

URGENT NOTICES TO MARINERS BY WIRELESS TELEGRAPHY

Form — Code — Zones and Broadcasting Stations — Reprint — Numbering.

By Circular Letter N° 3H of 1937, States Members were invited to submit remarks on a study undertaken by the International Hydrographic Bureau concerning Urgent Notices to Mariners by W/T and on the proposals made by the Brazilian Administration of Navigation.

The results of the International Hydrographic Bureau's examination of this question were published in Hydrographic Review Volume XIII N° 2, November 1936. Details of this article (pp. 66-68 of the volume mentioned) are not repeated here, but in it a plan was developed for introducing into the International Code, if and when opportunity occurred, a series of coded lettergroups for use in broadcasting the most urgent Notices to be brought to the knowledge of navigators.

On the other hand, the proposals of the Director General of Navigation of Brazil were set out in I.H.B. Circular Letter N° 7-H/10-R of 30th November 1936. They bear upon the following points:—

- (a) Adoption of a *Special Numbering* of the Notices followed by the letter R (Radio), and of a *Standard Form* either *en clair* or by code.
- (b) Adoption of a uniform rule to determine which of the W/T Notices should be repeated in the printed Notices to Mariners.
- (c) Division of the Oceans and Seas into zones and the assignment of the stations which should broadcast the Urgent Notices to Mariners in each zone.
- (d) Publication in the weekly or fortnightly editions of the printed Notices to Mariners of a list of the W/T Notices still in force, as is already done by the Brazilian Hydrographic Service. (See: Avisos aos Navegantes N° XXI/97-99, Rio de Janeiro, 16th November 1936).

The publication of a list of Urgent Notices by W/T still in force in the printed sheets of Notices to Mariners has great economic advantages for, when this is done, the number of Temporary Notices to be printed is largely reduced and also, it makes it easier for the seaman to check the W/T Notices still in force.

I. H. B. Circular Letter N° 3-H/1937 requested the opinion of the States on these questions. At the moment (1938), the Bureau has received replies from the following countries:—

Brazil; Denmark; France; Great Britain (and Australia); Japan; Portugal; Spain; Uruguay; U. S. Hydrographic Office; Argentina.

The following is a summary of the replies so far received:—

Brazil :

We take advantage of this opportunity to call the attention of the Bureau to the proposals put forward by the Brazilian Hydrographic Office in 1936.

For the sake of clearness, each item will be followed by the remarks which we deem it necessary to make:—

(a) The Brazilian Hydrographic Office considers of great utility its present practice of:—

1. — Giving to each of its W/T Notices a consecutive number followed by the letter R, adopting as origin the 1st January of each year, and as far as possible subordinating the above numbering to the chronological order of the occurrences of immediate interest to navigation.

2. — Drawing up such W/T Notices in a *concise form* and in the *sequence* already advocated by the Directing Committee in the Standard Form of Notices to Mariners, reserving, however, a certain elasticity in the drafting of the Notices to meet the particular circumstances. Thus after the number of the Notice and the letter R, there follows the title: *South Atlantic — Brazil — Stretch of Coast affected* (North, East or South) *local* and *alteration*.

3. — Drawing up these Notices *en clair*.

With regard to the wording “*en clair*” or “*by code*”, we are in favour of the “*clear*” language as being the form most convenient to the majority of our navigators who are accustomed to the abridged technology used in all languages in such cases.

On the other hand, considering the question from a more general point of view, it seems judicious to follow the idea put forward that “without entirely replacing emission *en clair*, the code Notice might perhaps suitably replace one of the repetitions of the message or its translation, thus rendering it immediately accessible to mariners of all nations”. (Hydrographic Review, Vol. XIII, N^o 2, page 67).

Reasons of various kinds, amongst them those of an experimental order, make the present seem to differ from what is laid down in the above-mentioned Hydrographic Review, p. 67.

(b) The Brazilian Hydrographic Office considers useful the rule followed in its Section of Aids to Navigation which consists in repeating in the printed Notices to Mariners all the W/T Notices which:—

1. — Announce an occurrence of great importance to navigation, either permanent or temporary, the duration of which is likely to exceed a period of a fortnight (interval of publication of our printed Notices to Mariners).

