

STANDARD MARINE COMMUNICATION PHRASES (SMCP)

TRAINING DOCUMENT

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Part 1: General

1. Procedure

When it is necessary to indicate that the SMCP are to be used, the following message may be sent:

"Please use Standard Marine Communication Phrases"
"I will use Standard Marine Communication Phrases"

2. Spelling

When in external communication spelling is necessary, only the following spelling table should be used:

Letter	Code	Letter	Code
A	Alfa	O	November
B	Bravo	P	Oscar
C	Charlie	Q	Papa
D	Delta	R	Quebec
E	Echo	S	Romeo
F	Foxtrot	T	Sierra
G	Golf	U	Tango
H	Hotel	V	Uniform
I	India	W	Victor
J	Juliet	X	Whisky
K	Kilo	Y	X-ray
L	Lima	Z	Yankee
M	Mike		Zulu

Figure	Code word
0	Nadazero
1	Unaone
2	Bissotwo
3	Terrathree
4	Kartefour
5	Pantafive
6	Soxisix

7
8
9
Full stop
Decimal point

Setteseven
Oktoeight
Novenine
Stop
Decimal

3. Message Markers

In shore-to-ship and ship-to-shore communication or radio communication in general, the following eight Message Markers may be used (also see "Application of Message Markers" given in section 6 "Vessel Traffic Service (VTS) Standard Phrases" of PART III):

- i. Instruction
- ii. Advice
- iii. Warning
- iv. Information
- v. Question
- vi. Answer
- vii. Request
- viii. Intention

4. Responses

- 1. When the answer to a question is in the affirmative, say:
"Yes, ..." - followed by the appropriate phrase in full.
- 2. When the answer to a question is in the negative, say:
"No, ..." - followed by the appropriate phrase in full.
- 3. When the information requested is not immediately available, say:
"Stand by" - followed by the time interval within which the information will be available.

4. When the information requested cannot be obtained, say:
"No information."
5. When an INSTRUCTION (e.g. by a VTS-Station, Naval vessel or other fully authorized personnel) or an ADVICE is given, respond if in the affirmative:

"I will/can ... " - followed by the instruction or advice in full; and, if in the negative, respond:

"I will not/cannot ... " - followed by the instruction or advice in full.

Example: "ADVICE. Do not overtake vessel ahead of you."

Respond: "I will not overtake vessel ahead of me."

The responses to orders of special importance, however, are given in wording in the phrases concerned.

5. Distress, urgency and safety signals

1. MAYDAY is to be used to announce a distress message
2. PAN - PAN is to be used to announce an urgency message
3. SECURITY is to be used to announce a safety message

6. Standard organizational phrases (see also section 4 of "SEASPEAK Reference Manual")

1. "How do you read?"

"I read you ...

bad/one	with signal strength one	(i.e. barely perceptible)
poor/two	with signal strength two	(i.e. weak)
fair/three	with signal strength three	(i.e. fairly good)
good/four	with signal strength four	(i.e. good)
excellent/five	with signal strength five	(i.e. very good)

2. When it is advisable to remain on a VHF channel/frequency say:
"Stand by on VHF channel ... /frequency ... "

1. When it is accepted to remain on the VHF channel/frequency indicated, say:
"Standing by on VHF channel .. "/frequency .. "

3. When it is advisable to change to another VHF channel/frequency, say:

"Advise (you) change to VHF channel ... frequency ...", "Advise(you) try VHF channel .. /frequency."

1. When the changing of a VHF channel/frequency is accepted, say:
"Changing to VHF channel ... /frequency "

7. Corrections

When a mistake is made in a message, say:

"Mistake.. " - followed by the word:

"Correction .. " plus the corrected part of the message.

Example: "My present speed 14 knots - mistake.

Correction, my present speed 12, one-two, knots."

8. Readiness

"I am /I am not ready to receive your message".

9. Repetition

1. If any part of the message are considered sufficiently important to need safeguarding, say:

"Repeat..." - followed by the corresponding part of the message.

Example : "My draft 12.6 repeat one-two decimal 6 metres."

"Do not overtake - repeat - do not overtake."

2. When a message is not properly heard, say: "Say again (please)."

Numbers

Numbers are to be spoken in separate digits:

"One-five-zero" for 150

"Two decimal five" for 2.5

Note: Attention! When rudder angles e.g. in wheel orders are given, say:

"Fifteen" for 15 or "Twenty" for 20 etc.

10. Positions

1. When latitude and longitude are used, these shall be expressed in degrees and minutes (and decimals of a minute if necessary), north or south of the Equator and east or west of Greenwich.

Example: "WARNING. Dangerous wreck in position 15 degrees 34 minutes north 61 degrees 29 minutes west."

2. When the position is related to a mark, the mark shall be a well-defined charted object. The bearing shall be in the 360 degrees notation from true north and shall be that of the position FROM the mark.

Example: "Your position bearing 137 degrees from Barr Head lighthouse distance 2.4 nautical miles."

11. Bearings

The bearing of the mark or vessel concerned, is the bearing in the 360 degree notation from north (true north unless otherwise stated), except in the case of relative bearings. Bearings may be either FROM the mark or FROM the vessel.

Examples: "Pilot boat bearing 215 degrees from you."

1. Relative bearings

Relative bearings can be expressed in degrees relative to the vessel's head or bow.

More frequently this is in relation to the port or starboard bow.

Example: "Buoy 030 degrees on your port bow."

(Relative D/F bearings are more commonly expressed in the 360 degree notation.)

- Courses

Always to be expressed in 360 degree notation from north (true north unless otherwise stated). Whether this is to TO or FROM a mark can be stated.

- Distances

Preferably to be expressed in nautical miles or cables (tenths of a mile) otherwise in kilometers or metres, the unit always to be stated.

- Speed

To be expressed in knots:

1. without further notation meaning speed through the water; or,
2. "ground speed" meaning speed over the ground.

- Time

Times should be expressed in the 24 hour notation indicating whether UTC, zone time or local time is being used.

- Geographical names

Place names used should be those on the chart or Sailing Directions in use. Should these not be understood, latitude and longitude should be given.

- Ambiguous words

Some words in English have meanings depending on the context in which they appear. Misunderstandings frequently occur, especially in VTS communications, and have produced accidents. Such words are:

1. The Conditionals "May", "Might", "Should" and "Could".

May

Do not say: "May I enter fairway?"

Say: "QUESTION. Is it permitted to enter fairway?"

Do not say: "You may enter fairway."

Say: "ANSWER. It is permitted to enter fairway."

Might

Do not say: "I might enter fairway."

Say: "INTENTION. I will enter fairway."

Should

Do not say: "You should anchor in anchorage B 3."

Say: "ADVICE. Anchor in anchorage B 3."

Could

Do not say: "You could be running into danger."

Say: "WARNING. You are running into danger."

2. The word "Can"

The word "Can" either describes the possibility or the capability of doing something.

In the SMCP the situations where phrases using the word "Can" appear make it clear whether a possibility is referred to. In an ambiguous context, however, say, for example:

"QUESTION. Is it permitted to use shallow draft fairway at this time?", do not say:

"Can I use shallow draft fairway at this time?", if you ask for a permission. (The same applies to the word "May")

Note : In cases not covered by PART I "General", the regular communication procedures prescribed by the ITU - Radio Regulations will prevail.

Part 2 Glossary

Abandon vessel	To evacuate a vessel from crew and passengers following a distress
Adrift	Floating, not controlled, without a clearly determinable direction
Assembly station	Place on deck, in mess rooms, etc., assigned to crew and passengers where they have to meet according to the muster list when the corresponding alarm is released or announcement made
Backing (of wind)	When a wind blows round anticlockwise (opposite of veering)
Beach (to)	To run a vessel upon a beach to prevent its sinking in deep water
Berth	A sea room to be kept for safety around a vessel, rock, platform, etc., or the place assigned to a vessel when anchored or lying alongside a pier, etc.
Blast	A sound signal made with the whistle of the vessel
Blind sectors	Areas which cannot be scanned by the radar of the vessel because they are shielded by parts of its superstructure, masts, etc.
Boarding arrangements	All gear, such as pilot ladder, accommodation ladder, hoist, etc., necessary for a safe transfer of the pilot
Boarding speed	The speed of a vessel adjusted to that of a pilot boat at which the pilot can safely embark
Briefing	A concise explanatory information to crew and passengers
Capsizing	Turning of a vessel upside down while on water
Cardinal buoy	A seamark, i.e. a buoy, indicating the north, east, south or west from a fixed point, e.g. a wreck
Casualty	Case of death or serious injury to a person in an accident or shipping disaster, also said of a distressed vessel
Close coupled towing	A method of towing vessels through polar ice by means of icebreaking tugs with a special stern notch suited to receive and hold the bow of the vessel to be towed
Compatibility (of goods) states whether different goods can be stowed together in one hold	
Convoy	A group of vessels which sail together, e.g. through a canal or ice
COW	Crude oil washing: A system of cleaning the tanks by washing them with the cargo of crude oil while it is being discharged

CPA	Closest point of approach
CSS	Co-ordinator surface search: A vessel, other than a rescue unit, designated to co-ordinate surface search and rescue operation within a specified area
Damage control team	A group of crew members trained for fighting flooding in the vessel
Datum	The most probable position of a search target at a given time
Derelict	Goods or any other commodity, specifically a vessel abandoned at sea
Destination	Port which a vessel is bound for
Disabled	A vessel damaged or impaired in such a manner as to be incapable of proceeding its voyage
Disembark (to)	To go from board a vessel
Distress alert (GMDSS)	A radio signal from a distressed vessel automatically directed to a RCC giving position, identification, course and speed of the vessel as well as the nature of distress
Dragging (of anchor)	Moving of an anchor over the sea bottom involuntarily because it is no longer preventing the movement of the vessel
Dredging (of anchor)	Moving of an anchor over the sea bottom to control the movement of the vessel
Drifting	Floating, caused by winds and current with a determinable direction
Drop back (to)	To increase the distance to the vessel ahead by reducing one's own speed
Embark (to)	To go aboard a vessel
Escape route	A clearly marked way in the vessel which has to be followed in case of an emergency
Escort	Attending a vessel, to be available in case of need, e.g ice-breaker, tug, etc
ETA	Estimated time of arrival
ETD	Estimated time of departure
Fairway	Navigable part of a waterway
Fairway speed	Mandatory speed in a fairway
Fire party	A group of crew members trained for fire fighting on board
Fire patrol	A round through the vessel carried out by a crew member of the watch at certain intervals so that an outbreak of fire may be promptly detected; mandatory in vessels carrying more than 36 passengers

Flooding	Major flow of seawater into the vessel
Foam monitor	A powerful foam fire extinguisher standing by aboard tankers loading or discharging oil
Foul (of anchor)	Anchor has its own cable twisted around it or has fouled an obstruction
Foul (of propeller)	A line, wire, net, etc., is wound round the propeller
Full speed	Highest possible speed of a Vessel
General emergency alarm	A sound signal of seven short blasts and one long blast given with the vessel's sound system
GMDSS	Global maritime distress and safety system
GPS	Global (satellite) positioning system
Hampered vessel	A vessel restricted by its ability to manoeuvre by the nature of its work or its deep draft
Hatchrails	Ropes supported by stanchions around an open hatch to prevent persons from falling into a hold
Hoist	here: A cable used by helicopters for lifting or lowering persons in a pick-up operation
IMO-Class	Group of dangerous or hazardous goods, harmful substances or marine pollutants in sea transport as classified in the International Dangerous Goods Code (IMDG Code)
Initial course	Course directed by the OSC or CSS to be steered at the beginning of a search
Inoperative	Not functioning
Jettison (to) (of cargo)	Throwing overboard of goods in order to lighten the vessel or improve its stability in case of an emergency
Launch (to)	To lower, e.g. lifeboats to the water
Leaking	Escape of liquids such as water, oil, etc., out of pipes, boilers, tanks, etc., or a minor inflow of seawater into the vessel due to a damage to the hull
Leeway	Lateral movement of the vessel to leeward of its course
Let go (to)	To set free, let loose, or cast off (of anchors, lines, etc.)
Lifeboat station	Place assigned to crew and passengers where they have to meet before they will be ordered to enter the lifeboats
List	Inclination of the vessel to port side or starboard side
Make water (to)	Seawater to flow into the vessel due to damage to its hull, or hatches awash and not properly closed

