 7** identified and ordered, as in the Message elements table, **figure 4**.

LIGHTHOUSES, BEACONS	
Standard remarks	**Comments**
UNLIT	*Use* UNLIT *in place of*: Out, Extinguished, Not burning, Not working. See note iv.
LIGHT UNRELIABLE	*Use* LIGHT UNRELIABLE *in place of*: Weak, Dim, Low power, Fixed, Flashing incorrectly, Out of character, Incorrect colour of light, Sector limits unreliable. See note iv.
DAMAGED	Use only for major structural damage. See note vi.
DESTROYED	Do not use "Temporarily destroyed". See note iv.
RACON INOPERATIVE	
RACON UNRELIABLE	Use UNRELIABLE in place of: Weak, Dim, Low power, Fixed.
CHANGED TO FL(3) 20 SEC 14 METRES 16M	PERMANENT change of character. See notes v and viii.
TEMPORARILY CHANGED TO Q Y 12M	TEMPORARY change. Do not use for listed reserve light. See note ix.
RELOCATED 0.3 MILES NORTH TO 63-14.8N 022-15.6E	Only use for established minor changes of position. Should quote former geographical position. Indicate former position by approximate direction and distance. See note x.
RE-ESTABLISHED	For previously charted as DESTROYED or TEMPORARILY REMOVED. See note iv.
PERMANENTLY REMOVED	
TEMPORARILY REMOVED	Use when an aid is withdrawn for a limited period of time.

Notes:

i) Use CHARTED names, not LISTED names.

ii) LIGHT LIST number is not required.

iii) POSITION normally quoted to nearest whole minute for existing lights.

iv) The term "REPORTED" may be used for unconfirmed reports regarding lights.

v) Always quote FULL LIGHT CHARACTERISTIC to avoid confusion over what has been changed.

vi) Damage to DAYMARKS is not usually worthy of a navigational warning. Damage to the structure may also be used as a qualifying remark to "UNLIT" or "LIGHT UNRELIABLE".

vii) Do not initiate a navigational warning to request reports on an unwatched light.

viii) Use light descriptions as given in the LIGHTS − Glossary of terms table
.

ix) Temporary use of a listed reserve light is to be expected. A warning would only be required due to a change of character, i.e. reduction of range.

x) Distances should be quoted in nautical miles and decimals.

xi) Chart INT 1 Abbreviations for light characters are ***only*** suitable for NAVTEX or EGC transmissions.

CLASS OF LIGHT	**Description for TEXT broadcasts**
Fixed (steady light)	F
Occulting (total duration of light longer than total duration of darkness) Single-occulting Group-occulting Composite group-occulting	 OC OC(2) OC(2+3)
Isophase (equal periods light and dark)	ISO
Flashing (total duration of light shorter than total duration of darkness) Single-flashing Long-flashing Group-flashing Composite group-flashing	 FL LFL FL(3) FL(2+1)
Quick (50 to 79 – usually either 50 or 60 flashes per minute) Continuous quick Group quick Interrupted quick	 Q Q(3) IQ

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
Ultra quick (160 or more usually 240 or 300 flashes per minute) Continuous ultra quick Interrupted ultra quick	 UQ IUQ
Morse code	MO(K)
Fixed and flashing	FFL
Alternating	ALWR

ELEVATION in METRES or FEET, e.g. 14 METRES or 21 FEET

PERIOD in SECONDS, e.g. 15 SECONDS or 15 SEC (Not S)

RANGE in nautical miles		**International abbreviations**
Single range 2 ranges 3 or more ranges	e.g. e.g. e.g.	15M 14/12M 22–18M

BUOYS, LANBYS, SUPERBUOYS, LIGHT SHIPS	
Standard remarks	**Comments**
UNLIT	Use UNLIT *in place of*: Out, Extinguished, Not burning, Not working. See note iv.
LIGHT UNRELIABLE	Use LIGHT UNRELIABLE *in place of*: Weak, Dim, Low power, Fixed, Out of character, Irregular, Reduced power.
DAMAGED	No action for Topmark or Radar reflectors. Use only for major structural damage.
OFF STATION	Not in charted position, but still in the vicinity of original location. The actual position should be informed, if known.
MISSING	Completely absent and position unknown.
TEMPORARILY CHANGED	

MOVED 0.3 MILES NORTH TO 63-14.8N 022-15.6E	Only use for established minor changes of position. Do not quote former geographical position. Indicate former position by approximate direction and distance. See note viii.
PERMANENTLY DISCONTINUED	Use for removed.
TEMPORARILY REMOVED	Use when an aid is temporarily removed (i.e. for maintenance purposes).
RE-ESTABLISHED	Use for previously charted or listed as DESTROYED or TEMPORARILY REMOVED. See note viii.

Notes:

i) POSITION normally quoted to nearest whole minute for existing buoys, lanbys, superbuoys.

ii) Use light descriptions as given in the LIGHTS − Glossary of terms table.

iii) Do NOT describe the type of buoy, e.g. North Cardinal buoy, Port Hand buoy, unless the buoy is unnamed.

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) Chart INT 1 Abbreviations for light characters are only suitable for NAVTEX or EGC transmissions.

vii) The term "REPORTED" may be used for unconfirmed reports regarding buoys.

viii) Distances should be quoted in nautical miles and decimals.

ix) RE-ESTABLISHED is only appropriate for buoys which have previously been CHARTED or LISTED as DESTROYED or TEMPORARILY REMOVED. Navigational Warnings concerning such buoys are cancelled when the buoy is re-established. A new Navigational Warning is only required if the characteristics or position has changed.

BUOYAGE − Glossary of terms	
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 EMERGENCY WRECK MARKING 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 BLUE	CHEQUERED HORIZONTALLY STRIPED VERTICALLY STRIPED	CAN CONICAL (*not* OGIVAL *or* NUN) PILLAR SPAR SPHERICAL WRECK MOORING ODAS SPM DART

EXAMPLES OF WARNINGS IN SECTION 4.2.3.1

Message element	**Example 1 – Buoy Missing**
1. Message series identifier	NAVAREA I 570/21
2. General area	IRISH SEA.
3. Locality	NORTHERN IRELAND.
4. Chart number	CHART _____ (INT _____).
5. Key subject	HELLYHUNTER LIGHTBUOY 50-00.30N 006-02.00W MISSING.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – Light Unreliable**
1. Message series identifier	NAVAREA III 451/21
2. General area	WESTERN MEDITERRANEAN SEA.
3. Locality	TUNISIA-NORTH COAST.
4. Chart number	CHART _____ (INT _____).
5. Key subject	CAINS LIGHT 31-21.20N 010-07.40E UNRELIABLE.
6. Geographical position	

Message element	Example 2 – Light Unreliable
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3 – Fog Signal Out of Service
1. Message series identifier	NAVAREA I 1279/21 ENGLAND–EAST COAST. RACE BANK WIND FARM. CHART _____ (INT _____). FOG SIGNAL INOPERATIVE AT TURBINES IN A. 53-14.90N 000-48.90E. B. 53-17.80N 000-46.30E. C. 53-21.10N 000-49.10E.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4 – RACON temporary removal
1. Message series identifier	NAVAREA V 678/22 WESTERN SOUTH ATLANTIC. BRAZIL-SOUTH COAST. CHART _____ (INT _____). 1. RACON AT TRAMANDAI LIGHT 30-00.50S 050-08.2W INOPERATIVE UNTIL 290001 UTC MAR 2022. 2. CANCEL THIS MSG 30001 UTC MAR 2022.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5 – DGPS Station Removal
1. Message series identifier	NAVAREA IV 608/19
2. General area	GULF OF MEXICO.
3. Locality	TEXAS.
4. Chart number	CHART _____ (INT _____).
5. Key subject	ANGLETON DGPS STATION 29-18.10N 095-29.00W
6. Geographical position	PERMANENTLY DISCONTINUED.
7. Amplifying remarks	
8. Cancellation details	

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

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Standard remarks	Comments
DANGEROUS WRECK REPORTED	Reported position unconfirmed. See note i.
DANGEROUS WRECK LOCATED	Position confirmed, usually by survey.

Notes:

i) Position Approximate (PA) is not appropriate since all "reported" hazards will be of this nature.

ii) Remarks may be amplified e.g.: ". . . MARKED BY SOUTH CARDINAL BUOY 0.2 MILES SOUTHWARD" or "GUARD SHIP VALIENT STATIONED CLOSE SOUTH EXHIBITING RACON MO(D)".

iii) The appropriate action to be taken on receipt of wreck information will depend on its location as well as its depth (and therefore relative danger to navigation). Generally, any wreck with a least depth of 30 m or less will need a navigational warning.

iv) Only quote position and depth to an accuracy of which you can be confident. For example, a wreck which has been fully surveyed may have its position quoted to two decimal places and depth to 0.1 m. On the other hand, in cases of reports of a ship which has been abandoned (in a known position) and has then sunk some hours later, the position and depth of water may be vague.

v) The inclusion of the name of the wreck is not necessary; however, details of the type of ship may be included in the amplifying remarks if it is considered relevant, i.e. Super Tanker or Fishing Vessel with nets, etc.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.2

Message element	**Example 1 – Dangerous Wreck**
1. Message series identifier	NAVAREA III 805/21
2. General area	BAY OF BENGAL.
3. Locality	OFF KRISHNAPATNAM.
4. Chart number	CHART _____ (INT _____).
5. Key subject	DANGEROUS WRECK REPORTED IN 14-14.25N 080-09.85E.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – Wreck Located with depth**
1. Message series identifier	NAVAREA XX 110/14
2. General area	BARENTS SEA.
3. Locality	CHART _____ _____ (INT).
4. Chart number	WRECK, LEAST DEPTH 20 METERS, IN 70-10.72N 032-56.55E.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3 – Wreck with buoy
1. Message series identifier	NAVAREA IX 279/21 IRAN. RAS E JESK. CHART _____ (INT _____). DANGEROUS WRECK MARKED BY SOUTH CARDINAL BUOY IN 25-38.85N 057-39.51E.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.3 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 should contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Standard remarks	Comments
ESTABLISHED	The use of the word ESTABLISHED conveys that the position and operation of the new or changed aid has been accurately confirmed by the appropriate competent authority.
RE-ESTABLISHED	For previously charted or listed as DESTROYED or TEMPORARILY REMOVED. See note ix.

Notes:

i) Use CHARTED names, not LISTED names.

ii) LIGHT LIST number is not required.

iii) POSITION normally quoted to nearest whole minute for existing lights.

iv) For new lights or changed positions, quote accurate CHARTED position; in degrees, minutes and decimal minutes (maximum 2 decimal places).

v) Always quote FULL LIGHT CHARACTERISTIC to avoid confusion over what has been changed.

vi) Damage to DAYMARKS is not usually worthy a navigational warning.

vii) Use light descriptions as given in the LIGHTS – Glossary of terms table.

viii) Distances should be quoted in nautical miles and decimals.

ix) RE-ESTABLISHED is only appropriate for aids which have previously been CHARTED or LISTED as DESTROYED or TEMPORARILY REMOVED. Navigational Warnings concerning such aids are cancelled when the aid is re-established. A new Navigational Warning is only required if the characteristics or position has changed.

x) For new buoys, lanbys, superbuoys or changed positions, quote accurate CHARTED position; in degrees, minutes and decimal minutes (maximum 2 decimal places).

xi) Chart INT 1 Abbreviations for light characters are only suitable for NAVTEX or EGC transmissions. Voice broadcasts should be drafted using the terms for lights in the LIGHTS – Glossary of terms table.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.3

Message element	**Example 1 – Light Established**
1. Message series identifier	NAVAREA VIII 600/21
2. General area	INDIA–WEST COAST.
3. Locality	VALIYAZHIKAL.
4. Chart number	CHART _____ (INT _____).
5. Key subject	LIGHT, FL(3) W 2 SEC 15M, ESTABLISHED IN 09-08.41N 076-27.27E.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – Buoy Established**
1. Message series identifier	NAVAREA V 556/21
2. General area	BRAZIL.
3. Locality	ILHA DE SAO SEBASTIAO.
4. Chart number	CHART _____ (INT _____).
5. Key subject	SPECIAL BUOY (ODAS), YELLOW, FL(5) Y 20 SEC, ESTABLISHED IN 24-28.03S 044-24.36W.

