Proposed amendments to the Draft MSI Manual Examples – Section 7
Submitted by Baltic Sea Sub-area, Sweden

SUMMARY

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

Action to be taken: 2
Related documents: 4.2.1

1. The following pages of this document constitute Section 7 of the Joint MSI Manual with comments and suggested amendments visualized by the “track changes” in MS Word.

2. CPRNW is requested to consider the following comments and proposed changes during its consideration of the draft text of the Joint MSI Manual.
1. Casualties to lights, fog signals, buoys and other aids to navigation affecting main shipping lanes.

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

**Lighthouses, Beacons, Light Vessels**

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*Do not quote former geographical position.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WITHDRAWN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

**Notes:**

i) Use CHARTED names, not LISTED names.

ii) LIGHT LIST number is not required.

iii) POSITION normally quoted to nearest whole minute.

iv) If the report is unconfirmed, use LIGHT UNRELIABLE. Do NOT use *REPORTED*.

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

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

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

viii) Temporary use of a listed reserve light is to be expected. It is not a change of character.

ix) Use light descriptions as given in the LIGHTS - GLOSSARY OF TERMS Table.

x) Position is normally quoted to nearest whole minute for existing lights.

xi) For new or changed positions, quote accurate CHARTED position, in degrees, minutes and decimal
Distances shall be quoted in nautical miles and decimals but distances shorter than 0.1 nautical mile shall be quoted in metres.

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

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

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

---

### GLOSSARY OF TERMS (LIGHTS)

<table>
<thead>
<tr>
<th>CLASS OF LIGHT</th>
<th>Description for TEXT broadcasts</th>
<th>Description for VOICE broadcasts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed (steady light)</td>
<td>F</td>
<td>Fixed</td>
</tr>
<tr>
<td>Oculting (total duration of light more than dark)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-oculting</td>
<td>Oc</td>
<td>Occulting</td>
</tr>
<tr>
<td>Group-oculting</td>
<td>Oc(2)</td>
<td>Occulting two</td>
</tr>
<tr>
<td>Composite group-oculting</td>
<td>Oc(2+3)</td>
<td>Occulting two plus three</td>
</tr>
<tr>
<td>Isophase (equal periods light and dark)</td>
<td>ISO</td>
<td>Iso</td>
</tr>
<tr>
<td>Flashing (total duration of light less than dark)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-flashing</td>
<td>Fl</td>
<td>Flash</td>
</tr>
<tr>
<td>Long-flashing</td>
<td>LFl</td>
<td>Long flash</td>
</tr>
<tr>
<td>Group-flashing</td>
<td>Fl(3)</td>
<td>Flash three</td>
</tr>
<tr>
<td>Composite group-flashing</td>
<td>Fl(2+1)</td>
<td>Flash two plus one</td>
</tr>
<tr>
<td>Quick (50 to 79 – usually either 50 or 60 flashes per minute)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous quick</td>
<td>Q</td>
<td>Quick flash</td>
</tr>
<tr>
<td>Group quick</td>
<td>Q(3)</td>
<td>Quick flash three</td>
</tr>
<tr>
<td>Interrupted quick</td>
<td>IQ</td>
<td>Interrupted quick flash</td>
</tr>
<tr>
<td>Very quick (80 to 159 – usually either 100 or 120 flashes per minute)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous very quick</td>
<td>VQ</td>
<td>Very quick flash</td>
</tr>
<tr>
<td>Group very quick</td>
<td>VQ(3)</td>
<td>Very quick three</td>
</tr>
<tr>
<td>Interrupted very quick</td>
<td>IVQ</td>
<td>Interrupted very quick flash</td>
</tr>
<tr>
<td>Ultra quick (160 or more – usually 240 or 300 flashes per minute)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuous ultra quick</td>
<td>UQ</td>
<td>Ultra quick flash</td>
</tr>
<tr>
<td>Interrupted ultra quick</td>
<td>IUQ</td>
<td>Interrupted ultra quick flash</td>
</tr>
<tr>
<td>Morse Code</td>
<td>Mo(K)</td>
<td>Morse Kilo</td>
</tr>
<tr>
<td>Fixed and Flashing</td>
<td>FFl</td>
<td>Fixed and flashing</td>
</tr>
<tr>
<td>Alternating</td>
<td>ALWR</td>
<td>Alternating white and red</td>
</tr>
</tbody>
</table>

