

JASREP User's Manual for Ocean-going Ships

1 Outlines

(1) Name

Japanese Ship Reporting System (JASREP)

(2) Purpose

The JASREP System provides up-to-date information on the movements of vessels in order, in the event of a distress incident:

- ① to reduce the interval between the loss of contact with a vessel and the initiation of search and rescue operations in cases where no distress signal has been received;
- ② to permit rapid determination may be called upon to provide of vessels which assistance;
- ③ to permit delineation of a search area of limited size in case the position of a vessel in distress is unknown or uncertain; and
- ④ to facilitate the provision of urgent medical assistance or advice to vessels not carrying a doctor.

(3) Service area

The approximate service area covered by the JASREP System is the sea enclosed by the parallel of latitude 17° N and the meridian of longitude 165° E.

(4) Participating ships

Any ship regardless of tonnage, flag or type is welcome in the JASREP System as far as she is within the service area of the system. Participation is voluntary.

(5) Types of reports and timing

There are four types of JASREP Reports: Sailing Plan, Position Report, Deviation Report and Final Report.

① Sailing Plan

Sailing Plan is the basic information to estimate ship's position, and it should be sent at the time when a ship participates in this system. Reports should therefore be made when the ship departs from a port within the service area or when the ship enters the area.

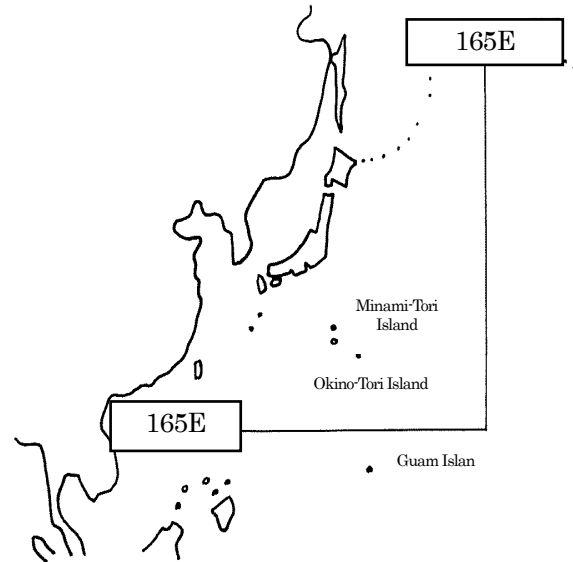
Note:

When Sailing Plan is sent after departure from a port or after entering the service area, such reporting should be made as soon as practicable. When Sailing Plan is to be sent before departure from a port, such a report may be sent in a written document.

Japan Coast Guard accepts primary responsibility for coordinating search and rescue operations in this area by the Japan-U. S. SAR Agreement.

② Position Report

Position Report is the information to verify if ship's position input according to the Sailing Plan in correct. The 1 st report should therefore be sent at an optional time within 24 hours of departure from a port or entering the service area, and then the reports should be sent subsequently no less frequently than every 24 hours until Final Report.



Note 1:

In case where delayed reporting is anticipated due to change of radio operator's duty hours or else, reports should be sent earlier than the scheduled time of reporting as far as practicable.

Note 2:

Reports should be sent more frequently than the above schedule, when the ship is in heavy weather or under other adverse conditions.

Note 3:

In the JASREP service area, no coordination with weather reporting service is made.

③ Deviation Report

Deviation Report is the information to be used for necessary correction of pre-reported Sailing Plan when a ship deviates from the intended course due to change in Sailing Plan. Reports should be sent whenever the Ship's position deviates 25 miles or more from the original track, or the port of destination is changed, or other changes occur with resultant change in Sailing Plan.

④ Final Report

Final Report is the information to terminate participation in the system. Accordingly, reports should be sent prior to or on arrival at port, or when a ship departed from the service area of the system.

Note:

When Final Report is intended to be sent after departing from the service area, such a report should be sent as soon as practicable.

If report is sent after arrival at port, such a report may be sent in a written document.

For reporting procedures, see the "Report Examples."

(6) Special reporting procedure to participate in both the JASREP and AMVER systems

Any ship desiring to participate in both the JASREP and AMVER systems should enter JASREP on the system name line and AMVER on the Y line when the ship sends report to one of the coastal stations designated by Japan Coast Guard, and enter AMVER on the system name line and JASREP on the Y line when the ship sends report to one of the coastal stations designated by the United States Coast Guard. Hereby above, the information will be transferred mutually between Japan Coast Guard and the United States Coast Guard. (If you fail to follow this procedure you have to pay charges.)