A typical case might be the extinction of an important landfall light for more than a fortnight or the installation of a new light. The Section endeavours to distribute these Notices to Mariners in printed form as rapidly as possible; it subordinates the numbering of the W/T Notice to that of the printed Notices to Mariners and repeats the notice in its succeeding semi-monthly group. The distribution of the urgent Notices in printed form is limited to the country itself.

2. — Announce an occurrence the duration of which, to the knowledge of the Section, is likely to exceed a fortnight and the importance of which calls for wider dissemination.

A typical case might be the temporary substitution of an unlighted buoy for a light-buoy for a period exceeding a fortnight. The Section awaits its semi-monthly group in order to repeat this Notice.

For these rules also a certain elasticity is admissible, having in mind the relativity of certain occurrences estimated from the point of view of safety of navigation.

(c) Not having yet been able to extend to other oceans and seas its Service of Aids to Navigation (at present limited to the South Atlantic zone which washes its coasts), the Brazilian Hydrographic Office regrets that it has not at its disposal the necessary elements of appreciation regarding this question. However, as a contribution to the study of the establishment of stations which broadcast Notices to Mariners along its coasts, the Brazilian Hydrographic Office communicates the following information:—

Along the coast of Brazil and for the time being, it is possible to dispose only of those stations (8 in number) shown on the cover of the semi-monthly group of Notices.

For inland navigation along the river Paraguay and its tributaries, it is possible to dispose, for the time being, only of the station of Ladario (*Lista de Sinaes de Radio, Brazil, 1936, p. 53*).

(d) The Brazilian Hydrographic Office considers that the practice which it has now followed for nearly a year is a useful one, for reasons which up to now have held good and which, besides, gave rise to the proposals submitted by it to the International Hydrographic Bureau.

(Signed): RAUL TAVARES,

Vice-Almirante

Director General of Navigation.

Denmark :

In Denmark, Urgent Notices to Mariners are transmitted in three different ways:—

- a) By wireless telegraphy (*en clair* English text).
- b) By wireless telephony (Danish text).
- c) From the broadcasting stations, included in the ordinary news-bulletin.

The methods of transmission are being revised and I think that in the future the Notices will be transmitted as mentioned above sub a) and c).

The introduction into the International Code of Signals of a special division for Urgent Notices might prove advantageous for shipping. Besides being less costly the method of transmitting the Notices by code makes it possible for the various ships to receive the message in their own language whereby the amount of fatal misunderstandings may be reduced.

For Danish waters we have the regulation that all Danish ships which observe things that may be a danger to Navigation should immediately inform other ships in the vicinity by a CQ message (message to all ships) and afterwards report to the Admiralty or the Ministry of Commerce. In these cases it would be a great help to them if they could use the Code of Signals.

As regards the emission from the coast stations, the Code cannot be used at present, as it is not compulsory for all ships engaged in coastal traffic to have the Code onboard, but the introduction of the special division into the Code should be recommended as this may cause all ships to make use of the Code, and even if this should not be the case the Code as mentioned above will help the communication between ships at sea.

If the method of using the Code should come into use I would recommend that the message be simplified as much as possible so as to give just the necessary information and no more. The example given in the Hydrographic Review, Volume XIII N^o 2, gives too many details. In my opinion it should have the following form:—

CQ — NOTICENAVIG — UCBUF — TONGUE
5130 N — 0123 E — FEZOS.

With regard to the proposals advanced by the Brazilian Director of Navigation I want to make the following remarks:—

(a) I do not quite understand what this proposal means. As it must refer to wireless notices I do not see why a special numbering should be needed, as the said notices have nothing to do with the printed ones.

In Denmark these notices are transmitted 6 (or 3) times and afterwards given on request if they are still in force. Each notice is given a number which is meant solely as information for the transmitting station. When the notice is no longer in force the following message is sent to the coast station: "For information. Navigational warning 28 cancelled," and this message is *not* transmitted to the ships.

(b) For countries that publish weekly printed Notices to Mariners, the rule must be that all W/T Notices in force on the day of publication should be repeated.

(c) The proposal may perhaps be recommended for some waters, but I do not see how it could be effected for the Baltic for instance. The adjoining states may want to transmit notices for special routes which are frequented by their own ships and accordingly many stations may send out the same warning.

Although many states may be opposed to the proposal I think that it should receive a close examination to find out if it can be adopted. But in order to reach a decision it will be necessary to consult states that are not members of the Bureau.