**COLOUR not abbreviated** eg White, Red, Green, Yellow, Orange, Blue, Violet
ELEVATION in METRES or FEET e.g. 14 METRES, 21 FEET

PERIOD in SECONDS e.g. 15 SECONDS (NOT Sec or S)

<table>
<thead>
<tr>
<th>RANGE in nautical miles</th>
<th>International abbreviations</th>
<th>RANGE for broadcast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single range</td>
<td>e.g. 15M</td>
<td>15 MILES</td>
</tr>
<tr>
<td>2 ranges</td>
<td>e.g. 14/12M</td>
<td>14 AND 12 MILES</td>
</tr>
<tr>
<td>3 or more ranges</td>
<td>e.g. 22/18M</td>
<td>22 TO 18 MILES</td>
</tr>
</tbody>
</table>

(Shortest range only will be sufficient)

BUOYS, LANBYS, SUPERBUOYS

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>UNLIT</td>
<td>Use for: Out, Extinguished, Not Burning, Not Working. See Note iv.</td>
</tr>
<tr>
<td>LIGHT UNRELIABLE</td>
<td>Use for: Weak, Dim, Low power, Fixed, Out of Character, Irregular, Reduced power.</td>
</tr>
<tr>
<td>DAMAGED</td>
<td>No action for Topmark or Radar Reflectors. Use only for major damage, e.g. loss of significant functionality.</td>
</tr>
<tr>
<td>OFF STATION</td>
<td>Buoys not in charted position.</td>
</tr>
<tr>
<td>MISSING</td>
<td>Completely absent from position.</td>
</tr>
<tr>
<td>ESTABLISHED</td>
<td>New buoy. See Note vi.</td>
</tr>
<tr>
<td>WITHDRAWN</td>
<td></td>
</tr>
<tr>
<td>TEMPORARILY CHANGED</td>
<td></td>
</tr>
<tr>
<td>CHANGED</td>
<td></td>
</tr>
<tr>
<td>MOVED</td>
<td></td>
</tr>
<tr>
<td>REPLACED BY</td>
<td></td>
</tr>
<tr>
<td>SUNKEN</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

i) Do not use 'Reported'.

ii) POSITION normally quoted to nearest whole minute.

iii) Use light descriptions as given in the LIGHTS - GLOSSARY OF TERMS Table.

iv) UNLIT may be used to amplify ‘DAMAGED’ as in ‘DAMAGED and UNLIT’.

v) ‘LANBY’ (Large Automated Navigational Buoy) or ‘SUPERBUOY’ may be used in lieu of ‘BUOY’ where appropriate.

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

vii) Quote position to 2 decimal minutes if possible.

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

ix) The words TEMPORARILY or PERMANENTLY could be used to clarify the duration of a change.
## GLOSSARY OF TERMS (BUOYAGE)

<table>
<thead>
<tr>
<th>IALA BUOYAGE</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>PORT HAND BUOY</td>
<td></td>
</tr>
<tr>
<td>STARBOARD HAND BUOY</td>
<td></td>
</tr>
<tr>
<td>NORTH CARDINAL BUOY</td>
<td></td>
</tr>
<tr>
<td>EAST CARDINAL BUOY</td>
<td>Full description of light and colour not required for IALA standard buoys.</td>
</tr>
<tr>
<td>SOUTH CARDINAL BUOY</td>
<td>‘‘Lightbuoy’’ may be used to indicate that the buoy is lit.</td>
</tr>
<tr>
<td>WEST CARDINAL BUOY</td>
<td></td>
</tr>
<tr>
<td>ISOLATED DANGER BUOY</td>
<td></td>
</tr>
<tr>
<td>SAFE WATER BUOY</td>
<td></td>
</tr>
<tr>
<td>SPECIAL BUOY</td>
<td></td>
</tr>
</tbody>
</table>

