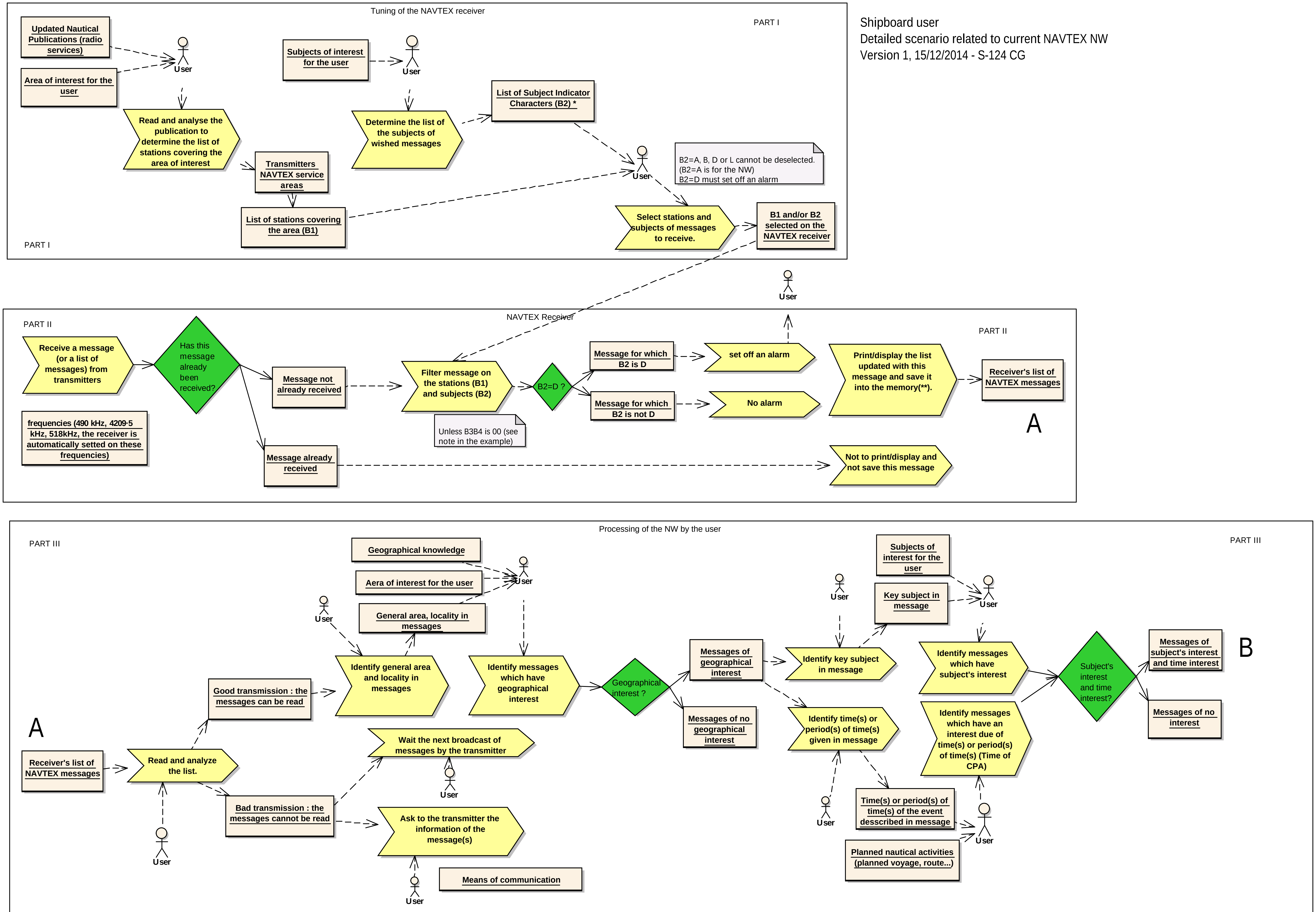
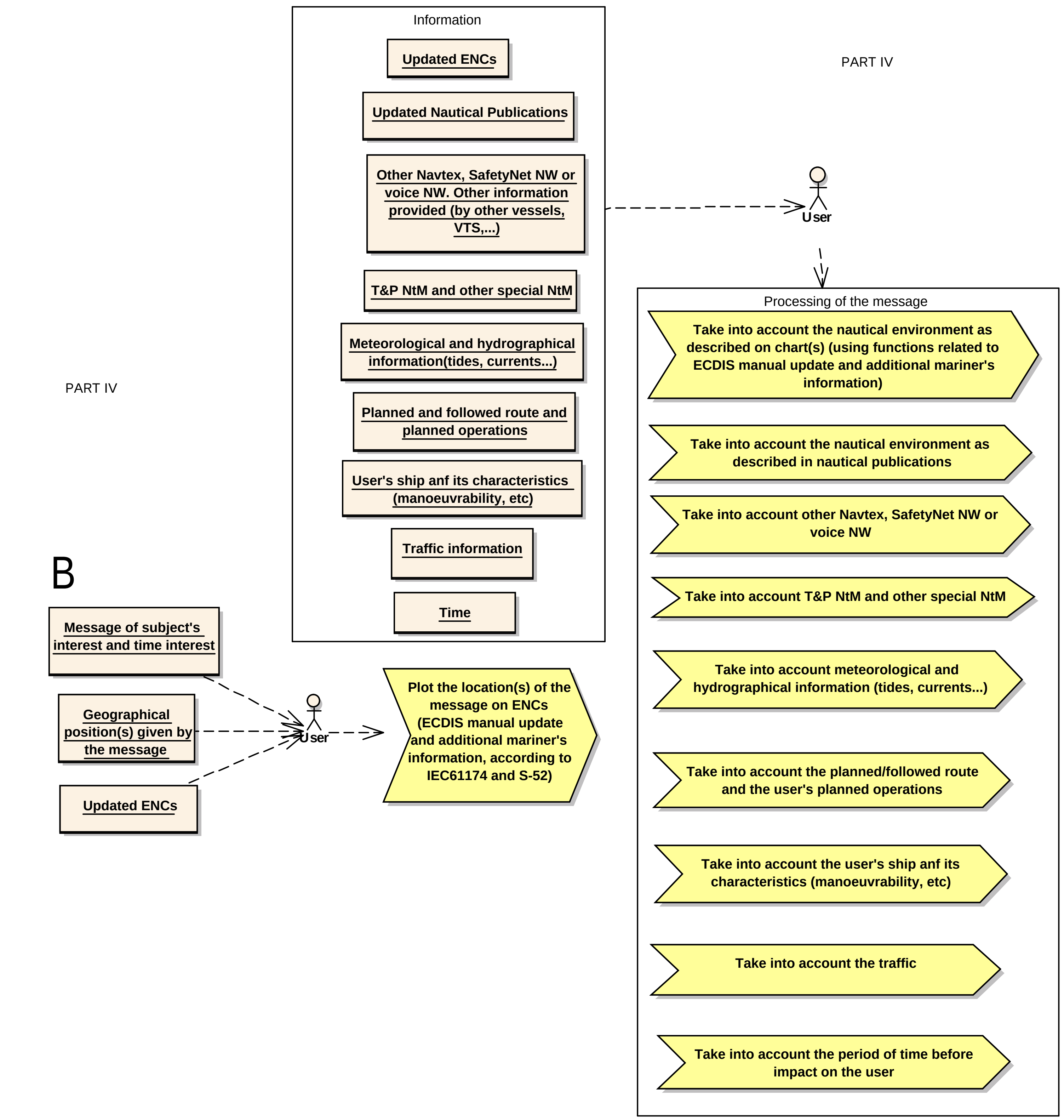
Shipboard user