(d) The weekly list of W/T Notices still in force does not seem to be of great use for the navigator. He cannot get the list before he comes to a port and then it is too late. He must be able to get the information

before he enters the port and therefore must ask the coast stations to give him the notices which are to be sent on request.

If all W/T notices still in force are published in the printed Notice to Mariners I think this method would be a better help for the navigator and the proposed list should seem unnecessary.

(Signed): P. JENSEN,
Captain and Hydrographer.

France :

I. The various proposals concerning Urgent Notices to Mariners by W/T, including also the proposals made by the Department of Navigation of Brazil, may be summarised as follow:—

- a) Standardisation and simplification of the Notices in view of the adoption of a Standard Form.
- b) Replacement of one of the repetitions of the message *en clair* by a message in cypher.
- c) Draft of code by the I. H. B. for broadcasting Urgent Notices.
- d) Distribution of oceans and seas into zones and selection in each zone of W/T stations broadcasting the Notices to Mariners.
- e) Publication of Notices transmitted by W/T and special numbering of such Notices.

II. From a theoretical point of view it is desirable to adopt a Standard Form for the W/T Notices to Mariners as well as for the printed Notices.

In practice, because of difficulties in carrying out, at most only a partial standardisation can be expected for both.

Standardisation might bear for instance on the following points as far as W/T Notices are concerned:—

- a) Method of warning that the message is an urgent Notice to Mariners.
- b) Obligation to state from which authority the message emanated and method of doing so; in the case of retransmission, the authority from which the information was obtained.
- c) Method of broadcasting a geographical position (by means of geographical co-ordinates and by means of distance and bearing).
- d) Method of broadcasting the date and hour of the event, if necessary.

As to the text itself of the Notice, it does not appear useful to give to it either a too much simplified or too rigid a form, on the one hand because of the necessity of being clear and precise and, on the other hand, because of the various kinds of information to be broadcast (for instance, the "Avurnav" broadcast during Spanish events).

III. The broadcasting of a coded Notice to Mariners is useful if the message is repeated several times in succession.

If the message is not repeated, its text should be compulsorily *en clair*.

The coded Notices should be limited to a small number of facts selected from among the most important for the security of navigation, i.e. to those very urgent Notices concerning *real* dangers.

For instance, when a light is involved, discrimination might first be made between watched lights and unwatched lights including light buoys, the seaman knowing that he must not rely upon the last-mentioned as a certainty.

For a watched light, three very important facts to be made known without delay to the seaman are:— Light out of order (extinguished, destroyed or suppressed); light altered; light moved.

For a wreck: two signals to be retained:— dangerous drifting wreck; dangerous sunken wreck.

For mines, two signals:— drifting mines; mine field.

For a shoal, as for an obstruction, one very important fact only: to give warning of its existence as a danger.

We thus arrive at the point of retaining only some twenty Notices to be coded by means of the following letter-groups of the International Code:—

ESWAS = Light.	FABAP = Mine field.
ILHUQ = Fog Signal.	USCEQ = Shallows.
ANUCP = Radio-beacon.	FOLYV = Obstruction.
UCBUF = Light ship.	KINPI = Not working.
ASUBP = Light buoy.	AGQNO = Altered.
CELIV = Derelict.	VIKFU = Removed.
KIWRO = Sunken wreck.	ADOWM = Drifting.
EZXTI = Mine.	BYPYL = Dangerous.

IV. The following remarks are made on the I.H.B. draft code:—

a) It contains about 120 coded Notices by means of twenty-nine letter-groups of the International Code. This number of coded Notices is either too great (see remarks under Paragraph III) or too small in that it does not provide for all possible cases, particularly the messages concerning seaplane casualties.

In view of the restricted number of Code groups used, it was necessary to alter more or less their proper signification to such a degree that, decoded by means of the International Code, those proposed occasionally become incomprehensible, and may even have a contrary signification. Example:—

DOKOP KIJOF	}	I.H.B. Code=Fairway difficult (Chenal difficile).
		Inter. Code=Fairway withdrawn (Chenal retiré).
EKMIX FEZOS	}	I.H.B. Code=Icebergs numerous (nombreux).
		Inter. Code=Icebergs negative (négatifs).