### OTHER BUOYS

<table>
<thead>
<tr>
<th>COLOURS</th>
<th>PATTERN</th>
<th>SHAPE/TYPES</th>
</tr>
</thead>
<tbody>
<tr>
<td>RED</td>
<td>CHEQUERED</td>
<td>CAN</td>
</tr>
<tr>
<td>BLACK</td>
<td>HORIZONTALLY STRIPED</td>
<td>CONICAL (not OGIVAL or NUN)</td>
</tr>
<tr>
<td>WHITE</td>
<td>STRIPED</td>
<td>PILLAR</td>
</tr>
<tr>
<td>GREEN</td>
<td>VERTICALLY STRIPED</td>
<td>SPAR</td>
</tr>
<tr>
<td>YELLOW</td>
<td>STRIPED</td>
<td>SPHERICAL</td>
</tr>
<tr>
<td>BLUE</td>
<td></td>
<td>WRECK</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CABLE (not TELEGRAPH)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>MOORING</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DANGER ZONE</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ODAS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SINGLE POINT MOORING (not SPM)</td>
</tr>
</tbody>
</table>

### EXAMPLES OF WARNINGS IN SECTION 5.2.2.1

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

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

NAVAREA ONE 108/09
SCOTLAND, WEST COAST. THE HEBRIDES. SOUND OF ISLAY. CHARTS BA 2168 AND 2169. RUBHA'MHAIL LIGHT (A4236) 55-56.2N 006-07.4W RANGE TEMPORARILY REDUCED TO 12/10 MILES.
HYDROLANT 53/08(37). NORTH SEA.
NGA CHART 37056 (1ST ED).
FOG SIGNAL AT SMITHS KNOLL BUOY 52-43.5N 002-17.9E
FOG SIGNAL PERMANENTLY DISCONTINUED.//

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

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

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

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

231400 UTC MAY
SWEDISH NAV WARN 160
SEA OF ALAND
SVARTKLUBBEN APPROACHES
JOSSAN LIGHT. 61-14.0N 018-44.1E
LIGHT SECTORS UNRELIABLE, SHALL NOT BE USED FOR NAVIGATION

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

262145 UTC OCT
SWEDISH NAV WARN 234
SOUTHERN BALTIC
SOLVESBORG APPROACHES
KLIPPAN LIGHTHOUSE
56-00.1N 14-32.1E
LIGHT DISCONTINUED. TOWER REMAINS.
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 shall contain message elements 1, 2, 3, 4, 5, 6, identified and ordered, as in Message Elements table Figure 3

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>DANGEROUS WRECK REPORTED</td>
<td>Position unconfirmed. See Note i.</td>
</tr>
<tr>
<td>DANGEROUS WRECK LOCATED</td>
<td>Position confirmed usually by survey.</td>
</tr>
<tr>
<td><strong>SHIP SUNK</strong></td>
<td></td>
</tr>
</tbody>
</table>

Notes:

i) Position Approximate (PA) is not appropriate since all ‘‘reported’’ hazards will be of this nature by definition.

ii) Remarks may be amplified eg: ‘‘... MARKED BY SOUTH CARDINAL BUOY 0.2 MILES SOUTHWARD’’ or “GUARD VESSEL VALIENT STATIONED CLOSE SOUTH EXHIBITING RACON MO(U)”

iii) Also wrecks on considerable depth may be subject to a navigational warning if fishing with bottom gear may take place in the area.

iv) The word DANGEROUS shall only be used if the wreck constitute a threat to expected shipping in the area.

Further notes to be considered:

- When is a “dangerous wreck” (5.2.2.2) just a “wreck” (5.2.2.7)?
- Guidance on depth of water
- When to consider fishing vessels, submarines?
## EXAMPLES OF WARNINGS IN SECTION 5.2.2.2

<table>
<thead>
<tr>
<th>Warning Details</th>
</tr>
</thead>
</table>
| **HYDROLANT 309/08(52). WESTERN MEDITERRANEAN SEA.**  
NGA CHART 52220 (7TH ED). DANGEROUS WRECK REPORTED VICINITY 36-49.6N 005-50.6E.// |
| **HYDROLANT 164/08(37). ENGLISH CHANNEL.**  
NGA CHART 37075 (3RD ED). DANGEROUS WRECK, LEAST DEPTH 10 METRES, IN 50-10.0N 002-02.1W. |
| **NAV ONE 196/08**  
SOUTHERN NORTH SEA. SWARTE BANK. CHART BA 105. DANGEROUS WRECK LOCATED 53-26.02N 002-08.40E, MARKED BY NORTH, SOUTH, EAST AND TWO WEST CARDINAL LIGHTBUOYS, ONE FITTED WITH RACON MO(D) |
| **021245 UTC NOV**  
BALTIC SEA NAV WARN 023  
CENTRAL BALTIC.  
EAST OF GOTLAND.  
160 METRES RO-RO VESSEL SUNK IN VICINITY OF 56-45N 017-15E.  
WRECK STILL NOT LOCATED  
DERELICTS ADRIFT IN VICINITY. |
3. Establishment of major new aids to navigation or significant changes to existing ones when such establishment or change, might be misleading to shipping:

