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DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
WASHINGTON NAVY YARD BLDG 210
901 M STREET SE
WASHINGTON DC 20398-5540

COMSCINST 3123.5J
N3
23 September 1992

COMSC INSTRUCTION 3123.5J

Subj: MOVEMENT REPORT INSTRUCTION

Ref: (a) NWP 10-1-10
       (b) Mechanized Movement Reporting System Users Manual
       (c) COMSCINST 5440.2J

Encl: (1) Preparation of Movement Reports
       (2) AIG Boundary Chart
       (3) Movement Report Abbreviations
       (4) State/Country Codes for Movement Reports

1. Purpose. To set forth procedures for movement reporting of ships under operational control of COMSC. This is a complete revision and should be read in its entirety.

2. Cancellation. COMSCINST 3123.5H and MSC 3123/9.

3. Applicability. This instruction is applicable to all ships under Military Sealift Command *(MSC)* operational control *(OPCON)*. Ships not directly under MSC OPCON shall comply with requirements of the officer directing movement.

4. Background

    a. The purpose of the U.S. Navy Movement Report *(MOVREP)* system is to collect and make available to certain authorities in the operational and administrative chains of command, current location information for all U.S. Navy, U.S. Coast Guard, MSC ships and those ships in which the U.S. Navy has a direct interest.

    b. Movement information is normally submitted by a formatted message which contains a complete and accurate sail plan of a vessel. This information is entered electronically into an automated data processing system which processes the information

by applying dead reckoning *(DR)* routines as applicable and distributes current location information to those with "a need to know" in the operational and administrative chains of command.

    c. The MOVREP system does not require communications from a ship at sea so long as the ship remains within tolerances prescribed by this instruction along its planned route. Once registered into the system every move, including short runs between ports, must be documented. Any omission results in loss of continuity of the ships movements.

    d. Location information reported by other means *(e.g., CASREP and weather reports)* is used to update the computer generated DR position when applicable.

    e. Tangible benefits of an accurate MOVREP system include a clearer command and control picture with fewer interrogatory high precedence messages and replies and a reduction in the reporting burden placed on the operating forces.

5. Uses of MOVREP Data. Staff elements of various commands routinely analyze MOVREP data for the following uses:

    a. To provide accurate positional data on friendly forces to operational commanders.

    b. To monitor the safe and timely arrival of ships.

    c. To provide information to other systems for personnel and logistics distribution.

    d. To provide accurate locations in the event of emergencies, such as search and rescue *(SAR)* and evacuation efforts.

    e. To support requirements for planned force levels.

    f. To provide CNO with historical data for analysis.

6. System Organization. The system is a network of information centers responsible for monitoring ships movements and compiling information regarding them. The Navy Worldwide Military Command and Control System *(WWMCC)* Data Control Center, Washington DC, Designated NWDCC, Washington DC is the controlling agency for the entire MOVREP system. NWDCC is a CNO staff agency *(OP-603)* which issues instructions for operation of the MOVREP system, monitors performance, issues corrective procedures as necessary and directs compliance as required to ensure a properly functioning system.

a.   There are two movement reporting centers in the United States covering ship movements throughout the world. They are located at CINCLANTFLT Headquarters *(MRC Norfolk VA)* Norfolk VA and CINCPACFLT Headquarters *(MRC Pearl Harbor HI)* Makalapa HI. Each MRC performs the movement reporting administration at the Fleet Commander in Chief levels.

b.   For monitoring ship movements and compiling information about them, the Movement Report Control Center *(MRCC)* uses an ADP system. MOVREP data resides on the same data base as Casualty Report *(CASREP)* data and Status of Resources and Training Systems *(SORTS)* data. This information comprises the Navy Status of Forces *(NSOF)* file within the Navy WWMCCS software standardization *(NWSS)* systems data base. The Navy Command Center *(NCC)* at CNO and the Fleet Command Centers *(FCC)* at CINCLANTFLT, CINCPACFLT and CINCUSNAVEUR utilize NSOF data to provide a timely and accurate presentation of assigned assets. As required, this data is forwarded to the Joint Chiefs of Staff *(JCS),* the Department of Defense *(DOD)* and the National Command Authority. The MOVREP system provides WWMCCS with ship location information.

7. Responsibility

a.   Fleet Commanders ensure that the administration of the MOVREP system is assigned as a staff function, which will coordinate the MOVREP system within the geographical area assigned; monitor reports for timeliness and accuracy and issue corrective messages as necessary; and act as contact point for all matters having to do with the reporting of locations of U.S. Navy and friendly forces.

b.   MSC Headquarters ensures all ships under MSC control *(administrative and operational)* are registered in the movement reporting system. The ship name *(as it appears on the MOVREP)* and unit identification code *(UIC),* if available, must be provided. The Operations Officer *(N3)* will provide the above information along with the effective date to the Command Center Director *(N3F6).* In addition, N3F6 will be notified of transfers and charter termination actions so that the data base may be kept current.

c.   MSC Area Commanders:

(1) Shall ensure that each Master is briefed on the submission of MOVREPs as prescribed by this instruction.

(2) If circumstances dictate, assume responsibility for writing and/or transmitting of MOVREPs for ships under their OPCON. This may be delegated to subordinate commands *(i.e., MSCOs, PORTREPs, etc.).*

(3) Monitor submission of MOVREPs for accuracy and timeliness. Support MRC actions to correct discrepancies for MSC controlled ships in their respective areas of responsibility.

(4) Make available to all ships of which they have OPCON, Mechanized Movement Reporting System *(MMREPS)* software outlined in paragraph 8 of this instruction.

d. Masters:

(1) Shall obtain MMREPS software for their ship.

(2) Ensure MOVREPs are filed accurately and in a timely manner to the proper Address Indicating Group *(AIG)* and MSC addees.

(3) Ensure precedence of message is consistent with paragraph 8 of this instruction.

8. <u>Mechanized Movement Reporting System</u> *(MMREPS)*. The MOVREP system is an ADP system which receives formatted MOVREP messages automatically. MOVREPs that contain errors to the format must be manually entered into the system which causes delay. To reduce errors in format, MMREPS software was developed. This software is IBM compatible and user friendly and shall be used to create all MOVREPs messages.

a. The MMREPS program, written in DBASE III and compiled into executable code, is series of screens which are designed to build the various MOVREP data sets as error free as possible. Each screen or menu follow the formats set forth in reference (a).

b. Although the MMREPS software will prevent certain errors in formatting, it will not prevent improper addressing of message or human errors in the calculation of navigational data *(i.e., lat/long, dtg's, speed or course type).* Particular attention shall be paid to these entries.

c. Reference (b) provides detailed formatting procedures for the MMREPS program.

9. <u>Preparation of Movement Reports</u>. Enclosure (1) provides instructions and samples for preparing MOVREPs.

10. Addressing Movement Reports

   a. Address Indicating Groups *(AIG)*

      (1) The MOVREP system uses AIGs to simplify MOVREP information by operational units. AIG boundaries are outlined in enclosure (2).

