

SNPWG

JUSSLANDIAN LIST OF RADIO SIGNALS

VOL. 1

MARITIME RADIO STATIONS

JUSSLAND**MARITIME TELEMEDICAL ASSISTANCE SERVICE (TMAS)**

Usual name of centre	Juslandcity Hospital, Jusland City		
Communications	Jusland MRCC : Bonbonkrema MRSC : Bonbonkrema (ZZZ) :	DSC A1 A2 A3 MMSI 005742029 DSC A1 A2 A3 MMSI 005742030 DSC A1 A2 A3 MMSI 005742031	
Hospital Landlines :			
	+999(0)1 23456755-59	+999(0)1 23456760	
MRCC :			
	+999(0)1 23456789	+999(0)1 23456788	
		email: mrcc.jusland@jusland.gov.js	
Inmarsat C : TELEX :	+583 422123456 +998 123456	WEBSITE : www.jusland.mrcc.js	
Associated MRCC or JRCC	MRCC JUSSLAND		
Consultation Languages	Juslandish and English		
Remarks	The Maritime Search and Rescue Service is under the command of the Juslander NAVY. Attention is drawn to the International Code of Signals, Medical Section.		

JUSSLAND MRCC

32°31 .50 S 60°54 .07 E	MMSI 005742029	DSC VHF MF HF	AMVER	Diagram page 271
	+999(0)1 23456789	+999(0)1 23456788		
		email: mrcc.jusland@jusland.gov.js		
Inmarsat C : TELEX :	+583 422123456 +998 123456	WEBSITE : www.jusland.mrcc.js		
NOTES :	1. This station does not accept public correspondence, accepting Distress, Urgency and Safety traffic only.. 2. Station accepts JUSSREP messages.			

VHF

	Ch 16	H24
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RT (MF)

	Transmits	Receives	Hours of watch
	2182	2182	H24
	8291	8291	H24

BONBONKREMA MRSC

32°21 .70 S 60°55 .90 E	MMSI 005742030	DSC VHF MF HF	AMVER	Diagram page 271
	+999(0)1 23456790	+999(0)1 23456789		
		email: mrcc.jusland@jusland.gov.js		
NOTES :	1. This station does not accept public correspondence, accepting Distress, Urgency and Safety traffic only.. 2. Station accepts JUSSREP messages.			

VHF

	Ch 16 74	H24
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RT (MF)

	Transmits	Receives	Hours of watch
Kipassebien 32°26 .80 S 60°55 .70 E	2182 8291		
Jentendlamer 32°33 .40 S 60°49 .50 E		2182 8291	H24 H24

BONBONKREMA (ZZZ) [9999]

32°23 .30 S 60°57 .20 E	MMSI 005742031	DSC VHF MF HF (6.8 MHz)	AMVER	Diagram page 271
	+999(0)1 51365017 & 36502642	+999(0)1 51136501		
CALL :	Krema Radio	email: mickleradio@jusland.js		
Inmarsat C : Iridium phone : TELEX :	+583 422123457 +991 621461635 +998 441200 BBKRM			

NOTES : 1. Accepts **Ship's Weather Reports** addressed to CENMETEOKREM.
 2. Station accepts AMVER messages.
 3. Station accepts JUSSREP messages.

VHF

Chamalow	Ch 16 27	32°37 .05 S 60°52 .40 E
Caramelmou	Ch 16	32°30 .40 S 60°57 .90 E
Pastilledezan	Ch 14 16 24 33	32°21 .10 S 60°55 .04 E
NOTE : Pastilledezan in service only during the summer period (15 th Oct. to 15 th Mar).		

DSC

	Transmits	Receives	Hours of Watch
Public Correspondance	2177	2182	2300-1500
	3180	2080	

RT (MF)

	Transmits	Receives	Hours of Watch
	2182	2182	2200-1000
	3180	2080	

RT (HF)

	Transmits	Receives	Hours of Watch
	7903	7903	H24
	7972	7972	
	8125	8125	
	8131	8131	
	8140	8140	
	8176	8176	
	8294	8294	
	8755 (Ch 813)	8231	
	11456	11456	
	12359	12359	
	12365	12365	

TRAFFIC LISTS: 12359 kHz: 0003 0203 0803 1003 1603 1803

Radiotelex [9999]

	Transmits	Receives	Hours of Watch
	2174.5	2174.5	2300-1500
	6317	6265	0100-0500
	8376.5	8376.5	2300-1500

WT (MF)

	Transmits	Receives	Hours of Watch
	458 500	500	2300-1500

TRAFFIC LISTS: 458 kHz: 0000 0400 0800 1200 2300

WT (HF)

	Transmits	Receives	Hours of Watch
	6337	6 MHz (6 9)	0500-0600
	8461	8 MHz (8 9)	0000-0100 0400-0500
	12970.5	12 MHz (3 9)	0100-0200

TRAFFIC LISTS: 8461 kHz: 000 0400

Data Service (HF)

	Dial Frequency Rx	Dial Frequency Tx	Hours
KREM10	8716	8716	H24
KREM11	13078.5	13078.5	SD
KREM12	17198.5	17198.5	
KREM13	22567.5	22567.5	H24

Bonbonkrema provides data services in partnership with Swisscom Maritimes Communications.



POLLUTION REPORTING

MRCC JUSSLAND

 +999(0)1 23456789 (MRCC)  +999(0)1 23456790 (MRSC)	 +999(0)1 23456788 (MRCC)  +999(0)1 23456789 (MRSC)
email: mrc.jussland@jussland.gov.js (MRCC) email: mrc.jussland@jussland.gov.js (MRSC)	
PROCEDURE : All vessels within the JUSSREP system are requested to report pollution incidents via any of the following radio stations (H24) : JUSSLAND MRCC, BONBONKREMA MRSC and BONBONKREMA (ZZZ)	
Dangerous Goods Reports (JUSSREP DG) Primary reports should contain items A,B,C,M,Q,R,S,T,U of the standard reporting format; details for R should be as follows R <ol style="list-style-type: none"> 1. Correct technical name or names of goods 2. UN number or numbers 3. IMO hazard class or classes 4. Names of manufacturers of goods when known, or consignee or consignor 5. Types of packages including identification marks or whether in portable tank or tank vehicle or packaged in vehicle, freight container or other transport unit 6. An estimate of the quantity and likely condition of the goods. 7. Whether lost goods floated or sank. 8. Whether loss is continuing. 9. Cause of loss. If the condition of the ship is such that there is danger of further loss of packaged dangerous goods into the sea, items P and Q of the standard reporting format should be reported; details for P should be as follows: P <ol style="list-style-type: none"> 1. Correct technical name or names of goods 2. UN number or numbers 3. IMO hazard class or classes 4. Names of manufacturers of goods when known, or consignee or consignor 5. Types of packages including identification marks or whether in portable tank or tank vehicle or packaged in vehicle, freight container or other transport unit 6. An estimate of the quantity and likely condition of the goods. Particulars not immediately available should be inserted in a supplementary message or messages.	
Harmful Substances Reports (JUSSREP HS) In the case of actual discharge primary harmful substances reports should contain items A,B,C,E,F,L,M,N,Q,R,S,T,U,X of the standard reporting format. In the case of probable discharge, item B should also be included. Details for P,Q,R,T and X should be as follows. P <ol style="list-style-type: none"> 1. Oil or the correct technical name of the noxious liquid substances on board 2. UN number or numbers. 3. Pollution category (A,B,C or D) for noxious liquid substances. 4. Names of manufacturers of substances, if appropriate, where they are known, or consignee or consignor 5. Quality Q <ol style="list-style-type: none"> 1. Condition of the ship as relevant 2. Ability to transfer cargo-ballast-fuel R <ol style="list-style-type: none"> 1. Oil or the correct technical name of the noxious liquid discharged into the sea 2. UN number or numbers 3. Pollution category (A,B,C, or D) for noxious liquid substances 4. Names of manufacturers of substances , if appropriate, where they are known, or consignee or consignor. 5. An estimate of the quantity of the substances. 6. Whether lost substances floated or sank. 7. Whether loss is continuing 8. Cause of loss 9. Estimate of movement of the discharge or lost substances, giving current conditions if known. 10. Estimate of the surface area of the spill if possible. T <ol style="list-style-type: none"> 1. Name address, telex and telephone number of the ship's owner and representative (charterer, manager or operator of the ship or their agent) X <ol style="list-style-type: none"> 1. Actions being taken with regard to the discharge and the movement of the ship 2. Assistance or salvage efforts which have been requested or which have been provided by others. 3. The master of an assisting or salvaging ship should report the particulars of the action undertaken or planned. Particulars not immediately available should be inserted in a supplementary message or messages. The master of any ship engaged in, or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, items A,B,C,E,F,L,M,N,P,Q,R,S,T,U,X of the standard reporting format.	
Marine Pollutants Reports (JUSSREP MP) In the case of actual discharges, primary marine pollutants reports should contain items A,B,C,M,Q,R,S,T,U,X of the standard reporting format. In the case of probable discharge, item P should also be included. Details of P,Q,R,T and X should be as follows P <ol style="list-style-type: none"> 1. Correct technical name or names of goods 2. UN number or numbers 3. IMO hazard class or classes 4. Names of manufacturers of goods when known, or consignee or consignor 5. Types of packages including identification marks or whether in portable tank or tank vehicle or packaged in vehicle, freight container or other transport unit 6. An estimate of the quantity and likely condition of the goods. Q <ol style="list-style-type: none"> 1. Condition of the ship as relevant 2. Ability to transfer cargo-ballast-fuel R <ol style="list-style-type: none"> 1. Correct technical name or names of goods 2. UN number or numbers 3. IMO hazard class or classes 4. Names of manufacturers of goods when known, or consignee or consignor 5. Types of packages including identification marks or whether in portable tank or tank vehicle or packaged in vehicle, freight container or other transport unit 6. An estimate of the quantity and likely condition of the goods. 7. Whether lost goods floated or sank. 8. Whether loss is continuing. 9. Cause of loss. T <ol style="list-style-type: none"> 1. Name address, telex and telephone number of the ship's owner and representative (charterer, manager or operator of the ship or their agent) 	