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>ESTABLISHED</td>
<td></td>
</tr>
<tr>
<td>REPLACED BY</td>
<td></td>
</tr>
<tr>
<td>CHANGED TO</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

i)  
ii) 

EXAMPLES OF WARNINGS IN SECTION 5.2.2.3

| NAVAREA IV 141/07(26). JAMAICA.  
CHART 26001 (4TH ED).  
SOUTHWEST ROCK LIGHT, FL (3) W 10 SEC 7 METRES 5 MILES,  
ESTABLISHED IN 16-47.547N 078-11.481W.// |
|-----------------------------------------------|
| HYDROLANT 563/08(37). ENGLAND-EAST COAST.  
NGA CHART 37057 (2ND ED).  
TWO BUOYS ESTABLISHED TO MARK WELLHEAD:  
A. NORTH CARDINAL 53-17.58N 001-06.18E.  
B. SOUTH CARDINAL 53-17.13N 001-06.92E.// |
|-----------------------------------------------|
| HYDROPAC 679/08(74). AUSTRALIA-NORTHEAST COAST  
NGA CHART 74227 (1ST ED).  
RACON AT CREAL REEF LIGHT 20-31.87S 150-22.68E  
TEMPORARILY DISCONTINUED.// |
|-----------------------------------------------|
| NAVAREA V  
NAVAREA WARNING 0054/08S 0226/08 - SOUTHEAST OF ILHA RASA - CHART 21070 (INT  
2008)EXISTENCE OF 8 UNLIT BUOYS IN ORANGE COLOR - 4 METERS LENGTH AND 2 METERS DIAMETER - INSTALLED WITHIN 3000 METERS RADIUS CENTERED IN POSITION: 24-17.75S 042-39.84W - PURPOSE: DEVELOPMENT OF OIL PROSPECTION WORK - PERIOD: FROM: 15/APR TO 15/MAY/08.CAUTION ADVISED. CANCEL THIS WARNING 160300Z/MAY/08ST |
|-----------------------------------------------|
| 262145 UTC OCT  
SWEDISH NAV WARN 243  
SOUTHERN BALTIC.  
SOLVESBORG APPROACHES.  
KLIPPAN LIGHTHOUSE  
56-00.1N 14-32.1E  
LIGHT PERMANENTLY DISCONTINUED. TOWER REMAINS. |
|-----------------------------------------------|
4. The presence of large unwieldy tows in congested waters;

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>LENGTH OF TOW</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
i) 
ii) 

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

EXAMPLES OF WARNINGS IN SECTION 5.2.2.4

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

----------------------------------------------------------------------------------------------------------------------

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

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BALTIC SEA NAV WARN 054
5. Drifting hazards (including derelict ships, ice, mines, containers, other large items, etc.);

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCATED</td>
<td>The time of the position report shall ALWAYS be included when known.</td>
</tr>
<tr>
<td>ADRIFT</td>
<td></td>
</tr>
<tr>
<td>ADRIFT IN VICINITY</td>
<td></td>
</tr>
</tbody>
</table>