      (2) MOVREPs shall be addressed to the AIG in which the movement originates and to all AIGs that the ship transits through until arrival at reported destination.

      i.e., a ship transits from Houston TX to Port Said EG, the MOVREP would be addressed to the following AIGs:

> **AIG SEVEN FOUR**
> **AIG SEVEN EIGHT**
> **AIG TWO FOUR ZERO**
> **AIG TWO FOUR TWO**

Note: Appropriate Naval Weather Service Command activities are included within the MOVREP system AIGs. There is no need to include individual weather activities or environmental AIGs as MOVREP addees.

   b. Info Addees

      (1) All MOVREPs will have COMSC Washington DC//N3//, ONI IFE SUITLAND MD//JJJ// and MSC Area and Subarea Commanders of the area through which movement takes place *(reference (c))* and MSCOs of departure and arrival ports, as applicable.

      (2) All unclassified MOVREPs will include AMVER Center Martinsburg WV//TLX414//.

      (3) If proceeding to or in AIG 55 area north of 50 degrees inform MSC Rep Anchorage AK.

      (4) When transiting the Panama Canal; MSCO Balboa PM.

      (5) When transiting the Suez Canal, USDA Cairo EG//USNA//, CINCPACFLT Pearl Harbor HI, COMSCMED Naples IT, COMSCEUR London UK and FOSIF WESTPAC Kami Seya JA.

      (6) MSC tankers shall inform DFSC Cameron Station VA and appropriate contract owner/operator.

    (7) When shuttling between the Arabian Gulf and Far East - COMSCFE Yokohama JA, COMSCSWA Bahrain, COMSCWESTPAC GQ and COMSCWESTPAC DET SINGAPORE SN.

11. Classification. The Chief of Naval Operations has authorized the movements of all categories of MSC controlled ships to be unclassified except when:

    a. Specifically classified by the appropriate Operational Control Authority *(OCA),* COMSC and/or the MSC Area Commander directing movement.

    b. MOVREPs which divulge the movement and composition of a task organization. These MOVREPs will have at minimum a classification of confidential.

    c. In wartime, MOVREPs will be classified unless otherwise directed by the CNO, Fleet or Operational Commanders.

12. Submission and Precedence Requirements. MOVREPs are operational messages and should bear a precedence of priority or above. MOVREPs are required to be filed within the following time limits to ensure proper dissemination throughout the AIG.

    a. Departure reports shall be filed 48 to 24 hours prior to movement from port or MOD LOC and shall bear a precedence of priority.

    b. Departure reports filed less than 24 hours prior to movement from port or MOD LOC will bear a precedence of immediate.

    c. Arrival reports shall be filed immediately on arrival at final destination and shall be assigned a priority precedence.

    d. Arrival reports may be transmitted upon entering the outer limits of a port where radio transmission is prohibited, or a port where transmission is difficult because of terrain interfering with propagation. In this case, a departure report may be transmitted immediately following the arrival report.

13. Investigating Non-arrivals. An MRC must investigate non-arrivals. In the interest of reducing communications, the following procedures shall be used to investigate non-arrivals of ships under OPCON of MSC.

    a. The first request shall be addressed for action to the ship involved and the MSCO nearest to the destination reported in the MOVREP; COMSC, MSC Area Commander,

NWDCC Washington DC and the MRC of the departure area shall be included as info addressees.

    b. The second and final request shall be addressed to COMSC for action, the MSC Area Commander, the MSCO nearest the destination and NWDCC Washington DC area shall be included as information addressees.

    c. All ships must resubmit original arrival reports upon receipt of an "arrival report not received" message.

14. <u>Telecommunications</u>. Transmit MOVREP by ship radio when permissible or file for transmission with one of the following activities *(if little or no delay occurs)*.

    a. Local MSC shore activity

    b. Local U.S. military activity

    c. American Consul

    d. Any other U.S. Government activity having facilities

    e. Commercial communications facilities - when sending a MOVREP through commercial facilities, it shall be sent to one of the following Telex numbers for refiling into the AUTODIN system for ultimate delivery.

        (1) NAVCOMMSTA STOCKTON CA
           265852
           160407
           6771433

        (2) NTCC NAVY YARD WASHINGTON DC
           197673
           197726
           248873
           64674

15. Report. The MSC MOVREP is assigned RCS MSC 3123-9 and is effective for 3 years from date of this instruction.

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PREPARATION OF MOVEMENT REPORTS

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TABLE OF FIGURES
(Samples)

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1. <u>Format form Movement Reporting</u>. Format prescribed in this section systematizes the contents of MOVREPs and makes them compatible with an ADP system. Originators of MOVREPs must follow exactly the prescribed instructions and rules of format. Of particular importance when preparing MOVREPs, is certain standard abbreviations and meanings. Enclosure (3) contains a complete list of abbreviations and meanings.

2. <u>Date Time Groups</u> *(DTGs).* The message date time group is the only reference that the movement reporting centers *(MRC)* use to identify the MOVREP. All times in MOVREPs shall be in Greenwich Mean Time *(ZULU).* When referring to the hour, the numerals 2400 and 0000 shall not be used. MOVREP DTGs must be followed by the month.

3. <u>Geographic Position and Places</u>

   a. <u>Latitude and Longitude</u>. Geographic positions will be designated by a latitude and longitude. Latitude is written first, followed by longitude, each rounded to the nearest minute. The numerals presenting degrees and minutes are always separated by a hyphen.

   b. Ports/Cities. Only proper names of ports or cities shall be used. Ports and cities also will contain state or country codes from enclosure (4). Abbreviations of ports of cities are not to be used. Names of straits, capes, canals, sea buoys or pilot stations will not be given.

   c. Departure/Arrival Reference Points. Upon departure or prior to arrival at a port, the normal channel route between the pier and sea buoy need not be included as separate legs of the track. However, normal transit time must be considered in computing the speed of advance *(SOA)* that includes channel transit. The channel sea buoy shall be referenced as the departure/arrival waypoint and direct inland *(DI)* shall be the course type used.

4. Weather Codes. If appropriate, WEAX *(requests enroute weather)* and OTSR *(indicates that optimum track ships routing will be used)* shall be entered on line one. In addition, ships desiring OTSR services must also initiate a separate OTSR request in accordance with COMSCINST 3121.9 and NAVOCEANCOMINST 3140.1J. For ships with embarked aviation detachments, the term AVWX vice WEAX should be used.

5. Check Sum Digits. The originator of a MOVREP will compute check sum digits for specified numerical data groups. The addressee of the report will use the check sum digit to correct transmission errors in the group. The check sum digit is the right-hand digit of the sum of the digits of the date group *(i.e., DTG 151425Z has a check sum digit of 8. This digit was obtained by adding the digits of the group 1+5+1+4+2+5 = 18 and discarding all except the right-hand digit of the sum).* MMREPS F2.0 will automatically compute the check sum digit for a group. Specific groups requiring check sum digits are:

   a. Latitude and Longitude

   b. Date Time Groups

   c. Speed

   d. Direction and fuel percentage *(on storm diversion reports only)*

6. Line Numbering. Each line in a report shall be given a sequential two-digit number. The number appears just before the double slash at the end of the line. The first line is numbered 01, the second 02 and so forth. The last line number in the report is used for reference when a MOVREP change is necessary. The first line of change/cancel report begins with the next number in sequence after the last line number of the previous MOVREP and remaining lines in the change report numbered are sequentially. MMREPS F2.0 will automatically number lines sequentially.