The following tabulation shows the differences of interpretation:

I.	II.	III.	IV.
Message to be Coded.	I. H. B. proposed Code.	II as decoded by the international Code Book.	(I) as coded using the international Code Book.
Light burning	ESWAS KINOL	Light (Working)	ESWAS UNXXA
» extinguished	» FEZOS	» (Negative)	» DOBYJ
» altered	» FAMMY	» (Modification)	» AGQNO
» removed	» FEBOH	» (Moved)	» VIKFU
» discontinued	» ISTIK	» (Suppressed)	» COCNY

I.	II.	III.	IV.
Message to be Coded.	I. H. B. proposed Code.	(II) as decoded by the international Code Book.	(I) as coded using the international Code Book.
Light-ship out of position	UCBUF FYUBS	Light-Vessel (Out of Station)	UCBUF GUIPI
Fog-signal not working	ILHUQ FEZOS	Fog-Signal (Negative)	ILHUQ KINPI
Beacon constructed	ANTJA KINOL	Tower Beacon (Working)	ANTJA BIKTU
Wreck reported	KIWEC KINOL	Wreck (Working)	UGPMO IBTUF
» destroyed	» CESC	» (Destroyed)	» CESC
» dangerous to navigation	» BYPYL	» (Dangerous)	» BYQAT
Shallows widening	IKFXO FYUBS	Shoal (Out of Station)	USCEQ KEJUF
Bar passable	ANCRI KINOL	Bar (Working)	ANCRI UQRWA
» impracticable	» FEZOS	» (Negative)	» VEQOZ
» obstructed	» FUYQX	» (Out of order)	» UQKUJ
» prohibited	» ISTIK	» (Suppressed)	» HAVIJ
» silted up	» CESC	» (Destroyed)	» IMAJM
» pilotage is compulsory	» FYUBS	» (Out of Station)	» GOHIS
Channel difficult	DOKOP KIJO	Fairway (Withdrawn)	AWTCA CICTU
» dredged	» ISMYT	» (Sunken)	» UDFZY
Ice reported	EKELC KINOL	Ice (Working)	EKELC IBTUF
» breaker necessary	» FUYQX	» (Out of Order)	EKNIS VYGK
» difficult	» FEBOH	» (Moved)	EKELC CICTU
» free from ice	» ISTIK	» (Suppressed)	» UPVTA
» floating ice	» FYUBS	» (Out of Station)	» UFCEP
» fairway is clear	» KIJO	» (Withdrawn)	» DOLGI
Icebergs numerous	EKMIX FEZOS	Iceberg (Negative)	EKMIX FIZYW
» stranded	EKMIX ISMYT	» (Sunken)	» IRSMO

Now, it is inadmissible that the same group may have several significations, and consequently not always that provided for in the International Code.

Concerning codes, it is recommended that each group may have its proper signification independent of the arrangement or of the nature of the neighbouring groups, so as not to risk increase of confusion should the signal be received truncated.

b) Certain groups have not been well-chosen in the International Code, doubtless because only the English edition has been taken into account.

For instance, ISTIK is taken as "supprimé" (=suppressed) while in the French, Italian and Spanish editions, this group only retains the signification "réprimé" (=prohibited). The group KIWEC for "wreck" (épave) is not appropriate, for in the French edition, with regard to "épave" it is a question only of "épave échouée" (stranded wreck). The group IKFXO "shoal" (haut-fond) is decoded in the French edition by "bas fond" (=shallow water), a term which has fallen into disuse in Hydrography and which formerly did not imply any idea of danger.

It may be seen from the accompanying table that about two-thirds of the letter-groups should be changed in order to make them conform exactly to the International Code.

c) The use of a group of four letters to show the nationality of the Notice does not appear to me suitable. It is preferable to indicate *en clair* the original authority, as in the message *en clair*, by giving the name of

the town where this authority resides. Thus FAAN (French Notice to Mariners) would be replaced by:— Toulon, or Brest, or etc., residence of the authority giving the transmitting order.

d) Repetition in the coded message of the group coding the nature of the object is not indispensable and might be suppressed.

The above observations, and principally the fact that the International Code groups are used in the proposed Code often with different significations, leads to the rejection of the latter Code in its present form.

V. A scheme of distribution of the oceans and seas and assigning to each zone special stations for the transmission of Notices to Mariners, appears to me uncertain of realisation, at least for a long time to come.