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

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

EXAMPLES OF WARNINGS IN SECTION 5.2.2.5

HYDROLANT 986/07(36,37). ENGLAND-WEST COAST. ORDNANCE. MINE ADRIFT VICINITY 50-00.8N 005-30.0W.\/
----------------------------------------------------------------
HYDROLANT 999/04(55). BLACK SEA. MINE ADRIFT IN 45-42.4N 030-45.5E AT 081720Z JUN.
----------------------------------------------------------------
NAVAREA ONE 368/08
FRANCE NORTH COAST. CALAIS APPROACHES. CA1 BUOY NORTHWARDS. MINE LOCATED IN DEPTH OF 20 METRES 50-57.79N 001-46.10E AT 231641 UTC
----------------------------------------------------------------
SUPERBUOY ADRIFT IN VICINITY _______ ______ AT 231641 UTC
----------------------------------------------------------------
UNLIT DERELICT TANKER ADRIFT IN VICINITY _______ ______ AT _______ UTC
----------------------------------------------------------------
POLISH NAV WARN 321
SOUTHERN BALTIC,
DECK CARGO OF HEAVY LOGS LOST OVERBOARD IN 55-20N 018-30E AT 252200 UTC NOV.
6. Areas where search and rescue (SAR) and anti-pollution operations are being carried out (for avoidance of such areas);

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAR-OPERATION</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

i)  
ii)  

EXAMPLES OF WARNINGS IN SECTION 5.2.2.6

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

----------------------------------------------------------------

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

----------------------------------------------------------------

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

----------------------------------------------------------------

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

BALTIC SEA NAV WARN 032
CENTRAL BALTIC.
S OF GOTLAND ISLAND.
OIL COMBATING OPERATION IN PROGRESS IN VICINITY 56-46N 18-25E.
ENGAGED SHIPS: 'COAST GUARD NO-181' AND TUGBOAT 'TORE'.
UNMARKED 2 NM LONG OIL BOOM ESTABLISHED.
FOR FURTHER INFORMATION, CALL 'COAST GUARD NO-181' ON VHF CH-13.

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

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

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

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

As we discussed, this is no longer in the manual as a message type. We need some examples of “areas to be avoided” due to SAR or anti-pollution operations
7. The presence of newly discovered rocks, shoals, reefs and wrecks likely to constitute a danger to shipping, and, if relevant, their marking;

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>LESS DEPTH THAN CHARTED</td>
<td></td>
</tr>
<tr>
<td>A RECENT SURVEY HAS REVEALED</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
i)

ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.7

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

----------------------------------------------------------------

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

----------------------------------------------------------------

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

----------------------------------------------------------------

SWEDISH NAV WARN 123
SOUTHERN BALTIC
KARLSKRONA APPROACHES.
56-03.5N 015-32.2E
A CURRENT SURVEY HAS REVEALED REMARKABLE LESS DEPTH THAN CHARTED WITHIN 1 NM FROM THE POSITION ABOVE.
8. Unexpected alteration or suspension of established routes;

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
i)
i)
9. Cable or pipe-laying activities, the towing of large submerged objects for research or exploration purposes, the employment of manned or unmanned submersibles, or other underwater operations constituting potential dangers in or near shipping lanes;

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>CABLE LAYING OPERATIONS IN PROGRESS</td>
<td></td>
</tr>
<tr>
<td>SEISMIC SURVEY IN PROGRESS</td>
<td></td>
</tr>
<tr>
<td>UNDERWATER OPERATIONS</td>
<td>Do not use “submarine operations”</td>
</tr>
<tr>
<td>SCIENTIFIC OPERATIONS IN PROGRESS</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

i) Use “requested” when wide berth is for benefit of the ship which is performing the operation

ii) Use “advised” when operations create a significant hazard

EXAMPLES OF WARNINGS IN SECTION 5.2.9

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

...............................................................

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

...............................................................

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

...............................................................

NAVAREA V N 0252/08 - EAST OF CABO ORANGE CHART 10(INT.216) VESSEL CGG AMADEUS - BLUE HULL WITH WHITE STRIP AND WHITE SUPERSTRUCTURE - CARRYING OUT SEISMIC SURVEY AMONG POSITIONS: 04-45.00N 051-15.00W 05-15.00N 049-33.00W 03-35.00N 047-45.00W 02-50.00N 045-47.00W AND 02-50.00N 049-19.50W TOWING 8 CABLES WITH 6500 METERS LENGTH - SIGNALED IN EXTREMITY BY BUOYS WITH INTERMITENT FLASHINGS - PERIOD: 26 TO 30/APR. WIDE BERTH REQUESTED. CANCEL THIS WARNING 010359Z/MAY/08 ST
NAVAREA TWO
130/08 - CAPE BLANC
UNDERWATER OPERATIONS 18 TO 29 APR BY R/V POSEIDON WITH REMOTELY OPERATED VEHICLE IN AREA BOUNDED BY 20-00N 22-00N / 017-30W 022-00W. WIDE BERTH REQUESTED.