Message element	**Example 2 – Buoy Established**
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3- Range Reduced**
1. Message series identifier	NAVAREA VIII 664/21 ANDAMAN SEA. PORT BLAIR. CHART _____ (INT _____). NORTH POINT LIGHT 11-42.29N 092-45.22E RANGE REDUCED TO 10M.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 4 – Sector Light**
1. Message series identifier	NAVAREA VIII 528/22 INDIA WEST COAST. KANHOJI ANGRE. CHART _____ (INT _____). KHANDERI ISLAND LIGHT 18-42.20N 072-48.82E VISIBLE SECTOR CHANGED TO WHITE 181-018, RED 018-181 DEGREES.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5 – Light Change
1. Message series identifier	NAVAREA III 863/21 WESTERN MEDITERRANEAN SEA. ALGERIA. CHART _____ (INT _____). ILE RACHGOUN LIGHT 35-19.45N 001-28.65W CHANGED TO F R.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 6 – AIS (Physical)
1. Message series identifier	NAVAREA I 12/21 SCOTLAND, NORTH-EAST COAST. APPROACHES TO INVERNESS. CHART _____ (INT _____). AIS AID TO NAVIGATION MMSI 992351072 ESTABLISHED AT RIFF BANK EAST LIGHT-BUOY 57-38.38N 003-58.15W.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 7 – AIS (Virtual)
1. Message series identifier	NAVAREA X 12/21 TORRES STRAIT. CAPE YORK NORTHWESTWARD. CHART _____ (INT _____). HERALD PATCHES BUOY 10-30.16S 142-21.50E TEMPORARILY REMOVED. VIRTUAL AIS AID TO NAVIGATION STARBOARD
2. General area	
3. Locality	
4. Chart number	
5. Key subject	

Message element	Example 7 – AIS (Virtual)
6. Geographical position	HAND MARK MMSI 995036022 ESTABLISHED AT THE SAME POSITION.
7. Amplifying remarks	
8. Cancellation details	

7.4 The presence of large unwieldy tows in congested waters

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart number) is optional.

Standard remarks	Comments
LENGTH OF TOW	Length of tow should be given in a unit of measurement as advised by the operator, usually cables or metres.

Notes:

i) Regular communications should be undertaken with the operators of the tow to ensure that the message is cancelled promptly as soon as the operation has been completed. Particular care should be taken when considering including a cancellation time or date for this category of message owing to the many factors which could affect the completion of the operation.

ii) The name or type of the towing vessel and/or towed object should be included when known.

iii) Amplifying remarks regarding length and speed of tow need only be included if relevant or significant.

iv) Amplifying remarks regarding the necessity for "WIDE BERTH" should only be included if specifically requested by the operator as it will always be the case that the towing vessel and towed object will have restricted manoeuvrability.

v) Navigational warnings concerning towing operations in congested waters should include information for the next 72 hours and may be updated daily if necessary owing to traffic density.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.4

Message element	Example 1 – Unwieldy Tow
1. Message series identifier	NAVAREA II 465/21

Message element	**Example 1 – Unwieldy Tow**
2. General area	PORTUGAL TO SPAIN. OFF CAPE FINISTERRE. CHART _____ (INT _____). TOWING OPERATIONS IN PROGRESS BY TUG EEMS TOWING M/V ANGON FROM LEIXOES TO VILLAGARCIA, LENGTH OF TOW 400 METRES ALONG LINE JOINING 38-22.60N 009-38.20W, 40-20.65N 010-03.88W, 42-12.87N 008-56.44W. WIDE BERTH REQUESTED.
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – Drill Rig Under Tow**
1. Message series identifier	NAVAREA VII 342/21 SOUTH ATLANTIC OCEAN. SOUTH AFRICA TO SENEGAL. CHART _____ (INT _____). TUG SEA ALFA TOWING DRILL RIG PETROBRAS 2000. DEPARTS CAPE TOWN 34-52.45S 018-29.45E DESTINATION DAKAR 18-16.00S 004-28.00E. LENGTH OF TOW 500 METRES. WIDE BERTH REQUESTED.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3 – Drill Rig Under Tow with trackline**
1. Message series identifier	NAVAREA XIII 54/21 SEA OF JAPAN. PROLIV LAPERUZA AND SAKHALIN NORTH EAST COAST. CHART _____ (INT _____).
2. General area	
3. Locality	

Message element	**Example 3 – Drill Rig Under Tow with trackline**
4. Chart number	TUG TOWING DRILLING RIG PA-B 04 ON 18 JUN 2021 ALONG LINE JOINING 34-58.10N 128-48.35E, 52-55.90N 143-29.95E, 45-43.00N 141-58.02E, 45-45.00N 142-30.00E, 45-49.00N 143-19.00E, 45-55.00N 143-40.00E, 52-52.00N 143-39.53E. LENGTH OF TOW 1000 METRES SPEED 4.2 KNOTS. ONE MILE BERTH REQUESTED.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 4 – Tow with positional update**
1. Message series identifier	NAVAREA I 219/21 ENGLISH CHANNEL. DOVER STRAIT AND AT WEST HINDER TSS. CHART _____ (INT _____). 1. ALP DEFENDER TOWING MV SPIEGELGRACHT FROM LYME BAY, ENGLAND TO ZEEBRUGGE, BELGIUM IN VICINITY OF LINE JOINING 50-10.10N 002-22.00W, 50-01.6N 002-17.10W, 50-27.80N 000-58.90E, 50-40.1N 001-20.90E, 50-54.10N 001-29.10E, 51-06.9N 001-47.70E, 51-22.00N 002-29.90E, 51-22.0N 002-40.70E, 51-25.30N 002-48.70E. LENGTH OF TOW 800 METRES. 2. ALP DEFENDER IN 50-40.1N 001-20.9E AT 020200 UTC DEC 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.5 Drifting hazards (including derelict vessels, ice, mines, containers, other large items etc.)

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6, 7, 8**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart number) is optional.

Standard remarks	Comments
REPORTED	The time of the latest position report of the drifting hazard should ALWAYS be included, if available.
ADRIFT	
ADRIFT IN VICINITY	
DERELICT VESSEL	An abandoned vessel with no persons onboard.

Notes:

i) Warnings concerning drifting hazards should self-cancel within 72 hours.

ii) Drifting objects (with the exception of mines) of less than 6 metres in length are not normally considered to be hazards to navigation and therefore should not be promulgated.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.5

Message element	Example 1 – Container Adrift
1. Message series identifier	NAVAREA I 215/21
2. General area	CELTIC SEA.
3. Locality	OFF USHANT TSS.
4. Chart number	CHART _____ (INT _____).
5. Key subject	1. SEVEN CONTAINERS ADRIFT IN VICINITY 48-40.00N 005-56.00W AT 250856 UTC NOV 2021.
6. Geographical position	2. CANCEL THIS MSG 280856 UTC NOV 2021.
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2 – Derelict Vessel Adrift
1. Message series identifier	NAVAREA II 418/21
2. General area	EASTERN NORTH ATLANTIC.
3. Locality	MADEIRA.
4. Chart number	CHART _____ (INT _____).
5. Key subject	1. DERELICT SAILING VESSEL ADRIFT IN VICINITY 32-46.60N 014-09.10W AT 031423 UTC NOV 2021.

Message element	**Example 2 – Derelict Vessel Adrift**
6. Geographical position	2. CANCEL THIS MSG 061423 UTC NOV 2021.
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3 - Fishing Net Adrift**
1. Message series identifier	NAVAREA XI 84/2021 TIMOR SEA. CHART _____ (INT _____). 1. FISHING NET, 50 METERS LONG, ADRIFT IN 09-27.60S 131-49.00E AT 230022 UTC NOV 2021. 2. CANCEL THIS MSG 260022 UTC NOV 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 4 – Objects Adrift**
1. Message series identifier	NAVAREA IV 1044/21 WESTERN CARIBBEAN SEA. COLOMBIA. CHART _____ (INT _____). 1. PARTIALLY SUBMERGED RECTANGULAR METALLIC OBJECT ADRIFT IN VICINITY 12-58.31N 078-03.09W AT 190030 UTC NOV 2021. 2. CANCEL THIS MSG 220030 UTC NOV 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 5 – Buoy Adrift**
1. Message series identifier	NAVAREA VIII 709/21 BAY OF BENGAL. OFF MACHILIPATNAM.
2. General area	
3. Locality	

Message element	Example 5 – Buoy Adrift
4. Chart number	CHART_____ (INT _____). 1. BUOY ADRIFT IN VICINITY 15-37.90N 082-10.30E AT 042359 UTC MAR 2021. 2. CANCEL THIS MSG 072359 UTC MAR 2021.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 6 – Floating Debris
1. Message series identifier	NAVAREA VII 93/21 WEST INDIAN OCEAN. OFF REUNION. CHART_____ (INT _____). 1. WOOD DEBRIS ADRIFT IN 21-10.50S 055-12.33E AT 291036 UTC MAR 2021. 2. CANCEL THIS MSG 011036 UTC APR 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 7 – Dead Whale Adrift
1. Message series identifier	NAVAREA IV 5/21 NORTHWEST ATLANTIC OCEAN. SOUTHEASTERN GRAND BANKS OF NEWFOUNDLAND. CHART_____ (INT _____). 1. DEAD WHALE, 10 METRES IN LENGTH, REPORTED ADRIFT IN 45-02.60N 048-52.80W AT 032100 UTC AUG 2021. 2. CANCEL THIS MSG 062100 UTC AUG 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 8 – Mines
1. Message series identifier	NAVAREA IX 71/20 SOUTHERN RED SEA. FARASAN BANK. 1. MINES REPORTED ADRIFT IN AREA BOUND BY 16-45.6N 042-15.7E, 15-41.5N 042-39.4E, 15-54.0N 043-02.3E, 16-58.7N 042-35.1E. 2. MARINERS ARE REQUESTED TO NAVIGATE WITH CAUTION IN THE ABOVE AREA.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 9 – Pumice Raft
1. Message series identifier	NAVAREA XIV 108/22 SOUTH PACIFIC OCEAN. LAU BASIN. 1. LARGE PUMICE RAFT FROM RECENT VOLCANIC ACTIVITY IN VICINITY 18-56.0S 176-21.0W, 124 MILES WEST OF VAVAU, TONGA AT 262300 UTC AUG 2022. PUMICE RAFT APPROXIMATELY 70 SQUARE MILES IN SIZE. 2. CANCEL THIS MSG 292300 UTC AUG 2022.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.6 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 should contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart number) is optional.

Standard remarks	Comments
SAR OPERATION	
ANTI-POLLUTION OPERATIONS	

EXAMPLES OF WARNINGS IN SECTION 4.2.3.6

Message element	**Example 1 – Search and Rescue Operations**
1. Message series identifier	NAVAREA XVI 25/22
2. General area	PAITA BAY.
3. Locality	PERU.
4. Chart number	CHART _____ (INT _____).
5. Key subject	1. SAR OPERATION IN PROGRESS IN AREA BOUNDED BY
6. Geographical position	05-27.32S 081-44.45W, 05-22.53S 081-27.95W
7. Amplifying remarks	05-49.57S 081-16.57W, 05-55.43S 081-32.42W.
8. Cancellation details	2. ALL VESSELS NOT UNDER INSTRUCTION OF THE SAR MISSION TO KEEP A WIDE BERTH.