X 1. Action being taken with regard to the discharge and movement of the ship
 2. Assistance or salvage efforts which have been requested or which have been provided by others.
 3. The master of an assisting or salvaging ship should report the particulars of the action undertaken or planned.
Particulars not immediately available should be inserted in a supplementary message or messages.
The master of any ship engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, items A,B,C,M,P,Q,R,S,T,U,X of the standard reporting system.

PRE-ARRIVAL QUARANTINE REPORTING

MICKLEFIRTH PORT HEALTH OFFICE	
 +999(0)1 23458999	 +999(0)1 23458999
	email: pho_micklefirth@jussland.gov.fr
PROCEDURE : Radio pratique should be requested 72 hours before ETA. The message should be sent to the Port Health Authority stating : (a) Number and health of crew. (b) Ports of call within last 50 days with dates of departure. (c) Request for pratique.	

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JUSSLANDIAN LIST OF RADIO SIGNALS

VOL. 2

**RADIO AIDS TO NAVIGATION, DIFFERENTIAL GPS (DGPS), LEGAL
TIME, RADIO TIME SIGNALS**

DIFFERENTIAL GPS (DGPS)

Station Name	Position	DGPS Corrections		Identification No. Of		Range (n miles)	Integrity Monitoring	Transmitted Message Types
		tx fx (in kHz)	tx rate (in bps)	Reference Station	Transmit Station			
JUSSLAND								
Micklefun	32° 32,48'S 60° 52,16'E	315	200	013	720	200	Yes	3 5 7 9 16

RADAR BEACON (RACONS and RAMARKS)

Station Name	Position	Frequency	Sector	Range	Sweep	Morse	Flash	Station Number
JUSSLAND								
Mickleden	32° 31,00'S 61° 06,86'E	3 & 10 cm	360°	15 n miles		G	0-5 n miles	25101

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

Station Name	Position	MMSI	Service Details	Type	Transmitted Message Types
JUSSLAND					
Mickleden	32° 31,00'S 61° 06,86'E	00579829	Broadcasts every 3 minutes	Real	6 8 12 14 21

LEGAL TIME

The following list gives the decreed Legal Time in each territory. A negative prefix denotes Legat Times in advance of UTC ; a positive prefix, those behind UTC.

Territory	Standard Time		Daylight Saving Time	
			Begins (LT)	Ends (LT)
Jussland	-5	-4	Last Sunday in September 0200h	First Sunday in April 0300h

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JUSSLANDIAN LIST OF RADIO SIGNALS

VOL. 3

MARITIME SAFETY INFORMATION SERVICES

RADIO WEATHER SERVICES AND NAVIGATIONAL WARNINGS

FIRING PRACTICE AND EXERCICE AREA

Firing, bombing practices and defence exercises, take place in one sea area. The limits of this area are delimited by four points : 32°19 .90 S 60°57 .20 E / 32°19 .90 S 60°59 .20 E / 32°21 .20 S 60°59 .80 E / 32°21 .20 S 60°57 .10 E.
It should be noted that practice and exercise area warning broadcast are only in force for limited periods. For information regarding activities and broadcast information the following authorities should be contacted :

Firing Range	Frequencies	Times of Operation (LT)
Bonbonkrema Range Range Officer Tel : +999 (0)1 29404712 Fax : +999 (0)1 29404713 24h pre-recorded message on firing times : +999 (0)1 29404714	Ch 74	0930-1700 (Mon-Thurs) 0930-1230 (Fri) 0930-1700 (Fri if weekend firing taking place) Night firing usually takes place on Tues and Thurs. Weekend firing takes place up to 6 times a year.

INTERNET WEATHER SERVICES

www.meteojussland.js	Jussland Met Office	Marine weather forecast for Jussland waters
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NAVTEX

Letter	Frequency	Coordinates
J	Caramelmou	32°30 .40 S 60°57 .90 E
N	Chamalow	32°37 .05 S 60°52 .40 E
D	Pastilledezan	32°21 .10 S 60°55 .04 E

Weather Bulletins

J : 0830 2030	Storm warning, synoptic situation and development and forecast valid for 24 hours within 450 n miles of coast.
J : 0900 2100	Storm warning, weather bulletin.
N : 1000 2200	Storm warning, synoptic situation and development and forecast valid for 24 hours within 450 n miles of coast.
N : 1030 2230	High sea forecast. Ice forecast.
D : 1200 2400	Weather bulletin for coastal water.

Navigational Warning

J : 0030 0830 1230 2030	NAVAREA VII and coastal warning.
J : 0100 0900 1300 2100	Navigational Warning.
N : 0200 1000 1400 2200	NAVAREA VII and coastal warning.
N : 0230 1030 1430 2230	Navigational Warning. Ice forecast.
D : 0400 1200 1600 2400	NAVAREA VII and coastal warning.
D : 0430 1230 1630 2400	Navigational Warning.

BONBONKREMA MRSC

32°21'.70 S 60°55'.90 E

	Ch 74	VHF	
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Weather Bulletins

0033 0433 0833 1233 2033	Coastal waters forecast in English. Gale warnings for coastal waters.
0233 0633 1033 1433 1833 2233	High seas forecast in English. Gale warnings for high seas.
On receipt	Storm warnings.

Navigational Warning

0033 0433 0833 1233 2033	Navigational warnings after weather bulletins.
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BONBONKREMA (ZZZ) [9999]

32°23'.30 S 60°57'.20 E

Letter	Frequency	Mode	Location	Coordinates
A	3180	RT (MF)	Bonbonkrema	32°23 .30 S 60°57 .20 E
B	Ch 27	VHF	Chamalow	32°37 .05 S 60°52 .40 E
	Ch 23		Caramelmou	32°30 .40 S 60°57 .90 E
	Ch 14		Pastilledezan	32°21 .10 S 60°55 .04 E

Weather Bulletins

A : 0750 1950	Weather synopsis and 24 hour forecast, storm warnings.
A : 1303	Weather synopsis and 48 hour forecast, storm warnings.
B : 0910 2110	Weather warnings and 48 hours forecast for coastal waters.