Manoeuvring speed	A vessel? reduced rate of speed in restricted waters such as fairways, harbors, etc.
Mass disease	An illness preferably of an infectious nature seizing more than two persons on board at the same time
Moor (to)	To secure a vessel in a particular place by means of chains or ropes made fast to the shore, to anchors, or to anchored mooring buoys, or to ride with both anchors down
Muster (to)	To assemble crew, passengers or both in a special place for purposes of checking
Not under command (NUC)	A vessel which through exceptional circumstances is unable to manoeuvre as required by the COLREGs
Obstruction	An object such as a wreck, net, etc., which blocks a fairway, route, etc.
Off air	When the transmissions of a radio station or a Decca chain, etc., have broken down, switched off or suspended
Off station (of buoys)	Not at the position charted
Oil clearance	An operation to remove oil from the water surface
Operational	Ready for immediate use
Ordnance exercise	Naval firing practice
Outbound/inbound vessel	A vessel leaving/entering port
Overflow	Accidental escape of oil out of a tank when it gets too full because pumping was not stopped in time
Polluter	A vessel emitting harmful substances into the air or spilling oil into the sea
Proceed (to)	To sail or head for a certain position or to continue the voyage
PA-system	Public address system: Loudspeakers in the vessel? cabins, mess rooms, etc., and on deck via which important information can be broadcast from a central point, mostly from the navigation bridge
RCC	Rescue co-ordination centre: Land-based authority conducting and co-ordinating search and rescue operations in a designated area
Receiving point	A mark or place at which a vessel comes under obligatory entry, transit, or escort procedure
Reference line	A fictive line displayed on the radar screen separating the fairway for inbound and outbound vessels so that they can safely pass each other.
Refloat (to)	To pull a vessel off after grounding; to set afloat again

Reporting point	(see Way point)
Rendez-vous	An appointment between vessels normally made on radio to meet in a certain area or position
Rescue team	A group of crew members standing by in case of an emergency in order to assist other teams in action if necessary
Restricted area	A deck, space, area, etc., not permitted to be entered for safety reasons
Retreat signal	Sound, visual or other signal to team ordering it to return to its base.
Rig move	The movement of an oil rig, drilling platform, etc., from one position to another
Roll call	The act of checking who of the passengers and crew members are present, e.g. at assembly stations, by reading aloud a list of their names
Safe speed	That speed of a vessel allowing the maximum possible time for effective action to be taken to avoid a collision and to be stopped within an appropriate distance
Safety load	The maximum permissible load of a deck, etc.
Safe working pressure	The maximum permissible pressure in cargo hoses
SAR	Search and rescue
Scene	The area where the event, e.g. an accident has happened
Search pattern	A pattern according to which vessels and/or aircraft may conduct a co-ordinated search (the IMOSAR offers seven search patterns)
Search speed	The speed of searching vessels directed by the OSC or CSS
Segregation(of goods)	Separation of goods which for different reasons must not be stowed together
Shifting cargo	Transverse movement of cargo, especially bulk, caused by rolling or a heavy list
Slings	Ropes, nets, and any other means for handling general cargoes
Speed of advance	The speed at which a storm centre moves
Spill (to)	To accidentally escape, e.g. oil, etc., from a vessel, container, etc., into the sea
Spill control gear	Special equipment for fighting accidental oil spills at early stages
Spreader	here: Step of a pilot ladder which prevents the ladder from twisting

Stand by (to)	To be in readiness or prepared to execute an order
Stand clear (to)	To keep a boat away from the vessel
Standing orders	Orders of the Master to the officers of the watch which s/he must comply with
Stand on (to)	To maintain course and speed
Station	The allotted place or the duties of each person on board
Take off (to)	To start with the helicopter from a vessel? deck
Target	The echo generated e.g. by a vessel on a radar screen
Traffic lane	A one-way route which vessels have to comply with within a traffic separation scheme
Transshipment (of cargo) here:	The transfer of goods from one vessel to another outside harbors
Transit	The passage of a vessel through a canal, fairway, etc.
Transit speed	Speed of a vessel required for the passage through a canal, fairway, etc.
Underway	A vessel which is not at anchor, or made fast to the shore, or aground
Unlit	When the light characteristics of a buoy or a light-house are inoperative
UTC	Universal time co-ordinated (ex GMT)
Variable (of winds)	When a wind is permanently changing the direction from which it blows
Veering (of winds)	When a wind blows round clockwise; opposite of backing
VTs	Vessel traffic service: A service, designed to improve safety, efficiency, and easiness of vessel traffic and to protect the environment
VTs-area	Area controlled by a VTs-Centre or VTs-Station
Way point	A mark or position at which a vessel is required to report to establish its position
Windward	The general direction from which the wind blows; opposite of leeward
Wreck	A vessel which has been destroyed or sunk or abandoned at sea

Part 3 External Communication Phrases

1 Distress Communications

1 Distress Communications

(Attention: The use of Standard Phrases in ships' external communication does not in any way exempt from applying the relevant ITU - Radio Regulations and Procedures for Radio Telephony)

1.1 Distress messages

III/1.1 Distress messages

1.1.1 Fire, explosion

.1 Vessel on fire (after explosion) in position

.2 I am on fire in position

.3 What is on fire?

3.1 Engine room on fire.

3.2 Hold(s) on fire.

3.3 (Deck) cargo on fire.

3.4 Superstructure on fire.

3.5 Accommodation on fire.

.3.5 ... on fire.

.4 Are dangerous goods on fire?

4.1 Yes, oil/... on fire.

4.2 No, dangerous goods not on fire.

.5 Is danger of explosion?

5.1 Yes, danger of explosion.

5.2 No, no danger of explosion.

.6 What is damage?

6.1 No damage.

6.2 No power supply.

6.3 I am not under command.

6.4 I am making water.

6.5 I am sinking.

.7 Is fire under control?

7.1 Yes, fire under control.

7.2 No, fire not under control (fire spreading).

.8 Can you get fire under control?

8.1 Yes, I can get fire under control.

8.2 No, I cannot get fire under control.

.9 Is smoke toxic?

9.1 Yes, smoke toxic.

9.2 No, smoke not toxic.

.10 What kind of assistance do you require?

10.1 I require foam extinguishers.

10.2 I require CO2 extinguishers.

10.3 I require fire pumps.

10.4 I require fire fighting assistance.

10.5 I require

10.6 I do not require assistance.

.11 Report injured persons.

11.1 No person injured.

11.2 Number of injured persons/casualties:

11.3 I require medical assistance.

1.1.2 Flooding

.1 I have leak below water line.

.2 I am making water.

.3 Can you stop leak?

3.1 Yes, I can stop leak.

3.2 No, I cannot stop leak.

.4 Can you control flooding?

4.1 Yes, I can control flooding.

4.2 No, I cannot control flooding.

.5 What kind of assistance do you require?

5.1 I require pumps.

5.2 I require divers.

5.3 I require

.6 I will send pumps.

6.1 I will send divers.

6.2 I will send

6.3 I cannot send

.7 I have dangerous list.

.8 I am in critical condition.

.9 How many compartments flooded?

9.1 ... compartments flooded.

.10 Flooding under control.

.11 Can you proceed without assistance?

11.1 Yes, I can proceed without assistance.

11.2 No, I cannot proceed without assistance.

.12 I require escort.

1.1.3 Collision

.1 I have collided with MV

1.1 I have collided with unknown vessel/object.

1.2 I have collided with ...(name) light vessel.

1.3 I have collided with seamark ...(charted name).

1.4 I have collided with iceberg.

1.5 I have collided with

.2 What is damage?

2.1 I have minor/major damage above/below water line.

2.2 Propeller/rudder damaged.

2.3 I can only proceed at slow speed.

2.4 I am not under command.

.3 Can you repair damage?

3.1 Yes, I can repair damage.

3.2 No, I cannot repair damage.

.4 What kind of assistance do you require?

4.1 I require escort.

4.2 I require tugs.

4.3 I require

1.1.4 Grounding

.1 Are you aground?

1.1 Yes, aground in position

1.2 Yes, aground on rocky bottom.

1.3 Yes, aground on soft bottom.

- .2 I went aground in position ... require assistance.
- .3 I went aground at high water.
- .4 I went aground at half water.
- .5 I went aground at low water.
- .6 What part is aground?
 - 6.1 Aground forward.
 - 6.2 Aground amidships.
 - 6.3 Aground aft.
 - 6.4 Aground full length.
- .7 What kind of assistance do you require?
 - 7.1 I require pumps.
 - 7.2 I require escort.
 - 7.3 I require tugs.
 - 7.4 I require
 - 7.5 I do not require assistance.
- .8 Uncharted rocks in position
- .9 Risk of grounding at low water.
- .10 Can you jettison cargo forward/aft to refloat?
 - 11.1 Yes, I can jettison cargo forward/aft.
 - 11.2 No, I cannot jettison cargo.
 - 11.3 Attention! Do not jettison IMO-class cargo.
- .12 When do you expect to refloat?
 - 12.1 I expect to refloat at
 - 12.2 I expect to refloat when tide rises.
 - 12.3 I expect to refloat when weather improves.
 - 12.4 I expect to refloat when draft decreases.
 - 12.5 I expect to refloat with tug assistance.
- .14 Can you beach?
 - 14.1 Yes, I can/will beach in position ...
 - 14.2 No, I cannot beach.
- 1.1.5 List, danger of capsizing
 - .1 I have heavy list to port side/starboard side.
 - .2 I have heavy list due to flooding.
 - .3 I have heavy list due to shifting cargo.
 - .4 List increasing.
 - 4.1 List decreasing.
 - .5 I am in danger of capsizing.
 - .6 Can you transfer cargo/bunkers to stop listing?
 - 6.1 Yes, I can transfer cargo/bunkers.
 - 6.2 No, I cannot transfer cargo/bunkers.
 - 6.3 I have transferred cargo/bunkers to stop listing
 - .7 Listing stopped after transferring.
 - 7.1 Listing did not stop after transferring.
 - .8 Can you jettison cargo to stop listing?
 - 8.1 Yes, I can jettison cargo.
 - 8.2 No, I cannot jettison cargo.
 - 8.3 I have jettisoned cargo to stop listing.
 - .9 Listing stopped after jettisoning.
 - 9.1 Listing did not stop after jettisoning.
 - .10 Can you beach?
 - 10.1 Yes, I can/will beach in position ...
 - 10.2 No, I cannot beach.
- 1.1.6 Sinking
 - .1 I am sinking in position ... after collision.
 - 1.1 I am sinking after grounding.

- 1.2 I am sinking after flooding.
- 1.3 I am sinking after explosion.
- 1.4 I am sinking after
- .2 I require assistance.
- .3 I proceed to your assistance.
- .4 I expect to reach you within ... hours/at ... UTC.
- 1.1.7 Disabled and adrift
 - .1 I am not under command in position
 - .2 I am adrift near position
 - .3 I am drifting at ... knots to ... degrees.
 - .4 What kind of assistance do you require?
 - 4.1 I require tug assistance.
 - 4.2 I require... .
- 1.1.8 Armed attack/piracy
 - .1 I am under attack of pirates.
 - 1.1 MV ... under attack of pirates.
 - 1.2 I require assistance.
 - 1.3 MV ... requires assistance.
 - .2 I was under attack of pirates.
 - 2.1 MV ... was under attack of pirates.
 - .3 What kind of assistance do you require?
 - 3.1 I require medical assistance.
 - 3.2 I require navigational assistance.
 - 3.3 I require tug assistance.
 - 3.4 I require military assistance.
 - 3.5 I require escort.
 - 3.6 I require
 - .4 What is damage?
 - 4.1 I have no damage.
 - 4.2 I have major/minor damage to navigational instruments.
 - 4.3 I am not under command.
 - .5 Can you proceed?
 - 5.1 Yes, I can/will proceed.
 - 5.2 No, I cannot/will not proceed.
- 1.1.9 Undesignated distress
 - .1 I have problems.
 - .2 What problems have you?
 - 2.1 I have problems with cargo.
 - 2.2 I have problems with machinery.
 - 2.3 I have problems with navigation.
 - 2.4 I have problems with mass disease.
 - 2.5 I have problems with
 - .3 What kind of assistance do you require?
 - 3.1 I require
- 1.1.10 Abandoning vessel
 - .1 I must abandon vessel after collision in position
 - 1.1 I must abandon vessel after grounding in position
 - 1.2 I must abandon vessel after flooding in position
 - 1.3 I must abandon vessel after explosion in position
 - 1.4 I must abandon vessel after piracy in position
 - 1.5 I must abandon vessel after ... in position

1.2 Search and rescue communications

III/1.2 Search and rescue communications

1.2.1 Distress/urgency messages

.1 I require assistance.

.2 I proceed to your assistance.

.3 What is your position?

