MONITORING OF MARINE METEOROLOGICAL SERVICES – USER FEEDBACK

(Submitted by Mr Henri Savina, chairperson of the Expert Team on Maritime Safety Services)

Summary and Purpose of Document

This document contains the discussions on the marine meteorological services monitoring programme, with particular emphasis for future gathering of users’ feedback.

ACTION PROPOSED

The Expert Team on Maritime Safety Services (ETMSS) is invited to:

(a) Review the revised questionnaire on Marine Meteorological Services;

(b) Propose future actions for the Monitoring of Marine Meteorological Services.

Appendices: A. Questionnaire used for the last survey of Marine Meteorological Services in 2004

B. Results of the last Marine Meteorological Services survey undertaken during 2004

C. Draft new questionnaire for SOLAS and non-SOLAS vessels
DISCUSSION

1. Background

1.1 Direct interaction with and feedback from users is an essential part of the provision of high quality and valuable marine services. Development of the marine meteorological services (MMS) monitoring programme was initiated by the former Commission for Marine Meteorology (CMM) in 1981. The outline for the monitoring programme was subsequently prepared, adopted by CMM-IX, and distributed to WMO Members for action in April 1985. Subsequent sessions of CMM had reviewed the results of these surveys, re-iterated their value to WMO Members and endorsed their continuation.

1.2 This MMS monitoring and review process had been continued by the first session of JCOMM in 2001. The Commission had endorsed the findings of the survey conducted in 2000, recommended to WMO Members to take appropriate actions based on these results, and requested the Expert Team on Maritime Safety Services to prepare a new survey for distribution by the Secretariat in 2004, with the results to be made available to JCOMM-II.

1.3 This last survey, coordinated by the Secretariat, with a questionnaire (see Appendix A) was distributed to ships’ masters through national PMOs as well as JCOMM and GMDSS Web sites. It generated a total response of 308 completed questionnaires by ships’ masters and returned directly to the WMO Secretariat, together with an additional 209 responses processed through the Japan Meteorological Agency.

1.4 The Commission noted and agreed with the general findings of the survey, and requested that the tabulated analysis of the responses, together with the detailed comments by ship’s masters and the full list of ships whose masters had responded (see Appendix B) be distributed to National Meteorological Services by the Secretariat, and also made available on the JCOMM, JCOMMOPS and GMDSS Web sites. The Commission agreed that this response highlighted the importance the marine user community placed on the availability of high quality MMS. It recognized in particular that there remained considerable room for improvement with regards both to the quality and content of services, and also their coverage and timeliness in some oceanic regions, and encouraged MMS to take corrective action in areas of identified weakness. In doing so, the Commission noted in particular:

(a) The reception of GMDSS information via Inmarsat SafetyNET was judged to be excellent, whereas the reception via NAVTEX was seen to require some improvement. An examination of the specific comments indicated geographic areas where improvements would have a significant beneficial effect for mariners. Suggested items requiring attention were concentrated in the areas of: (1) additional coverage in neglected marine areas, and (2) improved transmission reliability for stations that already existed.

(b) Although clarity, accuracy and timeliness of warnings were judged to be quite good, there appeared to be a decline in the satisfaction with the overall performance in this area.

(c) For weather bulletins, the areas of clarity, accuracy and timeliness were judged to be quite good, as was the additional area of terminology, but again the results indicated an overall decrease in perceived quality. There is clearly a desire for improved positional information and lead-time in forecasting movement.
(d) The usefulness of the information in graphical form (i.e., facsimile broadcasts at this stage), received the highest positive response of any field reported (94% yes). Conversely, in the areas of quality of reception and readability, it received the lowest percentage of good responses, between good and fair. The agreed consensus among mariners was that facsimile broadcasts as well as other graphic products were extremely useful, and improved delivery systems could obviate most of the criticisms levelled at the current service.

1.5 JCOMM-II agreed on the need to continue maintaining a systematic long-term global MMS monitoring programme, based on the questionnaire and response format presently in use. It recommended that this format should again be reviewed for currency and applicability of content by the Expert Team on Maritime Safety Services prior to its distribution, by the Secretariat, to national PMOs, for onward distribution to ships’ masters and decided to keep in force Recommendation 1 (CMM-XI) on this subject. The Commission also requested the ETMSS to investigate the feasibility of expanding the survey to non-GMDSS users and to continue to make the survey available via the relevant JCOMM Web sites, and to publicise this availability amongst mariners as much as possible.

1.6 JCOMM-II expressed its appreciation to the PMOs and the ships’ masters for their efforts to assist National Meteorological Services to enhance their marine services and invited Members/Member States to carefully review the results of the survey, provided as a background document on the results of the MMS monitoring in 2004-2005, including the comments and suggestions made by the users, particularly those that had been repeated from previous surveys, and to take appropriate measures to correct identified deficiencies.

1.7 The Team should also remember that, in the past, the IMO NAVTEX Coordinating Panel informed us that, from their survey on NAVTEX in general, a large number of mariners showed a concern on lack of commonality and ease of understanding with regard to weather information.

2. Review of the future gathering of user responses by ETMSS

2.1 The 3rd session of the SOT (Brest, 2005), during the VOS panel session, agreed on the value of the Marine Meteorological Services Monitoring Programme questionnaire and the need to keep the monitoring going, but noted that some ships had difficulties understanding the questionnaire, especially on ships where English was not the first language (item III-A4.5 on page 20 of the Final Report of SOT-III). The VOSP Chair, Julie Fletcher from New Zealand, was tasked to collate improvements to the questionnaire, and to pass them to ETMSS for inclusion in the next questionnaire.

2.2 Input in the form of suggested improvements to the questionnaire was received from some NMS and from some ship personnel who completed the last questionnaire. Captain Gordon Mackie, who analysed the 2004 survey, also provided useful suggestions on areas where responders had had difficulty in answering the questions.

2.3 The intent was to improve the questionnaire in order for it to be more easily understood and therefore be able to generate answers that are more meaningful. Basically, it was a case of tidying up the wording of the questionnaire to facilitate user comprehension. The original questionnaire had words like symbology, readability, timeliness, clarity, words which were not easily understood by non-English speakers. These terms have been changed into shorter sentences to improve comprehension. The tick boxes have also been improved with the headings bolded, to encourage those completing the survey to tick the rating (good, average, poor) AND enter the Issuing Service and LES. In the past these
details were often not completed, so it was difficult to know which service to attribute the comments to. The length had also been kept to two pages.