Detailed scenario related to current NAVTEX NW

Version 1, 15/12/2014 - S-124 CG





Description of a NAVTEX message :
ZCZC B1B2B3B4

DDHHMM UTC MONTH YEAR
Message body
NNNN

Example:
ZCZC LA83

150102 UTC NOV 13
DANISH NAV WARN 999/13
SKAGERAK.JAMMERBUGT
FISHING VESSEL SUNK 57-18.32N 008-57.6E
DEPTH ABOVE WRECK UNKNOWN
NNNN

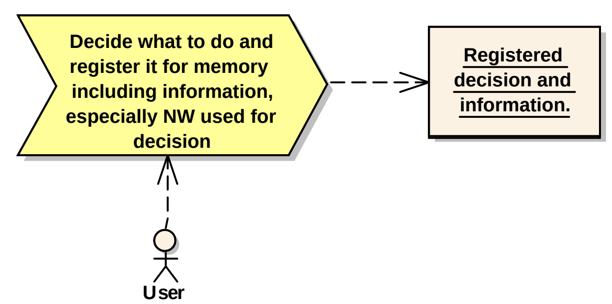
Note:
B3 B4 – Message Numbering Characters (NAVTEX Number).
Each message within each subject group, is allocated a two digit sequential serial number, beginning at 01 and ending at 99. The B3B4 message numbering characters together, are often referred to as the "NAVTEX number".
The NAVTEX number is solely allocated as a component of the NAVTEX message identity and should not be confused with (and bears no correlation to), the series identity and consecutive number of the NAVAREA or Coastal warning contained in the text of the message (usually the number of the message in the year according to the Coordinator, for example here: DANISH NAV WARN 999/13).

Messages broadcast using NAVTEX number B3B4 = 00 cannot be rejected and will automatically override any selection of B1 transmitter identification characters as well as any B2 subject indicator characters selected on the NAVTEX receiver.

Cf. documents giving all information needed are available:
- IMO MSC.1/Circ.1403 and Annex 10 Resolution MSC.148(77)
- IHO S-53
- IHO S-52
- IEC 61174 (2008), paragraph 5.10.2, 6.8.16

(*)
B2 : Subject Indicator Character
A = Navigational warnings
B = Meteorological warnings
C = Ice reports
D = Search and rescue information, acts of piracy warnings, tsunamis and other natural phenomena (*)
E = Meteorological forecasts
F = Pilot and VTS service messages
G = AIS service messages (non navigational aid)
H = LORAN messages
I = currently not used
J = GNSS messages
K = Other electronic navigational aid system messages
L = Other Navigational warnings – additional to B2 character A (**)
M, N, O, P, Q, R, S, T, U = currently not used
V, W, X, Y = Special services allocation by the IMO NAVTEX Co-ordinating Panel
Z = No messages on hand

* Use of B2 character D will automatically set off the alarm at the NAVTEX receiver.
** On some older NAVTEX receivers it may be possible to deselect B2 character L (continuation of B2 subject group A), however, it is strongly recommended that this character is not deselected.



(**)
MSC 77/26/Add.1
ANNEX 10
6.2 Message identifications
6.2.1 The equipment should be capable of internally storing at least 200 message identifications for each receiver provided.
6.2.2 After between 60 h and 72 h, a message identification should automatically be erased from the store. If the number of received message identifications exceeds the capacity of the store, the oldest message identification should be erased.
6.2.3 Only message identifications which have been satisfactorily received should be stored; a message is satisfactorily received if the error rate is below 4%.