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

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

111300 UTC AUG
SWEDISH NAV WARN 258
SOUTHERN BALTIC
TSS BORNHOLMSGAT.
UNDERWATER OPERATION IN PROGRESS IN VICINITY OF 55-20N 014-24E.
THE VESSEL 'CABLE ONE' MAY BE ANCHORED IN THE SOUTHBOUND LANE.
The warp-anchors are marked by red buoys.
DIVERS ARE USED.

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

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
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<tbody>
<tr>
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</tr>
</tbody>
</table>

Notes:

i)

ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.10

HYDROPAC 40/08(81,82), NORTH PACIFIC. NEW GUINEA.
NGA CHART 507 (2ND ED).
ODAS BUOY ESTABLISHED IN 00-02N 137-53E.//

-----------------------------------------------

SECURITE
141012 UTC APR 08
NAVAREA VII/047
1. INDIAN OCEAN - SW SECTOR - MADAGASCAR - PORT OF MAJUNGA
2. CHARTS SAN 1
3. TWO TIDE GAUGES AND A CURRENT METER MOORED IN AREA DELIMITED BY
   THE FOLLOWING POSITIONS
   A. 15-32.70S 046-11.53E
   B. 15-32.70S 046-11.77E
   C. 15-33.03S 046-11.77E
   D. 15-33.03S 046-11.53E
4. DANGER TO NAVIGATION. TRAWLING VESSELS TO REMAIN WELL CLEAR
5. UNTIL FURTHER NOTICE
11. The establishment of offshore structures in or near shipping lanes;

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

Notes:

i) 
ii) 

EXAMPLES OF WARNINGS IN SECTION 5.2.2.11

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

----------------------------------------------------------------

231900 UTC AUG
POLISH NAV WARN 145
SOUTHERN BALTIC
"PETROBALTIC" OIL RIG ESTABLISHED
55-24.7N 017-46.1E
LIGHT MO(U) 15S, RACON (U).
12. Significant malfunctioning of radio-navigation services and shore-based maritime safety information radio or satellite services;

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>OFF AIR</td>
<td>Do not use “Until Further Notice” since the fact that the event is complete will always be apparent from the cancellation message.</td>
</tr>
<tr>
<td>UNSTABLE</td>
<td></td>
</tr>
<tr>
<td>REDUCED POWER</td>
<td>Add in back-up facility if one is available.</td>
</tr>
<tr>
<td>INOPERATIVE</td>
<td></td>
</tr>
<tr>
<td>UNUSABLE</td>
<td></td>
</tr>
<tr>
<td>DISCONTINUED</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

i) Messages concerning long-range electronic nav aids will not normally need an Area, Locality or Chart Number

ii) If a definitive time is quoted for the outage, the message cancels 1 hour after event completes

**EXAMPLES OF WARNINGS IN SECTION 5.2.2.12**

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

----------------------------------------------------------------

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

----------------------------------------------------------------

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

----------------------------------------------------------------

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

----------------------------------------------------------------

170720 UTC NOV
BALTIC SEA NAV WARN 029
GULF OF FINLAND.
TALLINN NAVTEX TRANSMITTER INOPERATIVE.
EASTERN PARTS OF NAVTEX SERVICE AREA ‘U’ COULD BE AFFECTED BY POOR RECEPTION.
260840 UTC FEB
BALTIC SEA NAV WARN 086
DIFFERENTIAL GPS.
SKAGERRAK AND KATTEGAT.
DGPS STATION 'GOETEBORG' (ID 469) INOPERATIVE 261000 - 261400 UTC FEB.
CANCEL 261500 UTC FEB.

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

13. Information concerning special operations which might affect the safety of shipping, sometimes over wide areas, e.g. naval exercises, missile firings, space missions, nuclear tests, ordnance dumping zones, etc. It is important that where the degree of hazard is known, this information is included in the relevant warning. Whenever possible such warnings should be originated not less than five days in advance of the scheduled event and reference may be made to relevant national publications in the warning.

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
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<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:

i) Warnings should be broadcast in sufficiently good time to allow ships planning to sail inside the area to take appropriate action.

ii) Warnings may include reference to relevant national publications and contact information to the responsible authority who can give advises for the passage of the area to avoid accidents as well as disturbance to the operation.