2.4 The ETMSS chairperson also included additional modifications to this proposal, especially to check the usefulness of warnings and scheduled bulletins in terms of Maritime Safety and ask for suggestions to improve contents of MSI, for review by the Team for the next survey in 2008.

2.5 The draft proposal, adapted for SOLAS and non-SOLAS vessels, is included in Appendix C. This proposal should be reviewed by the Team for the JCOMM Secretariat to be able to disseminate it at the beginning of 2008 through appropriate channels: letters to PMOs, to ICS, information letter(s) to IMO and JCOMM web sites (including the GMDSS web site). The filled questionnaires will be gathered by the Secretariat (proposed deadline could be end of December 2008) and the results could be prepared for JCOMM-III by the Secretariat, with support of an expert of the Team, if required.

2.6 The Team, during its first session in 2002, came to the conclusion that the ideal solution would be to develop a single web-based questionnaire, divided into several parts, that users would have to fill in or not, depending upon their relationships to SOLAS regulations. The Team agreed that many practical details regarding this web-based questionnaire had to be worked out, including the development of accompanying software to ease the analysis of the answers by Issuing Services, the definition of “ideal” periodicity for the answers, etc. It entrusted that task to its chairperson, with the assistance of Mr Phil Parker (Australia), Dr Philippe Dandin (France), Mr Ian Hunter (South Africa), Mr Nick Ashton (U.K.) and Mr Tim Rulon (USA). The expected deadline for submission of the project was July 2003. For various reasons, including human resources, this work was postponed.

2.7 Discussions on the online questionnaire (either in a web-based form or in “filling” pdf format) will certainly be revisited, as the Management Committee and the Services Coordination Group raised this issue during their last sessions in October and November 2006.

2.8 For MMMS surveys, the online questionnaire which could be considered as an alternative or in addition with the regular “paper” survey that will continue to be disseminated every four years by the JCOMM Secretariat, could allow end-users to provide feedback on a more regular and near real-time basis. With appropriate tools, the questionnaire(s) filled online by SOLAS vessels or companies could be stored to be included in the regular delayed-mode survey but also directly made available in real-time for the Metarea focal point(s) concerned to improve the provision of MSI. Focal point(s) could be identified to work with the SPA Coordinator, the Secretariat and the ETMSS Chairperson.

2.9 In a more complete approach, a more complementary way to improve the provision of MSI, where and when feasible, would be to implement some kind of indicator(s) to more objectively monitor the quality of the service, especially within the GMDSS framework. For example, the definition and preparation of a punctuality indicator could be easily achieved. The Team should prepare proposals in the future and focal point(s) could be identified.

Appendices: 3
To masters, deck and radio officers, captain, skippers, sailors and other marine users

In order to monitor the effectiveness of the weather and sea bulletins produced and transmitted by Meteorological Services, the World Meteorological Organization would appreciate your cooperation in completing the following questionnaire. The objective of this programme is the improvement of meteorological support to all marine user communities.

Ship’s name (call sign)

or other marine user activity (specify)

Type of activities (cruising, fishing, recreational, …)

Country or registry

Name of master

Operational area(s)

Voyage from ___________ to ___________

Position of ship when questionnaire completed

Date and time

Please complete the following questionnaire by placing a tick mark under the appropriate heading and inserting comments as appropriate.

<table>
<thead>
<tr>
<th></th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Met. service issued by</th>
<th>LES/Navtex Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Reception of GMDSS info.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) via INMARSAT SafetyNET</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) via Navtex (518 kHz)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Reception of other Safety info.</td>
<td>(This section should be filled only by non-SOLAS vessels)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) via Navtex (490 or 4209.5 kHz)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) via HF Radio</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) via VHF</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(d) via visual signals</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(e) via Internet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Storm and gale warnings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Clarity of information</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) Accuracy of information</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Timeliness</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Weather bulletins</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Clarity of information</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) Accuracy of information</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Timeliness</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(d) Terminology used</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5. **Graphic broadcasts (e.g. Facsimile)**
   (a) Maintaining schedules
   (b) Accuracy of information
   (c) Readability
   (d) Symbology
   (e) Quality of reception
   (f) Do you consider this a useful service. Yes ☐ No ☐
   (g) If you consider facsimile weather forecasts useful, please comment on their value as a service (see section 8)

6. **Quality of GMDSS web site** ([http://weather.gmdss.org](http://weather.gmdss.org)) (Please visit the web site and give us your comments.)

7. **Land Earth Stations (LES)**
   (a) Establishing contact with receiving station (LES)
   (b) Delays with weather observation messages
       Yes ☐ No ☐
   (c) Refusal of LES to accept weather observation messages
       Yes ☐ LES........................................

8. **Other related problems (if any)**

Date and time __________________ Position of the ship __________________

9. **Suggested improvements**

Use additional sheets if necessary
For each case, complete one questionnaire
After completion, please return to the following address:
Ocean Affairs Division
Applications Programme Department
World Meteorological Organization
7 bis, avenue de la Paix
case postale No.2300
CH-1211 GENEVA2
Switzerland
Telefax + 41 22 730 8128
E-mail: oca@wmo.int

Master’s signature
SUMMARY

GMDSS Information: The reception of GMDSS information via Inmarsat SafetyNET has been judged to be excellent, whereas the reception via NAVTEX was seen to require some improvement. An examination of the specific comments indicates geographic areas where improvements would have a significant beneficial effect for mariners. Suggested items requiring attention are concentrated in the areas of (1) additional coverage in neglected marine areas, and (2) improved transmission reliability for stations that already exist.

Storm and Gale Warnings: Although clarity, accuracy and timeliness of warnings were judged to be quite good, there appears to be a decline in the satisfaction with the overall performance in this area.

Weather Bulletins: Comments in this area are a direct reflection of those mentioned in the previous topic of storm and gale warnings: a desire for improved positional information and lead-time in forecasting movement. The areas of clarity, accuracy and timeliness were judged to be quite good, as was the additional area of terminology, but again the results indicate an overall decrease in perceived quality.