3.1 My position

.4 What is your present course and speed?

4.1 My present course ... degrees, my speed ... knots.

.5 How many persons on board?

5.1 Number of persons on board:

.6 Report injured persons.

6.1 No person injured

6.2 Number of injured persons/casualties:

.7 Will you abandon vessel?

7.1 I will not abandon vessel.

7.2 I will abandon vessel at

.8 How many lifeboats/life rafts will you launch?

8.1 I will launch ... lifeboats/liferafts.

.9 How many persons will stay on board?

9.1 No person will stay on board.

9.2 ... persons will stay on board.

.10 What is weather situation in your position?

10.1 Wind ...(direction) force Beaufort

10.2 Visibility ... metres/nautical miles.

10.3 Sea/swell ... metres from ... (compass points).

10.4 Current ... knots to ... degrees.

.11 Are there dangers to navigation?

11.1 No, no dangers to navigation.

11.2 Yes, uncharted rocks.

11.3 Yes, drifting ice.

11.4 Yes, abnormally low tides.

11.5 Yes, drifting mines.

11.6 Yes,

11.7 Proceed with caution.

1.2.2 Acknowledgement and/or relay of SAR - messages

.1 Received MAYDAY from MV ... at UTC on channel.../frequency

.2 Vessel in position ... on fire/had explosion.

2.1 Vessel in position ... flooded.

2.2 Vessel in position ... has collided (with ..).

2.3 Vessel in position ... listing/in danger of capsizing.

2.4 Vessel in position ... sinking.

2.5 Vessel in position ... disabled and adrift.

2.6 Vessel in position ... abandoned.

.3 Vessel requires assistance.

.4 Received your MAYDAY.

4.1 My position

4.2 I proceed/MV ... proceeds to your assistance.

.5 When will you/assistance arrive?

5.1 I/assistance will arrive within ... hours/at ... UTC.

1.2.3 Performing/co-ordinating SAR - operations

(The questions are normally asked and advice is given by the Co-ordinator Surface

Search (CSS) or the On- scene Commander (OSC). For further information especially on items: 8 to 16 see IMO-MERSAR Manual, 1993).

- .1 This is MV
 - 1.1 I am/will act as Co-ordinator Surface Search.
 - 1.2 I will show following signals/lights.
 - .2 Can you proceed to distress position?
 - 2.1 Yes, I can proceed to distress position.
 - 2.2 No, I cannot proceed to distress position.
 - .3 When will you arrive at distress position?
 - 3.1 I will arrive at distress position within ... hours/ at ... UTC.
 - .4 The position given in MAYDAY not correct.
 - 4.1 Correct position
 - .5 Vessels are advised to proceed to position ... to start rescue.
 - .6 Carry out search pattern ... starting at ... UTC.
 - 6.1 Carrying out search pattern ... starting at ... UTC.
 - .7 Initial course ... degrees, search speed ... knots.
 - .8 Carry out radar search.
 - 8.1 Carrying out radar search.
 - .9 MV ... is allocated track number
 - .10 MV/MVs ... adjust interval between vessels to ...kilometers/nautical miles.
 - 10.1 Interval between vessels adjusted to ... kilometers/nautical miles.
 - .11 Adjust track spacing to ... kilometers/nautical miles.
 - 11.1 Track spacing adjusted to ... kilometers/nautical miles.
 - .12 Search speed now ... knots.
 - .13 Alter course to ... degrees (at ... UTC).
 - 13.1 Course altered to ... degrees (at ... UTC).
 - .14 Alter course for next leg of track now/at ... UTC.
 - 14.1 Course altered for next leg of track.
 - .15 We resume search in position
 - .16 Crew has abandoned vessel.
 - .17 Keep sharp lookout for lifeboats/liferafts.
- 1.2.4 Finishing with SAR - operations
- .1 What is result of search?
 - 1.1 Result of search negative.
 - .2 Continue search in position
 - .3 Sighted vessel in position
 - 3.1 Sighted derelict in position
 - 3.2 Sighted lifeboats/liferafts in position
 - 3.3 Sighted lifejackets in position
 - 3.4 Sighted oil slick in position
 - 3.5 Sighted ... in position.
 - .4 Can you pick up survivors?
 - 4.1 Yes, I can pick up survivors.
 - 4.2 No, I cannot pick up survivors.
 - .5 I/MV ... will proceed to pick up survivors.
 - 5.1 Stand by at lifeboats/liferafts.
 - .6 Picked up ... survivors in position
 - 6.1 Picked up ... lifejackets in position
 - 6.2 Picked up ... in position
 - .7 Picked up lifeboat/life raft with ... casualties in position
 - .8 Picked up ... casualties in lifejackets in position
 - .9 Survivors in bad/good condition.
 - .10 Do you require medical assistance?
 - 10.1 Yes, I require medical assistance.
 - 10.2 No, I do not require medical assistance.

- .11 Try to obtain information from survivors.
- .12 There are still .../no more lifeboats/liferafts with survivors.
- .13 Total number of persons on board was
- .14 Rescued all persons/ ... persons.
- .15 You/MV ... can stop search and proceed.
- .16 There is no hope to rescue more persons.
- .17 We finish with SAR - operations.

1.3 Person overboard

III/1.3 Person overboard

- .1 I/MV ... lost person overboard in position
- .2 Assist with search in vicinity of position
- .3 All ships in vicinity of position ... keep sharp lookout and report to
- .4 I am/MV ... proceeding for assistance and, arriving at ... UTC.
- .5 Search in vicinity of position
- 5.1 I am/MV ... searching in vicinity of position
- .6 Aircraft arriving within ... hours to assist in search.
- .7 Can you continue search?
- 7.1 Yes, I can continue the search.
- 7.2 No, I cannot continue search.
- .8 Stop search and return to base
- 8.1 Search stopped - returning to base.
- .9 Stop search and proceed your voyage.
- 9.1 Search stopped - proceeding my voyage.
- .10 What is result of search?
- 10.1 Result of search negative.
- .11 I/MV ... located person in position
- .12 I/MV ... picked up person in position ...
- .13 Person picked up is crew member of MV
- .14 What is condition of person?
- 14.1 Condition of person bad/good.
- 14.2 Person dead.

1.4 Requesting medical assistance

III/1.4 Requesting medical assistance

- .1 I require medical assistance.
- .2 What kind of assistance do you require?
- 2.1 I require boat for hospital transfer.
- 2.2 I require radio medical advice.
- 2.3 I require helicopter with doctor.
- 2.4 I require helicopter to pick up person.
- .3 I will arrange for boat.
- 3.1 I will arrange for medical advice on channel ... /frequency
- 3.2 I will arrange for helicopter.
- .4 Boat/helicopter will arrive within ... hours/at ... UTC.
- .5 Have you doctor on board?
- 5.1 Yes, I have doctor on board.
- 5.2 No, I have no doctor on board.
- .6 Can you make rendez-vous in position ... ?
- 6.1 Yes, I can make rendez-vous in position ... within ... hours/at ... UTC.
- 6.2 No, I cannot make rendez-vous.

- .7 I will send boat/helicopter to pick up doctor.
- .8 Transfer person to my vessel by boat/helicopter.
- .9 Transfer of person not possible.

2 Urgency communications

2 Urgency communications

2.1 Safety of a vessel, aircraft or other vehicle

2.1.1 Engine and equipment

- .1 I am not under command in position
- .2 What problems do you have?
 - 2.1 I have problems with main engine.
 - 2.2 I have problems with steering gear.
 - 2.3 I have problems with propeller.
 - 2.4 I have problems with
- .3 I am manoeuvring with difficulty.
- .4 Keep clear of me.
- .5 Navigate with caution.
- .6 Vessel not under command in position
- .7 I require tug assistance.
- .8 I try to proceed without assistance.
- .9 I require escort.
- .10 Keep in contact on VHF channel
- .11 Aircraft made forced landing near position
- .12 Vessels in vicinity of position ... keep sharp lookout (for ...).

2.1.2 Cargo

- .1 I have lost dangerous substance of IMO-Class ... in position
 - 1.1 MV ... lost dangerous substance of IMO-Class ... in position
- .2 Containers with dangerous substance of IMO-Class ... adrift near position
 - 2.1 Barrels/drums with dangerous substance of IMO-Class ... adrift near position... .
 - 2.2 Bags with dangerous substance of IMO-Class ... adrift near position
 - 2.3 ... with dangerous substance of IMO-Class ... adrift near position
- .3 I am/MV ... spilling dangerous substance of IMO-Class ... in position ...
- .4 I am/MV ... spilling crude oil in position
- .5 Require oil clearance assistance - danger of pollution imminent.
- 5.1 MV ... in position ... requires oil clearance assistance - danger of pollution.
- .6 I am /MV ... dangerous source of radiation.

2.1.3 Ice damage

- .1 I have/MV ... has major damage above/below waterline.
- .2 Extent of damage unknown.
- .3 What kind of assistance do you require?
 - 3.1 I require medical assistance.
 - 3.2 I require tug assistance.
 - 3.3 I require ice-breaker assistance.
 - 3.4 I require escort.
- .4 I have/MV ... has stability problems due to heavy icing.

- .5 Can you proceed without assistance?
- 5.1 Yes, I can proceed without assistance.
- 5.2 No, I cannot proceed without assistance.
- .6 Stand by on VHF channel ...
- 6.1 Standing by on VHF channel ...

3 Safety communications

3. Safety communications

3.1 Warnings involving meteorological and hydrological conditions

3.1 Warnings involving meteorological and hydrological conditions

3.1.1 Winds, storms, tropical storms, sea state

.1 What is wind direction and force in your position/in position ... ?

1.1 Wind direction ... (compass points), force Beaufort ... in my position/in position...

.2 Is wind backing/veering?

2.1 Wind backing/veering.

.3 What wind direction and force is expected in my position/in position ... ?

3.1 Wind in your position/in position...expected from...direction(s), force Beaufort ...

3.2 Wind in your position/in position ...expected variable.

.4 Is wind expected to increase/decrease?

4.1 Wind expected to increase/decrease.

.5 What is latest gale warning?

5.1 Latest gale warning is as follows: Gale warning.

Winds at ... UTC in area ... (met.area) from direction ...(compass points) and force Beaufort ... backing/veering to ... (compass points).

.6 What is latest tropical storm warning?

6.1 Latest tropical storm warning is as follows:

(Standard tropical storm warning) Tropical storm warning at ... UTC.

Hurricane...(name)/tropical cyclone/tornado/willy-willy/typhoon... with central pressure of ... millibars located in position Present movement... (compass points) at ... knots. Winds of ... knots within radius of ... miles of centre.

Seas over ... metres. Further information on VHF channel .../frequency ...

.7 What is atmospheric pressure in your position/in position ... ?

7.1 Atmospheric pressure ... millibars.

.8 What is barometric change in your position/in position ... ?

8.1 Barometric change ... millibars per hour.

8.2 Barometric change... millibars within last ... hours.

8.3 Barometer steady.

8.4 Barometer dropping (rapidly).

8.5 Barometer rising (rapidly).

.9 What is position, path and speed of advance of tropical storm... (name)?

9.1 Position of tropical storm ...(name) ..., path... (compass points), speed of advance ...knots.

.10 What maximum winds are expected in storm area?

10.1 Maximum winds of ... knots expected in storm area.

10.2 Maximum winds of ... knots expected within radius of ... kilometers/miles of centre.

10.3 Maximum winds of ... knots expected in ... safe/dangerous semicircle.

.11 What is sea state in your position/in position ... ?

11.1 Sea/swell in my position/in position ... metres from...(compass points).

.12 Is sea state expected to change (within next hours)?

12.1 No, sea state not expected to change (within next hours).

12.2 Yes, sea/swell of ... metres from ...(compass points) expected (within next hours).

12.3 Tsunami/abnormal wave expected by ... UTC.

3.1.2 Restricted visibility (due to mist/fog, precipitation)

.1 What is visibility in your position/in position ... ?

1.1 Visibility in my position/in position ... metres/nautical miles

1.2 Visibility reduced by mist/fog/snow/dust/rain.

1.3 Visibility increasing/decreasing/variable.

.2 Is visibility expected to change in my position/in position ... (within next hours)?

2.1 No, visibility not expected to change in your position/in position... (within next hours).

2.2 Yes, visibility expected to increase/decrease to ... metres/nautical miles in your position/in position ... (within next hours).

2.3 Yes, visibility expected to be variable between ... metres/nautical miles in your position/in position ... (within next hours).

3.1.3 Ice

.1 What is latest ice information?