EXAMPLES OF WARNINGS IN SECTION 5.2.2.13

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

Comment [s16]: This need to be clarified as it is difficult to express the degree of hazard (the probability of damages and/or injuries can hardly be expressed in percent?)
16 THRU 18 JAN IN AREA BOUND BY
44-43.8N 032-52.2E, 44-34.8N 032-57.4E,
44-39.0N 032-11.5E, 44-48.4N 032-08.2E,
45-00.2N 032-14.2E, 44-52.2N 032-41.6E.
2. CANCEL THIS MSG 181700Z JAN.//

-----------------------------------------------

HYDROLANT 128/08(36,51). NORTH ATLANTIC. MISSILES.
1. HAZARDOUS OPERATIONS 211100Z TO 211700Z AND
221100Z TO 221800Z JAN IN AREA BOUND BY
40-10N 016-30W, 39-50N 016-30W,
38-00N 020-30W, 42-00N 020-30W.
2. CANCEL THIS MSG 221900Z JAN.//

-----------------------------------------------

HYDROPAC 214/08(83). SOUTH PACIFIC. SPACE SHUTTLE.
1. HAZARDOUS OPERATIONS 072000Z TO 072136Z FEB,
   ALTERNATE 081937Z TO 082113Z FEB IN AREA BOUND BY
   42-59S 171-56W, 41-36S 169-09W,
   39-57S 166-30W, 37-18S 161-52W,
   35-27S 159-12W, 33-02S 156-03W,
   30-02S 152-30W, 27-58S 150-16W,
   25-20S 147-36W, 21-26S 143-59W,
   22-32S 142-31W, 23-09S 141-47W,
   24-08S 142-23W, 27-01S 145-14W,
   29-56S 148-15W, 33-15S 152-02W,
   36-04S 155-37W, 38-23S 158-56W,
   40-34S 162-24W, 43-06S 167-03W,
   44-49S 170-49W, 43-46S 171-40W.
2. CANCEL THIS MSG 082213Z FEB.//

-----------------------------------------------

HYDROPAC 441/08(22,83). SOUTH PACIFIC. HAZARDOUS OPERATIONS. SPACE DEBRIS.
1. HAZARDOUS OPERATIONS 090600Z TO 090845Z MAR IN AREA BOUND BY
   19-30S 120-00W, 26-30S 120-00W,
   30-00S 123-30W, 30-00S 132-00W.
2. CANCEL THIS MSG 090945Z MAR.//

-----------------------------------------------

NAVAREA V 246/08
SOUTH OF RIO DE JANEIRO - CHART 21070(INT. 2008)- MILITARY MANEUVER
PERIOD: 280200Z/APR TO 010400Z/MAY AREAS DANGEROUS TO NAVIGATION AMONG
POSITIONS:
A) 23-22.00S 042-05.00W 24-00.00S 042-05.00W 24-00.00S 044-55.00W 23-45.00S 044-55.00W; AND
   B) 24-00.00S 042-05.00W 25-20.00S 042-05.00W 24-00.00S 044-55.00W.
CAUTION ADVISED. CANCEL THIS WARNING 010500Z/MAY/08 ST

-----------------------------------------------

NAVAREA V 323/08
NATAL VICINITY CHART 22100(INT.2114)- MILITARY MANEUVER GUNNERY EXERCISE
DIURNAL PERIOD: 28/APR TO 23/MAY
AREA DANGEROUS TO NAVIGATION DELIMITED AMONG POSITIONS: 05-42.5S 034-45.02W 06-
09.83S 034-46.82W06-03.93S 034-57.22W AND 05-47.03S 034-56.32W AND LIMITEDINSIDE BY 20
NAUTICAL MILES RADIUS AND OUTSIDE BY 32 NAUTICALMILES RADIUS CENTERED IN
POSITION: 05-54.5S 035-14.92W.CAUTION ADVISED. CANCEL THIS WARNING 232100Z/MAY/08 ST
NAVAREA I 402/09

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

----------------------------------------------------------------
220700 UTC OCT
LITHUANIAN NAV WARN 035
SE BALTIC.
FIRING EXERCISES 23-28 OCT DAILY 0600-1400 UTC IN AREA “ABC-18” CENTERED IN 55-30N 020-50E.
THE AFFECTED AREA IS TEMP. PROHIB. TO SHIPPING.
CANCEL 281500 UTC OCT.
14. Acts of piracy and armed robbery against ships;