However, an appreciable result along these lines might be obtained if all the countries were willing to define the zones which particularly interest them and the special stations which they assign to each of those zones.

VI. A W/T Notice to Mariners is inserted in a "weekly group" only if the fact reported is presumed to be still existent when the group is published. W/T Notices which are unlikely to be cancelled in the future are not, in principle, repeated in the groups or in the sheets of Notices to Mariners.

Such are the considerations upon which the French Hydrographic Service bases its opinions with regard to the printing of Notices transmitted by W/T.

The adoption of a standard rule for the repetition of Urgent Notices in publications, does not seem desirable. In practice such a rule would involve too many exceptions and its usefulness is not evident.

The publication of a list of W/T Notices in force, added to the ordinary list of Temporary Notices in force, does not seem to be of great interest. Further, such a list of W/T Notices would be rather difficult to establish in France; the same is the case also for the application of a special numbering to the W/T Notices, from the fact that it is the Commanding Officers of the various "Régions maritimes" who give for the zones in which they are concerned the order of transmission or of cancellation of W/T Notices.

VII. To sum up, it is desirable that a certain number of very important Notices concerning the safety of navigation should be coded in the International Code in order to duplicate the transmission *en clair* and so make it understandable by all navigators.

The code proposed by the I.H.B. does not seem satisfactory in its present form.

The proposals of the Navigation Department of Brazil cannot be sustained. However, it would be desirable that a greater number of states define and make known the zones in which they are interested for the broadcasting of Notices to Mariners and the special stations which they assign to each of those zones.

(Signed): COT,
Ingénieur Hydrographe Général.
Hydrographer of the French Navy.

Great Britain :

With reference to the broadcasts of Urgent Notices to Mariners by W/T, I have to inform you that this Department has little to add to one of its preceding letters in which an unfavourable opinion on this subject was expressed:—

“... Since the decision to broadcast a Notice to Mariners depends upon a number of different considerations it is clear that every such Notice must be judged on its merits.

“It is considered that acceptance of the Brazilian proposals might involve much additional expense and that there are other inherent features which do not commend themselves. In all the circumstances, therefore, Great Britain is not in favour of the adoption of the Brazilian proposals. No objection is seen, however, to the proposals being discussed should this procedure be considered desirable.”

With regard to the waters of the British Islands an elaborate organisation already exists for broadcasting Navigational Warnings by W/T from coast stations as described in Annual Notice to Mariners N° 9, and as similar organisations exist in other countries as described in the Admiralty List of Wireless Signals it is felt that no further elaborations of these services are desirable or necessary at present.

(Signed): J. A. EDGELL,
Rear Admiral: Hydrographer
of the British Navy.

Australia :

The Commonwealth Naval Board is of the opinion that the proposals contained in § 5 of I.H.B. Circular-Letter n° 3-H/1937, submitted by the Director General of Navigation of Brazil are sound in principle.

Under the present procedure, however, the promulgation in Australia of Urgent Notices to Mariners is not carried out by the Hydrographic Branch of the Royal Australian Navy.

(Signed):

The Naval Liaison Officer, Commonwealth of Australia.

Japan :

..... this Department is of the following opinion:

It is thought better to send or receive Urgent Notices to Mariners *en clair* rather than in a fixed code. In fact, the use of the code for such Notices may cause misapprehension in transmitting and in decoding. Further, if the code only is depended upon, there will occur many cases in which information cannot be given as sufficiently and precisely as required. Therefore, the transmission *en clair* will be convenient both for senders and receivers.

(Signed): T. OTAGAKI,
Rear-Admiral: Chief Hydrographer
of the Imperial Japanese Navy.

Portugal :

..... The Portuguese Office of Hydrography at present uses the following procedure:

1. — When we are informed of accidental alterations to coastal lighting and buoyage, of the presence of wrecks, mines or other navigational dangers, the necessary message is at once broadcast to navigation during five consecutive days.

The notice is broadcast *en clair*, in English, in the following form:—

Origin.

Sequence number.

Day of month and time of incident.

Object.

Position by latitude and longitude.

2. — The Office of Hydrography agrees with the proposals submitted by the Director General of Navigation of Brazil.

It will nevertheless adopt, if necessary, any resolution that may ultimately be decided upon by the International Hydrographic Bureau in agreement with the States-Members, with regard to broadcasting the urgent information so greatly needed by the navigator, in a standard form, either *en clair* or by a special code which might be based on the International Code of Signals or might be given a special division in that Code introducing the necessary changes.