7. Organization Identification. The reported name of a ship consists of ship type as well as the ship's name *(i.e., MV CAPE ISABEL, USNS STALWART)* and call sign *(see Figure 1, line 01, for example).*

8. Track Data Line. Track lines described the navigational details of a movement. Use as many lines as necessary to describe the movement from one port to the next. Several intermediate *(VIA)* legs may be used; however, only one destination *(ETA or MOD LOC)* is allowed per ship sail plan. When submitting intermediate legs, sufficient via points should be indicated to ensure that the track does not cross land.

9. Movement Route. The route to be followed in a MOVREP must be adequately and accurately described. The route will be indicated by one of the following methods:

    a. Great Circle *(GC)* must indicate point of departure *(see Figure 15).*

    b. RHUMB Line *(RH)* must indicate point of departure *(see Figure 1).*

    c. Usual Coastal Route *(CO).*

    d. Direct inland *(DI)* used to describe transit in inland waters of any nation where only one route is possible *(i.e., transit from Baltimore to Norfolk).* Also used to describe transit from pier to sea buoy or sea buoy to pier. *(See Figure 1.)*

10. Present Position. When off and correcting position, when changing a previous speed of advance, when a new route is required or when checking into the MOVREP System enroute, give position and time when departing original track and then give a complete sail plan to destination.

11. Types of MOVREPs

    a. Departure. This report will contain sail plan for ship. It will have only one ETD and one ETA to final destination or MOD LOC. It is required when:

        (1) Ship departs one port and transits to another.

FIGURE 1
DEPARTURE WITH TERMINATION AT A PORT

MV CAPE HUDSON departs Bayonne NJ on 03 February 1992 at 1200Z. Transit through New York harbor will be at 10 KTS. The route type is indicated by direct inland *(DI)* until ship takes departure from Ambrose Light *(line 02 refers departure point)*. From Ambrose Light the CAPE HUDSON will sail RHUMB lines until arrival at St. Johns River sea buoy *(STJ)*. The speed is 15.0 KTS until the ship slows to 10 KTS *(line 07 refers)*. From Buoy STJ CAPE HUDSON will use route type DI again until actual arrival at pier in Jacksonville FL at 2130Z 05 February 1992.

```
P P 011200Z FEB 92
FM      MV CAPE HUDSON
TO      AIG SEVEN EIGHT
        AIG SEVEN FOUR
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        MSCO PCANREP JACKSONVILLE FL//N3//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
PPP MOVREP MV CAPE HUDSON, KMNJ, OTSR/WEAX 01//
ETD P BAYONNE, NJ 031200Z6 FEB DI 010.0K1 02//
VIA L 40-28N4 073-50W5, 031400Z8 FEB RH 015.OK6 03//
VIA L 39-00N2 074-00W1, 031945Z2 FEB 04//
VIA L 36-00N9 074-30W4, 040801Z3 FEB 05//
VIA L 35-00N8 075-00W2, 041220Z9 FEB 06//
VIA L 33-00N6 078-00W5, 050108Z4 FEB RH 000010.0K1 07//
VIA L 31-00N4 080-00W8, 051654Z1 FEB 08//
VIA L 30-23N8 081-19W9, 052000Z7 FEB DI 010.0K1 09//
ETA P JACKSONVILLE FL, 052130Z1 FEB 10//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
```

Note: Course type and speed are not required on all track data lines unless a change in either occurs.

FIGURE 1A
DEPARTURE WITH TERMINATION AT A PORT,
GREAT CIRCLE MOVREP

MV GREEN RIDGE will depart San Francisco CA at 1800Z on 29 Jun. MV GREEN RIDGE will transit San Francisco Bay at 12 Kts with a course type of direct inland (DI) until taking departure from San Francisco Bay (Ref line 04). From referenced departure point, MV GREEN RIDGE will great circle sail (GC) to a point located off of northern Philippines, the ship takes a coastal route to entrance of Subic Bay. Ship will then transit from entrance of Subic Bay to pier side is indicated by a direct inland (DI) type route, with estimated arrival at 0021Z on 17 Jul.

```
P P 271200Z JUN 92
FM      MV GREEN RIDGE
TO      AIG FIVE FIVE
        AIG SIX ZERO
INFO    COMSC WASHINGTON DC//N3//
        COMSCPAC OAKLAND CA//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
        COMSCFE YOKOHAMA JA//N3//
        COMSCWESTPAC DET SINGAPORE SN//N3//
BT
UNCLAS//N03123//
PPP MOVREP MV GREEN RIDGE, WRVL, OTSR/WEAX 01//
ETD P SAN FRANCISCO CA  291800Z JUN DI 012.0K  02//
VIA  L  37-50N5  122-23W0,  291810Z JUN 03//
VIA  L  37-49N3  122-30W8,  291838Z JUN GC  015.0K6  04//
VIA  L  19-40N4  121-54E3,  151743Z  JUL CO 012.0K3  05//
VIA  L  19-23N5  121-14E9,  152101Z  JUL  06//
VIA  L  18-28N9  120-17E1,  160326Z  JUL  07//
VIA  L  16-20N9  119-26E7,  161451Z  JUL  08//
VIA  L  14-45N4  120-05E8,  162322Z  JULY 09//
VIA  L  14-45N4  120-10E4,  162346Z  JUL DI 012.OK3  10
ETA P SUBIC BAY RP,  170021Z JUL 11//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
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```

(2) Ship departs port for local operations *(MOD LOC)* even though it may return to same port.

FIGURE 2
DEPARTURE WITH TERMINATION AT MOD LOC

USNS BOLD departs from Little Creek VA on 15 January 1992 at 1300Z. Transit through Chesapeake Bay and the northern traffic separation scheme enroute to MOD LOC operating area. Although USNS BOLD reports arrival at center of MOD LOC at 2157Z on 15 January 1992, USNS BOLD may transit, upon entry of MOD LOC to any locale within a radius of 100 NM of referenced MOD LOC point.

P P 151500Z JAN 92
FM   USNS BOLD
TO   AIG SEVEN EIGHT
INFO   COMSC WASHINGTON DC//N3//
**   COMSCLANT BAYONNE NJ//N3//**
**   COMSCMIDLANT NORFOLK VA//N3//**
**   MSC TAGOS UNIT LANT LITTLE CREEK VA//N3//**
**   COMUNDERSEALANT//JJJ//**
**   MARSHIP ROCKVILLE MD**
**   AMVER CENTER MARTINSBURG WV//TLX414//**
**   NAVMARINTCEN WASHINGTON DC//DI123//**
**   ONI IFE SUITLAND MD//JJJ//**
BT
UNCLAS//N03123
PPP MOVREP USNS BOLD, NIEY, OTSR/WEAX 01//
ETD P LITTLE CREEK VA, 151300Z0 JAN DI 010.0K1 02//
VIA L 36-56N0 075-57W4, 151400Z1 JAN RH 010.0K1 03//
VIA L 36-58N2 075-48W4, 151445Z0 JAN 04//
VIA L 36-50N4 075-30W5, 151624Z9 JAN 05//
MOD LOC 36-00N9 075-00W2 152157Z1 JAN OPERATING WITHIN 100 NM, 06//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
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Note: (a) When defining an area of operations the maximum radius will not exceed 100 NM.
        (b) Upon entry of MOD LOC no arrival report is required.

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(3) Ship departs previously reported MOD LOC *(submission time requirements remain the same).*

FIGURE 3
DEPARTURE FROM MOD LOC WITH TERMINATION AT A PORT

USNS BOLD will complete operations in MOD LOC at 190400Z Jan and depart for Little Creek VA with an ETA of 191300Z Jan.