1.1 Ice warning. Ice/iceberg(s) located in position ... /reported in area around

1.2 No ice located in position ... /reported in area around

.2 What kind of ice was located in position ... /reported in area around ... ?

2.1 I/MV ...located ... in position ... /reported ... in area around

.3 What ice situation is expected in my position/area around ... ?

3.1 Ice situation expected/not expected to change in your position/area around

3.2 Ice situation expected to improve/deteriorate in your position/area around

3.3 Ice expected to break up in your position/area around

3.4 Ice expected to open in your position/area around

3.5 Ice expected to drift away in your position/area around

3.6 Ice expected to freeze together in your position /area around

3.7 Thickness of ice expected to increase/decrease in your position /area around....

.4 Navigation dangerous in area around ... due to floating ice/pack ice/iceberg(s).

.5 Navigation in area around ... without ice-breaker assistance only possible for high-powered vessels of strong construction.

.6 Navigation in area around ...only possible with ice-breaker assistance.

.7 Area around ... temporarily closed for navigation.

.8 Danger of icing in area around

3.1.4 Volcanic activities including earth and seaquakes

.1 Volcanic activities expected in position ... /area around

.2 Earthquake/seaquake expected in position ... /area around

.3 Tsunami/abnormal wave expected in position ... /area around

.4 Move to high seas - keep off coast.

3.1.5 Abnormal tides

.1 Present tide ... metres above datum in position

.2 Tide ... above/below prediction.

.3 Tide rising/falling.

.4 Wait until high/low water.

.5 Abnormally high/low tides expected in position ... at about ... UTC/within ... hours.

.6 Is sufficient depth of water in position ... ?

6.1 Yes, sufficient depth of water in position

6.2 No, not sufficient depth of water in position

6.3 Depth of water ... metres in position

.7 My draft ... metres - can I enter/pass ... (charted name of place)?

- 7.1 Yes, you can enter/pass (charted name of place).
- 7.2 No, you cannot enter/pass (charted name of place) at present - wait until ... UTC.
- .8 Charted depth of water increased/decreased by ... metres due to sea state/winds.

3.2 Navigational Warnings

3.2 Navigational Warnings

3.2.1 Land- or Sea-marks

3.2.1.1 Defects

- .1 ... (charted name of light/buoy) ...(position) unlit.
- .2 ... (charted name of light/buoy) ...(position) unreliable.
- .3 ... (charted name of buoy) ...(position) damaged.
- 3.1 ... (charted name of light) ...(position) destroyed.
- .4 ... (charted name of buoy) ...(position) off station.
- .5 ... (charted name of buoy) ...(position) missing.
- .6 For major lights only: Fog signal at ...(charted name of light) ... (position) inoperative.

3.2.1.2 Alterations

- .1 ...(charted name of light/buoy) ...(position) changed to ...(full characteristics).
- .2 ...(charted name of light/buoy) ...(position) temporarily changed to ...(full characteristics).
- .3 ...(charted name of buoy) ...(position) temporarily removed (when appropriate).
- .4 ...(charted name of light) ...(position) temporarily discontinued (when appropriate).

3.2.1.3 New and moved

- .1 ...(charted name of light/buoy) ...(full characteristics) established in position
- .2 ...(charted name of light) ...(full characteristics) re- established in position
- .3 ...(charted name of light/buoy) moved ...(in miles and decimal miles) ..(direction) to position

3.2.2 Drifting objects

- .1 Superbuoy adrift in vicinity ...(position) at ...(date time if known).
- .2 Hazardous mine adrift in vicinity ... (position) at ...(date time if known).
- .3 Unlit derelict vessel adrift in vicinity ...(position) at ...(date time if known).
- .4 ...(number) containers adrift in vicinity ...(position) at ...(date time if known).

3.2.3 Electronic navaids

- .1 GPS Satellite ...(number) unusable from ... (date and time) to ...(date and time). Cancel one hour after time of restoration.
- .2 LORAN station ...(name number master/slave) off air from ...(date and time) to ... (date and time). Cancel one hour after time of restoration.
- .3 DECCA ...(identify chain and color) off air from ...(date and time) to ...(date and time). Cancel one hour after time of restoration.
- .4 RACON ... (name of station) in position ... off air from ...(date and time) to... (date and time). Cancel one hour after time of restoration.

3.2.4 Seabottom characteristics, wrecks

(Use REPORTED when position is unconfirmed, and use LOCATED when position has been confirmed by survey or other means)

- .1 Uncharted reef/rock/shoal reported in position
- 1.1 Dangerous wreck/obstruction located in position

.2 Dangerous wreck in position... marked by ... (type)buoy ...(distance in kilometers/nautical miles)... (direction).

3.2.5 Miscellaneous

3.2.5.1 Cable, pipeline and seismic/hydrographic operations

.1 Cable/pipeline operations by ... (vessel) in vicinity/along line joining ... (position) from ...(date time) to ... (date time). Wide berth requested. (if requested). Contact via VHF channel ...(number). (if requested).

.2 Seismic survey/hydrographic operations by ...(vessel) from ...(date time) to... (date time) in ...(position). Wide berth requested. (if requested). Contact via VHF channel ... (number). (if requested).

.3 Survey vessel ...(name) towing ...(length) seismic cable along line joining/in area bound by/vicinity ... (position) from ...(date time) to ...(date time). Wide berth requested. (if requested). Contact via VHF channel ... (number). (if requested).

.4 Hazardous operations by ...(vessel) in area bound by/vicinity ... (position) from ... (date time) to ...(date time). Wide berth requested. (if requested). Contact via VHF channel...(date time). (if requested).

.5 Current meters/hydrographic instruments moored in ...(position). Wide berth requested. (if requested).

3.2.5.2 Diving operations, tows

.1 Diving operations by vessel ... (name) from ...(date time) to ...(date time) in position..... Wide berth requested (if requested).

.2 Difficult tow from ...(port of departure)on ... (date) to ...(destination) on ... (date). Wide berth requested.

.3 Dredging operations by vessel ...(name) from ...(date time) to ...(date time) in (position). Wide berth requested (if requested).

3.2.5.3 Tanker transshipment

.1 Transshipment of ...(kind of cargo) in position Wide berth requested.

.2 I am/MT ... spilling oil/chemicals/... in position Wide berth requested.

.3 I am/LNG-tanker.....leaking gas in position... - do not pass to windward.

.4 Oil clearance operations near MT ... in position..... Wide berth requested.

3.2.5.4 Off-shore installations, rig moves

.1 Platform ...(name/number if available) reported/established in position... at (date and time). Wide berth requested. (if requested).

.2 Platform ...(name/number if available) removed from ...(position) on.....(date).

.3 Pipeline/platform ...(name/number if available) in position spilling oil/leaking gas. Wide berth requested.

.4 Derelict platform ...(name/number if available) being removed from ...(position) at (date time).Wide berth requested.

3.2.5.5 Defective locks or bridges

.1 Lock ..(name) defective.

1.1 For entering ...(charted name of place) use lock.... (name).

.2 Lock/Bridge ..(name) defective.

2.1 Avoid this area - no possibility for vessels to turn.

3.2.5.6 Military operations

.1 Gunnery/Rocket firing/missile/torpedo/underwater ordnance exercises in area bounded by.....(positions) from ... (date and time) to....(date and time). Wide berth requested. (if requested).

.2 Mine clearing operations from ...(date time) to ...(date time) in area bound by ... (positions).Wide berth requested. Contact via VHF channel.... (number). (if requested).

3.2.5.7 Fishery

- .1 Small fishing boats in area around .../within ...nautical miles of me - navigate with caution.
- .2 Is fishing gear ahead of me?
- 2.1 No, no fishing gear ahead of you.
- 2.2 Yes, fishing gear with buoys/without buoys ahead of you - navigate with caution.
- 2.3 Yes, fishing gear in position .../ area around ... - navigate with caution.
- .3 Fishing gear fouled my propeller(s).
- .4 You have caught my fishing gear.
- .5 Advise you to recover your fishing gear.
- .6 Fishing in area ... prohibited.
- .7 You are approaching prohibited fishing area.

3.3 Environmental protection communications

3.3 Environmental protection communications

- .1 Located oil spill in position ... extending ... (length and width in metres) to ... (compass points).
- .2 Located oil spill in your wake.
- 2.1 I have accidental spillage of oil/
- .3 Can you stop spillage?
- 3.1 Yes, I can stop spillage.
- 3.2 No, I cannot stop spillage.
- .4 What kind of assistance do you require?
- 4.1 I require oil clearance assistance.
- 4.2 I require floating booms/oil dispersants/
- .5 Stay in vicinity of pollution and co-operate with oil clearance team.
- .6 ... (number)barrels/drums/containers with IMDG ? Code marks reported adrift near position
- .7 Located vessel dumping chemicals/waste/ ... in position
- 7.1 Located vessel incinerating chemicals/waste/ ... in position
- .8 Can you identify polluter?
- 8.1 Yes, I can identify polluter - polluter MV
- 8.2 No, I cannot identify polluter.
- .9 What is course and speed of polluter?
- 9.1 Course of polluter ... degrees, speed ... knots.
- 9.2 Polluter left scene.

3.4 Pilotage

3.4 Pilotage

III/4.1 Pilot request

- .1 Must I take pilot?
- 1.1 Yes, you must take pilot - pilotage compulsory.
- 1.2 No, you need not take pilot.
- .2 Do you require pilot?
- 2.1 Yes, I require pilot.
- 2.2 No, I do not require pilot - I am holder of Pilotage Exemption Certificate (No.....).
- 2.2.1 You are exempted from pilotage.
- .3 Do you require pilot at.... (name) Pilot Station?
- 3.1 Yes, I require pilot at.... (name) Pilot Station.
- 3.2 No, I do not require pilot at ... (name) Pilot Station ? I require pilot in position
- .4 What is your ETA at.... (name) Pilot Station in local time?
- 4.1 My ETA at ... (name) Pilot Station hours local time.
- .5 What is local time?
- 5.1 Local time ... hours.
- .6 What is your present position?
- 6.1 My position

- .7 What is your distance from ... (name) Pilot Station?
- 7.1 My distance from ... (name) Pilot Station ... kilometres/nautical miles.
- .8 Is pilot boat on station?
- 8.1 Yes, pilot boat on station.
- 8.2 No, pilot boat not on station.
- 8.3 Pilot boat on station at ... hours local time.
- .9 In what position can I take pilot?
- 9.1 Take pilot in position ... at ... hours local time.
- 9.2 Take pilot near ... at ... hours local time.
- .10 When will pilot embark?
- 10.1 Pilot will embark at ... hours local time.
- .11 Pilot coming to you.
- .12 Pilot boat approaching your vessel.
- .13 Keep pilot boat on port side.
- .14 Keep pilot boat on starboard side.
- .15 What is your freeboard?
- 15.1 My freeboard ... metres.
- .16 Stop in present position and wait for pilot.
- .17 Change to VHF channel ... for pilot transfer.
- .18 Stand by on VHF channel ... until pilot transfer completed.
- .19 Pilotage at ... (name) Pilot Station suspended until ... (date and local time).
- .20 Pilotage at ... (name) Pilot Station resumed.
- .21 Pilot cannot embark at ... (name) Pilot Station due to
- .22 Do you accept shorebased navigational assistance from pilot?
- 22.1 Yes, I accept shorebased navigational assistance from pilot.
- 22.1.1 I stay in position ... until
- .23 You may navigate by yourself (or wait for pilot at ... buoy).
- .24 Follow pilot boat inward where pilot will embark.

III/4.2 Embarking/disembarking pilot

- .1 Stand by pilot ladder.
- .2 Rig pilot ladder on port side ... metres above water.
- .3 Rig pilot ladder on starboard side ... metres above water.
- .4 Pilot ladder on port side.
- .5 Pilot ladder on starboard side.
- .6 You must rig another pilot ladder
- .7 Pilot ladder unsafe.
- .8 What is wrong with pilot ladder?
- 8.1 Pilot ladder has broken steps.
- 8.2 Pilot ladder has loose steps.
- 8.3 Pilot ladder has broken spreaders.
- 8.4 Pilot ladder has spreaders too short.
- 8.5 Pilot ladder too far aft.
- 8.6 Pilot ladder too far forward.
- .9 Move pilot ladder ... metres aft.
- .10 Move pilot ladder ... metres forward.
- .11 Move pilot ladder clear of discharge.
- .12 Rig accommodation ladder in combination with pilot ladder.
- .13 Rig pilot ladder alongside hoist.
- .14 Put lights on at pilot ladder.
- .15 Man ropes required/not required.
- .16 Have heaving line ready at pilot ladder.
- .17 Correct list of vessel.
- .18 Make lee on your port side.