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>ACT OF PIRACY</td>
<td></td>
</tr>
<tr>
<td>ARMED ROBBERY</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

i) Broadcast as Safety message

ii) Add amplifying information if available for example, “Regional Piracy Centre, KUALA LUMPUR, TEL.: ………….FAX : …………. E-MAIL:

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

**EXAMPLES OF WARNINGS IN SECTION 5.2.2.4**

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

----------------------------------------------------------------

PIRACY ATTACKS/ARMED ROBBERY CONCENTRATED IN PHILLIP CHANNEL BETWEEN ________ AND _________. REPORTED ATTACKS ALWAYS OCCUR AT NIGHT. VESSELS ADVISED TO MAINTAIN ANTI-PIRACY WATCHES. ALL SUSPICIOUS OR UNEXPLAINED CRAFT MOVEMENTS OR PIRACY ATTACKS SHALL BE REPORTED IMMEDIATELY TO THE (NEAREST RCC, NATIONAL OR REGIONAL PIRACY CENTRE OR THE NEAREST POINT ON THE COAST WITH WHICH THEY CAN COMMUNICATE).
15. Tsunamis and other natural phenomena, such as abnormal changes to sea level;

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

<table>
<thead>
<tr>
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</tbody>
</table>

Notes:

i) 
ii) 

EXAMPLES OF WARNINGS IN SECTION 5.2.15

NAVAREA XII 201/07(GEN). PACIFIC COASTAL AREAS. TSUNAMI WARNING.
AN EARTHQUAKE OCCURRED AT 152341Z AUG. PRELIMINARY MAG 7.9, PRELIMINARY LOCATION 13.5S 076.7W VICINITY OF PERU COAST. A TSUNAMI WARNING IS IN EFFECT FOR PERU, CHILE, ECUADOR AND COLOMBIA. A TSUNAMI WATCH IS IN EFFECT FOR PANAMA, COSTA RICA, NICARAGUA, GUATEMALA, EL SALVADOR, MEXICO AND HONDURAS. A TSUNAMI ADVISORY IS ISSUED FOR THE STATE OF HAWAII EFFECTIVE AT 1600Z AUG. A TSUNAMI HAS BEEN GENERATED WHICH COULD CAUSE DAMAGE TO COASTS AND ISLANDS IN THE PACIFIC AREA. TSUNAMI WAVE HEIGHTS CANNOT BE PREDICTED AND MAY BE A SERIES OF WAVES WHICH COULD BE DANGEROUS FOR SEVERAL HOURS AFTER THE INITIAL WAVE ARRIVAL.//

271330 UTC JUN
BALTIC SEA NAV WARN 006
SOUTHERN BALTIC, THE BELTS, THE SOUND:
THE WATER LEVEL IS EXPECTED TO DROP 80 CM BELOW MSL WEDNESDAY AFTERNOON, THURSDAY MORNING RISING TO ABOUT MSL.
WESTERN BALTIC:
THE WATER LEVEL IS EXPECTED TO DROP 100 CM BELOW MSL WEDNESDAY EVENING, THURSDAY MORNING RISING TO ABOUT MSL.
16. World Health Organization (WHO) health advisory information.

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

<table>
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<tr>
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<tr>
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</table>

Notes:
i)  
ii) 

EXAMPLES OF WARNINGS IN SECTION 5.2.2.16

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

Comment [s17]: Also information from national authorities could be relevant.
17. Security related requirements

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

<table>
<thead>
<tr>
<th>Standard Remarks</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>ISPS SECURITY LEVEL</td>
<td></td>
</tr>
</tbody>
</table>

Notes:
i)
ii)

EXAMPLES OF WARNINGS IN SECTION 5.2.2.17

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

BULLETIN

Notes:

i)

ii)

EXAMPLE

NAVAREA I 1125/09
NAVAREA ONE MESSAGES IN FORCE AT 091000 UTC MAY 09:
2008 SERIES: 019 035 050 247 251 279 293 329.
2009 SERIES: 075 078 089 090 096 099 101 102 108 117 118 119 120 121 124 125.

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

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