```
O P 1892100Z JAN 92
FM      USNS BOLD
TO      AIG SEVEN EIGHT
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        MSC TAGOS UNIT LANT LITTLE CREEK VA//N3//
        COMSCMIDLANT NORFOLK VA//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
OOO MOVREP USNS BOLD, NIEY, OTSR/WEAX 01//
ETD L 35-59N2 074-58W4, 190400Z4 JAN RH 010.0K1 02//
VIA L 36-50N4 075-30W5, 190937Z9 JAN 03//
VIA L 36-58N2 075-48W4, 1911116Z9 JAN 04//
VIA L 36-56N0 075-57W4, 191200Z3 JAN DI 010.0K1 05//
ETA P LITTLE CREEK VA, 191300Z4 JAN 06//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
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    b. <u>Arrival</u>. This report confirms actual arrival at final destinations. Arrival reports are not required upon arrivals at MOD LOC areas or positions at sea.

FIGURE 4
ARRIVAL REPORT

```
P P 05215555Z FEB 925
FM      MV CAPE HUDSON
TO      AIG SEVEN EIGHT
        AIG SEVEN FOUR
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        MSCO PCANREP JACKSONVILLE FL//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123
PPP MOVREP MV CAPE HUDSON, KMNJ 01//
ARR P JACKSONVILLE FL, 052140Z2 FEB 02//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
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                Enclosure (1)

   c. <u>Position Report</u>. This report is used to update a previous MOVREP when:

   (1) A ship has a change to the original sail plan after getting underway *(e.g., destination, speed or course has changed)*. The ship must not cancel the old MOVREP but must submit a new MOVREP with a present position *(POS)* line and a new sail plan from that position. Do not reference the old MOVREP on the message identification line.

   (2) There is a variation of 4 or more hours *(ahead/behind)* planned intended movement as previously reported or 100 NM from track line.

   (3) There is a variation of 4 or more hours in ETA to final destination.

   (4) There is a variation of more than 100 NM from a reference point of operations.

FIGURE 5
POSITION REPORT

MV CAPE HUDSON underway from Bayonne NJ to Jacksonville with a previous ETA of 2130Z on 05 Feb. Delays ship's arrival until 06 Feb at 1300Z. Causing a variation in ship's ETA of more than four hours.

```
O P 040100Z FEB 92
FM  MV CAPE HUDSON
TO      AIG SEVEN EIGHT
        AIG SEVEN FOUR
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123
OOO MOVREP MV CAPE HUDSON, KMNJ, OTSR/WEAX 01//
POS L 35-00N8 075-00W2, 041220Z9 FEB RH 008.8K6 02//
VIA L 33-00N6 078-00W5, 051008Z4 FEB 03//
VIA L 31-00N4 080-00W8, 060408Z8 FEB 04//
VIA L 30-23N8 081-19W9, 061250Z4 FEB DI 012.0K3 05//
ETA P JACKSONVILLE FL, 061400Z1 FEB 06//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
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   d. Change/Cancellation Report. This report is used when a ship has not gotten underway on a MOVREP submitted. The ship must first cancel *(CHG/CNL)* the outdated MOVREP and, if appropriate, submit a new sail plan. **DO NOT USE THIS TYPE OF MOVREP IF THE SAIL PLAN IS CHANGED AFTER THE SHIP HAS GOTTEN UNDERWAY.** Reference of previous MOVREP DTG must be made on the message identification line. Numbers must begin with the next higher number from the last line number of the previous MOVREP.

FIGURE 6
CHANGE/CANCEL TO PREVIOUS MOVREP

MV CAPE HUDSON is unable to get underway at 031200Z Feb as previously reported in MOVEREP DTG 011200Z Feb 92 (Figure 1). MV CAPE HUDSON will depart the next day at 1200Z and reports new sail plan in ship's CHG/CNL report. The last line of previous movement report was 10.

```
O P 021000Z FEB 92
FM      MV CAPE HUDSON
TO      AIG SEVEN EIGHT
        AIG SEVEN FOUR
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        MSCO PCANREP JACKSONVILLE FL//N3//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
OOO MOVREP MV CAPE HUDSON, KMNJ,  REF 011200Z FEB  OTSR/WEAX 11//
CHG CNL 12//
ETD P BAYONNE NJ,  041200Z7 FEB DI 010.0K1 13//
VIA  L  40-28N4  073-50W5,  041400Z9 FEB RH 015.0K6  14//
VIA  L  39-00N2  074-00W1,  041945Z3 FEB  15//
VIA  L  36-00N9  074-30W4,  050801Z4 FEB  16//
VIA  L  35-00N8  075-00W2,  051220Z0 FEB 17//
VIA  L  33-00N6  078-00W5,  060108Z5 FEB RH  010.0K1.18//
VIA  L  31-00N4  080-00W8,  061654Z2 FEB 19//
VIA  L  30-23N8  081-19W9,  0620000Z8 FEB DI  010.0K1  20//
ETA P JACKSONVILLE FL, 062130Z2  FEB 21//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
```

Note: Course type and speed are not required on all track data line unless a change in either occurs.

FIGURE 7
CANCELLATION REPORT

USNS RELENTLESS unable to get underway as previously reported in a MOVREP DTG 181300Z files CHG/CNL report with no follow on information thereby canceling the movement. Use this report if new sail plan is not known. The last line of previous movement report was 06.

```
O P 201630Z JAN 92
FM      USNS RELENTLESS
TO      AIG SEVEN EIGHT
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        COMSCMIDLANT NORFOLK VA//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
OOO MOVREP USNS RELENTLESS, NREL, REF 181300Z JAN OTSR/WEAX/07//
CHG/CNL 08//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
```

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12. Miscellaneous Operational Details Report. Use of Miscellaneous Operational Details (MOD) describes various operational details which complete the description of a sail plan. All entries on the line are track data. The following types of Miscellaneous Operational Details are acceptable:

   a. Local Operations. Shall be used when a ship is operating within a specific area. The MOD LOC radius shall not exceed 100 NM from referenced latitude/longitude. Give date-time at which a unit estimates it will reach the center of intended operation area, even though ships PIM may not include that position. An arrival report is not required upon entering the MOD LOC area. Upon departure from the MOD LOC area report the actual position and time of departure on the ETD line. MOD LOC is restricted to at sea operations and must be terminated (by departure report) prior to port entry.