- .19 Make lee on your starboard side.
- .20 Steer ... degrees to make lee.
- .21 Keep sea on your port quarter.
- .22 Keep sea on your starboard quarter.
- .23 Make boarding speed of ... knots.
- .24 Stop engine until pilot boat is clear.
- .25 Put helm hard to port.
- .26 Put helm hard to starboard.
- .27 Alter course to port - pilot boat cannot clear vessel.
- .28 Alter course to starboard - pilot boat cannot clear vessel.
- .29 Put ahead engine.
- .30 Put astern engine.
- .31 Embarkation not possible.
- 31.1 Boarding arrangements do not comply with SOLAS - Regulations.
- 31.2 Vessel not suited for pilot ladder.

III/4.3 Tug assistance

- .1 How many tugs do you require?
- 1.1 I require ... tug(s).
- .2 Must I take tug(s)?
- 2.1 Yes, you must take ... tug(s).
- 2.2 No, you need not take tug(s).
- .3 How many tugs must I take?
- 3.1 You must take ... tug(s) according to Port Regulations.
- 3.2 You must take ... tug(s) fore and ... tug(s) aft.
- .4 I will order tug(s).
- .5 In what position will tug(s) meet me?
- 5.1 Tug(s) will meet you in position ... at ... local time.
- 5.2 Wait for tug(s) in position
- .6 Must I take my towing lines?
- 6.1 Yes, you must take your towing lines.
- 6.2 No, you must take towing lines of tug.
- .7 Tug services suspended until ... (date and local time).
- .8 Tug services resumed on ... (date) at ...local time.

3.5 Specials

3.5 Specials

III/5.1 Helicopter operations

(H: = from helicopter V: = from vessel)

- .1 V: I require helicopter.
- 1.1 V: I require helicopter to pick up persons.
- 1.2 V: I require helicopter with doctor.
- 1.3 V: I require helicopter with raft.
- 1.4 V: I require helicopter with
- .2 H: MV ... , I will drop
- .3 H: MV ... , are you ready for helicopter?
- 3.1 V: Yes, ready for helicopter.
- 3.2 V: No, not ready for helicopter (yet).
- 3.3 V: Ready for helicopter in ... minutes.
- .4 H: MV ... , helicopter is on way to you.
- .5 H: MV ... , what is your position.
- 5.1 V: My position
- .6 H: MV ... , what is your course and speed.

6.1 V: My course ... degrees, speed ... knots.
 .7 H: MV ... , make identification signals.
 .8 V: Making identification signals.
 8.1 V: Making identification signals by smoke (buoy).
 8.2 V: Making identification signals by search light.
 8.3 V: Making identification signals by flags.
 8.4 V: Making identification signals by signalling lamp.
 .9 H: MV ... , you are identified.
 .10 H: MV ... , what is relative wind direction in degrees and knots.
 10.1 V: Relative wind direction ... degrees and ... knots.
 .11 H: MV ... , keep wind on starboard bow.
 11.1 V: Keeping wind on starboard bow.
 .12 H: MV ... , keep wind on port bow.
 12.1 V: Keeping wind on port bow.
 .13 H: MV ... , keep wind on starboard quarter.
 13.1 V: Keeping wind on starboard quarter.
 .14 H: MV ... , keep wind on port quarter.
 14.1 V: Keeping wind on port quarter.
 .15 H: MV ... , indicate landing area.
 15.1 V: Landing area
 .16 H: MV ... , indicate pick-up area.
 16.1 V: Pick-up area
 .17 H: MV ... , can I land on deck?
 17.1 V: Yes, you can land on deck.
 17.2 V: No, you cannot land on deck (yet).
 17.2.1 V: You can land on deck in ... minutes.
 .18 H: MV ... , I will use hoist.
 18.1 H: MV ... , I will use rescue sling.
 18.2 H: MV ... , I will use rescue basket.
 18.3 H: MV ... , I will use rescue net.
 18.4 H: MV ... , I will use rescue litter.
 18.5 H: MV ... , I will use rescue seat.
 18.6 H: MV ... , I will use double lift.
 .19 V: I am ready to receive you.
 .20 H: MV ... , I am landing.
 .21 H: MV ... , I am starting operation.
 .22 H: MV ... , do not fix hoist cable.
 .23 H: MV ... , operation finished.
 .24 H: MV ... , I am taking off.

III/5.2 Ice - breaker operations

5.2.1 Ice - breaker request

.1 I am fast on ice in position
 .2 I require ice-breaker assistance to
 2.1 Ice-breaker assistance will arrive at ...hours local time /within ... hours.
 2.2 Ice-breaker assistance not available until ...hours local time.
 2.3 Ice-breaker assistance available only up to latitude... longitude...
 .3 Ice-breaker assistance suspended until ... (date and local time).
 3.1 Ice-breaker assistance suspended after sunset.
 3.2 Ice-breaker assistance suspended until favourable weather conditions.
 3.3 Ice-breaker assistance resumed at ...hours local time.

5.2.2 Ice - breaker assistance for convoy

(Ice-breaker commands applying to all the vessels in a convoy have to be immediately obeyed and confirmed consecutively by each vessel in turn. Ice-breaker commands applying to a single vessel are confirmed only by that vessel, this applies also for close coupled towing.)

.1 Ice breaker assistance for convoy will start now/at ...hours local time..

.2 Stand by on VHF channel

2.1 Standing by on VHF channel

.3 Keep lookout for sound and visual signals.

3.1 Keeping lookout for sound and visual signals.

.4 Your place in convoy is number

4.1 My place in convoy number

.5 MV ... will follow you.

5.1 MV ... will follow me.

.6 You will follow MV

6.1 I will follow MV

.7 Go ahead and follow me.

7.1 Going ahead and following you.

.8 Do not follow me.

8.1 I will not follow you.

.9 Proceed along ice channel.

9.1 Proceeding along ice channel.

.10 Increase your speed.

10.1 Increasing my speed.

.11 Reduce your speed.

11.1 Reducing my speed.

.12 Reverse your engine(s).

12.1 Reversing my engine(s).

.13 Full ahead.

13.1 Full ahead.

.14 Stop engine(s).

14.1 Engine(s) stopped.

.15 Keep distance of ... metres/cables between vessels.

15.1 Keeping distance of ... metres/cables between vessels.

.16 Increase distance between vessels to ... metres/cables.

16.1 Increasing distance between vessels to ... metres/cables.

.17 Reduce distance between vessels to ... metres/cables.

17.1 Reducing distance between vessels to ... metres/cables.

.18 Stand by for receiving towing line.

18.1 Standing by for receiving towing line.

.19 Stand by for let go towing line.

19.1 Standing by for let go towing line.

.18 Switch on bow/stern search light

20.1 Bow/stern search light switched on.

.21 Stay where you are.

21.1 I will stay where I am.

.22 Ice-breaker assistance for convoy finished.

22.1 Open water ahead.

22.2 Light ice condition ahead.

22.3 Proceed by yourself (to area ...).

22.3.1 Proceeding by myself (to area ...).

.23.4 Ice-breaker ... will escort you.

5.2.3 Ice - breaker assistance in close coupled towing

.1 Stand by for close coupled towing.

- 1.1 Standing by for close coupled towing.
- .2 Veer out your anchors under hawse-pipes.
- 2.1 Anchors veered out under hawse-pipes.
- .3 Pass heaving lines through hawse-pipes.
- 3.1 Heaving lines passed through hawse-pipes.
- .4 Receive towing line on deck.
- 4.1 Towing line received on deck.
- .5 Lash together eyes of towing line with manila lashing.
- 5.1 Eyes of towing line lashed with manila lashing.
- .6 Fasten towing line on towing bitts.
- 6.1 Towing line fastened on towing bitts.
- .7 I start to draw your bow into stern notch of ice-breaker.
- .8 Stand by for cutting manila lashing if required.
- 8.1 Standing by for cutting manila lashing if required.
- .9 Keep yourself in centre-plan of ice-breaker.
- 9.1 Keeping myself in centre-plan of ice-breaker.

3.6 Vessel Traffic Service

3.6 Vessel Traffic Service (VTS) Standard Phrases (including Emergency Services and Allied Services)

Application of Message Markers

In order to especially facilitate shore-to-ship and ship-to-shore communication or radio communication in general or when one of the Standard Marine Communication Phrases will not fit the meaning desired, one of the following eight "Message Markers" may be used to increase the probability of the purpose of the message being properly understood.

It is at the discretion of the shore personnel or the ship? Officer whether to use one of the message markers and if so which of them to apply depending on his/her qualified assessment of the situation. If used the message marker is to be spoken preceding the message or the corresponding part of the message. The IMO VTS Guidelines recommend that in any message directed to a vessel it should be clear whether the message contains information, advice, warning, or instruction and IMO Standard Marine Communication Phrases should be used where practicable.

For further standardized VTS communications, also see other sections of PART III. For VTS Standard Reporting Procedures see "IMO resolution A.648(16) on general principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants".

Note : All of the following phrases must come as the culmination (message content) of a radio message exchange between two stations in the Maritime Mobile Service, as laid down by the ITU Regulation. Definite instructions on how to carry out these procedures may be found in the Seaspeak Training Manual (ISBN 0 08 031555 0).

Message Markers

(i) INSTRUCTION

This indicates that the following message implies the intention of the sender to influence others by a Regulation. Comment: This means that the sender, e.g. a VTS - Station or a naval vessel, must have the full authority to send such a message. The recipient has to follow this legally binding message unless s/he has contradictory safety reasons which then have to be reported to the sender.

Example: "INSTRUCTION. (You must) alter course."

(ii) ADVICE

This indicates that the following message implies the intention of the sender to influence others by a Recommendation. Comment: The decision whether to follow the ADVICE still stays with the recipient. One does not necessarily have to carry out the ADVICE, but should consider it very carefully.

Example: "ADVICE. (Advise you) stand by on VHF channel six nine."

(iii) WARNING

This indicates that the following message implies the intention of the sender to inform others about danger.

Comment: This means that any recipient of a WARNING should pay immediate attention to the danger mentioned. Consequences of a WARNING will be up to the recipient.

Example: "WARNING. Obstruction in fairway."

(iv) INFORMATION

This indicates that the following message is restricted to observed facts, situations, etc..

Comment: This marker is preferably used for navigational and traffic information, etc.. Consequences of an INFORMATION will be up to the recipient.

Example: "INFORMATION. Tanker stop in area Cod End Bank due to poor visibility."

(v) QUESTION

This indicates that the following message is of interrogative character.

Comment: The use of this marker removes any doubt on whether a question is being asked or statement being made, especially when interrogatives such as What, Where, Why, Who, How are additionally used at the beginning of the question. The recipient is expected to return an answer.

Example: "QUESTION. (What is) your draft?"

(vi) ANSWER

This indicates that the following message is the reply to a previous answer.

Comment: Note that an answer should not contain another question.

Example: "ANSWER. My maximum draft seven metres."

(vii) REQUEST

This indicates that the following message is asking for action from others with respect to the vessel.

Comment: The use of this marker is to signal: I want something to be arranged or provided, e.g. ship?

Stores requirements, tugs, permission, etc..

Note: REQUEST must not be used involving navigation, or to modify COLREGS.

Example: "REQUEST. (Please) supply bunkers."

(viii) INTENTION

This indicates that the following message informs others about immediate navigational action intended to be taken.

Comment: The use of this message marker is logically restricted to messages announcing navigational actions by the vessel sending this message.

Example: "INTENTION. I will reduce speed."

6.1 Phrases for acquiring and providing data for a traffic image

6.1.1 Acquiring and providing routine traffic data

(The following phrases should normally be preceded by Message Markers "QUESTION", "ANSWER", "INFORMATION")

.1 What is your name, call sign/identification?

1.1 My name ... , call sign/identification

.2 What is your flag state?

2.1 My flag state

.3 What is your position?

3.1 My position

.4 What is your present course and speed?

4.1 My present course ... degrees, speed ... knots.

.5 From what direction are you approaching?

5.1 I am approaching from

.6 What is your destination?

6.1 My destination

.7 What was your last port of call?

7.1 My last port of call

.8 What is your ETA in position ... ?

8.1 My ETA ... hours local time.

.9 What is your ETD from ... ?

9.1 My ETD from hours local time.

.10 What is your draft forward/aft?

10.1 My draft forward/aft.... metres.

.11. What is your maximum draft ?

11.1 My maximum draft.....metres.

.12 What is your freeboard?

12.1 My freeboard .. metres.

.13 What is your air draft?