Message element	**Example 2 – Search and Rescue Exercises**
1. Message series identifier	NAVAREA II 417/21
2. General area	MOROCCO.
3. Locality	OFF CASABLANCA.
4. Chart number	1. SEARCH AND RESCUE EXERCISE IN PROGRESS UNTIL
5. Key subject	041600 UTC NOV 2021 IN AREA BOUNDED BY
6. Geographical position	33-57.00N 008-03.03W, 34-04.80N 007-47.00W,
7. Amplifying remarks	33-46.50N 007-36.00W, 33-39.00N 007-52.00W.
8. Cancellation details	2. CANCEL THIS MSG 041700 UTC NOV 2021.

Message element	**Example 3 – Anti-Pollution Operation**
1. Message series identifier	NAVAREA XII 574/21
2. General area	EASTERN NORTH PACIFIC.
3. Locality	THE OCEAN CLEANUP SYSTEM OPERATIONS IN PROGRESS
4. Chart number	BY M/V MAERSK TRADER AND M/V MAERSK TENDER
	TOWING 800 METER BARRIER MARKED WITH WHITE

Message element	Example 3 – Anti-Pollution Operation
5. Key subject	LIGHTS AND RADAR REFLECTORS IN 35-14.00N 140-19.00W AT 170815 UTC AUG 2022. TWO MILE BERTH REQUESTED.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

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

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Standard remarks	Comments
LOCATED	The word LOCATED should only be used when the position of the hazard has been confirmed by a hydrographic survey. In all other cases the word REPORTED should be used.
REPORTED	
LESS WATER REPORTED	
SIGNIFICANTLY LESS WATER THAN CHARTED REPORTED	

Note:

i) Due consideration should be taken over the inclusion of a specific depth over a newly discovered submerged hazard to navigation. The terms "LESS WATER REPORTED" or "SIGNIFICANTLY LESS WATER THAN CHARTED REPORTED" may be used prior to a report of survey of the area.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.7

Message element	Example 1 – Shoal
1. Message series identifier	NAVAREA XVII 83/21 CANADIAN ARCTIC. VICTORIA STRAIT. CHART _____ (INT _____).
2. General area	
3. Locality	

Message element	**Example 1 – Shoal**
4. Chart number	27.8 METRE SHOAL LOCATED IN 68-58.95N 101-08.32W.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – Shallow Depth Reported**
1. Message series identifier	NAVAREA V 372/21 NORTH PACIFIC OCEAN. OFF SAO SEBASTIAO. CHART _____ (INT _____). DEPTHS REPORTED: A. 15 METRES IN 24-00.75S 045-41.75W. B. 15 METRES IN 24-01.50S 045-23.90W.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3 – Uncharted Rock**
1. Message series identifier	NAVAREA X 290/21 EASTERN INDIAN OCEAN. AUSTRALIA-NORTHWEST COAST. CHART _____ (INT _____). UNCHARTED ROCK REPORTED IN 16-53.06S 122-03.78E.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	

Message element	**Example 3 – Uncharted Rock**
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 4 – Submerged Object**
1. Message series identifier	NAVAREA XIII 11/21 KARA SEA. ZALIV CHIKHACHYOVA. CHART_____ (INT _____). UNDERWATER OBSTRUCTION LOCATED IN 59-29.25N 140-54.76W.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 5 – Less Water Than Charted**
1. Message series identifier	NAVAREA XVI 98/21 PERU. BAHIA DEL CALLAO. CHART_____ (INT _____). LESS WATER THAN CHARTED REPORTED 11-59.89S 077-17.50W.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	

Message element	Example 5 – Less Water Than Charted
8. Cancellation details	

7.8 Unexpected alteration or suspension of established routes

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6, 7**, identified and ordered, as in the Message elements table, **figure 4**.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.8

Message element	Example 1 – TSS Closure
1. Message series identifier	NAVAREA XIX 15/22 BARENTS SEA. 1. OWING TO ROCKET LAUNCHING THE USE OF THE FOLLOWING TRAFFIC SEPARATION SCHEME AND RECOMMENDED ROUTE ARE TEMPORARILY SUSPENDED FROM 191400 TO 221400 UTC FEB 2022: A. TSS OFF VARDOE AND TSS OFF SLETTNES. B. RECOMMENDED ROUTE BETWEEN TSS OFF VARDOE AND TSS OFF SLETTNES. 2. CANCEL NAVAREA XIX 14/22. 3. CANCEL THIS MESSAGE 221500 UTC FEB 2022.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2 – Compulsory Pilotage
1. Message series identifier	NAVAREA X 234/22 AUSTRALIA NORTH COAST. TORRES STRAIT. CHART_____ (INT _____). COMPULSORY TORRES STRAIT PILOTAGE 10-32.00S 143-01.00E. MASTERS OF SHIPS 70 METRES IN LENGTH OVERALL OR GREATER, AND ALL LOADED OIL, CHEMICAL TANKERS OR LIQUEFIED GAS CARRIERS ARE ADVISED THAT AUSTRALIAN LAW HAS BEEN AMENDED TO REQUIRE A LICENSED PILOT TO BE ENGAGED WHEN NAVIGATING THE TORRES STRAIT.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	

Message element	**Example 2 – Compulsory Pilotage**
7. Amplifying remarks	ALL SHIPS WILL BE AUTOMATICALLY CHECKED FOR COMPLIANCE AND THE FAILURE TO EMBARK A LICENSED PILOT MAY RESULT IN PROSECUTION. MASTERS OF SHIPS SHOULD ENSURE CONTACT IS MADE IN A TIMELY MANNER WITH A PILOTAGE PROVIDER TO GUARANTEE A LICENSED PILOT IS BOOKED. THE FOLLOWING ARE THE CONTACT DETAILS OF THE TWO COMPANIES THAT CAN PROVIDE LICENSED PILOTS: AUSTRALIAN REEF PILOTS PTY LTD. – OPERATIONS@REEFPILOTS.COM.AU. TORRES PILOTS PTY LTD - OPERATIONS@TORRESPILOTS.COM.AU.
8. Cancellation details	

Message element	**Example 3 – Temporary Traffic Lanes**
1. Message series identifier	NAVAREA V 206/22
2. General area	BRAZIL - SOUTH COAST.
3. Locality	CHART_____ (INT _____).
4. Chart number	1. NAVAL CONTROL EXERCISE 091900 UTC TO 130300 UTC NOV 2022 IN AREA BOUNDED BY: 31-33.00S 051-14.50W, 32-17.50S 050-07.00W, 33-51.00S 051-33.50W, 33-07.00S 052-38.00W. A. MERCHANT SHIPS SHOULD CROSS MARITIME AREA USING THE FOLLOWING LANES: i) LANE COASTAL-1: (DIRECTION NE-SW) 32-00.00S 050-50.00W AND 33-20.00S 052-03.00W. ii) LANE COASTAL-2: (NC2-PORT RIO GRANDE) 32-38.00S 051-25.00W AND 32-15.00S 051-58.00W. B. WIDTH OF LANE IS SIX NAUTICAL MILES, THREE NAUTICAL MILES ON EACH SIDE OF THE TRACKLINE JOINING: i) NC1: 32-00.00S 050-50.00W. ii) NC2: 32-38.00S 051-25.00W. iii) NC3: 33-20.00S 052-03.00W. C. ACCESS AND DEPART RIO GRANDE PORT FROM: 32-15.00S 051-58.00W. D. ACCORDING TO ENTERING POSITION, MERCHANT SHIPS IN THE AREA SHOULD CALL LANE CONTROLLER SHIPS BY VHF CHANNELS 16 AND 10, USING THE FOLLOWING: i) NC1 CONTROLLER OF MERCHANT SHIPS ENTERING AND LEAVING BY NORTHEAST OF AREA. ii) NC2 CONTROLLER OF MERCHANT SHIPS REQUESTING AND LEAVING FROM POINT OF ACCESS AND DEPART OF RIO GRANDE PORT. iii) NC3 CONTROLLER OF MERCHANT SHIPS ENTERING AND LEAVING BY SOUTHWEST OF AREA. 2. CANCEL THIS MSG 130400 UTC NOV 2022.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4 – Port Closure
1. Message series identifier	NAVAREA IV 785/21 OWING TO PASSAGE OF HURRICANE IDA: 1. THE FOLLOWING PORT(S) ARE CLOSED: A. PORT OF BATON ROUGE 30-27N 091-11W. B. PORT OF NEW ORLEANS 29-57N 090-03W. 2. THE FOLLOWING PORT(S) ARE OPEN WITH RESTRICTIONS: A. PASCAGOULA 30-21N 088-34W. B. PENSACOLA 30-24N 087-13W. 3. THE FOLLOWING PORT(S) HAVE RE-OPENED: A. MOBILE 30-41N 088-07W. 4. CURRENT PORT INFORMATION CAN BE FOUND AT HOMEPORT.USCG.MIL USING THE PORT DIRECTORY TAB. 5. CANCEL NAVAREA IV 780/21.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.9 Cable or pipe-laying activities, seismic survey, 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 should contain message elements **1, 2, 3, 5, 6, 7**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart number) is optional.

Standard remarks	Comments
CABLE LAYING OPERATIONS IN PROGRESS	
SEISMIC SURVEY IN PROGRESS	
UNDERWATER OPERATIONS	Do not use "SUBMARINE OPERATIONS"
SCIENTIFIC OPERATIONS IN PROGRESS	

Notes:

i) Regular communications should be undertaken with the operators to ensure that the message is cancelled promptly as soon as the operation has been completed. Particular care should be taken when considering including a cancellation time or date for this category of message owing to the many factors which could affect the completion of the operation.

ii) Use "REQUESTED" when wide berth is for the benefit of the ship which is performing the operation.

iii) Use "ADVISED" when the operations create a significant hazard.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.9

Message element	**Example 1 – Hydrographic Survey**
1. Message series identifier	NAVAREA III 821/21 EASTERN MEDITERRANEAN SEA. CYPRUS. CHART _____ (INT _____). 1. HYDROGRAPHIC SURVEY IN PROGRESS UNTIL 170001 UTC NOV 2021 BY M/V NAUTICAL GEO IN AREA BOUND BY 34-18.65N 033-08.00E, 34-24.23N 032-20.74E, 34-20.11N 032-20.63E, 34-13.36N 033-07.27E. WIDE BERTH REQUESTED. 2. CANCEL THIS MSG 1701001 UTC NOV 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – Scientific Survey**
1. Message series identifier	NAVAREA XV 95/21 EASTERN SOUTH PACIFIC. CHILE. CHART _____ (INT _____). 1. SCIENTIFIC OPERATIONS BY M/V ABATE MOLINA FROM 090345 UTC MAY 2021 TO 07000 UTC JUN 2021 IN AREA BOUND BY 32-10.00S 071-41.00W, 38-02.00S 074-05.00W, 40-20.00S 074-40.00W, 40-20.00S 073-47.00W. WIDE BERTH REQUESTED. 2. CANCEL THIS MSG 070100 UTC JUN 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3 – Seismic Survey**
1. Message series identifier	NAVAREA XIII 43/21 SEA OF OKHOTSK. CHART _____ (INT _____).
2. General area	
3. Locality	