Navigational Warning

A : 0750 1950 B : 0910 2110	Navigational warnings after weather bulletins.
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JUSSLAND RADIO

A	193	LW	Jussland City
B	1485	MW	Chamalow
	720		Caramelmou
	774		Pastilledezan
C	104.9 MHz	FM	

Weather Bulletins

A-C : 0048 0520 LT	Gale warnings, shipping forecast, weather reports from coast stations and the inshore forecast.
A : 1201 1754 LT	Gale warnings and shipping forecast.
C : 1754 LT (Sat & Sun)	

RADIO-FACSIMILE

BONBONKREMA 32°23'.30 S 60°57'.20 E

	6446	H24
	7907	1900-0600
	8444	HN

Map Areas

A	1:5,000,000 32°S.60°E 32°S.65°E 34°S.60°E 34°S.65°E	B	1:5,000,000 24°S.60°E 24°S.70°E 32°S.60°E 32°S.70°E
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Schedule

A	36 hour surface prognosis	0700 (00)	120/576
A	Sea state analysis	0800 (06)	
B	36 hour surface prognosis	1000 (06)	
A	Surface temperature analysis / iceberg positions	1400 (12)	90/576
B	Sea state analysis	1500 (12)	
	Broadcast shedule	1850	120/576
	Iceberg prognosis	2000	120/576

SAFETYNET

EGC SAFETYNET SYSTEM

Transmission schedule for full GMDSS service

NAVAREA	NAV information		METAREA	MET information	
	Coordinator	Times (UTC)		Issuing country	Times (UTC)
I	United Kingdom	0530, 1730 (AOR-E)	I	United Kingdom	0930, 2130 (AOR-E) Warnings only on receipt (AOR-W)
II	France	0430, 1630 (AOR-E)	II	France	1015, 2215 (AOR-E / AOR-W)
III	Spain	1200, 2400 & on receipt (AOR-E)	III	Greece ¹	1000, 2200 (AOR-E)
IV	United States	1000, 2200 (AOR-W) (1200 Ice reports N Atlantic) 0900, 2100 (AOR-W) French West Indies 0900, 2100 (AOR-W) French Guyana	IV	United States	0430, 1030, 1630, 2230 (AOR-W)
V	Brazil	0030, 1230 (AOR-E)	V	Brazil	0730, 1930 (AOR-E) Coastal warnings for Amazon Basin and additional coastal areas (AOR-E)
VI	Argentina	0200, 1400 (AOR-W)	VI	Argentina	0230, 1730 (AOR-W)
VII	South Africa	1940 (AOR-E / IOR) 0140, 1340 (IOR) Kerguelen Islands 0330, 1530 (IOR) Mayotte 0400, 1600 (IOR) Jussland	VII	South Africa	0940, 1940, (AOR-E / IOR) ^{2, 5}
VIII	India	1000, 2200 (IOR) 0040, 1240 (IOR) Réunion	VIII (N)	India	0900, 1800 for N of 0° (IOR)
			VIII (S)	Mauritius /	0130, 1330 for S of 0° (IOR)

		0330, 1530 (IOR) Mayotte		Réunion	0000 ³ , 0600 ³ , 1200 ³ , 1800 ³ for S of 0° (IOR)
				Australia	warnings only for S of 0° and E of 90°E (IOR)
IX	Pakistan	0800 (IOR)	IX	Pakistan	0700 (IOR)
X	Australia	0700, 1900 & on receipt (IOR / POR) 0140, 1340 (POR) New Caledonia	X	Australia	1030, 2330 (IOR)
					1100, 2300 (POR)
					Coastal Warnings for Bass Strait, Northern Territory & Western Australia (IOR / POR)
XI	Japan	0005, 1205 (POR / IOR)	XI	China	0330, 1015, 1530, 2215 (IOR)
				Japan	0230, 0830, 1430, 2030 for N of 0° (POR) 0815, 2015 ⁴ for S of 0° (POR)
XII	United States	1030, 2230 (POR / AOR-W)	XII	United States	0545, 1145, 1745, 2345 (POR / AOR-W)
XIII	Russian Federation	0930, 2130 (POR)	XIII	Russian Federation	0930, 2130 (POR)
XIV	New Zealand	0900, 2100 (POR) New Zealand 0140, 1340 (POR) New Caledonia 0030, 1230 (POR) Wallis & Futuna 0250, 1450 (POR) French Polynesia	XIV	New Zealand	0330, 0930, 1530, 2130 (POR) Warnings 0330, 1530, (POR) for Area Southern 0930, 2130 (POR) for Area Subtropic, Forties & Pacific
XV	Chile	0210, 1410 (AOR-W)	XV	Chile	0100, 1330 (AOR-W) for Sea Areas 1-8 1440 (AOR-W) for Sea Area 9 0345, 1845 (AOR-W) for Sea Area 10
XVI	Peru	0500, 1700 (AOR-W)	XVI	United States	0515, 1115, 1715, 2315 (AOR-W)
XVII	Canada	1130, 2330 (POR)	XVII	Canada	0300, 1500 (POR)
XVIII	Canada	1100, 2300 (AOR-W)	XVIII	Canada	0300, 1500 (AOR-W)
XIX	Norway	0630, 1830 (AOR-E)	XIX	Norway	1100, 2300 (AOR-E)
XX	Russian Federation	0530, 1730 (IOR)	XX	Russian Federation	0600, 1800 (IOR)
XXI	Russian Federation	0630, 1830 (POR)	XXI	Russian Federation	0600, 1800 (POR)

¹ Scheduled bulletins and warnings for Western Mediterranean Sea are prepared by France.

² Forecasts for areas 30°S - 50°E / 50°S - 80°E and tropical cyclone warnings are prepared by Réunion.

³ Tropical cyclone warnings (if any) issued by Réunion as an unscheduled broadcast.

⁴ Scheduled bulletins and warnings for south of the equator prepared by Australia.

⁵ Transmission via AOR-E for areas West of 20°E, transmission via IOR for areas East of 20°E.

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JUSSLANDIAN LIST OF RADIO SIGNALS

VOL. 5

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

SEA AREA A1

VHF DSC, LIST OF COAST STATIONS FOR SEA AREA A1

Country Station	MMSI	Position	Range (n miles)	Status (Associated RCCs)
(1)	(2)	(3)	(4)	(5)
Jussland				
Jussland	005742029	32°31 .50 S 60°54 .07 E	50	Operational (MRCC Jussland)
Bonbonkrema MRSC	005742030	32°21 .70 S 60°55 .90 E	50	Operational (MRCC Jussland)
Bonbonkrema (ZZZ)	005742031	32°23 .30 S 60°57 .20 E	50	Operational (MRCC Jussland)
Remotely controlled stations :				
Chamalow		32°37 .05 S 60°52 .40 E	50	
Caramelmou		32°30 .40 S 60°57 .90 E	50	
Pastilledezan		32°21 .10 S 60°55 .04 E	50	

SEA AREA A2

MF DSC, LIST OF COAST STATIONS FOR SEA AREA A2

Country Station	MMSI	Position	Range (n miles)	Status (Associated RCCs)
(1)	(2)	(3)	(4)	(5)
Jussland				
Jussland	005742029	32°31 .50 S 60°54 .07 E	150	Operational (MRCC Jussland)
Bonbonkrema MRSC	005742030	32°21 .70 S 60°55 .90 E	150	Operational (MRCC Jussland)
Bonbonkrema (ZZZ)	005742031	32°23 .30 S 60°57 .20 E	150	Operational (MRCC Jussland)

SEA AREAS A3/A4

HF DSC, LIST OF COAST STATIONS FOR SEA AREAS A3 AND A4

Country Station	MMSI	Operational frequency bands	Range (n miles)	Status (Associated RCCs)
(1)	(2)	(3)	(4)	(5)
Jussland				
Jussland	005742029	4,6,8,12 & 16 MHz	150	Operational (MRCC Jussland)
Bonbonkrema MRSC	005742030	4,6,8,12 & 16 MHz	150	Operational (MRCC Jussland)
Bonbonkrema (ZZZ)	005742031	4,6,8,12 & 16 MHz	150	Operational (MRCC Jussland)