Graphic Broadcasts (eg facsimile): The usefulness of the facsimile broadcast received the highest positive response rate of any field reported (94% Yes). Conversely, in the areas of quality of reception and readability, it received the lowest percentage of good responses, between good and fair. The agreed consensus among mariners is that facsimile broadcasts are extremely useful, and improved delivery systems could obviate most of the criticisms levelled at the current service.

Land Earth Stations: See comment at end of tables.

Quality of Information Reception

<table>
<thead>
<tr>
<th></th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Totals</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Reception of GMDSS Information</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) via INMARSAT SafetyNet</td>
<td>436</td>
<td>33</td>
<td>469</td>
<td></td>
</tr>
<tr>
<td></td>
<td>93.0%</td>
<td>7.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) via Navtex</td>
<td>365</td>
<td>92</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td></td>
<td>79.2%</td>
<td>19.9%</td>
<td>0.9%</td>
<td>461</td>
</tr>
<tr>
<td>2. Reception of other Safety Information (via Navtex, HF Radio, VHF, Visual Signals and Internet)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fewer than 20 replies were noted in the 308 questionnaires analysed in the UK, and were too vague to provide statistics on this section.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Storm and Gale Warnings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Clarity of Information</td>
<td>406</td>
<td>93</td>
<td>3</td>
<td>502</td>
</tr>
<tr>
<td></td>
<td>80.9%</td>
<td>18.5%</td>
<td>0.6%</td>
<td></td>
</tr>
<tr>
<td>b) Accuracy of Information</td>
<td>338</td>
<td>164</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td></td>
<td>66.9%</td>
<td>32.5%</td>
<td>0.6%</td>
<td>505</td>
</tr>
<tr>
<td>c) Timeliness</td>
<td>350</td>
<td>134</td>
<td>8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>71.1%</td>
<td>27.2%</td>
<td>1.7%</td>
<td>492;</td>
</tr>
<tr>
<td>4. Weather Bulletins</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Clarity of Information</td>
<td>398</td>
<td>102</td>
<td>4</td>
<td>504</td>
</tr>
<tr>
<td></td>
<td>79.0%</td>
<td>20.2%</td>
<td>0.8%</td>
<td></td>
</tr>
<tr>
<td>(b) Accuracy of Information</td>
<td>329</td>
<td>166</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>65.7%</td>
<td>33.1%</td>
<td>1.2%</td>
<td>501</td>
</tr>
<tr>
<td>(c) Timeliness</td>
<td>344</td>
<td>152</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td></td>
<td>68.5%</td>
<td>30.3%</td>
<td>1.2%</td>
<td>502</td>
</tr>
<tr>
<td>(d) Terminology</td>
<td>361</td>
<td>130</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td></td>
<td>72.1%</td>
<td>25.9%</td>
<td>2.0%</td>
<td>501</td>
</tr>
</tbody>
</table>
## 5. Radiofacsimile Broadcasts

<table>
<thead>
<tr>
<th>(a) Maintaining Schedules</th>
<th>317</th>
<th>77.3%</th>
<th>75</th>
<th>18.3%</th>
<th>18</th>
<th>4.4%</th>
<th>410</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) Accuracy of Information</td>
<td>288</td>
<td>58.3%</td>
<td>196</td>
<td>39.7%</td>
<td>10</td>
<td>2.0%</td>
<td>494</td>
</tr>
<tr>
<td>(c) Readability</td>
<td>257</td>
<td>64.2%</td>
<td>121</td>
<td>30.2%</td>
<td>22</td>
<td>5.6%</td>
<td>400</td>
</tr>
<tr>
<td>(d) Symbology</td>
<td>272</td>
<td>67.8%</td>
<td>115</td>
<td>28.7%</td>
<td>14</td>
<td>3.5%</td>
<td>401</td>
</tr>
<tr>
<td>(e) Quality of Reception</td>
<td>201</td>
<td>51.4%</td>
<td>161</td>
<td>41.2%</td>
<td>29</td>
<td>7.4%</td>
<td>391</td>
</tr>
<tr>
<td>(f) Useful Service</td>
<td>Yes</td>
<td>391</td>
<td>94.0%</td>
<td>No</td>
<td>25</td>
<td>6.0%</td>
<td></td>
</tr>
<tr>
<td>(g) Comment(s) Provided</td>
<td>See text: 25 comments</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Section 7:

Section (a) 90% of respondents did not reply to this section, and the remaining 10% considered Service “Good”.

Section (b) 11 instances of delays were reported involving unspecified LES.

Section (c) 14 instances of refusals were reported involving Arvi, Eik, Thermopylae, LES 306, E China Sea, Lyngby, + unspecified LES. (Note: these do not include figures collated by JMA)