FIGURE 8
MOD LOC REPORT

USNS BOLD will depart Little Creek VA at 1300Z on 15 Jan, and will conduct operations in an area within a radius of 100 NM from 36-00N-075-00W.

```
P P 131300Z JAN 92
FM      USNS BOLD
TO      AIG SEVEN EIGHT
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        COMSCMIDLANT NORFOLK VA//N3//
        COMUNDERSEASURVLANT NORFOLK VA//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
PPP MOVREP USNS BOLD, NIEY, OTSR/WEAX 01//
ETD P LITTLE CREEK VA, 151300Z0 JAN DI 010.0K1 02//
VIA L 36-56N0 075-57W4, 151400Z1 JAN RH 010.0K1 03//
VIA L 36-58N2 075-48W4, 151445Z0 JAN 04//
VIA L 36-50N4 075-30W5, 151624Z9 JAN 05//
MOD LOC 36-00n9 07500w2 15215721 JAN OPERATING WITHIN 100 NM, 06//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
```

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b. <u>Remain on Station</u>. Use of this provision is limited to a ship getting underway, conducting local operations and returning to the same port within 24 hours. In this case, MOD ROS serves as a via equivalent and is used in lieu of a MOD LOC. A MOD ROS is not a termination point in either case. It cannot be used as an ETA equivalent.

FIGURE 9
REMAIN ON STATION REPORT

USNS CAPABLE will depart Little Creek VA at 1500Z on 27 Feb. CAPABLE will conduct sea trials in VACAPES operating area and return to Little Creek VA at 1300Z on 28 Feb.

```
P P 251300Z FEB 92
FM      USNS CAPABLE
TO      AIG SEVEN EIGHT
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        COMSCMIDLANT NORFOLK VA//N3//
        COMUNDERSEASURVLANT NORFOLK VA//N3//
        NAVOCEANPROFAC DAM NECK VA//060//
        IUSSOPS SUPPCEN LITTLE CREEK VA//OIC//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLASS//N03123//
PPP MOVREP USNS CAPABLE, WEAX 01//
ETD P LITTLE CREEK VA, 271500Z5 FEB DI 010/K1 02//
MOD ROS 36-56N 075-57W4 271600Z6 FEB 03//
ETA P LITTLE CREEK VA, 281300Z4 FEB 04//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
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    c. Optimum Track Ship Routing *(OTSR)/*Storm Diversion Report. Use of MOD STM will be restricted to ships who receive storm diversion from OTSR. Storm diversion MOVREPs must be submitted at least every 24 hours until termination. When storm evasion maneuvers are complete, a departure *(POS)* report from the termination point is required. Also included in MOD STM report is estimated time of next MOVREP.

FIGURE 10
STORM DIVERSION REPORT

MV CAPE HUDSON receives storm diversion recommendation from OTSR and immediately transmits message storm diversion MOVREP.

O P 271600Z FEB 92
FM MV CAPE HUDSON
TO   AIG SEVEN EIGHT
         AIG SEVEN FOUR
INFO   COMSC WASHINGTON DC//N3//
         COMSCLANT BAYONNE NJ//N3//
         AMVER CENTER MARTINSBURG WV//TLX414//
         ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
OOO MOVREP MV CAPE HUDSON, KMNJ, OTSR/WEAX 01//
MOD STM 35-00N8 069-00W5 271545Z4 FEB 000D0 010.0K1 085P3 281600Z 02//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT

Note: (a) Line 02 course direction entered in whole degrees is represented by 000D0.
      (b) Line 02 085P3 represents actual fuel percentage onboard at time of report.
      (c) Line 02 281600Z represents estimated time of next storm diversion MOVREP.

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13. <u>Checking Into or Out of MOVREP System</u>. While engaged in certain sensitive operations, a ship may be required to check out the MOVREP System and check in again when operations are complete. COMSC, MSC Area Commanders or Fleet Commanders ordering the mission will issue special instructions concerning MOVREP and ensure that the cognizant MRCC, MRC and appropriate naval weather facilities are informed.

    a. <u>Checking Out</u>. A ship required to check out of the MOVREP System will file a departure report from port and indicate an at-sea location *(latitude/longitude)* where ship checks out. **A SHIP MAY NOT CHECK OUT OF THE MOVREP SYSTEM WHILE IN PORT.**

    b. When a ship is routed by the Naval Control of Shipping Organization *(NCSORG),* it shall check out the MOVREP System using the above outlined procedures. Port entry procedures shall be held in abeyance while under NCSORG routing. Upon completion of NCSORG routing the ship shall check back into the MOVREP System.

FIGURE 11
CHECKING OUT OF MOVREP SYSTEM

USNS RELENTLESS will depart Little Creek VA 201300Z Jan to conduct survey OPS 2-92. Due to the sensitive nature of the operations RELENTLESS will MODOUT of MOVREP System.

```
P P 181300Z JAN 92
FM      USNS RELENTLESS
TO      AIG SEVEN EIGHT
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        COMSCMIDLANT NORFOLK VA//N3//
        MSC TAGOS UNIT LANT LITTLE CREEK VA//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
PPP MOVREP USNS RELENTLESS, NREL, OTSR/WEAX 01//
ETD P LITTLE CREEK VA, 201300Z JAN DI 010.0K1 02//
VIA L 36-56N0 075-57W4, 201400Z7 JAN RH 010.0K1 03//
VIA L 36-58N2 075-48W4, 201445Z6 JAN 04//
MOD OUT 36-50N4 075-30W5 201624Z5 JAN SURVOPS 2-92 05//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
```

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c. <u>Checking Into</u>. A ship that has previously checked out of the MOVREP System, must check back into the system prior to port entry. This report will contain on line 2 Miscellaneous Operational Detail MOD CIN, followed by a position MOVREP.

FIGURE 12
CHECKING INTO MOVREP SYSTEM

USNS RELENTLESS underway conducting SURVOPS will arrive at Little Creek VA at 262130Z Jan.

```
P P 251800Z JAN 92
FM  USNS RELENTLESS
TO      AIG SEVEN EIGHT
INFO    COMSC WASHINGTON DC//N3//
        COMSCLANT BAYONNE NJ//N3//
        COMSCMIDLANT NORFOLK VA//N3//
        COMSCMIDLANT NORFOLK VA//N3//
        MSC TAGOS UNIT LANT LITTLE CREEK VA//N3//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
PPP MOVREP USNS RELENTLESS, NREL, OTSR/WEAX 01//
MOD CIN 02//
POS L 36-50N4 30W5, 261800Z7 JAN RH 010.0K1 03//
VIA L 36-58N4 075-48W4, 261939ZO JAN 04//
VIA L 36-56N0 075-57W4, 262024Z6 JAN DI 010.K1 05//
ETA P LITTLE CREEK VA, 262130Z8 JAN 06//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
```

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14. Canal Transits. In lieu of giving detailed sail plans for the transit of a canal, ships transiting the Suez or Panama Canal shall submit MOVREPs as follow:

   a.   Upon actual arrival, transmit an arrival report. Arrival shall be to a port not the canal *(i.e., Port Said, EG, Cristobal, PM).*