MSI

MARITIME SAFETY INFORMATION (MSI) UNDER THE GMDSS

HF NBDP MARITIME SAFETY INFORMATION BROADCAST SERVICE

BONBONKREMA (ZZZ) [9999]		32°23'.30 S 60°57'.20 E
A	8416.5	RADIO-TELEX
B	16806.5	
Weather Bulletins		
A : 0000 1130	Meteorological warnings.	
B : 0030 1200		
Navigational Warning		
A : 0000 1130	Navigational warnings.	
B : 0030 1200		

NAVAREA COORDINATORS

NAVAREA VII (South Africa)

The Hydrographer, S.A. Navy
 Hydrographic Office
 private Bag X1, Tokai
 7966 CAPE TOWN
 South Africa
 Telephone : +27 21 7872408
 Fax : +27 21 7872228
 email : hydrosan@iafrica.com
 Website : <http://www.sanho.co.za>

National Coordinators

COUNTRY	TELEPHONE	FACSIMILE	EMAIL	OTHER
Angola	+244 22 2449211	+244 22 2447320	hidroportos@netangola.com	
Jusssland	+999(0)1 23451111	+999(0)1 23451112	hidrojussland@jussland.gov.js	
Madagascar				
Mozambique	+258 1 430186	+258 1 430185	hidro@inahina.uem.mz	
Namibia	+264 64 2082258	+264 64 2082326	mmandia@namport.com.na	

SAR

JUSSLAND

National SAR Agency : HQ Jusslander NAVY Adresse : Spring Place, 105 Commercial Road, Jussland City JS5629 JUSSLAND Tel : +999 (0)1 56489652 (Office hours only) Fax : +999 (0)1 56894123 (Office hours only) email : sar.response@jussland.gov.js			
TeleMedical Assistance Service : The Jusslandcity Hospital provide assistance. Contac via any radiostations requesting Medico assistance.			
	Telephone +999	Fax + 999	Other
Jussland MRCC	(0)1 23456789	(0)1 23456788	Inmarsat-C : +583 422123456 TELEX : +998 123456 email : mrcc.jussland@jussland.gov.js
Bonbonkrema MRSC	(0)1 23456790	(0)1 23456789	email : mrsc.jussland@jussland.gov.js
Bonbonkrema (ZZZ)	(0)1 51365017 (0)1 36502642	(0)1 51136501	email : mickleradio@jussland.js

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JUSSLANDIAN LIST OF RADIO SIGNALS

VOL. 6

**PILOT SERVICES, VESSEL TRAFIC SERVICES AND PORT
OPERATIONS**

SHIP REPORTING SYSTEMS

AMVER: THE AMVER ORGANISATION (AUTOMATED MUTUAL-ASSISTANCE VESSEL RESCUE SYSTEM)

CONTACT DETAILS:

AMVER Reports

Telex: +230 127594 AMVER NYK

AMVER Reporting Information Requests

Telephone: +1 212 6687764

Fax: +1 212 6687684

NOAA SEAS Software Requests

Telephone: +1 301 8387800

+1 800 6857898 (Free within USA)

USCG Operations Systems Center (OSC), Martinsburg, WV

Fax: +1 304 2642505

DESCRIPTION:

(1) The AMVER system, operated by the United States Coast Guard (USCG), is a maritime mutual assistance organisation which provides important aid to the development and co-ordination of Search and Rescue (SAR) efforts in many offshore areas of the world. Merchant vessels of all nations making offshore voyages are encouraged to send movement reports and periodic position reports to the USCG Operations Systems Center in Martinsburg, West Virginia, through selected radio stations or Inmarsat. Information from these reports is entered into a computer which generates and maintains dead reckoning positions for vessels while they are within the plotting area. Characteristics of vessels which are valuable for determining SAR capability are also entered into the computer from available sources of information. Appropriate information concerning the predicted location and SAR characteristics of each vessel known to be within the area of interest, is made available upon request to recognised SAR agencies of any nation, or person in distress, for use during an emergency. Predicted locations are only disclosed for reasons connected with maritime safety.

(2) In case of emergencies, all distress messages must be sent to the nearest RCC, not the AMVER Center.

AMVER PARTICIPATION INSTRUCTIONS:

(1) AMVER is a worldwide voluntary vessel reporting system operated by the USCG to promote safety of life and property at sea. Amver's mission is to quickly provide Search And Rescue (SAR) authorities, on demand, accurate information on the position and characteristics of vessels near a reported distress. Any merchant vessel on a voyage of greater than 24 hours to anywhere on the globe is welcome to participate in AMVER. In general, international participation is voluntary regardless of owner's nationality or vessel's flag, voyage origin, or ports of call.

(2) According to U.S. Maritime Administration (MARAD) regulations, the following vessels must report and regularly update their voyages and positions to the AMVER Center:

(a) United States flag merchant vessels of 1000 GT or more, operating in foreign commerce.

(b) Foreign flag vessels of 1000 GT or more, for which an Interim War Risk Insurance Binder has been issued under the provisions of Title XII, Merchant Marine Act, 1936.

(3) In accordance with Title 47, Code of Federal Regulations (CFR), Ch. 1, Sec 80.905, United States vessels which transport more than six passengers for hire, operated more than 200 n miles from the nearest land must participate in the AMVER system while engaged on any voyage where the vessel is navigated in the open sea for more than 24 hours:

(4) Information voluntarily provided by vessels to AMVER is kept strictly confidential, and is protected by the Coast Guard. It will be released only for safety purposes.

(5) AMVER's greatest use is in providing SURface PICTures, or SURPICs, to Rescue Co-ordination Centres (RCCs). A SURPIC either lists latitude/longitude or provides a graphical display of vessels near the position of a distress. It is used by RCCs to co-ordinate the efforts of merchant vessels and other resources to provide the best and most timely assistance possible to distressed vessels or persons at sea.

WHAT AND WHEN TO REPORT TO AMVER:

(1) The following reports should be sent:

(a) **Sailing Plan**, containing complete routeing information, should be sent within a few hours before, upon, or within a few hours after departure.

(b) **Position Report** should be sent within 24 hours of departure, and subsequently at least every 48 hours until arrival. The destination should also be included in Position Reports.

(c) **Deviation Report** should be sent as soon as any voyage information changes which could affect AMVER's ability to accurately predict the vessel's position. Changes in course or speed due to weather, ice, change in destination, or any other deviations more than 25 n miles from the original Sailing Plan should be reported as soon as possible.

- (d) **Arrival Report** should be sent upon arrival at the port of destination.
- (2) At the discretion of the Master, reports may be sent more frequently than the above schedule; for example, in heavy weather or under other adverse conditions.
- (3) AMVER also needs information that describes communications equipment, Inmarsat numbers, radio watch schedule, medical personnel on board, and so forth. This information is collected separately, retained in the automatic data processing system, periodically validated, and used only for search and rescue purposes.

COMMUNICATION METHODS FOR FILING AMVER REPORTS:

- (1) The following methods are recommended for ships to transmit AMVER reports:
 - (a) **Electronic mail (e-mail):**
 - (i) If a ship already has an inexpensive means of sending e-mail to an internet address, this is a preferred method. E-mail may be sent via satellite or via HF radio, depending on the ship's equipment and arrangements with communications providers ashore. Ships must be equipped with a personal computer, an interface between the computer and the ship's communications equipment, and the appropriate software.
 - (ii) The e-mail path on shore to the AMVER Center is essentially free, but the communications service provider may still charge from ship-to-shore
 - (iii) Messages may be sent to amvermsg@amver.org or amvermsg@amver.com
 - (b) **AMVER/SEAS "Compressed Message" (Inmarsat C via Telenor):**
 - (i) Ships equipped with an Inmarsat Standard C transceiver with floppy drive and capability to transmit a binary file (ship's GMDSS Inmarsat-C transceiver can be used); an IBM-compatible computer (not part of the ship's GMDSS System) with hard drive, 286 or better PC, VGA graphics; an interface between them; and the AMVER/SEAS software (available free of charge from the U.S. National Oceanic and Atmospheric Administration, NOAA), may send combined AMVER/Weather observation messages free of charge via Telenor Land Earth Stations at:
 - 001 Atlantic Ocean Region-West (AORW) - Southbury
 - 101 Atlantic Ocean Region-East (AORE) - Southbury
 - 201 Pacific Ocean Region (POR) - Santa Paula
 - 321 Indian Ocean Region (IOR) - Aussaguel
 - (ii) AMVER address: NOAA phone number entered in the "addressbook" (for further information on how to find the NOAA phone number and to correctly setup the addressbook, see the instruction sheet for your specific brand of Inmarsat C transceiver).
 - (iii) AMVER/SEAS software can be downloaded from the NOAA SEAS website or requested from:
 - Telenor Satellite Services, Inc.
 - 1101 Wootton Parkway
 - Rockville, MD 20852
 - See CONTACT DETAILS.
 - (c) **HF Radiotelex:**
 - (i) AMVER reports may be filed via the HF radiotelex service of USCG Stations.
 - (ii) Further information on how to send AMVER messages by this method is provided at the USCG Navigation Center, website: <http://www.navcen.uscg.gov/cgcomms/call.htm>
 - (d) **HF Radio:** AMVER reports may also be filed by HF radio at no cost via USCG contractual agreement with the following companies:
 - (i) Mobile Marine Radio (WLO - ShipCom Radio Network)
 - (ii) Mobile (WCL)
 - (iii) Marina Del Ray (KNN)
 - (iv) Seattle (KLB)
 - (e) **Telex:** AMVER reports may be filed via telex using either satellite (code 43) or HF radio. Ships must pay the tariffs for satellite communications. Telex is a preferred method when less costly methods are not available.
 - (f) **Fax:**
 - (i) AMVER reports may be faxed to the USCG Operations Systems Center (OSC), in Martinsburg, WV.
 - (ii) In the event other communications media are unavailable or inaccessible, AMVER reports may be faxed directly to the AMVER Computer Center. However, this is the least desirable method of communications, since it involves manual input of information to the computer via electronic processing.
 - (iii) Do not fax reports to the AMVER Maritime Relations Office in New York, since it is not staffed 24 x 7, and relay and processing of reports is delayed pending normal (Mon-Fri) business hours.
 - (g) **CW (Morse Code):** Due to the decline in its usage, the number of coast stations supporting it, its high cost, potential for error, and the mandatory carriage of upgraded GMDSS communications capabilities, ships are discouraged from using this medium.
- (2) For more information regarding AMVER reporting contact:
 - AMVER Maritime Relations Office
 - USCG Battery Park Building
 - 1 South Street
 - New York NY 10004-1499

USA.

See also CONTACT DETAILS.

AMVER MESSAGE LINE DEFINITIONS:

- (1) **The AMVER line:** All AMVER reports must begin with the AMVER line. Report type is one of the following 2-letter codes:
 - (a) SP - Sailing Plan
 - (b) PR - Position Report
 - (c) DR - Deviation Report
 - (d) FR - Arrival (Final) Report
- (2) **The A line** is required in all reports to identify the vessel submitting the report.
- (3) **The B line** identifies the time associated with the position given in the C or G lines of the report. All times in B, I, K and L lines should be expressed in UTC as a 6-digit date-time group followed by the letters Z, GMT or UTC, and optionally by a 3-letter abbreviation for the month.
- (4) **The C line** is used in Position and Deviation Reports to give the vessel's current position (as of the time given in the B line) in latitude and longitude.
 - (a) Latitudes are always expressed as a 4-digit group followed by N (North) or S (South). The first 2 digits are interpreted as degrees and the second 2 are interpreted as minutes.
 - (b) Longitudes are always expressed as a 5-digit group followed by E (East) or W (West). The first 3 digits are interpreted as degrees and the second 2 are interpreted as minutes.
 - (c) It is important to use all digits every time, filling leading digit positions with zeroes as needed, to ensure accurate interpretation of position information.
 - (d) Position data may appear in the C, G, I and L lines.
- (5) **The E line** is used to report the vessel's current course (as of the time in the B line) in degrees true as a 3-digit number.
- (6) **The F line** is used to report the vessel's estimated average speed over the ground for the remainder of the voyage as a 3-digit number representing **tenths** of knots. This is a very important line to report as this speed is used for AMVER's dead reckoning computations unless a different speed is provided for a specific leg of a voyage (see L line). If no speed is given, AMVER will use an assumed speed. It is important to use all digits when specifying a speed to ensure accurate interpretation.
- 7) **The G line** is used to report the port of departure by name and position. It is important to give the position of the port as the name alone does not always uniquely identify the port.
- (8) **The I Line** is used to report the vessel's next port and ETA. As with the G line, it is important to include the port's position as well as its name. The ETA at the next port is also important, especially when a U.S. port is the destination. In all cases, the ETA is compared with AMVER's computed ETA as a check on the accuracy and consistency of all voyage route information.
- (9) **The K Line** is used to report a vessel's **actual** arrival in the immediate vicinity of its destination.
- (10) **The L line** is used to report route information. These lines are the most complex lines in an AMVER report but they are critical to the success of the AMVER system. Complete route information should be provided in all Sailing Plans and Deviation Reports. As many L lines as needed may be used to describe the vessel's intended route. However, detailed route information caused by manoeuvring over short distances near coasts should not be included. In these cases an approximate route using fewer turn points and the "COASTAL" navigation method should be provided. All L lines except the last one in the report require the navigation method to the next turn point, latitude and longitude of the next turn point, and the ETA at the next turn point. The final L line in a Sailing Plan requires only the navigation method from the last turn point to the destination.
 - (a) **Navigation Method:** The navigation method is required on all L lines. It is the method used to get from the last specified position to the one specified in this L line. There are 3 types of navigation methods recognised by AMVER:
 - (i) Rhumb Line (RL)
 - (ii) Great Circle (GC)
 - (iii) Coastal (COASTAL) (The "COASTAL" method should be used only to indicate when an approximate route near a coast is used in place of the many turn points required to describe the vessel's true track. However, enough turn points should be provided to keep AMVER's plot of the vessel's position within 25 n miles of the vessel's true position. The "COASTAL" method should never be used for major portions of a route).
 - (b) **Leg Speed:** The leg speed is an optional item on L lines. It is the anticipated average speed over the ground on the leg which ends at the position given in the same L line. Leg speed should be used whenever the anticipated average speed on a leg is significantly different from the anticipated average speed for the voyage as reported in the F line. As a general rule, a difference of 1 knot or more should be considered significant.
 - (c) **Latitude:** This is the latitude of the next turn point. It is required in all L lines except the last one in the report.
 - (d) **Longitude:** This is the longitude of the next turn point. It is required in all L lines except the last one in the report. The final

position in a route is assumed to be the port of destination.

- (e) **Port or landmark name:** This is an optional item in L lines. It should be used only when it will make the route easier to understand. It should not be used in place of a position.
 - (f) **Estimated Time of Arrival (ETA):** This is required in any L line where the vessel intends to lay over at the position given in the same L line.
- (11) **The M line** is optional and is used to provide information on the best way to contact the vessel quickly in the event of a distress at sea.
- (12) **The V line** is an optional line used to report the medical capability aboard the vessel during the voyage. The codes used are:
- (a) NONE (no medically trained person onboard)
 - (b) NURSE (if a trained nurse is onboard)
 - (c) PA (if a physician's assistant or paramedic is onboard)
 - (d) MD (if a medical doctor or physician is onboard)
- (13) **The X line** is used for any English language amplifying comments or remarks the vessel may wish to send AMVER regarding its current voyage, e.g. change of vessel name, flag or owners etc.
- (14) **The Y line** is used to request relay of the AMVER report to certain other ship reporting systems, currently MAREP, JASREP, JUSSREP and CHILREP.
- (15) **The Z line** must be the last line in every AMVER report, as it is used by the AMVER computer to signal the end of the report.