### Questionnaire Comments

<table>
<thead>
<tr>
<th>#</th>
<th>Ship’s Name</th>
<th>Comment(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Spring Bob</strong></td>
<td>Useful, when readable, most of time bad weather, bad reception, when you need it the most. (Useful hurricane, TP, TS warnings).</td>
</tr>
<tr>
<td>2</td>
<td><strong>Thebeland</strong></td>
<td>Facsimile weather forecasts are of great value. The problem is the reception liability. Often the charts are of bad quality due to atmospherically disturbances. It would have been much better if the weather charts could be received by e-mail.</td>
</tr>
<tr>
<td>3</td>
<td><strong>SJCD</strong></td>
<td>Very good route recommendation and prognosis accuracy.</td>
</tr>
<tr>
<td>4</td>
<td><strong>Pakrac</strong></td>
<td>LES 004 &amp; 104 – “High seas forecast Metarea IV” – if this message is urgent then sometimes the same message is received and printed up to 10 times, which is unnecessary.</td>
</tr>
<tr>
<td>5</td>
<td><strong>Nedlloyd Taranaki</strong></td>
<td>Quality &amp; Signal reception is not as good as it was before the reduction of stations, (i.e., VIM, VIS, etc…).</td>
</tr>
<tr>
<td>6</td>
<td><strong>River Boyne</strong></td>
<td>Enables user to analyse weather situation.</td>
</tr>
<tr>
<td>7</td>
<td><strong>River Embley</strong></td>
<td>Quality of reception quite poor during daytime.</td>
</tr>
<tr>
<td>8</td>
<td><strong>Austral Leader</strong></td>
<td>Our information is faxed directly from the Met Service and is extremely reliable. (Albany W.A.)</td>
</tr>
<tr>
<td>9</td>
<td><strong>Nedlloyd Maxima</strong></td>
<td>Europe - Good in all sections. Brazil - Poor in all sections: “Poor quality signal from Rio de Janeiro - varies up to 5kHz either side of published frequency.”</td>
</tr>
<tr>
<td>10</td>
<td><strong>Nedlloyd Drake</strong></td>
<td>Especially good in Far East during typhoon season.</td>
</tr>
<tr>
<td>11</td>
<td><strong>Ulysses</strong></td>
<td>Prognosis times could be clearer, in order to time passage of a front.</td>
</tr>
<tr>
<td>12</td>
<td><strong>Asgard</strong></td>
<td>Facsimile very useful in allowing us to plan the voyage for the days ahead.</td>
</tr>
<tr>
<td>13</td>
<td><strong>Tranmer</strong></td>
<td>Fax mess. Offers master oversight over whole region/ocean planning of ocean cross. Much easier.</td>
</tr>
<tr>
<td>14</td>
<td><strong>Turandot</strong></td>
<td>Please also note that weather facsimile always play a vital role to our navigation due to its accuracy. Forecasts in this equipment is always good to compare with other means of weather information such as from e.g. ChartCo Met Manager.</td>
</tr>
<tr>
<td>15</td>
<td><strong>Motilal Nehru</strong></td>
<td>New Delhi fax is never on line.</td>
</tr>
<tr>
<td>16</td>
<td><strong>Rabindranath Tagore</strong></td>
<td>No Indian Stations transmitting facsimile weather service.</td>
</tr>
<tr>
<td>17</td>
<td><strong>Desh Rakshak</strong></td>
<td>(a), (b) New Delhi stn not operational. Arabian Sea/Bay of Bengal not covered by facsimile station. (g) help to visualise low pressure, gale warning better. Helps to take better preventive action.</td>
</tr>
<tr>
<td>18</td>
<td><strong>Jag Pratap</strong></td>
<td>Good to relate to the present weather condition and saves time.</td>
</tr>
<tr>
<td>19</td>
<td><strong>Jag Pankhi</strong></td>
<td>Coast radio station Rio de Janeiro Naval is unreliable in terms of transmission. The above mentioned coast radio station is important as it covers information pertaining to South America.</td>
</tr>
<tr>
<td>No.</td>
<td>Ship Name</td>
<td>Comment</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------</td>
<td>---------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>20.</td>
<td>Jag Laadki</td>
<td>From Singapore to Gibraltar we don’t get any facsimile reception.</td>
</tr>
<tr>
<td>21.</td>
<td>Vasant J Sheth</td>
<td>For maritime navigation surface analysis and prognosis facsimiles are most effective and useful.</td>
</tr>
<tr>
<td>22.</td>
<td>Gandhar</td>
<td>Facsimile gives exact visual location of disturbed weather and high/low areas during the period. Also now it is a requirement by Oil Major inspections.</td>
</tr>
<tr>
<td>23.</td>
<td>Zim Europa</td>
<td>Weather facsimile is very useful and handy to instantly know the weather around and also forecasts us to certain extent.</td>
</tr>
<tr>
<td>24.</td>
<td>Maersk Auckland</td>
<td>Vital! Large area of E. Pacific, say Piteau to Chile, is a “black hole”.</td>
</tr>
<tr>
<td>25.</td>
<td>Golden Bay</td>
<td>Tasman/NZ MSL analysis facsimile always clipped to chart table and referenced by all ships bridge team.</td>
</tr>
</tbody>
</table>