13.1 My air draft metres.

.14 Are you underway?

14.1 Yes, I am underway.

14.2 No, I am not underway.

14.3 I am ready to get underway.

.15 What is your full speed?

15.1 My full speed... knots.

.16 What is your full manoeuvring speed?

16.1 My full manoeuvring speed ... knots.

.17 What is your cargo?

17.1 My cargo

.18 Do you carry any dangerous goods?

18.1 Yes, I carry following dangerous goods: ... kilogrammes/tonnes IMO Class

18.2 No, I do not carry any dangerous goods.

.19 Do you have any deficiencies/restrictions?

19.1 No, I have no deficiencies/restrictions.

19.2 Yes, I have following deficiencies/restrictions:

.20 MV ...hampered by draft.

.21 Maximum permitted draft.... metres.

.22 Do you have any list?

22.1 Yes, I have list to port/starboard of degrees.

22.2 No, I have no list.

.23 Are you trimmed by the head?

23.1 Yes, I am trimmed by the head by.... metres.

23.2 No, I am not trimmed by the head.

- .24 Are you trimmed by the stern?
- 24.1 Yes, I am trimmed by the stern by ... metres.
- 24.2 No, I am not trimmed by the stern.
- .25 Are you on even keel?
- 25.1 Yes, I am on even keel.
- 25.2 No, I am trimmed by the head.
- 25.3 No, I am trimmed by the stern.

6.1.2 Acquiring and providing distress traffic data

(The following phrases should normally be preceded by Messages markers

"WARNING", "INFORMATION", "ADVICE", REQUEST", "INTENTION", "QUESTION", "ANSWER")

Fire, explosion

- .1 Vessel on fire (after explosion) in position
- 1.1 MV ... on fire in engine-room.
- 1.2 MV ... on fire in holds.
- 1.3 MV ... on fire in superstructure.
- 1.4 MV ... on fire in accommodation.
- .2 Are dangerous goods on fire?
- 2.1 Yes, dangerous goods on fire.
- 2.2 No, dangerous goods not on fire.
- .3 Is danger of explosion?
- 3.1 Yes, danger of explosion.
- 3.2 No, no danger of explosion.
- .4 MV ... no power supply.
- .5 MV ... not under command.
- .6 MV ... making water/sinking.
- .7 Is fire under control?
- 7.1 Yes, fire under control.
- 7.2 No, fire not under control (fire spreading).
- .8 What kind of assistance required?
- 8.1 MV ... does not require assistance.
- 8.2 MV ... requires fire fighting assistance.
- 8.3 MV ... requires foam extinguishers.
- 8.4 MV ... requires CO2 extinguishers.
- 8.5 MV ... requires fire pumps.
- 8.6 MV ... requires
- .9 Report injured persons.
- 9.1 No person injured.
- 9.2 Number of injured persons/casualties:
- .10 MV ... requires medical assistance.

Flooding

- .11 MV ... has leak below water line.
- .12 MV ... making water.
- .13 MV ... can stop leak.
- 13.1 MV ... cannot stop leak.
- .14 MV ... can control flooding.
- 14.1 MV ... cannot control flooding.
- 14.2 MV ... requires pumps.
- 14.3 MV ... requires divers.
- 14.4 MV ... requires
- .15 I will send pumps/divers.
- 15.1 I will send
- 15.2 I cannot send
- .16 MV ... has dangerous list.

- .17 MV ... in critical condition.
- .18 Flooding under control.
- .19 MV ... can proceed without assistance.
- 19.1 MV ... cannot proceed without assistance.
- .20 MV ... requires escort.

Collision

- .21 MV ... has collided with MV... .
- 21.1 MV ... has collided with unknown vessel/object.
- 21.2 MV ... has collided with ... (name) light vessel.
- 21.3 MV ... has collided with seamark ... (charted name).
- 21.4 MV ... has collided with iceberg.
- 21.5 MV ... has collided with
- .22 MV .. has major damage above/below water line.
- .23 MV ... can repair damage.
- 23.1 MV ... cannot repair damage.
- .24 MV ... requires
- .25 MV ... under command.
- 25.1 MV ... not under command.
- .26 MV ... can only proceed at slow speed.
- .27 MV ... requires escort.
- .28 MV ... requires ... tugs.
- .29 MV ... requires

Grounding

- .30 MV ... aground in position
- .31 MV ... aground in position ... requires assistance.
- 31.1 MV ... requires pumps.
- 31.2 MV ... requires escort.
- 31.3 MV ... requires tugs.
- 31.4 MV ... requires
- .32 Uncharted rocks in position
- .33 Risk of grounding at low water.
- .34 MV ... will jettison cargo to refloat.
- .35 MV ... will beach in position

List - danger of capsizing

- .36 MV ... has heavy list to port side/starboard side.
- 36.1 List increasing.
- 36.2 List decreasing.
- .37 MV ... in danger of capsizing.
- .38 MV ... jettisoned cargo to stop listing.
- .39 MV ... will beach in position

Sinking

- .40 MV ... sinking in position ... after collision.
- 40.1 MV ... sinking after grounding.
- 40.2 MV ... sinking after flooding.
- 40.3 MV ... sinking after explosion.
- 40.4 MV ... sinking after
- .41 MV ... requires assistance.
- .42 MV ... proceeds to your assistance.
- .43 MV ... expects to reach you within ... hours/at ... UTC.

Disabled and adrift

- .44 MV ... not under command in position
- 44.1 MV ... adrift near position
- 44.2 MV ... drifting at ... knots to ... degrees.
- .45 MV ... requires tug assistance.

Undesignated distress

- .46 MV ... has problems.
- 46.1 MV ... has problems with cargo.
- 46.2 MV ... has problems with machinery.
- 46.3 MV ... has problems with navigation.
- 46.4 MV ... has problems with mass disease.
- 46.5 MV ... has problems with
- .47 MV ... requires
- Abandoning vessel
- .48 MV ... must abandon vessel in position
- 48.1 MV ... must abandon vessel after collision in position
- 48.2 MV ... must abandon vessel after grounding in position
- 48.3 MV ... must abandon vessel after flooding in position
- 48.4 MV ... must abandon vessel after explosion in position
- 48.5 MV ... must abandon vessel after piracy/armed attack in position
- 48.6 MV ... must abandon vessel after ... in position
- .49 You must keep radio silence unless you have messages about distress.

6.2 Phrases for providing VTS services

6.2.1 Information Service

(These phrases are normally transmitted from the shore.)

6.2.1.1 Navigational Warnings

(The following phrases should normally be preceded by the Message Marker "WARNING")

- .1 Unknown object(s) in position
- .2 Ice/iceberg(s) in position ... /area around
- .3 Unlit derelict vessel adrift in vicinity ... at ... (date and time).
- .4 Dangerous wreck/obstruction located in position ... marked by ... (type) buoy.
- .5 Hazardous mine adrift in vicinity ... at ... (date and time).
- .6 Uncharted reef/rock/shoal reported in position
- .7 Pipeline leaking gas/oil in position ... - wide berth requested.
- .8 No sufficient depth of water in position
- .9 U.N. exclusion zone extending ... kilometres/nautical miles from...- all vessels keep clear.
- .10 Navigation closed in area

6.2.1.2 Navigational Information

(The following phrases should normally be preceded by the Message Markers

"INFORMATION", "WARNING")

- .1 Oil slick in position
- .2 Current meters/hydrographic instruments moored in position ... wide berth requested.
- .3 Platform ... (name/number) reported/established in position... wide berth requested.
- .4 ... (charted name of light/buoy) in position ... unlit.
- .5 ... (charted name of light/buoy) in position ... unreliable.
- .6 ... (charted name of light/buoy) in position ... damaged.
- .7 ... (charted name of light/buoy) destroyed.
- .8 ... (charted name of light/buoy) in position ... off station.
- .9 ... (charted name of light/buoy) in position ... missing.
- .10 ... (charted name of light/buoy) in position ... changed to... (full characteristics).
- .11 ... (charted name of light/buoy) in position ... temporarily changed to ... (full characteristics).
- .12 ... (charted name of buoy) in position ... temporarily removed.
- .13 ... (charted name of light) in position ... temporarily discontinued.
- .14 ... (charted name of light/buoy) ... (full characteristics) established in position
- .15 ... (charted name of light/buoy) ... (full characteristics) re- established in position

- .16 ... (charted name of light/buoy) moved ... kilometres/nautical miles in ... degrees to position
- .17 (Note: Only for major fog signal stations.) Fog signal ... (charted name of light/buoy) in position ... inoperative.

6.2.1.3 Traffic Information

(The following phrases should normally be preceded by Message Marker "INFORMATION", "WARNING")

- .1 Gunnery/rocket firing/missile/torpedo/underwater ordnance exercises in area bounded by ... positions) and ... from ... (date and time) to ... (date and time).
Wide berth requested.
- .2 Cable/pipeline operations by... (vessel) in vicinity ... /along line joining ... (position) from ... (date and time) to... (date and time). Wide berth requested.
Contact via VTS channel
- .3 Salvage operations in position ... from ... (date and time) to ... (date and time). Wide berth requested.
Contact via VTS channel
- .4 Seismic/hydrographic operations by ... (vessel)... from ... (date and time) to ... (date and time) in position Wide berth requested. Contact via VHF channel
- .5 Oil clearance operations near MT ... in position..... Wide berth requested.
- .6 Transshipment of ... (kind of cargo) in positionWide berth requested.
- .7 Difficult tow from ... (part of departure) to ... (destination) on....(date). Wide berth requested.
- .8 Vessel not under command in position ... /area
- .9 Hampered vessel in position ... area ... (course ... degrees, speed knots).
- .10 Vessel in position ... on course ... and speed ... not complying with traffic regulations.
- .11 Vessel crossing ... traffic lane on course ... and speed ... in position
- .12 Small fishing boats in area around ... - navigate with caution.
- .13 Submarines operating in sea area around Surface vessels in attendance.
- .14 Tanker stop in area.... due to poor visibility.
- .15 Tanker stop cancelled in area.... (- no more restrictions).

6.2.1.4 Routeing Information

(The following phrases should normally be preceded by Message Marker "INFORMATION")

- .1 Route ... /Traffic Lane ... suspended.
- .2 Route ... /Traffic Lane ... discontinued.
- .3 Route ... /Traffic Lane ... diverted.

6.2.1.5 Hydrographic Information

(The following phrases should normally be preceded by Message Marker "INFORMATION")

- .1 Abnormally high tides expected in position ... at about ... UTC/within..... hours.
- .2 Abnormally low tides expected in position ... at about ... UTC/within..... hours.
- .3 Tide rising. It is....hours before high water.
- .4 Tide rising. It is....hours after low water.
- .5 Tide rising. It is....metres below high water.
- .6 Tide rising. It is....metres above low water.
- .7 Tide falling. It is....hours after high water.
- .8 Tide falling. It is....hour before low water.
- .9 Tide falling. It is....metres below high water.
- .10 Tide falling. It is....metres above low water.
- .11 Tide slack.
- .12 Present height of tide above datum ... metres in position
- .13 Tide... metres above prediction.
- .14 Tide... metres below prediction.
- .15 Tidal stream ... knots in position

- .16 Current ... knots in position
- .17 Tide setting in direction ... degrees.
- .18 Sufficient depth of water in position
- .19 No sufficient depth of water in position
- .20 Charted depth increased by ... metres due to winds/sea state.
- .21 Charted depth decreased by ... metres due to winds/sea state.

6.2.1.6 Electronic Navigational Aids Information

(The following phrases should normally be preceded by Message Marker

"INFORMATION", "WARNING")

- .1 GPS Satellite ... (name) unusable from ... (date and time) to ... (date and time). Cancel one hour after time of restoration.
- .2 LORAN station ... (name number master/slave) off air from ... (date and time) to ... (date and time). Cancel one hour after time of restoration.
- .3 DECCA ... (identify chain and colour) off air from ... (date and time) to ... (date and time). Cancel one hour after time of restoration.
- .4 RACON ... (name of station) in position ... off air ... from ... (date and time) to ... (date and time).

6.2.1.7 Meteorological Warnings

(The following phrases should normally be preceded by Message Marker

"WARNING")

- .1 Warning : Tropical storm ... (name) centre in position
- .2 A gale warning/storm warning was issued at ... (UTC) starting at... (UTC).