Message element	Example 3 – Seismic Survey
4. Chart number	1. SEISMIC SURVEY OPERATIONS IN PROGRESS UNTIL 310001 UTC AUG 2021 BY M/V VYACHESLAV TIKHONOV AND M/V PX GEO TOWING 4050 METER LONG CABLES IN AREA BOUND BY 52-46.56N 143-22.21E, 52-45.73N 143-57-51E, 52-02.62N 143-54.99E, 52-03.61N 143-11.28E. FOUR MILE BERTH REQUESTED. 2. CANCEL THIS MSG 310001 UTC AUG 2021.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4 – Dredging Operations
1. Message series identifier	NAVAREA XVIII 42/21 HUSON BAY. CANADA. CHART _____ (INT _____). DREDGING OPERATIONS 1100 UTC TO 2300 UTC DAILY 18 AUG 2021 UNTIL FURTHER NOTICE BY TUGS POINCIANA AND MANUELS RIVER IN VICINITY 47-12.96N 061-59.09W.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5 – Pipe-Laying Operations
1. Message series identifier	NAVAREA III 795/21 MEDITERRANEAN SEA. TUNISIA.
2. General area	
3. Locality	

Message element	**Example 5 – Pipe-Laying Operations**
4. Chart number	CHART _____ (INT _____).
5. Key subject	1. PIPELAYING OPERATIONS IN PROGRESS UNTIL 130001 UTC FEB 2022 BY M/V IEVOLI IVORI IN AREA BOUND BY 37-01.01N 011-04.22E, 37-12.80N 011-15.51E, 37-12.80N 011-15.10E, 37-25.47N 011-42.71E. ONE MILE BERTH REQUESTED. 2. CANCEL THIS MSG 130001 UTC FEB 2022.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 6 – Unmanned Operations**
1. Message series identifier	NAVAREA IV 1123/21
2. General area	NORTH ATLANTIC OCEAN.
3. Locality	1. UNMANNED ATLANTIC CROSSING BY FOUR METRE M/V MAHI TWO IN VICINITY OF LINE JOINING 19-38.30N 035-00.00W, 18-50.01N 036-36.39W, 17-24.81N 044-29.68W, 17-04.67N 051-21.64W, 16-23.00N 059-04.41W.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	2. FOR THE MOST CURRENT POSITION OF M/V MAHI TWO, GO TO HTTP://PROJECTMAHI.DATYLON.COM.

Message element	**Example 7 – Cable Laying Operations**
1. Message series identifier	NAVAREA I 193/21
2. General area	WESTERN APPROACHES TO THE ENGLISH CHANNEL.
3. Locality	CHART _____ (INT _____).
4. Chart number	CABLE LAYING OPERATIONS IN PROGRESS BY M/V ILE DE BREHAT IN VICINITY OF LINES JOINING:
5. Key subject	
6. Geographical position	

Message element	**Example 7 – Cable Laying Operations**
7. Amplifying remarks	A. 49-00.80N 007-55.60W, 49-02.20N 007-53.90W.
8. Cancellation details	B. 49-05.10N 007-52.40W, 49-06.00N 007-52.60W.

Message element	**Example 8 – Ship-to-Ship Operations**
1. Message series identifier	NAVAREA IV 20/22
2. General area	WESTERN SOUTH ATLANTIC.
3. Locality	EAST OF PARANAGUA.
4. Chart number	CHART_____ (INT _____).
5. Key subject	1. SHIP TO SHIP OPERATIONS 290900 UTC DEC 2021 TO
6. Geographical position	010900 UTC JAN 2022 BETWEEN M/V LENA KNUTSEN AND
7. Amplifying remarks	M/V SAVEIROS IN 10-02.28N 060-15.08W.
8. Cancellation details	2. CANCEL THIS MESSAGE 011000 UTC JAN 2022.

Message element	**Example 9 – Diving Operations**
1. Message series identifier	NAVAREA V 20/22
2. General area	WESTERN SOUTH ATLANTIC.
3. Locality	EAST OF PONTA DO UBU.
4. Chart number	CHART_____ (INT _____).
5. Key subject	1. DIVING OPERATIONS IN PROGRESS 1100 UTC TO 2100
6. Geographical position	UTC DAILY 23 TO 26 OCT 2022 IN 20-50.33S 040-03.52W.
7. Amplifying remarks	2. CANCEL THIS MESSAGE 262200 UTC OCT 2022.
8. Cancellation details	

7.10 The establishment of research or scientific instruments in or near shipping lanes

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

EXAMPLES OF WARNINGS IN SECTION 4.2.3.10

Message element	**Example 1 – Scientific Mooring**
1. Message series identifier	NAVAREA II 251/22 BAY OF BISCAY. SPAIN. CHART_____ (INT _____). SCIENTIFIC MOORINGS ESTABLISHED UNTIL 010001 UTC MAR 2022 BY M/V ATALANTE IN: A. 46-06.00N 006-47.00W. B. 44-10.00N 002-10.00W. 2. CANCEL THIS MSG 010101 UTC MAR 2022.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – Tide Gauge**
1. Message series identifier	NAVAREA X 180/21 ARAFURA SEA. AUSTRALIA-NORT COAST. CHART_____ (INT _____). TIDE GAUGE IN 10-31.30S 141-12.70E UNRELIABLE.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3 – Scientific Buoy
1. Message series identifier	NAVAREA IV 333/21
2. General area	NORTH ATLANTIC OCEAN.
3. Locality	GRAND BANKS OF NEWFOUNDLAND.
4. Chart number	CHART_____ (INT _____).
5. Key subject	DART BUOY ESTABLISHED 44-04.58N 055-12.80W.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4 – Acoustic Recorder
1. Message series identifier	NAVAREA XVII 55/19
2. General area	IONIAN SEA.
3. Locality	CENTRAL.
4. Chart number	CHART_____ (INT _____).
5. Key subject	1. ACOUSTIC SEABED INSTRUMENTS DEPLOYED FROM 231500 UTC TO 242000 UTC MAR 2019 IN:
6. Geographical position	A. 44-41.46N 063-37.71W.
7. Amplifying remarks	B. 44-41.46N 063-38.38W.
8. Cancellation details	C. 44-41.32N 063-38.04W. 2. CANCEL THIS MSG 242100 MAR 2019.

7.11 The establishment of offshore structures in or near shipping lanes

The text of a navigational warning in this category should contain message elements **1, 2, 3, 4, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Note:
i) It is not necessary to number or alphabetize the list of structures.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.11

Message element	**Example 1 – Drill Rig on Location**
1. Message series identifier	NAVAREA X 5/14
2. General area	INDIAN OCEAN.
3. Locality	AUSTRALIA-NORTWEST COAST.
4. Chart number	CHART _____ (INT _____).
5. Key subject	1. DRILL RIG VALARIS MS-1 IN 20-57.27S 114-52.10E.
6. Geographical position	2. 5 MILES CLEARANCE REQUESTED.
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – Drilling Site Operations**
1. Message series identifier	NAVAREA VII 358/21
2. General area	SOUTH ATLANTIC OCEAN.
3. Locality	CHART _____ (INT _____).
4. Chart number	1. RIG LIST: 05-08.58S 011-55.15E PRIDE CAPINDA. 05-33.08S 011-27.08E PRIDE VENEZUELA. 06-03.81S 011-05.86E GSF RIG 140. 06-19.02S 011-03.23E KIZOMBA A (NEW). 06-20.15S 011-18.01E PRIDE SOUTH PACIFIC. 06-20.92S 011-09.22E KIZOMBA B. 07-40.05S 011-45.08E PRIDE AFRICA. 07-43.00S 011-43.00E PRIDE ANGOLA. 35-08.86S 022-31.81E PRIDE SOUTH SEAS. 35-13.99S 021-29.89E ORCA. 2. FOUR MILE EXCLUSION ZONE ABOUT RIGS OWING TO PRESENCE OF UNLIT ANCHOR MARKING BUOYS.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3 – Platform Established**
1. Message series identifier	NAVAREA VI 116/21
2. General area	URUGUAY.
3. Locality	MONTEVIDEO.

Message element	Example 3 – Platform Established
4. Chart number	CHART _____ (INT _____).
5. Key subject	PLATFORM M4/25 ESTABLISHED IN 35-00N 056-20W.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.12 Significant malfunctioning of radionavigation services and shore-based maritime safety information radio or satellite services

The text of a navigational warning in this category should contain message elements **1, 5**, identified and ordered, as in the Message elements table, **figure 4**.

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. Backup facility should be included if one is available.
UNSTABLE	
REDUCED POWER	
INOPERATIVE	
UNUSABLE	
DISCONTINUED	

Notes:

i) Warnings concerning long-range electronic navigational aids will not normally need the message elements; General area, Locality or Chart number.

ii) If a definitive time is quoted for the outage, the message cancels one hour after event completes.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.12

Message element	Example 1 – VHF Services Off Air
1. Message series identifier	NAVAREA I 116/21
2. General area	GMDSS.
3. Locality	MRCC SHETLAND.

Message element	**Example 1 – VHF Services Off Air**
4. Chart number	VHF R/T AND DSC SERVICES TO DUNNET HEAD SITE, 58-40.3N 003-22.6W OFF AIR.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – MF Services Off Air**
1. Message series identifier	NAVAREA I 169/22 GMDSS. MRCC STORNOWAY. MF R/T AND DSC SERVICES FROM BUTT OF LEWIS SITE, 58-27.7N 006-13.9W, OFF AIR.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3 – NAVTEX Off Air**
1. Message series identifier	NAVAREA I 53/22 GMDSS. 1. NAVTEX STATION CULLERCOATS (G), 55-04N 001-28W, OFF AIR DAILY BETWEEN 0900 AND 1530 UTC FROM 12 TO 13 JAN 2022. 2. CANCEL THIS MESSAGE 131630 UTC JAN 2022.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 4 – NAVTEX Off Air**
1. Message series identifier	NAVAREA I 018/22 GMDSS. BALTIC SEA. 1. NAVTEX STATIONS GRIMETON (I), 57-06.3N 012-23.4E, AND GISLOVSHAMMAR (J), 55-29.4N 014-18.9E, OFF AIR. 2. BALTIC SEA NAVIGATION WARNING 007/22 REFERS.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 5 – Seasonal Change**
1. Message series identifier	NAVAREA XVIII 135/21 CANADIAN ARCTIC. IQALUIT MCTS. 1. REMOTE CONTROL FACILITIES LOCATED AT CORAL HARBOUR OFF AIR FOR THE 2021 NAVIGATIONAL SEASON 161330 UTC NOV 2021. 2. CANCEL NAVAREA XVIII 130/21. 3. CANCEL THIS MSG AT 292330 UTC NOV 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 6 – GMDSS Services**
1. Message series identifier	NAVAREA XVIII 102/21 CANADIAN ARCTIC. GMDSS. IQALUIT MCTS. ALL GMDSS DSC, NBDP, AND RT TRANSMIT FACILITIES
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	

Message element	Example 6 – GMDSS Services
8. Cancellation details	LOCATED AT IQALUIT 63-45N 068-31W OFF AIR 212300 UTC SEP 2021.

Message element	Example 7 – GPS Disruption
1. Message series identifier	NAVAREA X 151/21 AUSTRALIA_EAST COAST. GPS. 1. POSSIBLE GPS DISRUPTION DUE TO MILITARY EXERCISES: A. FROM 191400 UTC JUL 2021 TO 271400 UTC JUL 2021 IN AREA WITHIN 15 NM OF 20-00.4S 148-15.9E. B. FROM 261400 UTC JUL 2021 TO 311400 UTC JUL 2021 IN AREA WITHIN 15NM OF 18-43.2S 146-17.8E. 2. REPORT SAFETY CONCERNS TO JRCC AUSTRALIA: PHONE: +61262306811 EMAIL: RCCAUS@AMSA.GOV.AU 3. CANCEL THIS MSG 311500 UTC JUL 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.13 Information concerning events which might affect the safety of shipping, sometimes over wide areas, e.g. naval exercises, missile firings, space missions, nuclear tests, ordnance dumping zones.

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6, 7, 8**, identified and ordered, as in the Message elements table, **figure 4**. Element 4 (Chart Number) is optional.