(7) Special reporting procedure to link with JASREP and weather report

Any ship which send weather report to Japan Meteorological Agency (JMA) can omit Position Report of JASREP.

If you enter OBS on the X line of Sailing Plan, Japan Coast Guard gets your position information from JMA.

(8) How to participate

Participation in this system initiates when a ship sends her Sailing Plan and terminates when the ship sends her Final Report to Japan Coast Guard.

Note:

If any non-participating ship on departure from a port or on entering the JASREP service area has a desire of participation halfway, it is possible to join the JASREP System by sending her Sailing Plan whenever decision is made. If, on the contrary, any ship desires to terminate her participation in the system, it is possible to terminate the participation simply by sending Final Report at any time.

If no Position Report or Final Report is received from a participant in no less than 27 hours subsequent to the previous report, Japan Coast Guard will verify the safety and whereabouts of the ship through radiotelegraphic calls and inquiries addressed to the relevant coastal stations, ship owners, agents and ships proceeding in the vicinity.

Depending on circumstances, search and rescue operations will be initiated, and hence Position Reports and Final Reports must be sent without fail.

2 Reporting procedure

(1) Reporting instructions

As far as practicable, report should be sent by shortwave radiotelegraphy to the shortwave coastal radio station designated by Japan Coast Guard in (①) (In an unavoidable case, report may be received by any of those coastal stations listed in (②) .) Reporting will be charged free.

JASREP reports may be sent by other means of communication such as telex addressed to Japan Coast Guard, submission of documents or reporting by telegram or telephone (including cases where reporting is made via ship owners, agencies, etc.) to 11th Regional Coast Guard Headquarters, a coast guard office or station, or district communications center.

Note

However, that expenses incurred by these other means of communication are to be borne by the participants concerned.

(2) Reporting format

See attached formats.

3 Radio communication

(1) Shortwave coastal radio station

- 1) Shortwave radio telegram (Narrow-Band Direct-Printing)
- 2) NBDP or Shortwave radio telephone after DSC calling

(2) MF and VHF coastal radio stations

Addressee for telex communication:

Operations Center of Japan Coast Guard,
Telex No 722225193 JMSAHQ J

4 Communication from Japan Coast Guard

For the purpose of verifying the safety and where about of a ship due to her delayed reporting or to address request to the ships for rescue operations of the ship in distress, Japan Coast Guard call through its radio coastal station on the following frequencies.

Therefore all ships are requested to watch these frequencies as far as practicable.

F 1B (DSC)	2,177 kHz	4,219.1kHz	8,436.5 kHz	12,657 kHz
	16,903 kHz			
F3E	156.8MH2			

5 Inquiries on JASREP

Inquiries on JASREP should be addressed to:

(1) Guard & Rescue Department of Japan Coast Guard

By mail

1-3, Kasumigaseki 2 chome, Chiyoda-ku, Tokyo 100-8989, Japan

By phone

03-3591-6361

Extension 5323 (Operations Center)

5920 (Search and Rescue Division)

(2) Nearest Coast Guard Office or Station

1) Sailing plan

Sailing Plan							note	
(Required date items)								
System name		/	Type of report		//		(1)	
JASREP		/	SP		//			
A/Ship name		/	Identification Signal				//	
A/		/					//	
B/Time of departure //							(2)	
B/ //								
G/Port of departure		/	Latitude		/	Longitude //		(3)
G/		/			/	//		
I/Port or destination		/	Latitude		/	Longitude / Estimated time of arrival//		
I/		/			/	//		(4)
Route information							(4)	
L/Navigation / Average speed / Latitude / Longitude / Estimated time / Name of landmark method of arrival or sea area								
L/		/	/	/	/	/	//	
L/		/	/	/	/	/	//	
L/		/	/	/	/	/	//	
L/		/	/	/	/	/	//	
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L/		/	/	/	/	/	//	
L/		/	/	/	/	/	//	
L/		/	/	/	/	/	//	
V/Onboard medical resources //							(5)	
V/ //								
Y/AMVER		//					(6)	
Y/		//						
(Optional date items)								
E/Current course //							(7)	
E/ //								
F/Estimated average speed //								
F/ //								
M/Current coastal radio station / Next coastal radio station, if any//								
M/		/					//	
X/Up to 65 characters of amplifying comments //							(8)	
X/ //								

(Notes)

(1) System name

Enter JASREP on the system name line. Also enter SP on the type of report line.