**Question 8: (Other related problems)**

<table>
<thead>
<tr>
<th>No.</th>
<th>Ship Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>26.</td>
<td>Spring Bob</td>
<td>Carrier difference at US station gives confusion. Reception of some facsimile stations are poor (Honolulu, Auckland), other ones good, Tokyo JMA, SafetyNET / etc. good service.</td>
</tr>
<tr>
<td>27.</td>
<td>Nordon</td>
<td>We consider facsimile weather forecasts useful, though even better received by e-mail, compared to traditional weather-fax receiver. Kindly note that we are using SMHI, Sweden as mostly used Met Service, receiving forecasts/recommendations by e-mail Inmarsat-B or GSM &amp; sending weather observations by Inmarsat-C Ibx.</td>
</tr>
<tr>
<td>28.</td>
<td>Jumbo Vision</td>
<td>Facsimile is used as secondary system o/b Jumbo Vision, primary is “Soopex”, a weather forecast received via satellite.</td>
</tr>
<tr>
<td>29.</td>
<td>Lapad</td>
<td>Facsimile weather forecasts we found useful only in terms that it only helps better understanding of prevailing weather situation.</td>
</tr>
<tr>
<td>30.</td>
<td>Love Song</td>
<td>Sailing near Typhoon Meari, it was very useful to have a facsimile weather analysis in combination with other relevant information.</td>
</tr>
<tr>
<td>31.</td>
<td>Love Song Indian Ocean</td>
<td>Weather facsimile is very useful and valuable source of weather info. In combination with SafetyNET and/or Navtex weather bulletins it’s very helpful for better weather forecasting and for understanding of local climatic characteristics.</td>
</tr>
<tr>
<td>32.</td>
<td>Minra</td>
<td>Facsimile weather forecasts bulletins are very useful and practical.</td>
</tr>
<tr>
<td>33.</td>
<td>City of Dubrovnik</td>
<td>Rio de Janeiro Naval not operational on 12665 nor 16978 KHz, also New Delhi on 7404.9 and 14842kHz – data from ALRS NP 283(2) and ALRS 283(1) 2004/05 corrected to BL no 42104.</td>
</tr>
<tr>
<td>34.</td>
<td>Nuka Arctica</td>
<td>Very important in our trade.</td>
</tr>
<tr>
<td>35.</td>
<td>Triton (Navy)</td>
<td>Regarding Q7, our ship uses mail only.</td>
</tr>
<tr>
<td>36.</td>
<td>OOCL Fair</td>
<td>Facsimile weather forecasts covers area too small.</td>
</tr>
<tr>
<td>37.</td>
<td>Aegean Leader</td>
<td>The fax gives us an overall view helping to make a good assessment of the weather systems in the area.</td>
</tr>
<tr>
<td>38.</td>
<td>Cap Colville</td>
<td>Provides a good overall view of the weather situation and tracks of low pressure systems.</td>
</tr>
<tr>
<td>39.</td>
<td>Al Messilah</td>
<td>Sometimes reception is interfered by noise, making weather map blurred during receiving.</td>
</tr>
<tr>
<td>40.</td>
<td>Goliath</td>
<td>Problem in Port Phillip Bay and Melbourne. Cannot transmit departure message to Rcc Canberra on Std –C Port Phillip Bay. Last occasion we use Perth station 222, no problem once cleared of Port Phillip Heads.</td>
</tr>
<tr>
<td>41.</td>
<td>Coral Chief</td>
<td>Receiving a “visual” map allows quicker comprehension of the weather as you can see patterns forming.</td>
</tr>
<tr>
<td>42.</td>
<td>MSC Teresa</td>
<td>WX fax very useful for avoiding storms and gale warning area.</td>
</tr>
<tr>
<td>43.</td>
<td>Nedlloyd Barossa Valley</td>
<td>(problems Perth LES contact) Free LES from other regions??</td>
</tr>
<tr>
<td>44.</td>
<td>Papuan Chief</td>
<td>Fax good for wx routing. Warning of bad ex enables vessel to take appropriate action.</td>
</tr>
<tr>
<td>45.</td>
<td>Northwest Snipe</td>
<td>Facsimile forecasts &amp; satellite images are very useful for passage planning when avoiding tropical storms/cyclones &amp; typhoons.</td>
</tr>
<tr>
<td>46.</td>
<td>River Embley</td>
<td>MSL Analysis/prognosis charts probably more valuable than routine text messages – widely used on this vessel.</td>
</tr>
<tr>
<td>47.</td>
<td>Alltrans</td>
<td>WX fax not sent usually at weekends. Recent deep depression in Tasman Sea, updates at one stage 12 hours apart Mid Tasman.</td>
</tr>
<tr>
<td>48.</td>
<td>Irenes Myth</td>
<td>Facsimile weather forecasts value as a service due to meteorological info helps in adjusting of vessel passage planning, otherwise we can be protected from unforeseen circumstances called by heavy weather besides more comfortably if saw the weather chart with cyclone movement than text messages with the same.</td>
</tr>
<tr>
<td>49.</td>
<td>AI Kuwait</td>
<td>Poor Weather fax reception north of 20S.</td>
</tr>
<tr>
<td>50.</td>
<td>MSC Denisse</td>
<td>Facsimile does not cover whole South Indian Ocean. We were trying to get facsimile at Port Louis but unable to get from any station.</td>
</tr>
<tr>
<td>51.</td>
<td>Aotearoa Chief</td>
<td>Still consider the facsimile weather forecast.</td>
</tr>
<tr>
<td>52.</td>
<td>Iron Chieftain</td>
<td>Facsimile weather forecast is a good service. It gives an overall view of the area and expected weather.</td>
</tr>
<tr>
<td>53.</td>
<td>VLBX</td>
<td>Charts give a good concept of weather to be expected on passage. Radio fax charts</td>
</tr>
</tbody>
</table>
are a fundamental partner to worded reports in our consideration of developing weather patterns. (Charts not available through Internet on this vessel.)

54. **Stavros S Niarchos** Direction of low track would be useful also wind strength on prognosis.

55. **Lapponian Reefer** Gives overall view of existing and expected weather conditions.

56. **Bregen** Facsimile broadcast is very important and useful. Gives a complete picture of the situation.

57. **Normandy** Facsimile synoptic charts (prognosis/analysis) complement other (spoken/written) forecasts giving a useful overall picture of coming events.

58. **ILV Granauale** In general facsimile broadcasts were well received; poorly received broadcasts may have been due to unfavourable conditions for reception.

59. **Isle of Inishmore** Weather fax: useful for trends of movement of weather systems. ODAS buoys via internet of beneficial use, also we use nowcasting as an additional weather reference.

60. **Pacific** Weather forecasts and other relevant information is very poor in NMB-Beijing area.

61. **Spingracht** On N. Atlantic there are still sufficient facsimile broadcast. In other parts of the world there are too little broadcasts or none.

62. **Atlasgracht** Vessel use SPOS which is a major improvement for onboard use, clear, nice charts, with all useful information.

63. **PDAY** Reception of facsimile forecast from Offenbach (Germany) at mid-Atlantic very poor.

64. **NedLloyd Barents** Still useful because it is a good back-up and you can get detailed information about local issues, i.e., currents.

65. **9KWH** Sometimes reception is interfered by noise making weather map blurred during receiving.

66. **Spaarnegracht** The USA Storm/Hurricane warnings are being transmitted repeatedly three times in half an hour. This is experienced as a terrible nuisance, also they are unclear in terminology and general layout.

67. **Dutch Progress** Radio propagations for receiving facsimile.

68. **Nedlloyd Auckland** All facsimile charts/schedules should be available by 2-mail on request. Then better quality of charts and reception.

69. **Iran Baakeri** Fax Wx is very useful. I strongly recommend that if Navarea VIII Arabian Sea is covered by a reliable Meteo stn, then it will be of great help. There is no fax wx forecast for Navarea VIII (New Delhi is inoperational).

70. **Iran Sattari** Facsimile wx service has been very useful for the mariners especially during hurricane and tropical cyclone as with this service it is very convenient to have knowledge about the movement and characteristics of TRS.

71. **Iron Sokan** There is almost no reliable source of info for Indian Ocean area for facsimile. No station covers Arabian Sea area. Only Australia or South Africa covers some parts. Suggest please advise some stations to transmit facsimile and cover this area.

72. **VOEN2** WX Facsimile is a very handy equipment in wx forecast as it helps you to plot your own track on wx fax with positions in relation to prevailing wx condition.

73. **Murshidabad** Very useful for tracking the path of typhoons in South China Sea.