(Signed): Augusto Fernandes LOPES,
*Capitão de mar e guerra : Director
of the Office of Hydrography.*

Spain :

I am of opinion that it would be very useful to adopt as soon as possible a uniform system for broadcasting the most urgent Notices to Mariners, and consider that it would be fitting to adopt the proposed procedure, namely, to replace one of the repetitions by a coded telegram according to the scheme which appeared in *Hydrographic Review*, Volume XIII N° 2, November 1936, or any other which might be recommended by new suggestions or as the result of practice.

(Signed): Leon HERRERO,
Contralmirante Hidrografo.

Uruguay :

On 1st January 1938 the following system of broadcasting Urgent Notices to Mariners by W/T was put into force by the Hydrographic Service of Uruguay:—

1.— Notices to Mariners of an urgent character will be broadcast by the stations indicated in the "Lista de Estaciones Radiotelegráficas" appended to the "Lista de Faros, Montevideo, 1934" on the waves and at the times mentioned.

2.— These Notices will be preceded by the Safety Signal TTT which serves as a warning that the station is about to send a message

concerning the safety of navigation or to transmit important weather messages. (*Règlement Général des Radiocommunications* annexed to the *Convention Internationale des Télécommunications*, Madrid, 1932. Berne (1933). Edition. Article 22, para. 26).

3.— When of great importance, the Notice will be broadcast as soon as received by the transmitting station. (Article 30, para. 4 (3) of the Regulations quoted).

4.— Urgent Notices to Mariners will be as concise as possible.

5.— Urgent Notices by W/T will be specially numbered, the number to be followed by the letter R (Radio) for the purpose of distinguishing such Notices when reference to them has to be made. (I.H.B. Circular-Letter N° 7H/10R of 1936, para. 2a).

6.— They will be broadcast *en clair*, in Spanish.

7.— Each Notice will be repeated so long as the motive giving rise to it exists, on each of the following days at the times indicated until the corresponding Notice to Mariners is published in the printed group of "Avisos a los Navegantes".

8.— In drawing up the Notice the following sequence will be adopted:

a) Sea, river, etc. b) Country. c) Region, locality, coast, etc. d) Latitude and longitude. e) Fact which necessitates the notice.

9.— When there is no urgent notice to communicate, the station will broadcast: "No hay Avisos a los Navegantes," preceded by the Safety Signal TTT.

10.— A list containing the "Avisos Urgentes Radiotelegráficos" still in force at the date of publication of the periodical group of "Avisos a los Navegantes" will be included in the latter (Above-quoted Circular-Letter, para. 2d).

11.— The transmitting station or stations designated for the service of urgent Notices, will broadcast Notices of this nature received from ships or other coastal stations and will communicate a copy of any such Notice to the Hydrographic Service, Montevideo, for due verification and annotation. (Art. 30. Special Services: B. Time Signals. Notices to Mariners (534), para. 7, of the *Règlement Général des Radiocommunications* already mentioned).

With reference to Circular-Letter N° 7H/10R of 1936, para. 2, clause b, the Hydrographic Service of Uruguay has not yet adopted any standard regulation to determine which of the Urgent Notices to Mariners by W/T shall be repeated in the printed group of Notices to Mariners, for it has not yet had sufficient experience in this matter. As a rule, there will appear in the fortnightly printed group, all Notices which have been broadcast, with a special note to this effect. In this way the navigator will have written confirmation of the Notice received by W/T and may thus complete his collection by inserting it with his ordinary Notices. Further, the broadcast Notice constitutes an urgent preliminary item of information the primordial purpose of which is to contribute

to the safety of navigation: corrections and annotations corresponding to the information given by W/T will at the same time be available for charts and other documents affected, if required; however, definite corrections of this nature to nautical documents will be obtainable on issue of the printed Notice giving details of the urgent Notice by W/T; the printed Notice will give supplementary details, graphs and sketches for the correction of documents according to necessity.

With reference to para. 2, clause c, of abovementioned Circular-Letter, urgent Notices correspond to the geographical distribution given on page 163 of the "Lista de Faros, Montevideo, 1934" — appendix "Lista de Estaciones Radiotelegráficas," in which the stations assigned to this service are also shown. Should it be necessary, stations broadcasting urgent Notices to Mariners may transmit Notices affecting areas outside those stated, when such a procedure is likely to be of manifest benefit to navigation.