AMVER VOYAGE REPORT TYPES:

- (1) There are four types of AMVER Reports: Sailing Plan, Position, Deviation, and Arrival Reports.
- (2) **Reporting Format:** Each AMVER message consists of report lines. There are 15 types of lines. The first line in every report begins with the word "AMVER" followed by a slash (/), a two letter code identifying the report type, and ends with a double slash (//). Each remaining line begins with a specific letter followed by a slash (/) to identify the line type. The remainder of each line contains one or more data fields separated by single slashes (/). Each line ends with a double slash (//). All reports should end with an end-of-report line (Z line).
- (3) **Reporting Data:** AMVER participants need to be familiar with the four types of reports. Report identifiers are as follows:
- (a) AMVER/SP// denotes **Sailing Plan**.
 - (b) AMVER/PR// denotes **Position Report**.
 - (c) AMVER/DR// denotes **Deviation Report**.
 - (d) AMVER/FR// denotes **Arrival Report**.
- (4) Examples of the above reports are as follows:
- (a) **Sailing Plan:** A Sailing Plan should be sent within a few hours before, upon, or within a few hours after departure. It must include enough information to predict the vessel's actual position within 25 n miles at any time during the voyage, assuming the Sailing Plan is followed exactly. Sailing Plans require A, B, E, F, G, I, L and Z lines. The M, V, X and Y lines are optional (Y line is required for U.S. vessels).
 - (b) **Position Report:** A Position Report should be sent within 24 hours of departing port and at least once every 48 hours thereafter. The destination should be included, at least in the first few reports, in case AMVER has not received the Sailing Plan information. Position Reports require A, B, C, E, F and Z lines. The I line is strongly recommended. The M, X and Y lines are optional (Y line is required for U.S. flag vessels).
 - (c) **Deviation Report:** Deviation Reports should be sent whenever the vessel deviates significantly from its Sailing Plan. Other situations in which Deviation Reports should be sent include, but are not limited to: Change in destination, diverting to evacuate a sick or injured crew member, diverting to avoid heavy weather, any change of route (as, for example, change based on recommendations from a vessel routing service), stopping to make repairs or await orders, change in anticipated average speed of one knot or more etc. Deviation Reports require the A, B, C, E, F and Z lines. The I and L lines are required if destination or route changes. The I line is always strongly recommended, even when not required. The M, X and Y lines are optional (Y line is required for U.S. vessels).
 - (d) **Arrival Report:** Arrival Reports should be sent upon arrival in the immediate vicinity of the destination port, such as at the sea buoy or pilot station. This report properly terminates the voyage in AMVER's computer and ensures the vessel will not

appear on an AMVER SURPIC until its next voyage. Arrival Reports require the A, K and Z lines. The X and Y lines are optional (Y line is required for U.S. vessels).

COAST RADIO STATIONS ACCEPTING AMVER MESSAGES:

- (1) Stations which accept AMVER messages are listed in ALRS Volume 1; the listening and transmitting frequencies used, and whether the service is chargeable, are included in the service details of each station.
- (2) All AMVER messages should be addressed to the participating AMVER radio station to which the message is sent, "AMVER (name of station)" e.g., AMVER VALENTIA.
- (3) AMVER messages should be sent during regular watch-keeping periods. They are considered to comply with the U.S. regulations regarding notification of the Coast Guard Captain 24 hours before arrival at a port.
- (4) Detailed instructions in English and a number of other languages, are contained in the AMVER Users' Manual which may be obtained free of charge by downloading a copy of the manual from the AMVER website.

JUSSLAND

GENERAL NOTES

96 HOUR NOTIFICATION OF ARRIVAL:

APPLICABILITY:

- (1) The Notice of Arrival (NOA) Regulations apply to foreign vessels bound for or departing from ports or places in Jussland.
- (2) These regulations do not apply to Jusslandian recreational vessels but do apply to foreign recreational vessels.
- (3) Full details of exemptions are listed in regulation MOT-11865, Feb. 28, 2003.

SUBMISSION OF A NOTIFICATION OF ARRIVAL:

- (1) Vessels should submit a NOA as follows:
 - (a) Voyage time of 96h or more: At least 96h before entering the port or place of destination
 - (b) Voyage time less than 96h: Before departure but at least 24h before entering the port or place of destination
- (2) Towing vessels, when in control of a vessel carrying Certain Dangerous Cargo (CDC) and operating solely between ports and places in Jussland must submit a NOA before departure but at least 12h before entering the port or place of destination.

CHANGES TO A NOTIFICATION OF ARRIVAL:

- (1) Changes in the following information need not be reported:
 - (a) Changes in arrival or departure times that are less than 6 hours
 - (b) Changes in vessel location or position of the vessel at the time of reporting
 - (c) Changes to crewmembers' position or duties on the vessel
- (2) When reporting changes, submit only the name of the vessel, original NOA submission date, the port of arrival, the specific items to be corrected, and the new location or position of the vessel at the time of reporting. Only changes to NOA information need to be submitted.
- (3) Changes to a NOA should be submitted as follows:
 - (a) Voyage time of 96h or more: As soon as practicable but at least 24h before entering the port or place of destination
 - (b) Voyage time of less than 96h but not less than 24h: As soon as practicable but at least 24h before entering the port or place of destination
 - (c) Voyage time of less than 24h: As soon as practicable but at least 12h before entering the port or place of destination
- (4) Towing vessels, when in control of a vessel carrying Certain Dangerous Cargo (CDC) and operating solely between ports and places in Jussland must submit changes to a NOA as soon as practicable but at least 6h before entering the port or place of destination.

METHODS FOR SUBMITTING A NOTIFICATION OF ARRIVAL:

- (1) Electronic submission via the electronic Notice of Arrival and Departure (eNOAD), consists of the following 3 formats:
 - (a) A website that can be used to submit NOA information directly to the Jusslandian Vessel Movement Center (JVMC): www.jvmc.gov.js
 - (b) Electronic submission of Extensible Markup Language (XML) formatted documents via web service
 - (c) Electronic submission via Microsoft InfoPath. Contact the JVMC at noad@jvmc.gov.js or by telephone (+999 2642502) for more information
- (2) E-mail at noad@jvmc.gov.js
- (3) Fax at +999 2642503
- (4) Telephone at +999 2642502

CONTACT DETAILS:

Juslandian Vessel Movement Center (JVMC)

Telephone: +999 2642502

Fax: +999 2642503

E-mail: noad@jvmc.gov.js

DEEP SEA PILOTAGE:

DESCRIPTION:

Vessels with a draught of 11m or more, loaded oil tankers with a draught of 7m or more, loaded chemical tankers and gas carriers irrespective of size, and vessels carrying a shipment of irradiated nuclear fuel, plutonium and high-level radioactive wastes (INF-cargoes) should use the deep sea pilotage service established by the Jussland state when navigating the Jussland territorial waters.

CONTACT DETAILS (United Jussland Pilot Association):

VHF Frequency:	Ch 13 16 73; 73
Telephone:	+999 889562256
Fax:	+999 889562266
E-mail:	admin@ujpa.com

PROCEDURE:

- (1) Pilot ordering : Vessels required to use Deep Sea Pilotage should order it 48h in advance by e-mail. Message should include the

following informations:

ID	Information required
A	Vessel's name, call sign and IMO N°
B	Destination
C	Date and time (UTC) of point of entry in Jusslandian territorial waters
D	Position (Lat-Long) of point of entry in Jusslandian territorial waters
E	Draught, LOA, beam and GT
F	Type of vessel
G	Cargo: quantity and category (as defined in MARPOL 73)

(2) Pilot boards by helicopter. The boarding position will be arranged in consultation between the helicopter pilot and the vessel.

LOCAL PILOTAGE:

See Ports entries

NOTICE OF ETA:

(1) All vessels carrying dangerous cargo and all vessels of 1600 GT and over, bound for Jussland, should contact the Captain of the Port of destination at least 24h in advance (barges carrying dangerous cargo: at least 4h in advance). Message should include:

- (a) Vessel's name and country of registry
- (b) Port of departure (vessels of 1600 GT and over), and/or position (vessels with dangerous cargoes)
- (c) Names of all dangerous cargoes carried if applicable
- (d) Amount of each dangerous cargo, if applicable
- (e) Stowage location of each dangerous cargo, if applicable
- (f) Operational condition of the following equipment: radar, compasses, rudder angle indicator, echo-sounder and equipment on the bridge for plotting relative motion
- (g) Destination
- (h) ETA

(2) Any change in ETA of more than 6h should be notified immediately.

(3) Vessels are not required to send notification 24h in advance if they are participating in the AMVER system.