Note:

i) Whenever possible, warnings concerning scheduled events should be originated not less than five days in advance, and reference may be made to relevant national publications

ii) Warnings may include reference to relevant national publications and contact information.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.13

Message element	**Example 1 – Firing Operations**
1. Message series identifier	NAVAREA XVI 221/21
2. General area	EASTERN SOUTH PACIFIC.
3. Locality	PERU.
4. Chart number	CHART ____ (INT ____).
5. Key subject	1. NAVAL FIRING EXERCISES 161400 UTC TO 170000 UTC JAN 2022 IN AREA BOUND BY: 11-35.00S 077-43.00W, 11-35.00S 077-33.00W, 11-47.00S 077-33.00W, 11-47.00S 077-43.00W.
6. Geographical position	
7. Amplifying remarks	2. CANCEL THIS MSG 181700 UTC JAN 2021.
8. Cancellation details	

Message element	**Example 2 – Blasting Operation**
1. Message series identifier	NAVAREA VIII 864/21
2. General area	INDIA WEST COAST.
3. Locality	OFF ALAPPUZHA.
4. Chart number	1. SUBSURFACE EXPLOSIVE OPERATIONS SCHEDULED 0330 TO 0630 UTC DAILY ON 17 AND 21 DEC 2021 IN AREA WITHIN FIVE MILES OF 09-19.58N 075-46.8E.
5. Key subject	
6. Geographical position	2. CANCEL THIS MSG 210730 UTC DEC 2021.
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3 – Fallout Hazard (Space Debris)**
1. Message series identifier	NAVAREA XIV 218/21
2. General area	SOUTHWEST PACIFIC BASIN.
3. Locality	1. HAZARDOUS OPERATIONS, SPACE DEBRIS SCHEDULED FROM 062240 UTC TO 200925 UTC DEC 2021 IN AREA BOUND BY: A. 41-06.00S 176-18.00W, 39-54.00S 175-42.00W,
4. Chart number	
5. Key subject	
6. Geographical position	

Message element	Example 3 – Fallout Hazard (Space Debris)
7. Amplifying remarks	40-36.00S 171-06.00W, 41-54.00S 171-18.00W. B. 42-36.00S 163-06.00W, 41-36.00S 163-12.00W, 41-42.00S 158-00.00W, 42-36.00S 157-48.00W.
8. Cancellation details	2. CANCEL THIS MSG 201025 UTC DEC 2021.

Message element	Example 4 – Military Exercise
1. Message series identifier	NAVAREA VIII 857/21
2. General area	ARABIAN SEA.
3. Locality	OFF BALASORE.
4. Chart number	1. INDIAN AIR FORCE EXERCISE 0430 TO 0630 UTC AND 0830 TO 1030 20 THRU 22 DEC 2021 IN AREA BOUND BY 21-41.00N 087-44.00E, 20-57.00N 086-53.00E, 20-56.00N 086-55.00E.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	2. CANCEL THIS MSG 221130 UTC DEC 2021.
8. Cancellation details	

Message element	Example 5 – Fallout Hazard (Rocket Launch)
1. Message series identifier	NAVAREA IV 1092/21
2. General area	WESTERN NORTH ATLANTIC.
3. Locality	FLORIDA.
4. Chart number	1. ROCKET LAUNCHING 090600 UTC TO 090753 UTC DEC 2021, ALTERNATE 0600 UTC TO 0753 UTC DAILY 10 THRU 14 DEC 2021 IN AREA BOUND BY 28-39.03N 080-37.70W, 28-41.00N 080-20.00W, 28-38.00N 079-42.00W, 28-35.00N 079-43.00W, 28-33.00N 080-17.00W, 28-34.78N 080-34.08W.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	2. CANCEL THIS MESSAGE 140853 UTC DEC 2021.

7.14 Operating anomalies identified within ECDIS including ENC issues

The text of a navigational warning in this category should contain message elements **1, 5, 7**, identified and ordered, as in the Message elements table, figure **4**. Elements 2, 3 and 4 are optional.

Note:

i) *A number of ECDIS operating anomalies have been identified. Owing to the complex nature of ECDIS, and in particular because it involves a mix of hardware, software and data, it is possible that further anomalies may exist.*

ii) *NAVAREA Coordinators should ensure that mariners are aware of the potential for some ECDIS to exhibit display and behaviour anomalies i.e. alarm, and provide manufacturers guidance if appropriate.*

EXAMPLES OF WARNINGS IN SECTION 4.2.3.14

Message element	**Example 1 – ECDIS Anomalies**
1. Message series identifier	NAVAREA XVII 82/22 DISPLAY ANOMALIES IN SOME ECDIS. SOME ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEMS (ECDIS) MAY EXHIBIT OPERATING ANOMALIES. THE INTERNATIONAL MARITIME ORGANIZATION'S CIRCULAR MSC.1/circ.1503/rev1 (HTTP://WWW.IMO.ORG/OURWORK/CIRCULARS/PAGES/IMODOCS.ASPX (REGISTRATION REQUIRED) LISTS IDENTIFIED ANOMALIES, THEIR CHARACTERISTICS AND REMEDIAL ADVICE. MARINERS ARE REMINDED THAT THEY SHOULD ACCESS THE INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) DATA PRESENTATION AND PERFORMANCE CHECK (DPPC) DATASET AND ENSURE THAT ALL INSTALLED ECDIS UNITS ARE CHECKED.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 2 – ENC Anomaly**
1. Message series identifier	NAVAREA XVIII 94/22 CANADIAN ARCTIC. SIMPSON STRAIT. ETA ISLAND.
2. General area	
3. Locality	
4. Chart number	

Message element	Example 2 – ENC Anomaly
5. Key subject	CHART CHS 7736 / ENC CA473317. CHARTED ORIENTATION OF THE RANGE LINE FOR SIMPSON STRAIT #6 RANGE (WEST-FACING RANGE MARKS ON ETA ISLAND) IS IN ERROR. THE CORRECT VISUAL RANGE LINE PASSES 94 METRES SOUTH OF THE ADVERTISED POSITION OF SIMPSON STRAIT BUOY #11 ON HEADINGS 289/109 DEGREES TRUE.
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3 – ENC Not Safe for Navigation
1. Message series identifier	NAVAREA II 199/22 IROISE. OWING TO A PRODUCTION PROBLEM THAT HAS CAUSED DISPLACED FEATURES, IT HAS BEEN DETERMINED THAT ELECTRONIC NAUTICAL CHART 7066 FR (1800 INT) IS NOT TO BE USED FOR NAVIGATION OR SITUATIONAL AWARENESS. A REVIEW IS IN PROGRESS TO ADDRESS THIS SITUATION.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.15 Acts of piracy and armed robbery against ships

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5, 6**, identified and ordered, as in the Message elements table, **figure 4**.

Standard remarks	Comments
ACT OF PIRACY	Act of Piracy is defined in UNCLOS article 101
ARMED ROBBERY	Armed robbery is defined in IMO resolution A.1025(26)

EXAMPLES OF WARNINGS IN SECTION 4.2.3.15

Message element	Example 1 – Armed Robbery
1. Message series identifier	NAVAREA XVI 30/22 PERU.

Message element	Example 1 – Armed Robbery
2. General area	CALLAO ANCHORAGE. 1. M/V AT ANCHOR BOARDED BY SEVEN ARMED ROBBERS IN 12-01.05S 077-11.37W AT 280710 UTC JAN 2022. ROBBERS ATTACKED CREW, STOLE SHIP PROPERTY AND ESCAPED. VESSELS ARE ADVISED TO KEEP CLEAR OF THIS POSITION AND TO EXERCISE EXTREME CAUTION. REPORTS TO IMB PIRACY REPORTING CENTER, PHONE: 603 2031 0014, 603 2078 5763, FAX: 603 2078 5769, E-MAIL: IMBKL@ICC-CCS.ORG, PIRACY@ICC-CCS.ORG. 2. CANCEL THIS MSG 010710 UTC FEB 2022.
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2 – Piracy
1. Message series identifier	NAVAREA II 223/21 GULF OF GUINEA. NIGERIA. ACT OF PIRACY. 1. M/V ATTACKED IN 02-49.6N 002-31.2E AT 061730 UTC JUN 2021. VESSELS ARE ADVISED TO KEEP CLEAR OF THIS POSITION AND TO EXERCISE EXTREME CAUTION. REPORT TO MDAT-GOC, PHONE: +33 2 98 22 88 88 EMAIL: WATCHKEEPERS@MDAT-GOC.ORF 2. CANCEL THIS MSG 091930 UTC JUN 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3 – Piracy (Kidnapping)
1. Message series identifier	NAVAREA II 2O31/20 GULF OF GUINEA. NIGERIA. OFF BAYELSA. ACT OF PIRACY. 1. M/V ATTACKED BY PIRATES IN 04-28.15N 005-31.17E AT 261258 UTC NOV 2020. TEN PERSONS KIDNAPPED. VESSELS ARE ADVISED TO KEEP CLEAR OF THIS POSITION AND TO EXERCISE EXTREME CAUTION. REPORTS TO IMB PIRACY REPORTING CENTER, PHONE: 603 2031 0014, 603 2078 5763, FAX: 603 2078 5769, E-MAIL: IMBKL@ICC-CCS.ORG, PIRACY@ICC-CCS.ORG. 2. CANCEL THIS MSG 291258 UTC NOV 2020.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4 – Piracy (Hijacking)
1. Message series identifier	NAVAREA IX 3048/19 RED SEA. ERITREA. ACT OF PIRACY. 1. M/V HIJACKED BY SIX ARMED PIRATES IN 16 30N 040 08E AT 170338 UTC SEP 2019. VESSELS ARE ADVISED TO KEEP CLEAR OF THIS POSITION AND TO EXERCISE EXTREME CAUTION. REPORTS TO IMB PIRACY REPORTING CENTER, PHONE: 603 2031 0014, 603 2078 5763, FAX: 603 2078 5769, E-MAIL: IMBKL@ICC-CCS.ORG, PIRACY@ICC-CCS.ORG. 2. CANCEL THIS MSG 200338 UTC SEP 2019.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5 – Piracy (Mothership Activity)
1. Message series identifier	NAVAREA II 4250/21 GULF OF GUINEA. OFF GHANA. ACT OF PIRACY. 1. SUSPECTED MOTHERSHIP ACTIVITY IN VICINITY 01-50N 001-11E AT 190930 UTC OCT 2021. 24 METER TUG, WHITE HULL AND BLACK SUPERSTRUCTURE, UNNAMED AND NOT TRANSMITTING AIS. VESSELS ARE ADVICED TO KEEP CLEAR OF THIS POSITION AND TO EXERCISE EXTREME CAUTION. REPORTS TO IMB PIRACY REPORTING CENTER, PHONE: 603 2031 0014, 603 2078 5763, FAX:603 2078 5769, E-MAIL: IMBKL@ICC-CCS.ORG, PIRACY@ICC-CCS.ORG. 2. CANCEL THIS MSG 220930 UTC OCT 2021.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.16 Tsunamis and other natural phenomena, such as abnormal changes to sea level

The text of a navigational warning in this category should contain message elements **1, 2, 5**, identified and ordered, as in the Message elements table, **figure 4**.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.16

Message element	Example 1 – Tsunami (General)
1. Message series identifier	
2. General area	