(2) Date/time

All times must be expressed as a six-digit group giving date of month (first two digits) , hours and minutes (last four digits) Only Universal Coordinated Time (i. e. , Greenwich Mean Time) is to be used. The six-digit date-time-group is to be followed by Z.

Example: 2012002 for 1200 hours on the 20th (GMT)

(3) Latitude and longitude

Latitude is a four-digit group expressed in degrees and minutes. and suffixed with "N" for north or "S" for south.

Longitude is a five-digit group expressed in degrees and minutes, and suffixed with "E" for east or "W" for west.

Example: 3538 N for lat. 35°38'N, and 13950 E for long. 139°50'E

(4) Route information

Express route information between the turn points along the intended route in accordance with the following explanations:

And L lines are needed at least three points, twelve points at maximum. When a ship enters the service area, express latitude and longitude of the point of entrance and the date on the first line without fail.

(Navigation method)

Use GC for great circle and RL for rhumb line.

(Average speed)

Express estimated average speed up to the intended turn point in three-digit group in knots and tenths of knots.

Example: 150 for a speed of 15.0 knots

(Latitude, longitude and estimated time of arrival)

Express latitude, longitude and estimated time of arrival by referring to examples shown in (2) and (3) above.

(Name of landmark or sea area)

Give well-known names of landmark or sea area. Although reporting of these names is not essential, it is requested to provide as far as practicable.

(5) Onboard medical resources

Select as appropriate from the following:

MD (Physician) PA (Physician's assistant or health supervisor)

NURSE NONE

(6) AMVER

In case where a dual participation in the JASREP and AMVER systems is desired, enter "AMVER" on this line.

If no participation in the AMVER System is desired, no entry on this line is required.

(7) Optional date items

These optional date items are useful, but are not necessarily required to report. When report is made, express current course on the line E in three-digit group, and estimated average speed for the entire passage on the F line in three-digit group in knots and tenths of knots.

Example: E1234/ /for a course of. 234'

F153/ /for a speed of 15.3 knots

(8) Line X (Reference date item)

Although these are optional, it is requested to provide estimated time of next reporting, type of cargo, No. of INMARSAT, ID No. of DSC, etc.

If you desire to be omitted Position Report (PR) by linking with JASREP and weather report, enter "OBS" on this line.

Example: X/OBS/251500 Z/LNG/S AT 1234567 / / for the request of OBS, the estimated time of next reporting at 1500 hours on the 25th, type of cargo LNG and INMARSAT phone No. 1234567

2) Position Report

Position Report		note
(Required date items)		
System name / Type of report //		(1)
JASREP / PR //		
A/ Ship name / Identification Signal //		
A/ / //		
B/ Date/time at specific position //		(2)
B/ //		
C/ Latitude / Longitude //		(3)
C/ / //		
Y/ AMVER //		(4)
Y/ //		
E/ Current course //		(5)
E/ //		
(Optional date items)		
F/ Intended average speed //		
F/ //		
M/ Current coastal radio station / Next coastal radio station, if any//		
M/ / //		
X/ Up to 65 characters of amplifying comments //		(6)
X/ //		

(Notes)

(1) System name

Enter JASREP on the system name line. Also enter PR on the type of report line.

(2) Date/time

All times must be expressed as a six-digit group giving date of month (first two digits) , hours and minutes (last four digits) Only Universal Coordinated Time (i. e., Greenwich Meantime) is to be used . The six-digit date-time-group is to be followed by Z

Example: B/20L200 Z for 1200 hours on the 20th (GMT)

(3) Latitude and longitude

Latitude is a four-digit group expressed in degrees and minutes, and suffixed with "N" for north or "S" for south.

Longitude is a five-digit group expressed in degrees and minutes, and suffixed with "E" for east or "W" for west.

Example: C/2511N/12505 E/ /for lat. 25°11'N and long. 125°S0'E

(4) "AMVER"

In case of a ship with a dual participation in the JASREP and AMVER systems, express "AMVER" on this line.

If not, no entry on this line is required.

(5) Optional date items

These optional date items are useful, but are not necessarily required to report. When report is made, express current course on the E line in three-digit group, and estimated average speed for the entire passage on the F line in three-digit group in knots and tenths of knots.