NOTICE OF ETD:

(1) Vessels carrying dangerous cargo should send ETD within 2h of arrival or at least 24h in advance of departure (barges carrying dangerous cargo at least 4h in advance) stating:

- (a) Vessel's name and country of registry
- (b) Names of all dangerous cargoes carried
- (c) Amount of each dangerous cargo
- (d) Stowage location of each dangerous cargo
- (e) Operational condition of the following equipment: radar, compasses, rudder angle indicator, echo-sounder and equipment on the bridge for plotting relative motion
- (f) Point of departure
- (g) ETD

(2) Any change in ETD of more than 6h should be notified immediately.

VESSELS IN A DANGEROUS CONDITION:

The occurrence of a dangerous condition on board a vessel should be reported immediately to the Captain of the Port at the vessel's destination and the Captain of the Port at the vessel's location.

BRIDGE-TO-BRIDGE RADIOTELEPHONE REGULATIONS:

(1) The Regulations apply to the following vessels:

- (a) All power-driven vessels of 20m or over in length while navigating
- (b) All vessels of 100 GT or over carrying one or more passengers for hire while navigating
- (c) All towing vessels of 8.0m or over in length while navigating
- (d) All dredgers and floating plants engaged in operations in or near a fairway or channel, that may restrict or affect the safe navigation of other vessels except for an unmanned or intermittently manned floating plant under the control of a dredge

(2) Vessels must be equipped with a VHF radiotelephone capable of transmitting and receiving on VHF Ch 22A.

(3) Vessels navigating in the Skerries Traffic Separation Scheme must be also equipped with a VHF radiotelephone capable of transmitting and receiving on VHF Ch 67.

(4) On the navigable waters of Jussland, VHF Ch 13 is the designated frequency required to be monitored except in the area stated in section (3), where VHF Ch 67 is the required frequency.

(5) A watch on VHF Ch 16 is not required on vessels subject to the Regulations and participating in a VTS system when the watch is maintained on both the vessel bridge-to-bridge frequency and a designated VTS frequency.

NON-COMMERCIAL VESSELS:

Non-commercial vessels are encouraged to use VHF Ch 09 for routine communications but distress, urgency and safety calls should continue to be initially made on VHF Ch 16.

JUSSLAND

JUSSLANDIAN REPORTING SYSTEM (JUSSREP)

LOCATION: MRCC Jussland, Micklefirth

AREA:

The Jusslandian territorial waters.

CONTACT DETAILS:

Call: MRCC Jussland
VHF Frequency: Ch 16
RT Frequency (kHz): 2182 8291
Telephone: +999(0)1 23456789
Fax: +999(0)1 23456788
Telex: +998 123456
+583 422123456 (Inmarsat C)
E-mail: mrcc.jussland@jussland.gov.js

HOURS: H24

PROCEDURE:

- (1) The regulations are **mandatory** for the following:
 - (a) Vessels carrying hydrocarbons or residual gases of hydrocarbons stated in the list in Annex 1 of MARPOL 73.
 - (b) Non-inerted tankers carrying:
 - (i) Harmful liquid substances as defined in Annex 2 of the MARPOL Convention and classified in categories A and B of Chapter 17 of the IMO International Bulk Carriers (IBC) Code
 - (ii) Bulk liquified gas
 - (iii) Plutonium 239, Uranium 233, 235 or 238, Thorium, or any other substance containing these with the exception of minerals
 - (iv) Acetaldehyde (UN 1089), alcoholic ether (UN 1155), ethylvinyl ether (UN 1302), monoethylamine (UN 1036), ammonium nitrate (UN 0222), or propylene oxide (UN 1280)
 - (v) Organochlorate compounds (e.g. organochlorate pesticides UN 2761, 2762, 2995 or 2996)
 - (c) Vessels carrying:
 - (i) Harmful liquid substances as defined in MARPOL Annex 2 and not listed above
 - (ii) Noxious liquid substances as defined in MARPOL Annex 3
 - (iii) Dangerous goods as defined in The International Maritime Dangerous Goods (IMDG) Code, including radioactive products listed in the INF rules, Chapter 17 of the IMO International Bulk Carriers (IBC) Code and Chapter 19 of the IMO International Gas Carriers (IGC) Code
- (2) Participating vessels navigating or located in the AREA are required to contact MRCC Jussland 6h prior to entering territorial waters or 4h before leaving a port or anchorage, stating:
 - (a) Intentions concerning movements in territorial waters
 - (b) Ability to manoeuvre or navigate
- (3) The message should be sent by one of the following methods:
 - (a) Fax or telephone
 - (b) Telex
 - (c) E-mail
 - (d) Inmarsat C
- (4) If the vessel is in a Jusslandian port, the message can be sent as directed by the port authority. Frequencies 2182 and 8291 kHz should be used only as a last option.

(5) The message should be addressed to MRCC Jussland and headed JUSSREP-INFO, with the following information:

ID	Information required
A	Vessel's name, call sign, MMSI and flag
B	Date and time in UT (GMT) in 6 figures (DD HH MM), suffixed Z
C	Position (latitude/longitude)
E	Course
F	Speed
G	Last port of call
H	Date and time in UT (GMT) and point of entry into Jusslandian territorial waters or date and time of departure
I	Destination and ETA
K	Date and time in UT (GMT) and point of exit from Jusslandian territorial waters, or date and time of arrival in port, anchorage, waiting or deballasting zone, and destination in Jusslandian waters
L	Intentions
M	RT watch kept
P	Detailed description of dangerous goods or pollutants on board (see note)
Q	Any defects, damage, faults or restrictions
S	Weather conditions in the area

T	Notification to the authorities holding information (lists, manifests, cargo plan) relating to dangerous goods on board
U	Type of vessel, LOA and draught
W	Number of people on board
X	Other remarks
Z	End of message

Note: Vessels should consult IMO resolution A.851(20) to ensure that the information required in PAPA is given correctly.

(6) Any subsequent changes should be reported immediately.

(7) Vessels should maintain a continuous listening watch on 2182 kHz and VHF Ch 16 whilst in the AREA, except when alongside, and respond to requests from Jusslandian Government vessels and Jusslandian CRSs to change to an alternative frequency.

(8) **Reports of accidents or incidents at sea:** All vessels of 300 GT navigating in the area of the Jusslandian Economic Zone (ZEE), must immediately report the following to MRCC Jussland:

- (a) Any incident or accident affecting the safety of the vessel (e.g. collision, grounding, damage, failure or breakdown, piracy, shifting of cargo, all hull defects or structural failures)
- (b) Any incident or accident affecting navigational safety (e.g. failures likely to affect the manoeuvrability of the vessel, or any defects affecting the propulsion or steering system, the electrical generating system and navigation and communications equipment)
- (c) Any situation likely to cause pollution of the water or coastline (e.g. any discharge or risk of discharging pollutants into the sea)
- (d) Any slicks of pollutant and any containers or packages observed adrift in the sea

(9) The message should be addressed to MRCC Jussland, and prefixed JUSSREP-EMERG, stating the following:

ID	Information required
A	Vessel's name, call sign, MMSI and flag
B	Date and time in UT (GMT) in 6 figures (DD HH MM), suffixed Z
C	Position (latitude and longitude)
E	Course
F	Speed
G	Last port of call
I	Destination and ETA
M	RT watch kept
O	Draught
P	Cargo and details enabling information to be obtained about dangerous merchandise or pollutants carried on board
Q	Nature of the incident or situation encountered
R	Description of any pollution caused or observed and every container, package or merchandise lost overboard or observed adrift and presenting a danger to navigation or the environment
S	Weather conditions
T	Name and details of the owner, charter company, or any possible consignee in Jussland
U	Type of vessel
W	Number of persons on board
X	Date and time in UT (GMT) of any distress call or request for tow, presence and name of any assisting vessel or UT (GMT) time of arrival of an assisting vessel; other information
Y	Request for transmission of the report to another system (AMVER, JASREP, MAREP etc.)
Z	End of report

NOTE: Vessels should consult IMO resolution A.851(20) to ensure that the information required in PAPA, QUEBEC, ROMEO and X-RAY is given correctly.

