SAFETY-RELATED TEXT MESSAGING

Testing or repair facilities must be FCC licensed. Maritime Local Notice to Mariners, Light List, and U.S. Nautical characters. The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and Keep SRM concise and as short as possible (less than 90 characters).

Static Data...should reflect the vessel’s official radio license or documentation, be inputted at installation, and be password protected

Names exceeding 20 characters (the parameter limit) should be truncated, not abbreviated, and include all unique distinguishing characters. For example, the tug JOLLY ROGER OF THE SEA 123456 should be inputted as J OLLY ROGER 0.123456. Names should not include vessel type precursors, e.g. F/V, M/V, MV, DSV, P/V, REC, S/V, TUG, except public vessels, i.e. GO, CBP, USN, LAPD, NYFD, etc. If your vessel is not officially named, input “USA#” followed by your state registration number, e.g. USA#N1234YZ. If unnumbered (e.g. associated craft, tenders), use your parent vessel’s name followed by a dash (-) and a numerical designator that distinguishes you amongst others. For example, the first tender for the cruise ship JOLLY ROGER OF THE SEA should be inputted as J OLLY ROGER OF THE 1. Additionally, its AIS message 24B call-sign parameter should reflect the last 6-digits of JOLLY ROGER OF THE SEA’s MMSI preceded by an ‘A’, e.g. A123456.

Maritime Mobile Service Identity (MMSI) should reflect the MMSI assigned to the vessel by the FCC or one of its agents.

Call-sign should reflect the call-sign assigned to the vessel by the FCC; absent a call-sign, input ‘@@@’.

IMO Number2 should reflect the assigned 7-digit IMO number. Use leading zeroes (not trailing zeroes) to fill the parameter, e.g. 0001234567. Absent an IMO assignment, input your U.S. official documentation number preceded by either ’00’ or ’1000’, e.g. 10001234567, 1000123456.

Type of positioning source should reflect the actual system in use, i.e. GPS, combined GPS/ GLONASS, etc.

Type of vessel should reflect the appropriate Ship Type (see accompanying table).

Antenna Position | Vessel Dimensions should be inputted in meters (not feet) and reflect the overall dimensions of the vessel, expressed as the distance fore (A), aft (B), to port (C), and to starboard (D) to the positioning-system antenna used by AIS; the intersection of the two white lines in the diagram.

For U.S. Ship Type 57 (see Table) dimensions should reflect the overall rectangular area of the vessel and its tow—as portrayed by the extended dark arrows within the rectangles in the diagram.

Know your password, you will need it to amend any AIS static data

Voyage Related Data...should be inputted as necessary to always indicate up to date conditions

Navigation Status, i.e. at anchor, underway, engaged in fishing, etc, should always be up-to-date. Note, vessels engaged in towing should use: Navigation Status ‘11’ when towing astern, or ‘12’ when pushing ahead or alongside. Remember to change your status when at anchor or moored. Doing so reduces the AIS reporting rate from 2–10 seconds to once every 3 minutes; which mitigates network congestion and improves overall AIS range.

Static Draft should be inputted in meters (not feet) and reflect the vessel’s actual or maximum draft.

Estimated Time of Arrival (ETA) should be inputted in Universal Time Coordinated (UTC), not local time; and, reflect the ETA to your destination or voyage departure time, if moored or anchored. Not applicable to vessels on unknown or variable schedules (i.e. workboats).

Destination and your origination should be inputted using 5-character UN location codes (UNLOCODE)3 for (per IMO SN/Circ.244) or 4-character U.S. GUID4 codes, as follows:

Origionation/Destination using UNLOCODE only

USNYC=ALRFTM ...one-way voyage New York City to Rotterdam  
USNYC=USNYC ...a voyage to and fro, e.g. dinner cruise  
USNYC=USOM ...operating solely within a well defined area, e.g. moored, anchored, moored, or on station (e.g. MODU, FPSO)

Note, the difference in symbology { ^ | > | >< | << | <> }7

1. See http://wireless.fcc.gov/services/index.htm (Ship Radio Stations)  
3. Per IMO SN/Circ. 227 & 224 or NMEA 0400 Installation Guidelines 
4. Any port or offshore place in which a vessel is bound to embark or disembark cargo, crew or passengers; or anchor or maintain station for considerable period of time (i.e. Outer Continental Shelf activity) 
5. Find Country (ISO 3166) & United Nations Location Codes (UN/LOCODE) at: www.unece.org/cefact/locode/welcome.html 
6. Find U.S. Geographic Unique Identifiers (US/GUIDS) for ports, places, berths, routes, and waterways at: www.navcen.uscg.gov/?pageName=locode 
7. If AIS lacks angle brackets (>) substitute with parenthesis ( ) | ( ) | 0 | || } 
8. See 47 CFR 80.1109 Distress, urgency, and safety communications

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<table>
<thead>
<tr>
<th>1st digit</th>
<th>2nd digit</th>
<th>[3x] others “engaged in”</th>
<th>[5x] special craft</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>0</td>
<td>30 – Fishing industry vessels, including fish processors and fish tenders*</td>
<td>50 – Pilot vessel</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Reserved for future use</td>
<td>31 – Towing astern*</td>
<td>51 – Search and rescue vessels, i.e. USCG boats, USCG Auxiliary boats, assistance towers, first-responders, standby vessels</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>WIG (Wing-In-Ground) craft</td>
<td>32 – Towing astern and length of the tow exceeds 200 meters (656 ft.) or breadth exceeds 25 m (82 ft.) *</td>
<td>52 – Tugs or workboats, that do not regularly engage in towing</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Other vessels engaged in actions denoted in column [3x]</td>
<td>33 – Engaged in dredging or underwater operations, or other equipment operations that may obstruct navigation (such as buoy tending, exploration, ice breaking, production, salvaging, sampling, surveying, or other similar activities, but, not diving, fishing, towing or military operations)*</td>
<td>53 – Port tenders, yacht tenders, dive tenders, attending and off-shore supply vessels, etc.</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>HSC (Hi-speed Craft) or passenger ferries</td>
<td>34 – Engaged in diving operations or other types of operations with persons in the water*</td>
<td>54 – Vessels with anti-pollution facilities or equipment</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Special craft per column [5x]</td>
<td>35 – Engaged in military operations or other types of restricted operations*</td>
<td>55 – Law enforcement vessels, i.e. U.S. Customs and Border Protection vessels, Department of Natural Resources/Conservation boats, marine police boats, etc.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Passenger ships other than HSC and passenger ferries; not including tenders or off-shore supply vessels [see 53]</td>
<td>36 – Sailing vessels*</td>
<td>56 – Spare—for assignments to local vessels that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall dimensions of the vessel not including its tow*</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Cargo (freight) ships, including articulated (ATB) and integrated tug-barge (ITB) vessels</td>
<td>37 – Pleasure craft</td>
<td>57 – Spare—for assignments to local vessels that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall rectangular area of the vessel including its tow*</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Tankers, including articulated or integrated tug tank barge vessels</td>
<td>38 – Reserved for future use</td>
<td>58 – Medical transports (as defined in the 1949 Geneva Convention and Additional Protocols) or similar public safety vessels</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Other types of ship</td>
<td>39 – Reserved for future use</td>
<td>59 – Ships according to RR Resolution No. 18 (Mob-83)</td>
<td></td>
</tr>
</tbody>
</table>

*Remember to also update your Navigation Status accordingly, i.e. Status: 3=restricted maneuverability; 7=engaged in fishing; 8=under sail; 11=towing astern; 12=pushing ahead/alongside, etc.
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