Example: E/234/ /for a course of. 234' F/I53/ /for a speed of 15.3 knots

(6) Line X (Reference date item)

These are optional, but when reported, provide estimated time of next reporting.

Example: X/25I5002//for the estimated time of next reporting at 1500 hours on the 25th (GMT)

3) Deviation Report

Deviation Report		note
(Required date items)		
System name / Type of report //		(1)
JASREP / DR //		
A/Ship name / Identification Signal //		
A/ / //		(2)
Y/ AMVER //		
Y/ //		(3)
(One or more from the following optional date items)		
B/ Time of departure //		
B/ //		
E/ Current course //		
E/ //		
F/ Intended average speed //		
F/ //		
G/ Port of departure / Latitude / Longitude //		
G/ / / //		
I/ Port or destination /Latitude / Longitude / Estimated time of arrival//		
I/ / / / //		
Route information		
L/Navigation / Average speed / Latitude / Longitude / Estimated time / Name of landmark// method of arrival or sea area		
L/ / / / / / //		
L/ / / / / / //		
M/ Current coastal radio station / Next coastal radio station, if any//		
M/ / //		
V/ Onboard medical resources //		
V/ //		
X/ Up to 65 characters of amplifying comments //		(4)
X/ //		

(Notes)

(1) System name

Enter JASREP on the system name line. Also enter DR on the type of report line.

(2) AMVER

In case of a ship with a dual participation in the JASREP and AMVER systems, express 'AMVER' on this line. If not, no entry on this line is required.

(3) Deviation items

Specify changes of sailing plan and others.

Example: I/LOSANGELES/334S N/11816 W/, 2010552//tor a case where the port of destination is changed from Vancouver to Los Angeles.

(4) OBS

In case of a ship with OBS system (linking with weather report) , express 'OBS' on this line.

Example: X/OBS//

4) Final Report

Position Report		note
(Required date items)		
System name / Type of report //		(1)
JASREP / PR //		
A/ Ship name / Identification Signal //		
A/ / //		
K/ Port of arrival / latitude / Longitude / time of arrival //		(2)(3)
K/ / / / //		
Y/ AMVER //		(4)
Y/ //		
(Optional date items)		
X/ Up to 65 characters of amplifying comments //		(5)
X/ //		

(Notes)

(1) System name

Enter JASREP on the system name line. Also enter FR on the type of report line.

(2) Date/time

All times must be expressed as a six-digit group giving date of month (first two digits), hours and minutes (last four digits) Only Universal

Coordinated Time (i. e. , Greenwich Mean Time) is to be used. The six-digit date-time-group is to be followed by Z.

Example: 201200 Z f. or 1200 hours on the 20th (GMT)

(3) Latitude and longitude

Latitude is a four-digit group expressed in degrees and minutes, and suffixed with "N" for north or "S" for south.

Longitude is a five-digit group expressed in degrees and minutes, and suffixed with "E" for east or "W" for west.

Example: 3538 N for lat. 35°38'N, and 13950 E for long. 139°50'E

(4) AMVER

In case of ship with a dual participation in the JASREP and AMVER systems, express "AMVER" on this line.

However, in case of departing from the service area of the JASREP System and continued participation in the AMVER System is desired, no entry on this line is required.

(5) OBS

In case of a ship with OBS system (linking with weather report), express "OBS" on this line.

Example: X/OBS/ /

(Radio station)

(1) Shortwave radio station

<1> Shortwave radio telegram (Narrow-Band Direct-Printing)

Identification signals	Receiving frequency (kHz)	Transiting frequency (kHz)
2400 004310001	F1B 4179 8379.5 12487.5 16688.5	F1B 4216.5 8419.5 12590 16812