```
FIGURE 13
ARRIVAL AT CANAL


O P 231200Z JAN 92
FM      MV AMERICAN EAGLE
TO      AIG SEVEN EIGHT
        AIG TWO FOUR TWO
        AIG TWO FOUR ONE
INFO    COMSC WASHINGTON DC//N3//
        COMSCMED NAPLES IT//N3//
        COMSCEUR LONDON UK//N3//
        MSCO SWA BAHRAIN//N3//
        CINCPACFLT PEARL HARBOR HI//JJJ//
        FOSIF WESTPAC KAMI SEYA JA//JJJ//
        USDAO CAIRO EG//USNA
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLASS/N03123//
OOO MOVREP MV AMERICAN EAGLE, WFPJ, OTSR/WEAX 01//
ARR P PORT SAID EG, 231145Z6 JAN 02//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
```

    b. Transmit a departure report listing estimated time to commence transit. Direct inland shall be the course type reported in line 02. Upon completion of canal transit departure is taken from a reference latitude/longitude followed by sail plan to final destination.

FIGURE 14
DEPARTURE WITH TRANSIT OF CANAL INCLUDED

```
O P 231205Z JAN 92
FM      MV AMERICAN EAGLE
TO      AIG TWO FOUR TWO
        AIG TWO FOUR ONE
INFO    COMSC WASHINGTON DC//N3//
        COMSCEUR LONDON UK//N3//
        COMSCMED NAPLES IT//N3//
        MSCO SWA BAHRAIN//N3//
        CINCPACFLT PEARL HARBOR HI//JJJ//
        FOSIF WESTPAC KAMI SEYA JA//JJJ//
        USDA CAIRO EG//USNA//
        AMVER CENTER MARTINSBURG WV//TLX414//
        ONI IFE SUITLAND MD//JJJ//
BT
UNCLAS//N03123//
OOO MOVREP MV AMERICAN EAGLE,  WFPJ, OTSR/WEAX 01//
ETD P PORT SAID EG, 272300Z4  FEB  DI 008.0K8  02//
VIA  L  29-51N7  032-33E1  281400Z5  FEB CO 016.4K1  03//
VIA  L  27-30N2  034-05E2  010230Z6  MAR 04//
VIA  L  12-31N7  043-30E0  040200Z6  MAR RH  016.4K1  05//
VIA  L  12-18N2  051-29E7  050526Z8  MAR 06//
VIA  L  06-45S5  071-12E1  090548Z3  MAR CO  016.4K1  07//
VIA  L  07-10S8  072-20E1  091030Z3  MAR DI  013.8K2  08//
ETA P DIEGO GARCIA IO,  091200Z0  MAR 09//
END
THIS MOVREP FORMATTED UTILIZING MMREPS F2.0 SOFTWARE
BT
```
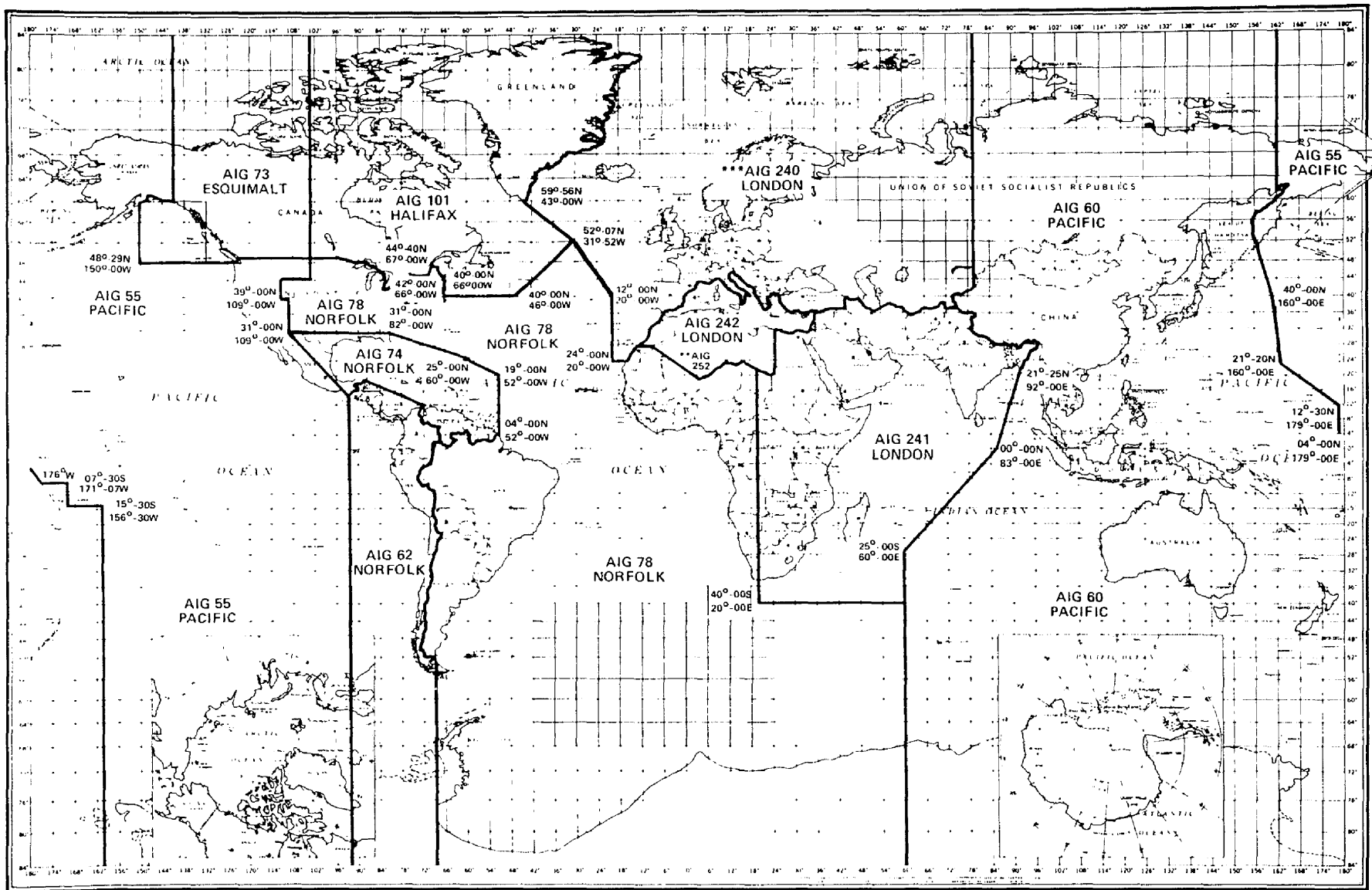
MOVEMENT REPORT ABBREVIATIONS

APR	April	OCIR	out of commission, in reserve
ARR	actual arrival	OCSP	out of commission, special
AUG	August	OCT	October
		OOO	immediate
CHG	change	ORG	organization
CIN	check into movement report system	OSIR	out of service, in reserve
CNL	cancel previous movement report	OSSP	out of service, special
CO	coastal route	OTSR	optimum track ship routing
		OUT	check out of movement report system
D	degree *(direction of intended movement)*		
DEC	December	P	fuel *(percent of capacity)*
DET	detaching	P	port of NAS
DI	direct route *(inland waters only)*	POS	present position
		PPP	priority
END	end of message		
ETA	estimated arrival	ROV	rendezvousing
ETD	estimated departure	REF	reference
		RH	rhumb line route
FEB	February	ROS	remain on station
		RRR	routine
GC	great circle route	SEP	September
		SP	single ship
IC	in commission, active	STM	storm evasion
ICIR	in commission, in reserve	STS	status
ICSP	in commission, special	SUBNOT	submarine notice
IND	indefinite operations		
IS	in service, active	TAS	TASS or TACTAS
ISIR	in service, in reserve		
		UFR	unit detached from
JAN	January	UG	special group embarked
JUL	July	UJN	unit joined to
JUN	June	UP	VIP
		UT	towed craft
K	Knots		
		VOS	variable depth sonar
L	latitude and longitude	VIA	route
LOC	local operations		
		WEAX	request for en route weather forecast
MAR	March		
MAY	May	Z	Greenwich mean time *(Zulu)*
MEDARR	one or more medical officers onboard	ZZZ	flash
MEDOEP	no medical officer on board		
NOV	November		

STATE/COUNTRY CODES FOR MOVEMENT REPORTS

ENCODE

Country	Code	Country	Code
Afghanistan	AF	Burkina	UV
Albania	AL	Burma	BM
Algeria	AG	Burundi	BY
Andorra	AN	Cambodia	CB
Angola	AO	Cameroon	CB
Anguilla	AV	Canada	CA
Antarctica	AY	Cape Verde	CV
Antigua and Barbado	AC	Cayman Islands	CJ
Argentina	AR	Central African Republic	CT
Ashmore and Cartier Islands	AT	Chad	CD
Australia	AS	Chile	CI