(Signed): Héctor LUISI,
*Capitan de Fregata: Head of Service
 and Inspector of Navigation.*

U. S. A.

Hydrographic Office.

..... The following comments and suggestions are submitted taken in the order in which they appear in I.H.B. Circular Letter N° 3-H/1937.

The Hydrographic Office, U.S. Navy, concurs in the opinion expressed in paragraph 2 as to the value to the navigator at sea obtaining early information of any dangers to navigation in his proximity.

Relative to para. 3, this Office is of the opinion that standardization and simplification of the wording and the broadcasting of these urgent wireless Notices to Mariners would be highly advantageous and that these urgent Notices might be broadcasted in the method suggested, namely, after the message is transmitted *en clair*, it should be followed up by the transmittal of the same message in a suitable standard code to be adopted by all countries and incorporated in the International Signal Book. It is the belief of this Office that this coded transmittal should be simplified, on the advice of communication experts, to the utmost brevity yet covering in its description the dangers ordinarily to be encountered by a vessel on the high seas. It is believed that this additional time in the broadcast would be justified in its value to seamen of all nationalities who might be at the time passing within the proximity of the danger to which attention is being called by the broadcast. As discussed on page 9 in the "Report of the Nautical Documents Committee of the Fourth International Hydrographic Conference," this Office feels that "local traffic" may be excluded from these coded broadcasts.

This Office concurs in the recommendation made in the last part of para. 4, namely, that a tabulation might, if and when opportunity occurs, be introduced into the International Code for these urgent Notices to Mariners.

Relative to the proposals from the Brazilian Director of Navigation, this Office submits the following comments relative to sub-paragraphs (a), (b), (c) and (d).

(a) The Hydrographic Office can number its Hydro (Radio) broadcasts, thus:— H.O. 1R, H.O. 2R, if this proposal is adopted. However, it is believed that the numbering would be of questionable utility to the mariner considering that the Lighthouse Bureau and each Lighthouse District broadcast Notices covering aids to navigation within their jurisdiction. Confusion might result from such a practice.

(b) The Hydrographic Office already has a uniform policy regarding Hydro (Radio) messages. All broadcasts are published in Notices to Mariners or Hydrographic Bulletin, unless deficiency has been corrected.

(c) The Hydrographic Office maintains three major broadcast zones — Atlantic, Pacific and Great Lakes, and a system of subsidiary zones for local broadcasts. Lighthouse Bureau has a similar arrangement.

(d) The publication of a list of W/T Notices still in force in the printed sheets of Notices to Mariners has great economic advantages for, when this is done, the number of Temporary Notices to be printed is largely reduced and also, it makes it easier for the seamen to check the W/T Notices still in force.

Should a list of Temporary Notices be adopted in Notice to Mariners (quarterly), Hydro (Radio) Notices would be included in such lists and marked appropriately.

(Signed): L. R. LEAHY,
Captain, U.S. Navy: Hydrographer.

Argentina :

..... This Office has carried out the relevant studies and, after analysis of the various proposals, has arrived at the following conclusions:—

(a) The Hydrographic Office adopts as “Standard Form” for Urgent Notices to Mariners the form annexed hereto; the numbering assigned to them is consecutive beginning by N° 1 on 1st January of each year; the letter “R” is not added after the number, but should agreement on this question be reached, no objection would be made to such addition.

The text is given *en clair* and some doubt exists as to the convenience of adopting a “coded language” since, even should the difficulties inherent in the use of different languages be overcome, new inconveniences would arise in connection with the “coding” or “decoding” of coded messages.

In the Argentine Republic, Urgent Notices to Mariners are broadcast in Spanish and in English, i.e. in languages easily understood by seamen all over the world, thus avoiding for the greater part the obstacle caused by the use of various languages.

(b) This Hydrographic Office considers that no rigid rule should be adopted with regard to which of the W/T Notices are to be repeated in

the printed groups. The better to check Charts, Sailing Directions and other publications, and in order to facilitate the correction of these, it would be more appropriate to publish *all* W/T Notices of an urgent character still in force at the time of publication of the printed group.

(c) In our opinion it would be convenient and useful to divide oceans and seas into zones.