74. **Desh Gaurav** Shanghai facsimile not being received (1830N 14613E)

75. **Chettinad Tradition** Weather broadcast received from Indian Meteorological Dept is very vague generally a stereotype. No indication of low/high pressure is given for the mariners to estimate proximity of bad weather.

76. **Patalipura** Acceptance of weather messages by corresponding LES in the area is an area which requires improvement.

77. **Jag Pradip** Have observed that facsimile transmission is not as per times shown in ALRS or is not at all, specially from African Stations.

78. **Jag Laila** Weather fax is a very useful information method of noting development of cyclones and frontal depressions.

79. **Jag Laadki** Lyngby, Roma, Karachi, Suomi: these stations do not reply back to a routine test carried out.

80. **Jag Larjish** The facsimile transmission of weather information from New Delhi is poor and no schedules are followed. There is no other station in close range to provide weather fax for surface analysis and prognosis for Arabian sea/Bay of Bengal.

81. **Vasant J Sheth** Weather facsimile coverage of Arabian Sea & Bay of Bengal is inadequate. No facsimile is received from New Delhi Station on either frequencies. Though the station is reported inoperative since Jan 2004 (as per ALRS Vol 3) this situation was prevalent even prior to that.

82. **Dana Sirena** We do not use the facsimile, we have tried sometimes, but it is much more fast to use the www.

83. **Gandhar** Navigational warnings to be repeated on EGC by every 15 days, at least important ones.

84. **Flying Officer Nirmaljit Singh Sekmon Duc** Special access code of LES 306 is not accepting weather messages.

85. **Maharishi Vyas** Weather fax reception very poor as nearby stns e.g. Delhi/Nairobi, unreliable and
Japan/Beijing/Northwood/Tashkent stations very far and hence poor reception.

<table>
<thead>
<tr>
<th>Question</th>
<th>Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>86. Maharshi Shivatreya</td>
<td>Unavailability of weather fax in Area VIII and IX. Weather facsimiles i.e. surface analysis, wave height and surface currents prognosis, charts and other weather related information adds value to surface navigation by making it safe, more economical and a factor enhancing better passage planning.</td>
</tr>
<tr>
<td>88. Zim Europa</td>
<td>Sometimes the reception and print quality are bad.</td>
</tr>
<tr>
<td>89. Zim Italia</td>
<td>Very few station on HF left, this makes the availability of fax map to be very poor. Wish to consider more stations in the Indian Ocean.</td>
</tr>
<tr>
<td>90. Maersk Auckland</td>
<td>Officers using English as 2nd language are not able to understand VHF voice wx info due to too quick voice reading, NZ / Australia.</td>
</tr>
<tr>
<td>91. Direct Condor</td>
<td>Facsimile Vital. Poor Wx fax reception in equatorial regions.</td>
</tr>
<tr>
<td>92. Tangaroa</td>
<td>Slight problem with LES access code +41 during communications south of 60° South.</td>
</tr>
<tr>
<td>93. Capitaine Wallis</td>
<td>WX fax pictures are extremely useful. However, find coverage erratic at times particularly in equatorial transition areas (between Japan coverage and Aus/NZ coverage areas).</td>
</tr>
<tr>
<td>94. Tasman Discoverer</td>
<td>Facsimile very seldom used. Receive an accurate 5-day prognosis from Meteo Consult, Holland every 12 hrs.</td>
</tr>
<tr>
<td>95. Pacific Gas</td>
<td></td>
</tr>
<tr>
<td>96. Nysted Maersk</td>
<td></td>
</tr>
<tr>
<td>97. Spring Bob</td>
<td>If ship send obs, why not send ship e-mail with weather situation for 24 hr, 48 hrs surface analysé? (every other day) (most of ships have e-mail nowadays).</td>
</tr>
<tr>
<td>98. NedLloyd Stuyvesant</td>
<td>We are in the lucky position to possess the WNI ORION-PRO weather program. We download files twice a day and we can use the program worldwide. For oceangoing this program is almost indispensable for time based crossing and coastal voyages. The program helps us with choosing the best route (safe, shortest, minimum fuel costs) and the weather analysis and prognosis are very accurate. Of course we still use the local sat C, navtex messages and weather fax. Especially in Typhoon/Hurricane areas you need all the info you can get. Still it is a pity that at home via Internet I have so much more weather info compared to the available info on board just when you need it. Last month we had to deviate from our coastal track to seek shelter for Typhoon Songda, the decision to deviate is a tough and costly one (this is a 7000 TEU high speed container vessel with a tight schedule). In those situations the weather messages are of paramount importance. We noticed that the weather info from countries the Typhoon is heading towards differs from info from other surrounding countries! I hope that in the near future also vessels will have 24 hrs a day weather info to optimise our tracks and to help us making difficult (unpopular) decisions!</td>
</tr>
<tr>
<td>99. Zrinski</td>
<td></td>
</tr>
<tr>
<td>100. Love Song South/East China Seas</td>
<td>Hong Kong Met Service and Japan Met Agency sometimes have opposite weather information but in the most of cases this part of navigable waters have a good meteorological organisation.</td>
</tr>
<tr>
<td>101. Love Song Indian Ocean</td>
<td>India/New Delhi facsimile inoperative. New Delhi Radiofacsimile to be operational 24 hours schedule if possible. Better Navtex coverage of southern part of North Indian Ocean (Arabian Sea, Bay of Bengal).</td>
</tr>
<tr>
<td>102. City of Dubrovnik</td>
<td></td>
</tr>
<tr>
<td>103. Arina Arctica</td>
<td>The weather charts from Northwood are very useful in the route planning when we cross the North Atlantic.</td>
</tr>
<tr>
<td>104. Tor Magnolia</td>
<td>The attached met warn for Area 1 is only for the western part. Please include the North Sea and the Baltic.</td>
</tr>
<tr>
<td>105. Ocean Prawns</td>
<td>Don’t send hurricane warning as “urgent”. The result of that is most boats have switched off their C-sat because they don’t want to receive up to 6 “urgent” calls every watch.</td>
</tr>
<tr>
<td>106. OOCL Shenchen</td>
<td></td>
</tr>
<tr>
<td>107. OOCL Netherlands</td>
<td>Suggest to make an acquisition form for replenishment of the meteorological...</td>
</tr>
<tr>
<td>Number</td>
<td>Vessel Name</td>
</tr>
<tr>
<td>--------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>108</td>
<td>Al Messilah</td>
</tr>
<tr>
<td>109</td>
<td>Nedlloyd Taranaki</td>
</tr>
<tr>
<td>110</td>
<td>Iron Monarch</td>
</tr>
<tr>
<td>111</td>
<td>Ormiston</td>
</tr>
<tr>
<td>112</td>
<td>Francis Bay</td>
</tr>
<tr>
<td>113</td>
<td>MSC Teresa</td>
</tr>
<tr>
<td>114</td>
<td>Nedlloyd Barossa Valley</td>
</tr>
<tr>
<td>115</td>
<td>Papuan Chief</td>
</tr>
<tr>
<td>116</td>
<td>Alltrans</td>
</tr>
<tr>
<td>117</td>
<td>MSC Denisise</td>
</tr>
<tr>
<td>118</td>
<td>Aotearea Chief</td>
</tr>
<tr>
<td>119</td>
<td>Portland</td>
</tr>
<tr>
<td>120</td>
<td>VLBX</td>
</tr>
<tr>
<td>121</td>
<td>Austral Leader</td>
</tr>
<tr>
<td>122</td>
<td>Chiquita</td>
</tr>
<tr>
<td>123</td>
<td>Oriana</td>
</tr>
<tr>
<td>124</td>
<td>Kent Voyageur</td>
</tr>
<tr>
<td>125</td>
<td>Tunora Princess</td>
</tr>
<tr>
<td>126</td>
<td>Bregen</td>
</tr>
<tr>
<td>127</td>
<td>Queen of Scandinavia</td>
</tr>
<tr>
<td>128</td>
<td>Normandy</td>
</tr>
<tr>
<td>129</td>
<td>ILV Granuaille</td>
</tr>
<tr>
<td>130</td>
<td>Pacific</td>
</tr>
<tr>
<td>132</td>
<td>9KWH</td>
</tr>
<tr>
<td>133</td>
<td>Sparnegerachtd</td>
</tr>
<tr>
<td>134</td>
<td>Nedlloyd Auckland</td>
</tr>
<tr>
<td>135</td>
<td>Duke of Scandinavia</td>
</tr>
<tr>
<td>136</td>
<td>Iran Baakeri</td>
</tr>
<tr>
<td>137</td>
<td>Iran Sokan</td>
</tr>
<tr>
<td>138</td>
<td>Chekiang</td>
</tr>
<tr>
<td>139</td>
<td>Murshidadabad</td>
</tr>
</tbody>
</table>
and with great accuracy.