Austria	AU	China	CH
Bahamas, The	BF	Christmas Island	KT
Bahrain	BA	Clipperton Island	IP
Baker Island	FQ	Coral Sea Island	CR
Bangladesh	BG	Cocos *(Kelling)* Islands	CK
Barbados	BB	Colombia	CO
Bassas Da India	BS	Comoros	CN
Belgium	BE	Congo	CF
Belize	BH	Cook Islands	CW
Benin	BN	Costa Rica	CS
Bermuda	BD	Cuba	CU
Bhutan	BT	Cyprus	CY
Bolivia	BL	Czechoslovakia	CZ
Botswana	CB	Denmark	DA
Bouvet Island	BV	Djibouti	DJ
Brazil	BR	Dominica	DO
British Indian Ocean Territory	IO	Dominican Republic	DR
British Virgin Islands	VI	Ecuador	EC
Brunei	BX	Egypt	EG
Bulgaria	BU	El Salvador	ES
Ethiopia	ET	Equatorial Guinea	EK
Europa Islands	EU	Indonesia	ID
Faroe Island	FO	Iran	IR
Falkland Islands (Islas Malvinas)	FA	Iraq	IZ
Fiji	FJ	Iraq-Saudia Arabia Neutral Zone	IY
Finland	FI	Ireland	IE
France	FR	Israel	IS
French Guiana	FG	Italy	IT
French Polynesia	FP	Ivory Coast	IV
French Southern and Antartic Lands	FS	Jamaica	JM
French Territory of the Afars and Issas	FT	Jan Mayen	JN
Gabon	GB	Japan	JA
Gambia, The	GA	Jarvis Island	DQ
Gaza Strip	GZ	Johnston Atoll	JQ
Germany, Democratic Republic	GC	Jersey	JE
Germany, Berlin	BZ	Jordan	JO
Germany, Federal Republic of	GE	Juan De Nova Island	JU
Ghana	GH	Kenya	KE
Gibraltar	GI	Korea, Democratic Peoples Rep of	KN
Glorioso Islands	GO	Korea, Republic of	KS
Greece	GR	Kiribati	KR
Greenland	GL	Kingman Reef - US Territory	KQ
Guadelope	GP	Laos	LA

Enclosure (4)

Country	Code	Country	Code
Guam	GQ	Lebanon	LE
Guatamala	GT	Lesotho	LT
Guernsey	GK	Liberia	LI
Guinea	GV	Libya	LY
Guinea-Bissau	PU	Liechtenstein	LS
Guyana	GY	Luxembourg	LU
Haiti	HA	Macau	MC
Heard and McDonald Islands	HM	Madagascar	MA
Honduras	HM	Malawi	MI
Hong Kong	HK	Malaysia	MY
Howland Island	HQ	Maldives	MV
Hungary	HU	Mali	ML
Iceland	IC	Malta	MT
India	In	Man. Isle of	IM
Mauritania	MR	Martinique	MB
Mauritius	MP	Qatar	QA
Mayotte	MF	Reunion	RE
Mexico	MX	Rwanda	RW
Midway Islands	MQ	St. Christopher-Nevis	SC
Monaco	MN	St. Helena	SH
Mongolia	MG	St. Lucia	ST
Montserrat	MH	St. Pierre and Miquelon	SB
Morocco	MO	St. Vincent & the Grenadine Islands	VC
Mozambique	MZ	San Marino	SM
Namibia	WA	Sao Tome and Principe	TP
Nauru	NR	Saudia Arabia	SA
Netherlands Antilles	NA	Singapore	SN
New Caledonia	NC	Solomon Islands	BP
New Zealand	NZ	Somalia	SO
Nicaragua	NU	South Africa	SF
Niger	NG	Southern Rhodesia	RH
Nigeria	NI	Spain	SP
Niue	NE	Spratly Island	PG
Norfolk Island	NF	Sri Lanka	CE
Northern Mariana Islands	CQ	Sudan	SU
Norway	NO	Suriname	NS
Oman	MU	Svalbard	SV
Pakistan	PK	Swaziland	WZ
Palmyra Atoll	LQ	Sweden	SW
Panama	PM	Switzerland	SZ
Papua New Guinea	PP	Syria	SY
Paracel Islands	PF	Taiwan	TW
Paraguay	PA	Tanzania, United Republic of	TZ
Peru	PE	Thailand	TH
Philippines	RP	Togo	TO
Pitcairn Islands	PC	Tokelau Islands	TL
Poland	PL	Tonga	TW
Portugal	PO	Trinidad and Tobago	TD
Puerto Rico	RQ	Tromelin Islands	TE
U.S. Trust Territory Pac. Islands	NQ	Venezuela	VE
Tunisia	TS	Vietnam	VM
Turkey	TU	Virgin Islands *(U.S.)*	VQ
Turks and Caicos Islands	TK	Wake Island	WQ
Tuvalu	TV	Wallis and Futuna	WF
Uganda	UG	Western Sahara	WI
Union of Soviet Socialist Rep	UR	Western Samoa	WS
United Arab Emirates	TC	Yemen *(Aden)*	YS
United Kingdom	UK	Yemen *(Sanan)*	YE
United States	US	Yugoslavia	YO

Country	Code	Country	Code
Upper Volta	UV		
Uruguay	UY		
Vanuatu	NH	Zambia	ZA
Vatican City	VT	Zimbabwe	ZI

Enclosure (4)

DECODE

Code	Country	Code	Country
AC	Antigua and Barbado	BM	Burma
AF	Afghanistan	BN	Benin
AG	Algeria	BP	Solomon Islands
AL	Albania	BQ	Navassa Island
AN	Andorra	BR	Brazil
AO	Angola	BS	Bassas Da India
AQ	American Samoa	BT	Bhutan
AR	Argentina	BU	Bulgaria
AS	Australia	BV	Bouvet Island
AT	Ashmore and Cartier Islands	BX	Brunei
AU	Austria	BY	Burundi
AV	Anguilla	BZ	Germany, Berlin
AY	Antarctica	CA	Canada
BA	Bahrain	CB	Cambodia
BB	Barbados	CD	Chad
BC	Botswana	CE	Sri Lanka
BD	Bermuda	CF	Congo
BE	Belgium	CN	China
BF	Bahamas, The	CI	Chile
BG	Bangladesh	CJ	Cayman Islands