<2> NBDP or Shortwave radio telephone after DSC calling

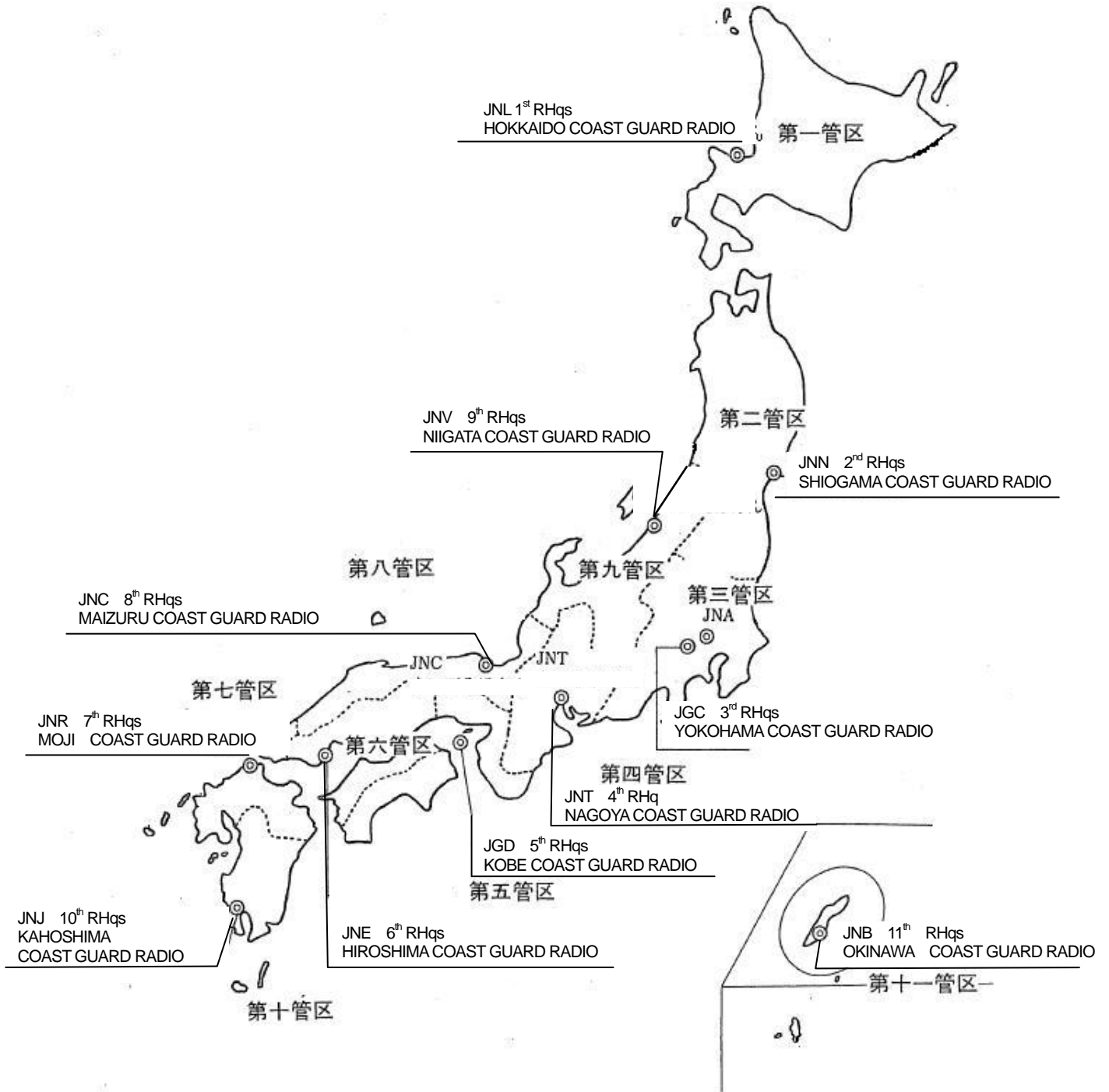
Identification signals	Receiving frequency (kHz)	Transiting frequency (kHz)
004310001 TOKYO COAST GUARD RADIO	F1B 4208 8415 12577.5 16805 (DSC)	F1B 4219.5 8436.5 12657 16903 (DSC)
	F1B 4179 8379.5 12487.5 16688.5 (NBDP)	F1B 4216.5 8419.5 12590 16812 (NBDP)
	J3E 4354 8707 8710 12326 12332 16513 16519	J3E 4354 8707 8710 13173 13179 17395 17401