140. Akbar
No facsimile weather fax available in Indian Coast.

141. AJP Sushma
Overall Met Deps. are doing a good job.

142. Motilal Nehru
Regular updating (4-hourly) during TRS/unsettled weather conditions would be welcome.

143. Louamanya Tilak
Vessel not provided with internet facility. Find facsimile a good help.

144. Desh Gaurav
Malacca Strait, Bay of Bengal, Arabian Sea and Red Sea do not have radio facsimile station.

145. Chettinad Tradition
Wx reports received from Hong Kong, China, Tokyo, US and European stations is very descriptive. Mariners can easily estimate approach of bad wx.

146. Pataliputra
All LES do not accept weather messages.

147. Jag Leena
Ind. Met Dept should give facsimile reports regularly also the predicted route of the storms should be given during cyclone season.

148. Jag Lata
Weather fax receptions are often very poor and sometimes there is no transmission at the time specified. There are too many repetitions of a weather report/gale warning. It would be good if frequent repetitions could be stopped.

149. Jag Pankhi
Most of the Coast Radio Stations do not send acknowledgement for DSC test call made by the vessel. This problem does not occur in case of NBDP test call to Coast Radio Station, although both work on MF/HF frequencies.

150. Jag Pavitra
WX fax msgs should be more frequent and timely especially during the SW monsoon time. Fax broadcast from Delhi are extremely poor and never on time. Other stations do not cover this area (India west coast/Arabian Sea).

151. Jag Larjish
New Delhi to transmit weather fax as per schedules, more stations in the region to have this facility.

152. Jag Anjali
Coverage of graphic broadcasts (e.g. Facsimile) should be improved.

153. Vasant J Sheth
Suggest all weather reports should use same units/scale/terms and standard format.

154. Goa
Stn Arvi (India) should cover complete ocean regions. Stn Arvi to make service more competitive by enhancing quality and reducing tariff.

155. Gandhar
Weather facsimile to be re-introduced and transmission to be at time given by the station. Transmission of weather bulletins with more accuracy and at given time by the station.

156. Maharishi Vyas
Weather facsimile being a very important wx transmission, stations like New Delhi to be made operational for better facilitation of reception of wx fax for vessels plying Gulf-India.

157. Maharishi Shivatreya
IMD/New Delhi radio weather facsimile services reported inoperative, same to be made operational and made available with all reports meant for alert and safety of surface navigation for mobile units, crafts etc.

158. Maersk Auckland
Should be better TS info, e.g. if a TS is forecast or present, statement as to what is likelihood to become hurricane, or fact that prog is not certain etc. NZ & Aust & Fiji should develop TS & hurricane warning system specific todestructive storms.

159. Direct Condor
Revert to fax of swell wave heights.

160. Tangaroa
The service is excellent – the vessel’s ability to receive radio fax maps with “old” equipment will improve once we update our equipment.

161. Capitaine Wallis
Visibility should be given in miles, which is the range scale on radar and in normal navigational use (1 mile = 1 minute of latitude).

162. Tasman Discoverer
WX fax area between 10°N - 15°, 150° - 180°, coverage to be improved.

163. Taiko
It would be easier for ship to send weather reports via e-mail (via cell phone) when on NZ coast.

GENERAL COMMENTS:

Section 4

164. Nedlloyd Taranaki
Could use lower case instead of upper case all the time.

Section 4 & 5

165. Nedlloyd Auckland
Words “Timeliness” and “Symbology” not in this respondent’s dictionary.
Info ref “Poor” notations:

1b: Pacific trading Persian Gulf/South China Seas
Iron Sokan trading Dubai/South Korea
Direct Condor trading Australasia/Fiji/USA

Provider NMB Beijing, Hochiminville Radio, LES 312
Provider Karachi
Provider not specified.