Message element	Example 1 – Tsunami (General)
3. Locality	NAVAREA XI 0251/21 PACIFIC OCEAN. PHILLIPINES. TSUNAMI WARNING. EARTHQUAKE, MAGNITUDE 7.2, OCCURRED AT 111746 UTC AUG 2021 IN 06-30N 126-48E. TSUNAMI WAVES ARE POSSIBLE WHICH COULD CAUSE DAMAGE TO THE COASTS AND ISLANDS OF THE PHILLIPINES. VESSELS IN VICINITY OF COASTAL AREAS ARE ADVISED TO USE CAUTION.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2 – Tsunami (Earthquake)
1. Message series identifier	NAVAREA XII 365/21 ALASKA COASTAL AREAS. TSUNAMI WARNING. EARTHQUAKE WITH MAGNITUDE OF 8.2 HAS OCCURRED IN VICINITY 55-18N 157-48W AT 290616Z JUL 2021. A TSUNAMI HAS BEEN GENERATED WHICH COULD CAUSE DAMAGE TO COASTS OF SOUTH ALASKA, THE ALASKA PENINSULA AND THE ALEUTIAN ISLANDS. 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.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 3 – Tsunami (Arrival Times)
1. Message series identifier	NAVAREA IV 702/21 CARIBBEAN SEA. HAITI. TSUNAMI WARNING. 1. EARTHQUAKE WITH MAGNITUDE OF 7.2 OCCURRED IN 18-36N 073-30W AT 141229Z AUG 2022. TSUNAMI WAVES ARE POSSIBLE WHICH COULD CAUSE DAMAGE TO THE SURROUNDING COASTS. 2. TSUNAMI ACTIVITY IS FORECASTED TO START AT THE FOLLOWING TIMES: A. JEREMIE 18-36N 074-06W AT 1239Z. B. JACAMEL 18-06N 072-30W AT 1318Z. C. PORT AU PRINCE 18-30N 072-24W AT 1328Z. 3. TSUNAMI WAVES REACHING THREE METERS ABOVE THE TIDE LEVEL ARE POSSIBLE AND MAY BE A SERIES OF WAVES WHICH COULD BE DANGEROUS FOR SEVERAL HOURS AFTER THE INITIAL WAVE ARRIVAL.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 4 – Volcanic Activity
1. Message series identifier	NAVAREA IV 301/21 EASTERN CARIBBEAN SEA. SAINT VINCENT. RESTRICTED AREA OWING TO VOLCANIC ACTIVITY IN AREA BOUND BY 13-15.00N 061-19.60W, 13-18.00N 061-18.50W, 13-22.08N 061-15.38W, 13-26.00N 061-09.91W, 13-22.29N 061-04.90W, 13-19.88N 061-04.10W, 13-14.41N 061-03.90W.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 5 – Tsunami (Volcanic Activity)
1. Message series identifier	NAVAREA XIV 4/22 1. TSUNAMI THREAT MESSAGE ISSUED BY PACIFIC TSUNAMI WARNING CENTRE AT 152006 UTC JAN 2022. A VOLCANIC ERUPTION HAS OCCURRED IN VICINITY 20-30S 175-24W LOCATION TONGA AT 150427 UTC JAN 2022. HAZARDOUS TSUNAMI WAVES FROM THIS EARTHQUAKE ARE POSSIBLE WITHIN THE NEXT THREE HOURS. 2. CANCEL THIS MSG 152336 UTC JAN 2022.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.17 World Health Organization (WHO) health advisory information

The text of a navigational warning in this category should contain message elements **1, 2, 3, 5**, identified and ordered, as in the Message elements table, **figure 4**.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.17

Message element	Example 1 – WHO Advisory
1. Message series identifier	NAVAREA XVIII 69/21 CANADA.
2. General area	

Message element	Example 1 – WHO Advisory
3. Locality	1. ON 11 MARCH 2020, THE WORLD HEALTH ORGANIZATION DECLARED THAT THE GLOBAL OUTBREAK OF COVID-19 IS A PANDEMIC. TO REDUCE THE SPREAD OF COVID-19, WHERE POSSIBLE, PRACTICE PHYSICAL DISTANCING AND PROPER HYGIENE, KEEP ROOMS WELL VENTILATED AND DISINFECT SURFACES ON BOARD. MARINERS ARE REMINDED OF THEIR RESPONSIBILITY TO DECLARE ANY ON-BOARD ILLNESS AS OUTLINED IN PART 4, OF THE CANADIAN COAST GUARD PUBLICATION, RADIO AIDS TO MARINE NAVIGATION. THE CANADIAN COAST GUARD REMAINS READY TO PROVIDE ASSISTANCE TO MARINERS. VISIT WWW.CANADA.CA FOR UPDATES ON COVID-19. VISIT WWW.TC.CANADA.CA FOR COVID-19 UPDATES RELATED TO MARINE TRANSPORTATION. 2. CANCEL NAVAREA XVIII 125/20.
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.18 Security-related requirements

The text of a navigational warning in this category should contain message elements **1, 2, 5**, identified and ordered, as in the Message elements table, **figure 4**.

Note:
i) In accordance with the requirements of the International Ship and Port Facility Security Code only.

EXAMPLES OF WARNINGS IN SECTION 4.2.3.18

Message Element	Example 1
1. Message series identifier	NAVAREA I 88/22 FRANCE NORTH COAST. BAIE DE SEINE AND LE HAVRE HARBOUR. SECURITY ANNOUNCEMENT. REF: ISPS CODE - SECURITY LEVELS IN FRENCH TERRITORIAL WATERS IN THE BAIE DE SEINE AND IN LE HAVRE HARBOUR UPGRADED TO SECURITY LEVEL 3. ALL SHIPS ARE PROHIBITED TO ENTER BAIE DE SEINE AND LE HAVRE HARBOUR.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message Element	**Example 1**
Message element	**Example 2**
1. Message series identifier	NAVAREA XI 111/22 JAPAN. THE GOVERNMENT OF JAPAN ANNOUNCES PUBLICLY THAT IT SETS MARITIME SECURITY LEVEL 1. FOR DETAILS, CALL SOLAS CONVENTION IMPLEMENTATION OFFICE, PHONE: 81-3-5253-8071.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 3**
1. Message series identifier	SUBAREA I 49/22 SWEDEN. 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.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	**Example 4**
1. Message series identifier	NAVAREA VI 285/22 ARGENTINA. THE ARGENTINE GOVERNMENT HAS SET MARITIME SECURITY LEVEL 3 FOR ALL PORTS. ALL SHIPS ENTERING ARGENTINA WATERS OR PORTS ARE REQUIRED TO MAINTAIN AN ARMED SECURITY WATCH.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	

Message element	Example 4
8. Cancellation details	

7.19 Miscellaneous

IN-FORCE BULLETIN

Notes:

i) *In-force bulletins should be issued once per week at a regular scheduled time.*

ii) *In-force bulletins should:*

- *Be part of the numbered navigational warning series, and be issued as an individual numbered message which remains in force for one week;*
- *Include the DTG of when it was prepared;*
- *List ALL warnings still in force, not just those issued within the past 6 weeks; and*
- *Include details of where mariners can obtain copies of those messages which remain in force, but are no longer being broadcast, as they are more than 6 weeks old.*

Message element	Example 1
1. Message series identifier	NAVAREA I 022/22 1. NAVAREA I WARNINGS IN FORCE AT 041000 UTC MAR 2022: 2021 SERIES: 031. 2022 SERIES: 020, 021, 022. NOTES: A. TEXTS OF NAVAREA I WARNINGS ISSUED EACH WEEK ARE PUBLISHED IN WEEKLY EDITIONS OF THE ADMIRALTY NOTICES TO MARINERS BULLETIN (ANMB). B. NAVAREA I WARNINGS LESS THAN 42 DAYS OLD (020/22 ONWARD) ARE PROMULGATED VIA ENHANCED GROUP CALL (EGC) AND/OR RELEVANT NAVTEX TRANSMITTERS. C. THE COMPLETE TEXT OF ALL IN-FORCE NAVAREA I WARNINGS, INCLUDING THOSE WHICH ARE NO LONGER BEING BROADCAST, ARE REPRINTED IN SECTION III OF ANMB IN WEEKS 1, 13, 26 AND 39 AND ARE ALSO AVAILABLE FROM UKHO WEBSITE AT: WWW.ADMIRALTY.CO.UK/RNW. ALTERNATIVELY, THESE MAY BE REQUESTED BY E-MAIL FROM NAVAREA I CO-ORDINATOR AT: NAVWARNINGS@UKHO.GOV.UK.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

Message element	Example 2
1. Message series identifier	NAVAREA II 085/22 1. NAVAREA II WARNINGS IN FORCE AT 271630 UTC FEB 22: 2020 SERIES: 083, 2021 SERIES: 251, 476, 2022 SERIES: 020, 027, 040, 041, 046, 057, 066, 069, 071, 073, 079, 080, 082, 083, 085. 2. ONLY THOSE LESS THAN 42 DAYS OLD ARE DAILY BROADCAST ON SAFETY NET AT 04H30 AND 16H30 UTC. 3. THE COMPLETE TEXTS OF ALL IN-FORCE NAVAREA II WARNINGS ARE AVAILABLE FROM THE SHOM WEBSITE AT: DIFFUSION.SHOM.FR 4. ALTERNATIVELY, THESE MAY BE REQUESTED BY E-MAIL AT: COORD.NAVAREA2@SHOM.FR 5. CANCEL NAVAREA II 067/22.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.20 Cancellation Message

Message element	Example 1
1. Message series identifier	NAVAREA VII 126/22 CANCEL NAVAREA VII 100/22 AND THIS MSG, BAIXO RIBEIRO LIGHT, NORMAL CONDITIONS RESTORED.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.21 Website Out of Service

Message element	Example 1
1. Message series identifier	NAVAREA VIII 43/22 NAVAREA VIII WEBSITE. 1. NAVAREA VIII WEBSITE UNUSABLE 122300 UTC TO 132300 UTC NOV 2022. FOR URGENT SERVICE, CONTACT NAVAREA VIII,
2. General area	
3. Locality	

Message element	Example 1
4. Chart number	PHONE: 91 135 274 7365, FAX: 91 135 274 8373, E-MAIL: INHO_MARINESAFETY@DATAONE.IN. 2. CANCEL THIS MSG 140001 UTC NOV 2022.
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

7.22 Space Weather

Note:

i) *Space weather encompasses the conditions and processes occurring in space, including on the sun, in the magnetosphere, ionosphere and thermosphere, which have the potential to affect the near-Earth environment.*

The effects of space weather can range from damage to satellites arising from charged particles to disruption of power during geomagnetic storms, or disturbance of satellite positioning systems.

ii) *Space weather should include:*

- *geomagnetic storms,*
- *solar radiation storms, and*
- *radio blackouts.*

Message element	Example 1
1. Message series identifier	NAVAREA IV 43/22 SPACE WEATHER. 1. STRONG SOLAR RADIATION STORM IN PROGRESS UNTIL 081000 UTC MAR 2022. RADIO AND SATELLITE NAVIGATION SERVICES MAY BE AFFECTED. 2. CANCEL THIS MSG 081100 UTC MAR 2022.
2. General area	
3. Locality	
4. Chart number	
5. Key subject	
6. Geographical position	
7. Amplifying remarks	
8. Cancellation details	

8 METAREA COORDINATOR RESOURCES AND RESPONSIBILITIES

8.1 METAREA Coordinator resources

8.1.1 The METAREA Coordinator should have:

.1 the expertise and information sources of NMHS or equivalent national authority;

.2 effective communications, such as telephone, email, facsimile and Internet with NMHS and national authorities in the METAREA, with other METAREA Coordinators, and with other data providers; and

.3 access to broadcast systems for transmission to the navigable waters of the METAREA. As a minimum, this should include those described in paragraph 3.1.1 of IMO resolution A.1051(27), as amended. Reception should normally be possible at least 300 nautical miles beyond the limit of the METAREA.