(2) MF and VHF coastal radio stations

Identification Signals	Receiving Frequency (kHz)	Transmitting Frequency (kHz)
HOKKAIDO COAST GUARD RADIO 004310101 JNL	F3E 156.6MHz 156.8MHz F1B 2189.5 (DSC)	F3B 156.6MHz F1B 2177 (DSC) J3E 2150 2394.5
SHIOGAMA COAST GUARD RADIO 004310201 JNN	F3E 156.6MHz 156.8MHz F1B 2189.5 (DSC)	F3B 156.6MHz F1B 2177 (DSC) J3E 2150 2394.5
YOKOHAMA COAST GUARD RADIO 004310301 JGC	F3E 156.6MHz 156.8MHz F1B 2189.5 (DSC)	F3B 156.6MHz F1B 2177 (DSC) J3E 2150 2394.5
NAGOYA COAST GUARD RADIO 004310401 JNT	F3E 156.6MHz 156.8MHz F1B 2189.5 (DSC)	F3B 156.45MHz 156.6MHz F1B 2177 (DSC) J3E 2150 2394.5
KOBE COSAT GUARD RADIO 004310501 JGD	F3E 156.6MHz 156.8MHz F1B 2189.5 (DSC)	F3B 156.45MHz 156.6MHz F1B 2177 (DSC) J3E 2150 2394.5
HIROSHIMA COAST GURARD RADIO 004310601 JNE	F3E 156.6MHz 156.8MHz F1B 2189.5 (DSC)	F3B 156.6MHz F1B 2177 (DSC) J3E 2150 2394.5

MOJI COAST GUARD RADIO 004310701 JNR	F3E 156.6MHz 156.8MHz F1B 2189.5(DSC)	F3B 156.6MHz F1B 2177(DSC) J3E 2150 2394.5
MAIZURU COAST GUARD RADIO 004310801 JNC	F3E 156.6MHz 156.8MHz F1B 2189.5(DSC)	F3B 156.6MHz F1B 2177(DSC) J3E 2150 2394.5
NIIGATA COAST GUARD RADIO 004310901 JNV	F3E 156.6MHz 156.8MHz F1B 2189.5(DSC)	F3B 156.6MHz F1B 2177(DSC) J3E 2150 2394.5
KAGOSHIMA COAST GUARD RADIO 004311001 JNJ	F3E 156.6MHz 156.8MHz F1B 2189.5(DSC)	F3B 156.6MHz F1B 2177(DSC) J3E 2150 2394.5
OKINAWA COAST GUARD RADIO 004311101 JNB	F3E 156.6MHz 156.8MHz F1B 2189.5(DSC)	F3B 156.6MHz F1B 2177(DSC) J3E 2150 2394.5

(Locations of designated coastal radio stations)



(Reference)