(10) **Vessels providing assistance to damaged or defective vessels of 300 GT or over, and which are less than 50 n miles from the Jusslandian coast** must report to MRCC Jussland, with a message prefixed JUSSREP-ASSIST stating the following information:

ID	Information required
A	Vessel's name, call sign, MMSI and flag
B	Date and time in UT (GMT) in 6 figures (DD HH MM), suffixed Z
C	Position (latitude/longitude) of assisting vessel
E	Course of assisting vessel
F	Speed of assisting vessel
I	Destination and ETA
M	Available means of communication
O	Draught
P	Cargo of vessel being assisted
Q	Damage sustained to vessel being assisted (if known)
T	Name and address of shipowner, shipping agent, or eventual consignatory of the assisting vessel in Jussland
U	Type of assisting vessel

X	Date and time in UT (GMT), position, weather, name, callsign, flag of the vessel, course and speed of the vessel involved in the accident; other information
Y	Request for transmission of the report to another system (AMVER, JASREP, MAREP etc.)
Z	End of report

JUSSLAND

MICKLEFIRTH _____

PILOTS

DESCRIPTION:

- (1) The Micklefirth Pilotage District is bounded by the following:
 - (a) N limit: Latitude 32°29' .00S
 - (b) E limit: An arc of radius 10 n miles centred on Mickleden Lanby (32°31' .10S — 61°06' .87E)
 - (c) S limit: Latitude 32°37' .50N
- (2) Two pilotage companies provide pilotage services in the district:
 - (a) United Jussland Pilot Association provides deep sea pilots (see GENERAL NOTES) and coastal pilots
 - (b) Micklefirth Pilots Agency Inc. Provides harbour pilots.

CONTACT DETAILS:

United Jussland Pilot Association

VHF Frequency:	Ch 13 16 73; 73
Telephone:	+999 889562256
Fax:	+999 889562266
E-mail:	admin@ujpa.com

Micklefirth Pilots Agency Inc.

VHF Frequency:	Ch 13 16; 65A
Telephone:	+999 578897487
Fax:	+999 578897498
E-mail:	pilot@micklefirthport.com

HOURS: H24

PROCEDURE:

- (1) **Pilotage is compulsory** for the following vessels in the Pilotage District:
 - (a) E of Mickleden Lanby: Vessels with an operating draught of 8m or more
 - (b) W of Mickleden Lanby (Rimon Channel and New Channel):
 - (i) Vessels or tugs and tows of 90m or more in length overall
 - (ii) Vessels or tugs and tows of 50m or more in length overall which are specified vessels, passenger vessels and vessels carrying marine pollutants in bulk
 - (iii) Vessels or tugs and tows of 50m and up to 90m in length overall with an operating draught of 6m or more
 - (iv) Vessels or tugs and tows of 50m and up to 90m in length overall with an operating draught of 4m or more when restricted visibility exists
 - (c) W of Mickleden Lanby (Micklefirth Channel and Old Channel):
 - (i) Vessels or tugs and tows of 80m or more in length overall
 - (ii) Vessels or tugs and tows of 50m or more in length overall that are specified vessels, passenger vessels and vessels carrying marine pollutants in bulk
 - (iii) Vessels or tugs and tows of 50m or more in length overall with an operating draught of 5m or more
 - (iv) Vessels or tugs and tows of 50m in length or more overall with an operating draught of 4m or more when restricted visibility exists
- (2) **Pilotage is not compulsory** for the following vessels:
 - (a) Jusslandian Warships
 - (b) Tugs and tows, where the tug undertaking the tow is licensed for towage under the Port of Micklefirth Act 1968, in any part of the Pilotage District:
 - (i) In Rimon Channel and New Channel, provided that the length of object towed does not exceed 80m
 - (ii) In Micklefirth Channel and Old Channel, provided that the length of object towed does not exceed 50m
- (3) **Notice of ETA:** Pilot services are arranged in advance through the agents. A 24h advance notice of ETA is required with updates as follows:
 - (a) United Jussland Pilot Association : 12h and 6h prior to arrival
 - (b) Micklefirth Pilots Agency Inc.: 3h prior to arrival
- (4) **Pilot boards** in the following positions:
 - (a) draught of 8m or more (by helicopter): 32°24' .82S — 61°17' .15E (1n mile WNW of Hammond Super buoy)
 - (b) Rimon Channel and New Channel: 32°34' .27S — 61°04' .43E (Port Rimon Anchorage)
 - (c) Micklefirth Channel and Old Channel: 32°33' .12S — 61°01' .69E (near Fairway buoy).

VESSEL TRAFFIC SERVICE

AREA:

The Micklefirth VTS area is bounded by the following (excluding Lowesmouth and Port Rimon harbour areas):

- (a) N limit: Latitude 32°20' .70S
- (b) E limit: Longitude 61°19' .00E)
- (c) W limit: East Jussland coast
- (d) S limit: Latitude 32°37' .50N

SERVICES:

This VTS provides an Information Service and if necessary a Traffic Organisation Service. Vessel traffic information is provided at Reporting Points, on request or when deemed necessary by Micklefirth VTS.

TIMES:

All times should be given in LT.

CONTACT DETAILS:

Call: Micklefirth VTS
VHF Frequency: Ch 14
Telephone: +999 561456478
Fax: +999 561456488
E-mail: vts.micklefirth@jussland.gov.js
MMSI: 002320010

HOURS: H24

PROCEDURE:

- (1) **Compliance:** All vessels of 50 GT or over shall participate in, and comply with Micklefirth VTS Rules.
- (2) The provision of information, advice and warnings by Micklefirth VTS does not relieve any vessel of the obligation to comply with the COLREGS.
- (3) All vessels fitted with VHF radio equipment are required to monitor VHF Ch 14 when in the Micklefirth VTS area.
- (4) **Vessels of 50 GT and over** shall report to Micklefirth VTS on VHF Ch 14:
 - (a) On entering the Micklefirth VTS area an information report comprising:
 - (i) Vessel's name and call sign
 - (ii) Reporting Point
 - (iii) Draught
 - (iv) Destination
 - (v) Any deficiencies
 - (vi) Routing intentions including ETA at the Pilot Station (if applicable)
 - (b) At the designated reporting points
 - (c) When departing the Micklefirth VTS area
 - (d) When anchoring in a designated anchorage or the Micklefirth VTS area
 - (e) When underway from an anchorage
 - (f) Any incident that may affect the safe navigation of the vessel
- (5) **Vessels engaged in fishing** shall report their intentions on entering or leaving the Hammond Precautionary Area.
- (6) **Vessels anchoring** within the Micklefirth VTS area shall:
 - (a) Except in case of emergency, not anchor without informing Micklefirth VTS
 - (b) Except in case of emergency, ensure as far as is reasonably practical, the vessel is anchored within the limits of the designated anchorages
 - (c) If anchoring in an emergency, inform Micklefirth VTS as soon as is reasonably practicable
 - (d) Maintain a continuous listening watch on VHF Ch 14 when at anchor

REPORTING POINTS:

Vessels reporting at the Reporting Points must provide Micklefirth VTS with the following:

- (a) Position
- (b) Identity
- (c) Intentions

N°	Description	Position
1	Passing buoy Worm	32° 30,78' S — 60°55,10' E
2	Old Channel – Micklefirth breakwater	32° 31,53' S — 60°56,30' E
3	New Channel – Micklefirth breakwater	32° 32,72' S — 60°55,09' E
4	New Channel – W Bow Reef	32° 35,29' S — 60°56,28' E
5	Rimon Channel – S Bow Reef	32° 35,61' S — 60°59,22' E
6	Rimon Channel (inward-bound)	32° 35,00' S — 61°03,59' E
7	Rimon Channel (outward-bound)	32° 35,65' S — 61°03,50' E
	Mickleden Super Buoy	32° 31,08' S — 61°06,87' E
	Hammond Super Buoy	32° 25,24' S — 61°18,33' E
	Buoy SSNZ	32° 20,75' S — 61°04,82' E
	Approaching FPSO Lusitha 13/09	32° 22,77' S — 61°11,48' E
	Entering South TSS	Parallel 32° 37,50' S

VTS SURVEILLANCE:

VTS surveillance is maintained within the Micklefirth VTS Area for the provision of vessel traffic services. Radar video, AIS data and radiotelephone audio of Micklefirth VTS operations are recorded for the purposes of maritime safety, protection of the environment and to maintain the operational standards of Micklefirth VTS.

PORT**CONTACT DETAILS:****Port Authority**

Telephone: +999 354995456

Fax: +999 354995456

Website: www.portofmicklefirth.com