6.2.1.8 Meteorological Information.

(The following phrases should normally be preceded by Message Marker

"INFORMATION", "WARNING")

- .1 Position of tropical storm ... (name) ..., path ... (compass points), speed of advance ... knots.
- .2 Wind direction ... (compass points), force Beaufort ... in position
- .3 Wind backing and increasing/decreasing.
- .4 Wind veering and increasing/decreasing.
- .5 Wind expected to increase in position ... to force Beaufort ... within next hours.
- .6 Wind expected to decrease in position ... to force Beaufort ... within next hours.
- .7 Visibility in positionmetres/nautical miles.
- .8 Visibility reduced by mist/fog/snow/dust/rain/
- .9 Visibility expected to increase to ... metres/nautical miles in positionwithin next hours.
- .10 Visibility expected to decrease to ... metres/nautical miles in positionwithin next hours.
- .11 Sea/swell in position ... metres from..... (compass points).
- .12 Sea/swell expected to increase within next hours.
- .13 Sea/swell expected to decrease within next hours.
- .14 Icing expected/not expected to form in area around

6.2.1.9 Meteorological Questions and Answers

(The following phrases should normally be preceded by Message Markers

"QUESTION", "ANSWER")

- .1 What is wind direction and force in your position/in position.... ?
- 1.1 Wind direction ... (compass points), force Beaufort ... in my position/in position ...
- .2 Is wind backing/veering?
- 2.1 Wind backing/veering.
- .3 What wind direction and force is expected in my position/in position.....?
- 3.1 Wind in your position/in position ... expected from ... direction(s), force Beaufort ...
- 3.2 Wind in your position/in position.....expected variable.
- .4 Is wind expected to increase/decrease?

4.1 Wind expected to increase/decrease.

.5 What is latest gale warning?

5.1 Latest gale warning is as follows:

Gale warning. Winds at ... UTC in area ... (met.area) from direction ... (compass points) and force Beaufort ... backing /veering to ... (compass points).

.6 What is latest tropical storm warning?

6.1 Latest tropical storm warning is as follows:

(Standard tropical storm warning) Tropical storm warning at ... UTC.

Hurricane ... (name)/tropical cyclone/tornado/willy-willy/typhoon ... (name) with central pressure of ... millibars located in position Present movement ...

(compass points) at ... knots. Winds of ... knots within radius of ...

kilometres/nautical miles of centre. Seas over ... metres. Further information on VHF channel .../ frequency

.7 What is atmospheric pressure in your position/in position ... ?

7.1 Atmospheric pressure ... millibars.

.8 What is barometric change in your position/in position ...?

8.1 Barometric change ... millibars per hour.

8.2 Barometric change is ... millibars within last ... hours.

8.3 Barometer steady.

8.4 Barometer dropping (rapidly).

8.5 Barometer rising (rapidly).

.9 What maximum winds are expected in storm area?

9.1 Maximum winds of ... knots expected in storm area.

9.2 Maximum winds of ... knots expected within radius of ... kilometres/nautical miles of centre.

9.3 Maximum winds of ... knots expected in safe/dangerous semicircle.

.10 What is sea state in your position/in position ... ?

10.1 Height of sea/swell in my position/in position ... metres from ... (compass points).

.11 Is sea state expected to change (within next hours)?

11.1 No, sea state not expected to change (within next hours).

11.2 Yes, sea/swell of ... metres from ... (compass points) expected (within next hours).

.12 Tsunami/abnormal wave expected by ... UTC.

.13 What is visibility in position ... ?

13.1 Visibility in position ... kilometres/nautical miles.

6.2.2 Navigational Assistance Service

Shore based pilotage by Navigational Assistance Service: see phrases 6.4.3.1.22 to 6.4.3.1.23.2 of this section)

6.2.2.1 Request, identification, begin and end

(The following phrases should normally be preceded by Message Markers "ADVICE", "INFORMATION", "QUESTION", "ANSWER", "REQUEST".)

.1 Is shore based radar assistance available?

1.1 Yes, shore based radar assistance available.

1.2 No, shore based radar assistance not available.

.2 Shore based radar assistance available from ... UTC to ... UTC.

.3 Do you want navigational assistance to reach ... ?

3.1 Yes, I want navigational assistance to reach

3.2 No, I do not want navigational assistance.

.4 What is your position?

4.1 My position ... degrees from ... distance ... kilometres/nautical miles.

.5 How was your position obtained?

5.1 Position obtained by GPS.

5.2 Position obtained by DECCA.

5.3 Position obtained by RADAR.

- 5.4 Position obtained by cross-bearing.
 - 5.5 Position obtained by astronomical observation.
 - 5.6 Position obtained by
 - .6 Repeat your position for identification.
 - .7 I have located you on my radar screen - your position ... degrees from
-

NOTE: This message should only be used when the vessel has been positively identified

- .8 I cannot locate you on my radar screen.
- .9 What is your present course and speed?
- 9.1 My present course ... degrees, speed ... knots.
- .10 What is course to reach you?
- 10.1 Course to reach me ... degrees.
- .11 Is your radar working?
- 11.1 Yes, radar working.
- 11.2 No, radar not working.
- .12 What range scale are you using?
- 12.1 I am using ... miles range scale.
- 12.2 Advise you change to larger range scale.
- 12.3 Advise you change to smaller range scale.
- .13 You are leaving my radar screen.
- .14 Change to radar ... (name) VHF Channel
- 14.1 Changing to radar ... (name) VHF Channel
- .15 I have lost radar contact.

6.2.2.2 Position

(The following phrases should normally be preceded by Message Markers "WARNING", "ADVICE", "INFORMATION", "QUESTION", "ANSWER".)

NOTE: When possible, positions should be given with reference to a prominent landmark or buoy.

- .1 You are entering
- .2 Your position
- .3 Your position ... degrees/ ... kilometres/nautical miles from
- .4 You are passing
- .5 You are in centre of fairway.
- .6 You are in middle of fairway.
- .7 You are on reference line.
- .8 You are on reference line of fairway.
- .9 You are not on reference line of fairway.
- .10 You are on ... side of fairway.
- .11 You are approaching starboard limit of fairway.
- .12 You are approaching port limit of fairway.
- .13 You are approaching reference line of fairway.
- .14 Your position buoy number ... distance ... metres/cables to port side of reference line.
- .15 Your position buoy number ... distance ... metres/cables to starboard side of reference line.
- .16 Your position distance ... metres/cables from intersection of reference line ... and reference line ...
- .17 Your position distance ... metres/cables from intersection of reference line ... and reference line ... and distance ... metres/cables to port side of reference line
- .18 Your position distance ... metres/cables from intersection of reference line ... and reference line ... and distance ... metres/cables to starboard side of reference line

- .19 MV ... has reported at way point
- .20 You are getting closer to vessel ahead.
- .21 Vessel on opposite course passing your port side.
- .22 Vessel on opposite course passing your starboard side.
- .23 MV ... metres/cables ahead of you on your port bow.
- .24 MV ...metres/cables ahead of you on your starboard bow.
- .25 MV ... ahead of you on opposite course.
- .26 MV ... following you will overtake you on your port side.
- .27 MV ... following you will overtake you on your starboard side.
- .28 Vessel anchored ahead of you in position
- .29 Vessel ahead of you obstructing your movements.
- .30 You will meet crossing traffic in position
- .31 Vessel entering fairway at
- .32 Vessel leaving fairway at
- .33 Buoy ... distance ... metres/cables ahead.
- .34 Vessel ahead/astern/port/starboard of you turning/anchoring/increasing speed/decreasing speed/
overtaking you/not under command.

6.2.2.3 Course

(The following phrases should normally be preceded by the Message Markers "WARNING", "ADVICE", "INFORMATION", "QUESTION", "ANSWER".)

- .1 Your track is parallel with reference line.
 - .2 Your track is diverging from reference line.
 - .3 Your track is converging to reference line.
 - .4 Course to ... degrees.
 - .5 You are steering dangerous course.
- (Note: The user of this phrase should be fully aware of the implications of words such as "track", "heading" and "course made good".)
- .6 Vessel ahead of you on same course ... degrees.
 - .7 Advise you make course of ... degrees.
 - .8 Advise you keep your present course.
 - .9 Advise you alter course to ... degrees in position
 - .10 Have you altered course?
 - .11 Yes, I have altered course - new course ... degrees.
 - .12 No, I have not altered course - my course ... degrees.
 - .13 What is your present course?
 - .14 My present course ... degrees.
 - .15 You are running into danger. Shallow water ahead of you.
 - .16 You are running into danger. Submerged wreck ahead of you.
 - .17 You are running into danger. Risk of collision.
 - .18 Risk of collision with vessel distance ... kilometres/nautical miles, bearing ... degrees.
 - .19 You are running into danger. Fog bank ahead of you.
 - .20 You are running into danger. Bridge defective

6.2.3 Traffic Organization Service

6.2.3.1 Clearance, forward planning

(The following phrases should normally be preceded by Message Markers "WARNING", "INSTRUCTION", "ADVICE", "INFORMATION".)

- .1 Traffic clearance required before entering
- .2 Do not enter Traffic Lane.
- .3 Do not enter
- .4 Proceed to emergency anchorage.
- .5 Vessels are advised to keep clear of

- .6 Vessels are advised to avoid
- .8 You may enter traffic lane/route - traffic clearance granted.
- .9 You may enter traffic lane/route in position ... at ... UTC.
- .10 Do not pass Reporting Point ... until ... UTC.
- .11 Report at next way point/way point ... /at ... UTC.
- .12 You must arrive at way point ... at ... UTC - your berth is clear.
- .13 Do not arrive in position ... before ... UTC.
- .14 Do not arrive in position ... after ... UTC.
- .15 Tide with you.
- .16 Tide against you.

6.2.3.2 Anchoring

(The following phrases should normally be preceded by Message Markers "INSTRUCTION", "ADVICE", "INFORMATION", "QUESTION", "ANSWER".)

- .1 You must anchor at ... UTC.
- .2 You must anchor until pilot arrives.
- .3 Do not anchor in position
- .4 Anchoring prohibited.
- .5 Do not dredge anchor.
- .6 You must heave up anchor.
- .7 You must anchor in different position.
- .8 You must anchor clear of fairway.
- .9 Advise you have your crew on stand by for weighing anchor when pilot embarks.
- .10 You have permission to anchor at ... UTC.
- .11 You have permission to anchor in position
- .12 You have permission to anchor until pilot arrives.
- 12.1 You have permission to anchor until tugs arrive.
- .13 You have permission to anchor until sufficient water.
- .14 MV ... at anchor in position
- .15 You are obstructing fairway.
- .16 You are obstructing other traffic.
- .17 You are at anchor in wrong position.
- .18 Are you dragging anchor?
- 18.1 Yes, I am dragging anchor.
- 18.2 No, I am not dragging anchor.
- .19 Are you dredging anchor?
- 19.1 Yes, I am dredging anchor.
- 19.2 No, I am not dredging anchor.

6.2.3.3 Arrival, berthing and departure

(The following phrases should normally be preceded by Message Markers "INSTRUCTION", "ADVICE", "INFORMATION", "QUESTION", "ANSWER".)

- .1 Your orders are to berth on
- .2 Your orders changed.
- .3 Proceed to ... for orders.
- .4 You may enter at ... UTC.
- .5 You may proceed at ... UTC.
- .6 Vessel turning/manoeuvring in position
- .7 MV ... will turn in position
- .8 MV ... will leave ... at ... UTC.
- .9 MV ... leaving
- .10 MV ... left
- .11 MV ... entered fairway in position
- .12 Your berth is not clear (until ... UTC).
- .13 Your berth will be clear at ... UTC.

- .14 You will berth/dock at ... UTC .
- .15 Berthing delayed by ... hours.
- .16 Be ready to get underway.
- .17 Get underway.
- .18 Are you underway?
- 18.1 Yes, I am underway.
- 18.2 No, I am not underway.
- 18.3 I am ready to get underway.
- .19 Move ahead ... metres.
- .20 Move astern ... metres.
- .21 Your vessel in position - make fast.
- .22 Pilot ordered for departing vessel for ... UTC.

6.2.3.4 Enforcement

(The following phrases should normally be preceded by Message Markers "WARNING", "INSTRUCTION", "ADVICE", "INFORMATION".)

- .1 According to my radar, your course does not comply with International Regulations for Preventing Collisions at Sea.
- .2 According to my radar, your course does not comply with Rule 10 of International Regulations for Preventing Collisions at Sea.
- .3 Your actions will be reported to Authorities.
- .4 You are not complying with traffic regulations.
- .5 You are not keeping to correct lane.
- .6 Vessels are advised to have all navigational instruments in operation before entering this area/area
- .7 Your navigation lights not visible.
- .8 Advise you recover your fishing gear - you are fishing in fairway.
- .9 Fishing gear ahead of you.
- .10 Fishing in area ... prohibited.
- .11 You are approaching prohibited fishing area.
- .12 Fairway speed ... knots.