8.2 METAREA Coordinator responsibilities

8.2.1 The METAREA Coordinator should:

.1 act as the central point of contact on matters relating to meteorological information and warnings within the METAREA;

.2 promote and oversee the use of established international standards and practices in the promulgation of meteorological information and warnings throughout the METAREA;

.3 coordinate preliminary discussions between neighbouring Members, seeking to establish or operate NAVTEX services, prior to formal application;

.4 coordinate the promulgation of meteorological bulletins on the WMO Information System (WIS), and ensure the correct display of MSI messages on the WWMIWS website;

.5 liaise with entities that have responsibility for maritime safety, marine communications, port authorities, and other relevant maritime responsibilities on the effective use of meteorological information and warning services;

.6 act as a coordination point for implementation of WMO strategic initiatives under the WMO Services Delivery Framework, including verification, quality management, Marine Forecaster Competency framework and resilience activities;

.7 be responsible for maintaining details of marine weather services and marine communications relevant for international service documentation such as Weather Reporting (WMO No-9), Volume D - Information for Shipping, IMO GMDSS Master Plan, ITU List IV – List of Coast Stations and Special Service Stations or other relevant nautical publications of national administrations;

.8 contribute to the development of international standards and practices through attendance and participation in relevant IMO, IHO and WMO meetings as appropriate and required.

.9 monitor the broadcasts which they originate, to ensure that the information has been correctly broadcast;

.10 take into account the need for contingency planning;

.11 Ensure that within their METAREA, NMHS and national authorities that act as Issuing Services have the capability to:

.1 select meteorological information and warnings for broadcast in accordance with the guidance given in the WMO Manual on Marine Meteorological Services (WMO No.558);

.2 provide insights and monitor changes in customer requirements for updates to the WMO Guide to Marine Meteorological Services (WMO No.471);

.3 ensure meteorological information is drafted in accordance with the Joint IMO/IHO/WMO Manual on Maritime Safety Information; and

.4 monitor the MSI transmission of the bulletins that are broadcast by the issuing service within the respective METAREA.

.12 Ensure that within their METAREA, NMHS and national authority that act as preparation services, have the capability to:

.1 be informed of/gather information on all meteorological events that could significantly affect the safety of navigation within their area of responsibility;

.2 assess all meteorological information immediately upon receipt in the light of expert knowledge for relevance to navigation within their area of responsibility;

.3 forward marine meteorological information that may require wider promulgation directly to adjacent METAREA Coordinators and/or others as appropriate, using the quickest possible means;

.4 ensure that information concerning all meteorological warning subject areas listed in the Manual on Marine Meteorological Services (WMO No.558) that may not require a METAREA warning within their own area of responsibility is forwarded immediately to the appropriate national meteorological services and METAREA Coordinators affected by the meteorological event;

.5 provide insights and monitor changes in customer requirements for updates to the WMO Guide to Marine Meteorological Services (WMO No.471); and

.6 maintain records of METAREA warnings and forecasts in accordance with the requirement of the national administration of the METAREA Coordinator.

9 METEOROLOGICAL WARNINGS AND FORECASTS

9.1 General

9.1.1 Meteorological warning and forecast services for the high seas include provision of:

.1 meteorological warnings;

.2 marine forecasts; and

.3 sea ice information services.

The preparation and issue of meteorological warnings, and weather and sea ice information for areas of responsibility are coordinated in accordance with the procedures set out in the Manual on Marine Meteorological Services (WMO No.558), and summarized in the following section.

9.2 Structure of weather and sea ice information

Preparation and issue of weather and sea ice information

9.2.1 Weather and sea ice information should include the following items in the order:

.1 Part I: Warnings;

.2 Part II: Synopsis of major features;

.3 Part III: Forecasts.

9.2.2 Warnings should be given in plain language. Synopses and forecasts should be given in plain language, however some abbreviations may be used, especially when the size of the bulletin needs to be reduced for dissemination by a low bandwidth system, such as the NAVTEX service.

9.2.3 Warnings, synopses and forecasts intended for the International EGC services and the International NAVTEX services should be broadcast in English.[13]

9.2.4 The language of the synopsis should be as free as possible from technical phraseology.

9.2.5 The terminology in weather and sea ice information should be in accordance with the *Manual on Marine Meteorological Services* (WMO No.558).

[13] Additionally, if a NMHS and national authority wishes to issue warnings and forecasts to meet national obligations under SOLAS, broadcasts may be made in other languages. These broadcasts will be part of national EGC Services or NAVTEX Services.

9.2.6 A list of common abbreviations for use in the International NAVTEX service is available in the *Manual on Marine Meteorological Services* (WMO No. 558).

9.3 Warnings

9.3.1 Warnings should be issued for:

.1 gales (Beaufort force 8 or 9);

.2 storms (Beaufort force 10 or over); and

.3 tropical cyclones (hurricanes in the North Atlantic and eastern North Pacific, typhoons in the Western Pacific, cyclones in the Indian Ocean and cyclones of a similar nature in other regions).

9.3.2 Warnings should be issued for ice accretion and hazardous sea ice conditions.

9.3.3 Warnings for gale force winds and above and tropical cyclones should have the following content and order of items:

.1 type and severity of warning;

.2 date and time of reference in UTC;

.3 location of disturbance in terms of latitude and longitude or with reference to well-known charted landmarks;

.4 extent of affected area; and

.5 description of the warning phenomenon characteristics.

9.3.4 A warning should be issued for broadcast immediately, as soon as the need becomes apparent in accordance with WMO guidance.

9.3.5 Should there be no warnings in effect, that fact should be explicitly stated in Part I (For example Warnings: Nil).

9.3.6 Warnings should be updated whenever necessary and then issued immediately.

9.3.7 Warnings should remain in force until amended or cancelled.

9.3.8 Warnings for other severe conditions such as poor visibility, severe sea states (such as high swell, risk of abnormal waves, etc.), ice accretion, etc. should also be issued, as necessary.

9.4 Synopses

9.4.1 The synopsis given in Part II of weather and sea ice information should contain the following items in the given order:

.1 date and time of reference in UTC;

.2 synopsis of major features of the surface weather chart; and

.3 direction and speed of movement of significant pressure systems and tropical disturbances.

9.5 Forecasts

9.5.1 The forecasts given in Part III of weather and sea ice information should contain the following items in the given order:

.1 the valid period of forecast;

.2 name or designation of forecast area(s) within the main MSI area; and

.3 a description of:

.1 wind speed or force, and direction;

.2 sea state (significant wave height, total sea and swell conditions);

.3 visibility, when the forecast is less than 6 nautical miles (10 kilometres).

9.5.2 The forecasts should include expected significant changes during the forecast period, significant hydrometeors such as freezing precipitation, snowfall or rainfall.

9.5.3 An outlook section should be included to highlight expected weather systems with wind speeds of gale force and above. The outlook should specify the period of time beyond the forecast validity period that it covers.

9.5.4 The valid period should be indicated either in terms of number of hours from the time of issue of the forecast or in terms of dates and time in UTC of the beginning and the end of the period.

9.5.5 Visibility should be indicated in descriptive terms, nautical miles or kilometres.

9.5.6 Members should provide the limit of sea ice and icebergs, where ice conditions pose a hazard to navigation.

10 EXAMPLES FOR METEOROLOGICAL WARNINGS AND FORECASTS

10.1 Examples of Warnings in section 9.3.

ICE ACCRETION WARNING 404
THIS AFFECTS OCEAN AREA: SOUTHERN
AT 310600UTC
OVER WATERS NORTH OF ICE EDGE.
IN AN AREA BOUNDED BY 62S 156W 58S 146W 59S 130W 63S 126W 62S 156W:
HEAVY ICE ACCRETION.
ICE ACCRETION AREA MOVING EASTSOUTHEAST 15KT.
THIS WARNING CANCELS AND REPLACES WARNING 401.

ICE ACCRETION WARNING 366
THIS AFFECTS OCEAN AREA: SOUTHERN
AT 211800UTC
OVER WATERS EAST OF WESTERN BOUNDARY AND NORTH OF ICE EDGE.
IN AN AREA BOUNDED BY 63S 160E 60S 160E 62S 170E 63S 170E 63S 160E:
HEAVY ICE ACCRETION EASING NEXT 6 HOURS.
ICE ACCRETION AREA SLOW MOVING.
THIS WARNING CANCELS AND REPLACES WARNING 361.

GALE WARNING 321
THIS AFFECTS OCEAN AREA: PACIFIC
AT 241200UTC
IN A BELT 120 NAUTICAL MILES WIDE CENTRED ON A LINE 41S 125W 43S 123W 44S 122W: NORTHWEST 35KT EASING NEXT 6 HOURS.
GALE AREA MOVING EASTSOUTHEAST 50KT.
THIS WARNING CANCELS AND REPLACES WARNING 319.

GALE WARNING 459
THIS AFFECTS OCEAN AREAS: FORTIES AND SOUTHERN
AT 280600UTC
OVER WATERS EAST OF WESTERN BOUNDARY.
LOW 985HPA NEAR 57S 165E MOVING EAST 30KT.
1. WITHIN 300 NAUTICAL MILES OF LOW IN NORTHERN SEMICIRCLE: CLOCKWISE 35KT DEVELOPING NEXT 6 HOURS AT TIMES.
2. WITHIN 180 NAUTICAL MILES OF LOW IN SOUTHWEST QUADRANT: CLOCKWISE 35KT DEVELOPING NEXT 6-12 HOURS.
GALE AREAS MOVING WITH LOW.
THIS WARNING CANCELS AND REPLACES WARNING 454.

GALE WARNING 265
THIS AFFECTS OCEAN AREAS: FORTIES AND SOUTHERN
AT 280600UTC
OVER WATERS EAST OF WESTERN BOUNDARY.
LOW 985HPA NEAR 57S 165E MOVING EAST 30KT.
1. WITHIN 300 NAUTICAL MILES OF LOW IN NORTHERN SEMICIRCLE: CLOCKWISE 35KT DEVELOPING NEXT 6 HOURS AT TIMES.
2. WITHIN 180 NAUTICAL MILES OF LOW IN SOUTHWEST QUADRANT: CLOCKWISE 35KT DEVELOPING NEXT 6-12 HOURS.
GALE AREAS MOVING WITH LOW.
THIS WARNING CANCELS AND REPLACES WARNING 454.

ICE ACCRETION WARNING 401
THIS AFFECTS OCEAN AREA: SOUTHERN
AT 310000UTC
IN AN AREA BOUNDED BY 62S 156W 58S 146W 59S 130W 63S 126W 62S 156W: HEAVY ICE ACCRETION.
ICE ACCRETION AREA SLOW MOVING.
THIS WARNING CANCELS AND REPLACES WARNING 396.

10.2 Examples of Forecasts in section 9.5

ZNT01 KWBC 031624
HSFAT1

HIGH SEAS FORECAST FOR METAREA IV
NWS OCEAN PREDICTION CENTER WASHINGTON DC
1630 UTC WED NOV 03 2021

CCODE/1:31:04:01:00/AOE/NWS/CCODE
SUPERSEDED BY NEXT ISSUANCE IN 6 HOURS

SEAS GIVEN AS SIGNIFICANT WAVE HEIGHT...WHICH IS THE AVERAGE HEIGHT OF THE HIGHEST 1/3 OF THE WAVES. INDIVIDUAL WAVES MAY BE MORE THAN TWICE THE SIGNIFICANT WAVE HEIGHT.

ONLY YOU KNOW THE WEATHER AT YOUR POSITION. REPORT IT TO THE NATIONAL WEATHER SERVICE. EMAIL US AT VOSOPS@NOAA.GOV(LOWERCASE).

METAREA IV BULLETIN WILL ONLY BE BROADCAST FROM THE INMARSAT AOE SATELLITE. PLEASE ENSURE YOUR RECEIVER IS POINTED CORRECTLY.

FOR INFORMATION ON ATLANTIC ICEBERGS SEE INFORMATION FROM NORTH ATLANTIC ICE SERVICE AT HTTPS://OCEAN.WEATHER.GOV/ATL_TAB.PHP (ALL LOWERCASE).