This is already practised in our country and the following zones have been selected:—

ZONE I. — RIO PARANA.

Río Paraná de la Palmas. From its mouth to its junction with the Guazú.

Río Paraná - lower reaches. From the junction of the rivers Paraná Guazú and Paraná de la Palmas to Rosario.

Río Paraná - middle part. From Rosario to Paraná.

Río Paraná - upper reaches. From Paraná to the junction of the rivers Paraná and Paraguay.

Río Paraná - head. From Confluencia to Posadas.

Río Paraguay. From Confluencia to Asunción.

ZONE II. — RIO URUGUAY.

Río Uruguay - lower reaches. From Nueva Palmira to Concepción del Uruguay.

Río Uruguay - middle part. From Concepción del Uruguay to Concordia.

Río Uruguay - head. From Concordia to Pipirí Guazú (frontier Brazil and Argentine Republic).

ZONE III. — RIO DE LA PLATA.

From Cape S. Antonio to head of the river delta.

ZONE IV. — SOUTH ATLANTIC OCEAN.

From Cape S. Antonio to Usuahía.

W/T Stations which broadcast Urgent Notices to Mariners in the different zones.

For zones I and II, Urgent Notices for river navigation are broadcast by the stations:— Darsena Norte, Paraná and General Pacheco. They are broadcast twice daily with an interval of one minute between the broadcasts, for ten days, in Spanish only.

For zones III and IV, Urgent Notices to Mariners are sent out by the stations:— Darsena Norte, Trelew, General Pacheco and Comodoro Rivadavia. They are broadcast twice daily, with an interval of one minute between the emissions, in Spanish and in English.

(d) It is considered by this Hydrographic Office that publication of the proposed list would serve a practical purpose as helping to check W/T Urgent Notices.

Annexed is a copy of our Rules with regard to the broadcasting of Urgent Notices to Mariners.

(Signed): Raul G. ALIAGA.
Capitán de Fragata: Hydrographer.

RULES FOR BROADCASTING URGENT NOTICES TO MARINERS.

1.— Notices to Mariners of an Urgent character shall be broadcast by the stations specified in the *Lista de Estaciones Radiotelegráficos* annexed to the *Lista de Faros y Señales Marítimas* on the wave-lengths and at the times indicated in these publications.

2.— These Notices shall be preceded by the safety-signal TTT intimating that the station is about to broadcast a message concerning the safety of navigation.

3.— When of great importance, the Notice shall be broadcast immediately after being drawn up.

4.— Urgent Notices shall be as concise as possible.

5.— Urgent Notices by W/T shall have special numbering followed by the letter "R" (Radio), so that they may be distinguishable when reference to them has to be made.

6.— They shall be broadcast *en clair*, in Spanish for river navigation and in Spanish and English for the Rio de la Plata and for the Atlantic Ocean.

7.— Each Notice shall be broadcast twice daily, with an interval of one minute between broadcasts and at the times specified, during 15 days for the South Atlantic Ocean and Rio de la Plata and 10 days for river navigation.

8.— The following sequence shall be adhered to:—

(a) Zone, sea, river, area, locality, etc.

(b) Latitude and Longitude.

(c) Facts which necessitate the Notice.

9.— When there is no warning to communicate, the station shall broadcast:— *No hay Avisos a los Navegantes*, this message being preceded by the safety-signal TTT.

10.— In each semi-monthly group of *Avisos a los Navegantes*, a list shall be inserted containing the "Avisos a los Navegantes Urgentes" given by W/T which are still in force at the time of publication of the group.

Buenos-Aires, 17th March 1938.

Answers received from other countries will be published in the next number of the Hydrographic Review.

Circular Letter N° 10-H of 8th November 1938 took into consideration the suggestion of the Brazilian Hydrographer "to include in the

List of W/T Signals for the use of navigation, or in any other similar publication, a short list giving, in the language of the country, in English and in French, the equivalents of the expressions most commonly used in W/T Notices;" and it is the intention of the I.H.B. to publish in a subsequent number of the Review a small vocabulary of equivalent terms received from the States Members and non-Members for use in the case of messages transmitted "en clair."

Also in the next number of the Hydrographic Review, in consideration of further comments received by the I.H.B., new proposals concerning the subject of Urgent Notices to Mariners by W/T will be formulated by the Directing Committee.