6.2.3.5 Avoiding dangerous situations, providing safe movements

(The following phrases should normally be preceded by Message Markers "WARNING", "INSTRUCTION", "ADVICE", "INFORMATION".)

- .1 It is dangerous to anchor in your present position.
- .2 It is dangerous to remain in your present position.
- .3 It is dangerous to alter course to port side.
- .4 It is dangerous to alter course to starboard side.
- .5 Large vessel leaving fairway- keep clear of fairway approach.
- .6 Nets with buoys/without buoys in this area - navigate with caution.
- .7 Collision in position
- .8 Keep clear.
- .9 MV ... aground in position
- .10 MV ... on fire in position.
- .11 Stand by for giving assistance.
- .12 Vessels must keep clear of this area/area
- .13 Vessels must avoid this area/area
- .14 Vessels must navigate with caution.
- .15 Advise you keep clear of ... - search and rescue in operation.
- .16 Your present course too close to outbound vessel.
- .17 Your present course too close to inbound vessel.
- .18 Your present course too close to vessel that you are overtaking.
- .19 Your present course too close to starboard limit of fairway.
- .20 Your present course too close to port limit of fairway.
- .21 Your course deviating from reference line.

- .22 You are running into danger. Shallow water ahead of you.
- .23 You are running into danger. Submerged wreck ahead of you.
- .24 You are running into danger. Risk of collision.
- .25 Risk of collision with vessel distance ...kilometres/nautical miles, bearing ... degrees.
- .26 You are running into danger. Fog bank ahead of you.
- .27 You are running into danger. Bridge defective.
- .28 You are proceeding at dangerous speed.
- .29 You must proceed by ... fairway/ ... route.
- .30 You must keep to ... side of fairway line.
- .31 You must keep to ... side of reference line.
- .32 You must stay clear of fairway.
- .33 Do not overtake.
- .34 Do not cross fairway.
- .35 You must wait for MV ... to cross ahead of you.
- .36 You must wait for MV ... to clear ... before entering fairway.
- .37 You must wait for MV ... to clear ... before getting underway.
- .38 You must wait for MV ... to clear ... before leaving berth.
- .39 Advise you alter course to port side.
- .40 Advise you alter course to starboard side.
- .41 Advise you stop engines.
- .42 Advise you pass north/south/east/west of departing/entering/anchored/disabled vessel.
- .43 Advise you pass north/south/east/west of ... mark.
- .44 MV ... wishes to overtake on your port side.
- .45 MV ... wishes to overtake on your starboard side.
- .46 MV ... agrees to be overtaken.
- .47 MV ... does not agree to be overtaken.
- .48 MV ... approaching obscured area ... - approaching vessels acknowledge.

6.2.3.6 Canal and lock operations

(The following phrases should normally be preceded by Message Markers "INSTRUCTION", "INFORMATION".)

- .1 You must close up on vessel ahead of you.
- .2 You must drop back from vessel ahead of you.
- .3 You must wait at
- .4 You must moor at
- .5 Convoy ... must wait at
- .6 Convoy ... must moor at
- .7 You must wait for lock clearance at ... until ... UTC.
- .8 You will join convoy ... at ... UTC.
- .9 Transit will begin at ... UTC.
- .10 Your place in convoy is number
- .11 Transit speed ... knots.
- .12 Convoy speed ... knots.
- .13 Convoys/vessels will pass in area
- .14 You will enter canal/lock at ... UTC.

6.3 Phrases between adjacent VTS

Handoff Procedures (Handing over to another VTS).

(The following phrases should normally be preceded by Message Marker "INFORMATION")

- .1 ... VTS this is ... VTS: MV ... position ... degrees, distance ... kilometres/nautical miles from Working Frequency VHF Channel Your Target. Please Confirm.
- .2 ... VTS this is ... VTS: MV ... position ... degrees, distance ... kilometres/nautical miles from I confirm. My target.

.3 ... VTS this is ... VTS: MV ... position ... degrees, distance ... kilometres/nautical miles from I am unable to take over this target.

6.4 Phrases for communication with Emergency Services and Allied Services

6.4.1 Emergency Services (SAR, fire fighting, pollution fighting)

See phrases in section 6.1.2 "Acquiring and providing distress traffic data"

6.4.2 Tug assistance

(The following phrases should normally be preceded by Message Markers "INSTRUCTION", "ADVICE", "INFORMATION", "QUESTION", "ANSWER".)

.1 How many tugs do you require?

1.1 I require... tug(s).

.2 You must take.....tug(s) according to Port Regulations.

.3 You must take ... tug(s) fore and.....tug(s) aft.

.4 Wait for tug(s) in position

.5 Tugs will meet you in position ... at local time.

.6 Tug services suspended until(date and local time).

.7 Tug services resumed on ... (date) at local time.

6.4.3 Pilotage

6.4.3.1 Pilot Request

(The following phrases should normally be preceded by Message Markers "ADVICE", "INFORMATION", "REQUEST", "INTENTION", "QUESTION", "ANSWER".)

.1 You must take pilot - pilotage compulsory.

.2 Do you require pilot?

2.1 Yes, I require pilot.

2.2 No, I do not require pilot - I am holder of Pilotage Exemption Certificate (No....).

.3 You are exempted from pilotage.

3.1 You are allowed to proceed without pilot.

.4 Do you require pilot at.... (name) Pilot Station?

4.1 Yes, I require pilot at.... (name) Pilot Station.

4.2 No, I do not require pilot at ... (name) Pilot Station ? I require pilot in position

.5 What is your ETA at.... (name) Pilot Station in local time?

5.1 My ETA at... (name) Pilot Station hours local time.

.6 What is local time?

6.1 Local time ... hours.

.7 What is your present position?

7.1 My position

.8 What is your distance from..... (name) Pilot Station?

8.1 My distance from ... (name) Pilot Station..... kilometres/nautical miles.

.9 Is pilot boat on station?

9.1 Yes, pilot boat on station.

9.2 No, pilot boat not on station.

9.3 Pilot boat on station at.... hours local time.

.10 In what position can I take pilot?

10.1 Take pilot at ... (Pilot Station) at.... hours local time.

10.2 Take pilot near ... athours local time.

.11 When will pilot embark?

11.1 Pilot will embark at ... hours local time.

.12 Pilot coming to you.

- .13 Pilot boat approaching your vessel.
- .14 Keep pilot boat on port side.
- .15 Keep pilot boat on starboard side.
- .16 What is your freeboard?
- 16.1 My freeboard ... metres.
- .17 Stop in present position and wait for pilot.
- .18 Change to VHF channel ... for pilot transfer.
- .19 Stand by on VHF channel ... until pilot transfer completed.
- .20 Pilotage at ... (name) Pilot Station suspended until ... (date and local time).
- .21 Pilotage at ... (name) Pilot Station resumed.
- .22 Pilot cannot embark at ... Pilot Station due to
- .23 Do you accept shorebased navigational assistance from pilot ?
- 23.1 Yes, I accept shorebased navigational assistance from pilot.
- 23.2 No, I do not accept shorebased navigational assistance from pilot.
- 23.2.1 I stay in position ... until
- .24 You may navigate by yourself (or wait for pilot boat at ... buoy).
- .25 Follow pilot boat inward where pilot will embark.

6.4.3.2 Embarking/disembarking Pilot

(The following phrases should normally be preceded by Message Markers "ADVICE", "INFORMATION", "REQUEST", "INTENTION", "QUESTION", "ANSWER".)

- .1 Stand by pilot ladder.
- .2 Rig pilot ladder on port side ... metres above water.
- .3 Rig pilot ladder on starboard side ... metres above water.
- .4 You must rig another pilot ladder.
- .5 Pilot ladder unsafe.
- .6 Pilot ladder has broken steps.
- .7 Pilot ladder has loose steps.
- .8 Pilot ladder has broken spreaders.
- .9 Pilot ladder has spreaders too short.
- .10 Pilot ladder too far aft.
- .11 Pilot ladder too far forward.
- .12 Move pilot ladder ... metres aft.
- .13 Move pilot ladder ... metres forward.
- .14 Move pilot ladder clear of discharge.
- .15 Rig accommodation ladder in combination with pilot ladder.
- .16 Rig pilot ladder alongside hoist.
- .17 Put lights on at pilot ladder.
- .18 Man ropes required.
- .19 Man ropes not required.
- .20 Have heaving line ready at pilot ladder.
- .21 Correct list of vessel.
- .22 Make lee on your port side.
- .23 Make lee on your starboard side.
- .24 Steer ... degrees to make lee.
- .25 Keep sea on your port quarter.
- .26 Keep sea on your starboard quarter.
- .27 Make boarding speed of ... knots.
- .28 Stop engine until pilot boat is clear.
- .29 Put helm hard to port.
- .30 Put helm hard to starboard.
- .31 Alter course to port, pilot boat cannot clear vessel.
- .32 Alter course to starboard, pilot boat cannot clear vessel.
- .33 Put ahead engine.

- .34 Put astern engine.
- .35 Embarkation not possible.
- .36 Boarding arrangements do not comply with SOLAS - Regulations.
- .37 Vessel not suited for pilot ladder.

4 On-board communication phrases

4. On-board communication phrases

Chapter A Operative Shiphandling

Chapter A Operative Shiphandling

Chapter B Safety on Board

Chapter B Safety on Board

Chapter C Cargo and Cargo Handling

Chapter C Cargo and Cargo Handling

Chapter D Passenger Care

Chapter D Passenger Care

(The phrases of this chapter should be used by Masters, Officers and crew members of passenger ships and passenger ferries to inform passengers on safety aspects and to organize their conduct in case of an emergency.)

Part Appendix

(For further details see: ITU MANUAL for use by the Maritime Mobile and Maritime Mobile-Satellite Services, Geneva 1992)

1 Standard Distress Message in the GMDSS

1.1 Structure

Upon receipt of a DSC Distress Alert acknowledgement the vessel in distress should commence the distress traffic on one of the international distress traffic frequencies for telephony (VHF channel 16 or 2182 kHz) as follows:

"MAYDAY

This is"

- the 9-digit Maritime Mobile Service Identity code (MMSI) plus name/call sign or other identification of the vessel
- the position of the vessel
- the nature of distress
- the assistance required
- any other information which might facilitate rescue.

1.2 Example

(MMSI and name/call sign are fictitious)

"MAYDAY

- THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO MOTOR VESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO
- POSITION SIX TWO ONE ONE DEGREES NORTH ZERO ZERO SEVEN FOUR FOUR DEGREES EAST
- I AM ON FIRE AFTER EXPLOSION IN HOLD
- I REQUIRE FIRE FIGHTING ASSISTANCE
- SMOKE NOT TOXIC OVER"

2 Standard Urgency Message in the GMDSS

2.1 Structure

After the transmission of a DSC Urgency Call switch the transmitter to VHF channel 16 or frequency 2182 kHz (if not automatically controlled) and commence the urgency traffic as follows:

"PAN-PAN (repeated three times) ALL STATIONS (repeated three times) This is"

- the 9-digit MMSI of the vessel plus name/call sign or other identification
- the position of the vessel
- the text of the urgency message.

2.2 Example

(MMSI and name/call sign are fictitious)

"PAN-PAN PAN-PAN PAN-PAN

ALL STATIONS ALL STATIONS ALL STATIONS

- THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO MOTORVESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO
- POSITION SIX TWO ONE ONE DEGREES NORTH ZERO ZERO SEVEN FOUR FOUR DEGREES EAST
- I HAVE PROBLEMS WITH MAIN ENGINE
- I REQUIRE TUG ASSISTANCE OVER"

3 Standard Safety Message in the GMDSS

3.1 Structure

After the transmission of a DSC Safety Call switch the transmitter to VHF channel 16 or frequency 2182 kHz (if not automatically controlled) and transmit the safety message as follows:

"SECURITE (repeated three times)

ALL STATIONS (or all ships in a specific geographical area, or to a specific station) (repeated three times) this is"

- the 9-digit MMSI of the vessel plus name/call sign or other identification
- the text of the safety message.

3.2 Example

(MMSI, name/call sign and geographical names are fictitious)

"SECURITE SECURITE SECURITE

ALL STATIONS ALL STATIONS ALL STATIONS

- THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO MOTORVESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO MARION BIGHT LIGHTBUOY BRAVO THREE POSITION TWO NAUTICAL MILES SOUTH OF PETER HEAD UNLIT OVER"

4 Alphabetical Index

(bold page numbers indicate the main fields of application)

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