SECURITE

NORTH ATLANTIC NORTH OF 31N TO 67N AND WEST OF 35W

ALL FORECASTS VALID OVER ICE FREE FORECAST WATERS

SYNOPSIS VALID 1200 UTC NOV 03.
24 HOUR FORECAST VALID 1200 UTC NOV 04.
48 HOUR FORECAST VALID 1200 UTC NOV 05.

.WARNINGS.

...TROPICAL STORM WARNING...
.TROPICAL STORM WANDA NEAR 38.8N 39.8W 992 MB AT 1500 UTC NOV 03 MOVING NNE OR 015 DEG AT 9 KT. MAXIMUM SUSTAINED WINDS 45 KT GUSTS 55 KT. TROPICAL STORM FORCE WINDS WITHIN 80 NM NE QUADRANT...90 NM SE QUADRANT...60 NM SW QUADRANT...AND 40 NM NW QUADRANT. SEAS 12 FT OR GREATER WITHIN 240 NM S SEMICIRCLE...480 NM NE QUADRANT AND 360 NM NW QUADRANT WITH SEAS TO 16 FT.
.24 HOUR FORECAST TROPICAL STORM WANDA NEAR 41.4N 39.6W. MAXIMUM SUSTAINED WINDS 45 KT GUSTS 55 KT. TROPICAL STORM FORCE WINDS WITHIN 60 NM E SEMICIRCLE AND 50 NM W SEMICIRCLE. SEAS 12 FT OR GREATER WITHIN 120 NM OF LOW CENTER...EXCEPT 240 NM NE QUADRANT. WITH SEAS TO 18 FT.
.48 HOUR FORECAST TROPICAL STORM WANDA NEAR 40.9N 37.5W. MAXIMUM SUSTAINED WINDS 50 KT GUSTS 60 KT. TROPICAL STORM FORCE WINDS WITHIN 60 NM E SEMICIRCLE...100 NM SW QUADRANT AND 90 NM NW QUADRANT. SEAS 12 FT OR GREATER WITHIN 240 NM W AND 180 NM E SEMICIRCLES WITH SEAS TO 21 FT.
.72 HOUR FORECAST TROPICAL STORM WANDA NEAR 39.2N 36.6W. MAXIMUM SUSTAINED WINDS 45 KT GUSTS 55 KT.
EXTENDED OUTLOOK...USE FOR GUIDANCE ONLY...ERRORS MAY BE LARGE.
.96 HOUR FORECAST POST-TROPICAL CYCLONE WANDA NEAR 40.1N 33.2W. MAXIMUM SUSTAINED WINDS 45 KT GUSTS 55 KT.
.120 HOUR FORECAST POST-TROPICAL CYCLONE WANDA NEAR 47.1N 27.1W. MAXIMUM SUSTAINED WINDS 45 KT GUSTS 55 KT.

...GALE WARNING...
.LOW 63N55W 982 MB MOVING NW 15 KT. WITHIN 240 NM N SEMICIRCLE...AND 420 NM SW AND 480 NM SW QUADRANTS WINDS 30 TO 45 KT. SEAS 11 TO 22 FT. ELSEWHERE WITHIN 660 NM SE AND 540 NM SW QUADRANTS WINDS 20 TO 30 KT. SEAS TO 8 FT.
.24 HOUR FORECAST LOW AND CONDITIONS MOVED N OF AREA.

...GALE WARNING...
.N OF 59N E OF THE E COAST OF GREENLAND WINDS 25 TO 40 KT. SEAS TO 10 FT. ELSEWHERE N OF 57N E OF THE E COAST OF GREENLAND WINDS TO 25 KT. SEAS TO 8 FT.
.24 N OF 57N E OF THE E COAST OF GREENLAND WINDS 20 TO 30 KT. SEAS TO 11 FT.
.48 HOUR FORECAST CONDITIONS DIMINISHED.

...GALE WARNING...
.LOW 42N66W 1016 MB MOVING NE 20 KT. WITHIN 960 NM SW QUADRANT WINDS 20 TO 30 KT. SEAS TO 8 FT.
.24 HOUR FORECAST LOW 48N56W 1000 MB. WITHIN 360 NM SW QUADRANT WINDS 25 TO 40 KT. SEAS TO 10 FT. ELSEWHERE WITHIN 360 NM SE AND 540 NM SW QUADRANTS WINDS TO 25 KT. SEAS TO 8 FT.
.48 HOUR FORECAST LOW 57N36W 996 MB. WITHIN 360 NM SW AND 120 NM NW QUADRANTS WINDS 25 TO 40 KT. SEAS 8 TO 14 FT. ELSEWHERE WITHIN 720 NM SW AND 300 NM NW QUADRANTS WINDS TO 25 KT. SEAS TO 10 FT.

...GALE WARNING...
.24 HOUR FORECAST FROM 31N TO 36N BETWEEN 68W AND 81W WINDS 20 TO 30 KT. SEAS TO 10 FT.
.48 HOUR FORECAST NEW LOW 40N62W 1004 MB. WITHIN 240 NM N AND 420 NM S SEMICIRCLES WINDS 25 TO 40 KT. SEAS 8 TO 14 FT. ELSEWHERE WITHIN 360 NM NW...540 NM NE...660 NM SE AND 900 NM SW QUADRANTS WINDS TO 25 KT. SEAS TO 9 FT.

.SYNOPSIS AND FORECAST.

.24 HOUR FORECAST NEW LOW 65N62W 1000 MB. WITHIN 240 NM NE AND 660 NM SE QUADRANTS WINDS TO 25 KT. SEAS TO 9 FT.
.48 HOUR FORECAST LOW DISSIPATED AND CONDITIONS DIMINISHED.

.48 HOUR FORECAST FROM 52N TO 62N BETWEEN 49W AND 63W WINDS TO 25 KT. SEAS TO 10 FT.

.DENSE FOG. VSBY OCCASIONALLY LESS THAN 1 NM FROM 61N TO 67N BETWEEN 50W AND 62W AND FROM 42N TO 48N BETWEEN 42W AND 50W.
.24 HOUR FORECAST DENSE FOG FROM 48N TO 57N E OF 40W.
.48 HOUR FORECAST DENSE FOG FROM 53N TO 60N E OF 46W.

.HIGH 46N56W 1022 MB MOVING NE 25 KT.
.24 HOUR FORECAST HIGH 53N47W 1024 MB.
.48 HOUR FORECAST HIGH DISSIPATED.

.24 HOUR FORECAST NEW HIGH 36N57W 1024 MB.
.48 HOUR FORECAST HIGH 46N51W 1028 MB.

.FORECASTER HOLLEY. OCEAN PREDICTION CENTER.

NWS NATIONAL HURRICANE CENTER MIAMI FL

ATLANTIC FROM 07N TO 31N W OF 35W INCLUDING CARIBBEAN SEA AND GULF OF MEXICO

SYNOPSIS VALID 1200 UTC WED NOV 3.
24 HOUR FORECAST VALID 1200 UTC THU NOV 4.
48 HOUR FORECAST VALID 1200 UTC FRI NOV 5.

.WARNINGS.

.NONE.

.SYNOPSIS AND FORECAST.

.ATLC 36 HOUR FORECAST COLD FRONT FROM 31N77W TO 28N80W. WITHIN 30N78W TO 30N81W TO 31N81W TO 31N78W TO 30N78W N TO NE WINDS 20 TO 25 KT. SEAS 8 TO 9 FT.
.48 HOUR FORECAST COLD FRONT FROM 31N72W TO 27N80W. WITHIN 28N80W TO 29N81W TO 31N81W TO 31N78W TO 28N80W NE WINDS 20 TO 25 KT. SEAS 8 TO 10 FT IN NE SWELL.

.GULF OF MEXICO 24 HOUR FORECAST WITHIN 28N95W TO 27N97W TO 28N97W TO 29N95W TO 29N94W TO 28N95W N TO NE WINDS 20 TO 25 KT. SEAS LESS THAN 8 FT.
.30 HOUR FORECAST COLD FRONT FROM 29N80W TO 27N96W TO 21N98W. WITHIN 26N95W TO 26N97W TO 27N97W TO 28N97W TO 27N94W TO 26N95W NE WINDS 20 TO 25 KT. SEAS LESS THAN 8 FT.
.42 HOUR FORECAST COLD FRONT FROM 28N80W TO 26N95W TO 20N97W. CONDITIONS IMPROVE. WINDS 20 KT OR LESS. SEAS LESS THAN 8 FT.

.GULF OF MEXICO 48 HOUR FORECAST COLD FRONT FROM 27N80W TO 25N95W TO 19N95W. WITHIN 27N84W TO 27N87W TO 29N87W TO 29N84W TO 27N84W NE TO E WINDS 20 TO 30 KT. SEAS LESS THAN 8 FT.

.REMAINDER OF AREA WINDS 20 KT OR LESS. SEAS LESS THAN 8 FT.

.FORECASTER ERA. NATIONAL HURRICANE CENTER.

MARINE WEATHER BULLETIN FOR PACIFIC
Area from 25S to 55S and 170W to 120W

ISSUED BY METEOROLOGICAL SERVICE OF NEW ZEALAND, WELLINGTON
ISSUED AT 020702UTC VALID UNTIL 031200UTC

Part 1 - WARNINGS
WARNINGS IN FORCE: 014

Part 2 - Situation analysis at 020600UTC:
Trough T1 33S 148W 37S 135W 40S 120W, slow moving.
Front F1 48S 134W 52S 129W 55S 124W, moving eastsoutheast 30kt.
Front F2 35S 137W 40S 131W 49S 124W, moving east 20kt.
Trough T2 23S 160W 28S 157W 33S 155W, moving southsoutheast 5kt.
Ridge R1 39S 160W 47S 175W 55S 177E, moving east 15kt.

Part 3 - Forecast:
Refer to latest warnings
Within 240 nautical miles north of T1 from 33S 148W to 37S 135W: Areas of poor visibility in rain.
Within 240 nautical miles north of T1 from 37S 135W to 40S 120W: Areas of poor visibility in rain developing by 021800UTC.
Within 240 nautical miles east of F1: Areas of poor visibility in rain, easing by 021800UTC.
Within 660 nautical miles east of F2: Areas of fog, easing by 030000UTC.
Within 420 nautical miles east of F2 from 40S 131W to 49S 124W: Northwest 25kt, easing by 021800UTC.
Within 360 nautical miles east of T2: Areas of poor visibility in rain with possible thunderstorms.
Within 300 nautical miles west of T2: Areas of poor visibility in rain with possible thunderstorms.
Within 540 nautical miles west of T2 from 28S 157W to 33S 155W: Easterly 25kt developing by 030000UTC.
East of R1: Westerly quarter 25kt at times, with gales as in warning 014, areas of poor visibility in showers, areas of heavy westerly quarter swell.

11 SEARCH AND RESCUE NOTIFICATION

11.1 Communications related to search and rescue operations such as distress alerts, coordination of operations, local communications and positioning signals are never MSI, even when (for some shore-to-ship alerts) they use the International EGC services or NAVTEX services which are also used for MSI. This guide, therefore, does not apply to them.

11.2 Search and rescue operations may, however, involve the broadcasting of MSI in the navigational warning category, described in 4.2.3.6.

12 PROCEDURE FOR AMENDING THE JOINT IMO/IHO/WMO MANUAL ON MSI

12.1 Proposals for amendments or enhancements to the Joint IMO/IHO/WMO Manual on MSI should be submitted for evaluation and endorsement by the appropriate IMO Sub-Committee. Amendments will only be approved by the Maritime Safety Committee after such process.

12.2 Amendments to the Manual should normally be approved at intervals of approximately two years or at such longer periods as may be determined by the Maritime Safety Committee. Amendments approved by the Maritime Safety Committee will be notified to all concerned, and will be implemented on 1 January of the following year or another date decided by the Committee.

12.3 The agreement of the International Hydrographic Organization and World Meteorological Organization and the active participation of other bodies should be sought, according to the nature of the proposed amendments.