3a: Korat Navee trading Singapore/Bandar Abbas
Korat Navee – as above

Provider Indian Met
Provider Indian Met

3b: Grand Princess trading North Atlantic/Caribbean
Korat Navee – as above

Provider Indian Met
Provider not specified

3c: Alltrans trading Tasman Sea
Korat Navee – as above

Provider not specified
Provider Indian Met

4a: Chettinad Tradition trading S.Korea/Persian Gulf
Jag Vikas trading Persian Gulf/India
Jag Leena trading India East Coast
Jag Laadki trading worldwide

Provider IMD
Provider IMD
Provider IMD
Provider IMD

4b: Pacific trading Persian Gulf/South China Sea
Jag Vikas trading Persian Gulf/India
Jag Leena trading Persian Gulf/India
Jag Pavitra trading Indian Ocean
Jag Laadki trading worldwide

Provider IMD
Provider IMD
Provider IMD
Provider IMD
Provider IMD

4c: Gute trading Baltic/Bay of Riga
Pacific trading Persian Gulf/South China Sea
Atlasgracht trading worldwide
Jag Vikas trading Persian Gulf/India
Jag Leena trading Persian Gulf/India

Provider not specified
Provider NMB Beijing
Provider not specified
Provider IMD
Provider IMD

4d: NedLloyd Taranaki trading Pacific Ocean
Grand Princess trading North Atlantic/Caribbean
Pacific trading Persian Gulf/South China Sea
Hong Kong Express trading Singapore/Suez
Jag Vikas trading Persian Gulf/India
Jag Laadki trading Persian Gulf/India

All providers, ref u/c vs l/c print.
Provider not specified
Provider NMB Beijing
Provider Burum
Provider IMD
Provider IMD
Provider IMD

5: NedLloyd Maxima: complains of poor signal from
Rabindranath Tagore
Jag Padrrip
Jag Pavitra
272) Shivatreya
302) Nele Maersk

The following vessels rate facsimile mainly “poor” and not a useful service:
Grand Princess
Pacific
Atlasgracht
Hong Kong Express
VWTL
Rabindranath Tagore
Jag Padrrip
Jag Pavitra
272) Shivatreya
302) Nele Maersk
NEW PROPOSAL FOR THE MMMS QUESTIONNAIRE

MARINE METEOROLOGICAL SERVICES MONITORING PROGRAMME QUESTIONNAIRE

To Masters, Deck Officers, Skippers, Sailors and other marine users

In order to monitor the effectiveness of the weather and sea bulletins produced and transmitted by Meteorological Services, the World Meteorological Organization would appreciate your cooperation in completing the following questionnaire. The objective of this programme is to improve the level of meteorological support to all marine user communities.

Ship’s Name & Call Sign

Type of ship (SOLAS or non-SOLAS)

or other marine user activity (specify)

Activities (merchant, ferry, cruising, fishing, recreational)

Country of registry

Name of master

Operational area(s)

Voyage from

to

Date, time, position when the questionnaire completed

Please complete the following questionnaire by placing a tick mark under the appropriate column heading and providing additional information or comments as appropriate.

<table>
<thead>
<tr>
<th>Good</th>
<th>Average</th>
<th>Poor</th>
<th>Issuing Met Service</th>
<th>Station</th>
</tr>
</thead>
</table>

1 Reception of GMDSS info. Please rate the quality of reception: (should be filled at least by SOLAS vessels)

A via INMARSAT SafetyNET

B via Navtex (518 kHz)

2 Reception of other Safety info. (This section should be filled at least by non-SOLAS vessels)

A via Navtex (490 or 4209.5 kHz)

B via HF Radio

C via VHF Radio

D via visual signals

E via Internet

3 Storm and Gale warnings. Please rate the following:

A Comprehension of warnings

B Accuracy of warnings

C Terminology used

Usefulness (anticipation, parameters, thresholds…)

Please comment in Section 9

D

4 Weather bulletins. Please rate the following:
### A Comprehension of bulletins

<table>
<thead>
<tr>
<th>A</th>
<th>Comprehension of bulletins</th>
<th>Good</th>
<th>Average</th>
<th>Poor</th>
<th>Issueing Met Service</th>
<th>LES/Navtex Station</th>
</tr>
</thead>
</table>

### B Accuracy of bulletins

### C Are bulletins on time?

### D Terminology used in bulletins?

### E Usefulness (parameters,…)

*Please comment in Section 9*

---

### 5 Graphic broadcasts (e.g. Facsimile). Please rate the following:

<table>
<thead>
<tr>
<th>A</th>
<th>Are charts received on time?</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Accuracy of information on charts</td>
</tr>
<tr>
<td>C</td>
<td>Comprehension of symbols</td>
</tr>
<tr>
<td>D</td>
<td>Quality of reception</td>
</tr>
<tr>
<td>E</td>
<td>Is this a useful service? Yes ☐ No ☐</td>
</tr>
</tbody>
</table>

If Yes, please comment in Section 9 on how the service could be improved.

---

### 6 Please visit [http://weather.gmdss.org](http://weather.gmdss.org). Comment in Section 9 on the quality of the GMDSS website.

---

### 7 Land Earth Stations (LES) Inmarsat (This section should be filled only by Voluntary Observing Ships)

<table>
<thead>
<tr>
<th>A</th>
<th>Rate your success in contacting a LES to send your weather observation messages (OBs) LES: _____</th>
</tr>
</thead>
</table>
| B | Do you experience delays in sending your OBs?
Yes ☐ No ☐ |
| C | Do any LES refuse to accept your OBs?
Yes ☐ LES if Yes: _____ |

---

### 8 Other related problems (if any) – include ship’s position, date and time.

---

### 9 Suggested improvements

---

---

Master’s signature

---

Use additional sheets if necessary.

For each case, complete one questionnaire

After completion, please return to the following address:

Ocean Affairs Division
Applications Programme Department
World Meteorological Organization
7 bis, avenue de la Paix
case postale No.2300
CH-1211 GENEVA2
SWITZERLAND
Telefax: +41 22 730 8128
E-mail: oca@wmo.int