BN	Belize	CK	Cocos (Keeling) Islands
BL	Bolivia	CM	Cameroon
CN	Comoros	GL	Greenland
CO	Colombia	GO	Glorioso Islands
CQ	Northern Mariana Islands	GP	Guadeloupe
CR	Coral Sea Islands	GQ	Guam
CS	Costa Rica	GR	Greece
CT	Central African Republic	GT	Guatemala
CU	Cuba	GV	Guinea
CV	Cape Verde	GY	Guyana
CW	Cook Islands	GZ	Gaza Strip
CY	Cyprus	HA	Haiti
CZ	Czechoslovakia	HK	Hong Kong
DA	Denmark	HM	Heard and McDonald Islands
DJ	Djibouti	HO	Honduras
DO	Dominica	HQ	Howland Island
DQ	Jarvia Island	HU	Hungary
EC	Ecuador	IC	Iceland
EG	Egypt	ID	Indonesia
EK	Equatorial Guinea	IE	Ireland
ES	El Salvador	IM	Man, Isle of
ET	Ethiopia	IN	India
EU	Europa Islands	IO	British Indian Ocean Territory
Code	**Country**	**Code**	**Country**
FA	Falkland Islands (Islas Malvinas)	IP	Clipperton Island
FG	French Guiana	IR	Iran
FI	Finland	IS	Israel
FJ	Fiji	IT	Italy
FO	Faroe Island	IV	Ivory Coast
FP	French Polynesia	IY	Iraq-Saudia Arabia Neutral Zone
FQ	Baker Island	IZ	Iraq
FR	France	JA	Japan
FS	French Southern & Antarctic Lands	JE	Jersey

Code	Country	Code	Country
FT	French Territory of the Afars & Issas	JM	Jamaica
GA	Gambia, The	JN	Jan Mayen
GB	Gabon	JO	Jordan
GC	Germany, Democratic Republic of	JQ	Johnston Atoll
GE	Germany, Federal Republic of	JU	Juan De Nova Island
GH	Ghana	KE	Kenya
GI	Gibraltar	KN	Korea, Democratic Peoples Rep of
GJ	Grenada	KQ	Kingman Reef-US Territory
GK	Guernsey	KR	Kiribati
KS	Korea, Republic Of	NR	Nauru
KT	Christmas Island	NS	Suriname
KU	Kuwait	NU	Nicaragua
LA	Laos	NZ	New Zealand
LE	Lebanon	PA	Paraguay
LI	Liberia	PC	Pitcairn Islands
LQ	Palmyra Atoll	PE	Peru
LS	Liechtenstein	PF	Paracel Islands
LT	Lesotho	PG	Spratly Island
LU	Luxembourg	PK	Pakistan
LY	Libya	PL	Poland
MA	Madagascar	PM	Panama
MB	Martinique	PO	Portugal
MC	Macau	PP	Papua New Guinea
MF	Mayotte	PU	Guinea-Bissau
MG	Mongolia	QA	Qatar
MH	Montserrat	RE	Reunion
MI	Malawi	RH	Southern Rhodesia
ML	Mali	RO	Romania
MN	Monaco	RP	Philippines
MO	Morocco	RQ	Puerto Rico
MP	Mauritius	RW	Rwanda
MQ	Midway Islands	SA	Saudi Arabia
MR	Mauritania	SB	St. Pierre and Miquelon
MT	Malta	SC	St. Christopher-Nevis
MU	Oman	SE	Seychelles
MV	Maldives	SF	South Africa
MX	Mexico	SG	Senegal
MY	Malaysia	SH	St. Helena
MZ	Mozambique	SL	Sierra Leone
NA	Netherlands Antilles	SM	San Marino
NC	New Caledonia	SN	Singapore
NE	Niue	SO	Somalia
NF	Norfolk Island	SP	Spain
NG	Niger	ST	St. Lucia
NH	Vanuatu	SU	Sudan
Code	Country	Code	Country
NI	Nigeria	SV	Svalbard
NL	Netherlands	SW	Sweden
NO	Norway	SY	Syria
NP	Nepal	SZ	Switzerland
NQ	U.S. traust Territory Pacific Islands	TC	United Arab Emirates
TD	trinidad and Tobago	VC	St. Vincent & the Grenadine Islands
TE	Tromelin Islands	VE	Venezuela
TH	Thailand	VI	British Virgin Islands
TK	Turks and Caicos Islands	VM	Vietnam
TL	Tokelau Islands	VQ	Virgin Islands *(U.S.)*

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TN	Tonga	VT	Vatican City
TO	Togo	WA	Namibia
TP	Sao Tome and Principe	WF	Wallis and Futuna
TS	Tunisia	WI	Western Sahara
TU	Turkey	WQ	Wake Islands
TV	Tuvalu	WS	Western Island
TW	Taiwan	WZ	Swaziland
TZ	Tanzania, United Republic of	YE	Yemen (Sanaa)
UG	Uganda	YO	Yugoslavia
UK	United Kingdom		
UR	United of Soviet Socialist Republics		
US	United States		
UV	Upper Volta	ZA	Zambia
UY	Uruguay	ZI	Zimbabwe

State	Code	State	Code
ALABAMA	AL	MISSOURI	MO
ALASKA	AK	MONTANA	MT
ARIZONA	AZ	NEBRASKA	NE
ARKANSAS	AR	NEVADA	NV
CALIFORNIA	CA	NEW HAMPSHIRE	NH
COLORADO	CO	NEW JERSEY	NJ
DELAWARE	DE	NEW YORK	NY
DISTRICT OF COLUMBIA	DC	NORTH CAROLINA	NC
FLORIDA	FL	NORTH DAKOTA	ND
GEORGIA	GA	OHIO	OH
HAWAII	HI	OKLAHOMA	OK
IDAHO	ID	OREGON	OR
ILLINOIS	IL	PENNSYLVANIA	PA
INDIANA	IN	RHODE ISLAND	RI
IOWA	IA	SOUTH CAROLINA	SC
KANSAS	KS	SOUTH DAKOTA	SD
KENTUCKY	KY	TENNESSEE	TN
LOUISIANA	LA	TEXAS	TX
MAINE	ME	UTAH	UT
MARYLAND	MD	VERMONT	VT
MASSACHUSETTS	MA	VIRGINIA	VA
MICHIGAN	MI	WASHINGTON	WA
MINNESOTA	MN	WEST VIRGINIA	WV
MISSISSIPPI	MS	WISCONSIN	WI
		WYOMING	WY

Enclosure (4)