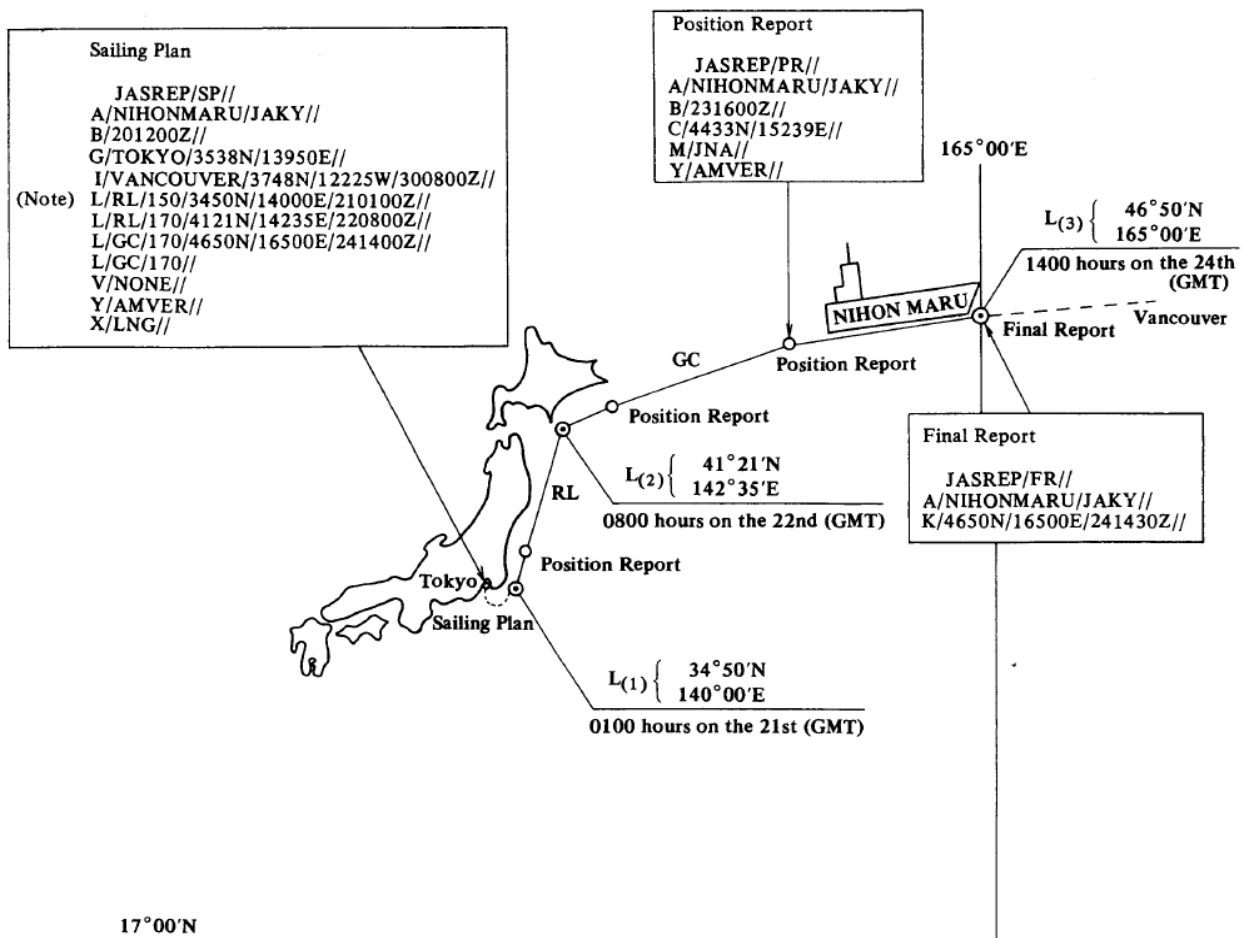
Report Example 1

Let us take, for instance, a case of the M/S "NIHON MARU," an ocean-going ship (call sign JAKY) that departed from the port of Tokyo (35°38'N, 139°50'E) at 1200 hours on the 20 th (GMT), will pass points (34°50'N, 140°00'E) and (41°21'N . 142°35'E) and will be destined for Vancouver (37°48'N, 122° 25'W, with an estimated time of arrival at 0800 hours on the 30 th (GMT)) bV navigation method of great circle.

(Note)

Route Information (L lines) represents the following contents:

- (1) Departed from Tokyo and will take navigation method of rhumb line (RL) to point L(1) (34°50'N, 140°00'E) at an average speed of 15.0 knots with an estimated time of arrival at point L(1) at 0100 hours on the 21st (GMT)
- (2) Navigation method of rhumb line (RL) will be taken for the passage from point L(1) to point L(2) at an average speed of 17.0 knots with an estimated time of arrival at point L(2) at 0800 hours on the 22nd (GMT)
- (3) Navigation method of great circle (GC) will be taken for the passage from point L(1) to point L(3) at an average speed of 17.0 knots with an estimated time of arrival at point L(3) at 1400 hours on the 24th (GMT)
- (4) In the passage after point L(3), navigation method of great circle (GC) will be taken at an average speed of 17.0 knots and the ship will be destined for Vancouver.



Report Example 2

This is a case of the M/S "KAIHO MARU, " an ocean-going ship (call sign JCBD) that departed from the port of Sydney at 0900 hours on the 21st (GMT) reached a points (17°00'N, 140°15'E) within the service area of JASREP at 1500 hours on the 27th (GMT) and will enter the port of Kobe with an estimated time of arrival at 1600 hours on the 30th (GMT) via off Shionomisaki (33°20'N, 135°50'E)

(Note)

Route Information (L lines) represents the following contents:

- (1) Departed Sydney and took navigation method of rhumb line (RL) to point L(1)(17°00'N, 140°15'E) at an average speed of 15.0 knots with a time of arrival at points L(1) at 1500 hours on the 27th (GMT)
- (2) Navigation method of rhumb Line (RL) will be taken for the passage from point L(1) to off Shinomisaki of point L(3) (33°20'N, 135°50'E) at an average speed of 16.0 knots with an estimated time of arrival at point L(2) at 0600 hours on the 30th (GMT)
- (3) In the passage after point L(3) navigation method of rhumb line (RL) will be taken at an average speed of 10.0 knots and the ship will be destined for Kobe.

