EXISTING TEXT IN IAMSAR MANUAL, VOLUME II,
FOR REVISION AND INCLUSION IN THE 2016 EDITION

METAREA	A geographical sea area[4] 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.
NAVAREA	A geographical sea area[1] 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.

2.17 Maritime Radio Telex

2.17.1 Telex messages may be sent via satellite or terrestrial radio. Radio telex is sometimes called Radio Teletype (RTT) or Narrow-Band Direct Printing (NBDP).

2.17.2 RCCs and RSCs may use radio telex for shore-to-ship distress traffic. Such services should be established and indicated in the ITU *List of Coast Stations.*

2.17.3 Each station having radio telex capabilities is assigned a selective call number in addition to its regular station identity, but MMSI numbers may also be used for radio telex. Selective call numbers for coast stations are four digits, and are listed in the ITU *List of Coast Stations;* selective call numbers for vessels (which normally need to send radiotelex via a coast station, due to the equipment required) are listed in the ITU *List of Ship Stations* and have five digits.

2.17.4 NAVTEX is used to promulgate navigation and meteorological warnings and other safety-related information to vessels and may be used by SAR personnel for SAR-related broadcasts.

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

2.17.5 The World Wide Navigational Warning System (WWNWS) is for long-range NAVAREA warnings and coastal NAVTEX warnings. It provides for globally co-ordinated transmissions by giving NAVAREA Coordinator duties to a State for each of 21 NAVAREAs as shown in Figure 2-1.

2.17.6 While all WWNWS broadcasts must be in English, additional broadcasts may be made in a second language.

2.17.7 The types of warnings which SAR personnel may send over WWNWS include distress alerts and information about overdue or missing aircraft or vessels. Collectively, these types of alerts, combined with navigation and meteorological warnings, are called maritime safety information (MSI).

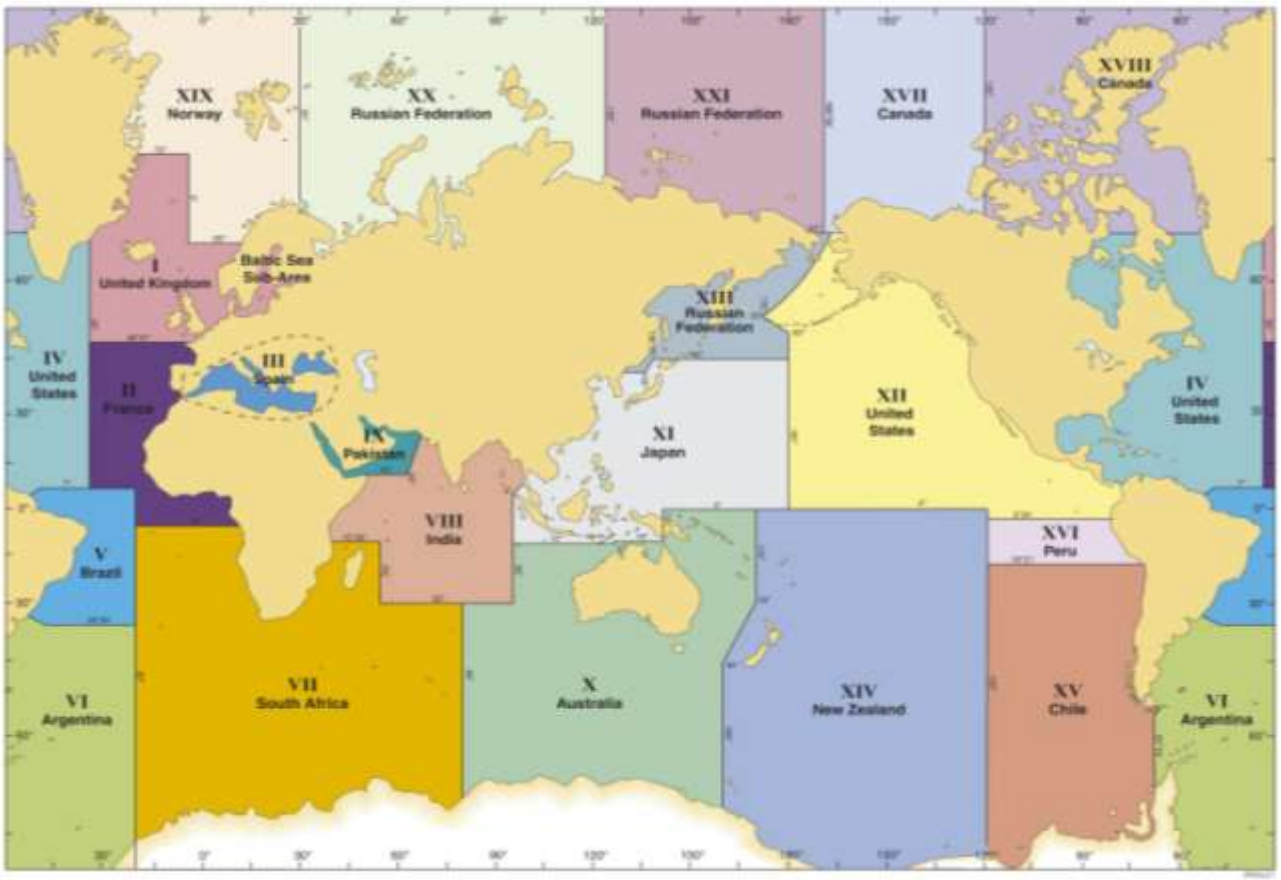

Figure 2-1 – *NAVAREAs*

2.18 Inmarsat SafetyNET

2.18.1 Inmarsat also can and should be used to broadcast MSI. Every RCC should make arrangements with an associated NAVAREA Co-ordinator or other authority recognized by Inmarsat to make such broadcasts on its behalf over Inmarsat's SafetyNET system. SafetyNET provides an automatic, global method of broadcasting

SAR messages to vessels in both fixed and variable geographic areas. SafetyNET broadcasts can be received by vessels equipped either with SafetyNET receivers or Inmarsat-C SESs configured to perform EGC receiver functions.

2.18.2 A SafetyNET Users Manual should be obtained from Inmarsat. This Manual prescribes procedures and exact coding which must be followed for preparing SafetyNET broadcasts, including SAR broadcasts.

2.18.3 It is appropriate and advisable to promulgate distress alerts over both NAVTEX and SafetyNET. All SOLAS ships and many fishing and other vessels sailing within NAVTEX coverage areas can be expected to carry 518 kHz NAVTEX receivers. However, some may carry equipment to receive MSI over SafetyNET in addition to NAVTEX.

2.18.4 Normally, the most practical way to handle SAR broadcasts over SafetyNET is to send them to all vessels within a desired radius of a specified position.

2.18.5 Using an all-ships broadcast to identify a vessel to divert for SAR operations requires time to obtain responses from available vessels, and to select an appropriate one for the task, and may affect quite a few vessels. As a first step it may be prudent to determine whether an appropriate ship can be identified via Amver or another ship reporting system, and contacted. Other factors should be considered, such as the high cost of ship diversions, the likelihood of the alert being false, and the potential proliferation of distress and urgency traffic which sounds bridge alarms. SafetyNET is a reliable, economical and important SAR tool, but it must be used wisely.

2.19 Radio Telegraph

2.19.1 Radio telegraph (WT) is a Morse Code service. The basic Morse signals are displayed in Appendix A.

2.19.2 WT has been a core part of the maritime mobile service since the early 20th century, and will continue to be voluntarily used into the next century; however, SOLAS vessels are not required to continue use of the service. A key value of this service is that it overcomes language barriers, but it depends upon trained radio operators.