IMO Standard Marine Communication Phrases

INTRODUCTION*

1 Position of the IMO SMCP in maritime practice

The IMO Standard Marine Communication Phrases (SMCP) has been compiled:

- to assist in the greater safety of navigation and of the conduct of the ship,
- to standardize the language used in communication for navigation at sea, in port approaches, waterways and harbours, and on board vessels with multilingual crews, and
- to assist maritime training institutions in meeting the objectives mentioned above.

These phrases are not intended to supplant or contradict the International Regulations for Preventing Collisions at Sea, 1972 or special local rules or recommendations made by IMO concerning ships' routeing, neither are they intended to supersede the International Code of Signals, and their use in ship's external communications has to be in strict compliance with the relevant radiotelephone procedures as set out in the ITU Radio Regulations. Furthermore, the IMO SMCP, as a collection of individual phrases, should not be regarded as any kind of technical manual providing operational instructions.

The IMO SMCP meets the requirements of the STCW Convention, 1978, as revised, and of the SOLAS Convention, 1974, as revised, regarding verbal communications; moreover, the phrases cover the relevant communication safety aspects laid down in these Conventions.

Use of the IMO SMCP should be made as often as possible in preference to other wording of similar meaning; as a minimum requirement, users should adhere as closely as possible to them in relevant situations. In this way they are intended to become an acceptable safety language, using English for the verbal interchange of intelligence among individuals of all maritime nations on the many and varied occasions when precise meanings and translations are in doubt, as is increasingly evident under modern conditions at sea.

An accompanying CD† is designed to familiarize users with the pronunciation of the phrases.

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* The phrases are annex 1 of resolution A.918(22) (see page 116).

† It is expected that this will be available towards the middle of 2003.

2 Organization of the IMO SMCP

The IMO SMCP is divided into External Communication Phrases and On-board Communication Phrases as far as its application is concerned, and into part A and part B as to its status within the framework of STCW 1978, as revised.

Part A covers phrases applicable in external communications, and may be regarded as the replacement of the Standard Marine Navigational Vocabulary 1985, which is required to be used and understood under the STCW Code, 1995, table A-II/1. This part is enriched by essential phrases concerning ship handling and safety of navigation to be used in on-board communications, particularly when the pilot is on the bridge, as required by regulation 14(4), chapter V, SOLAS 1974, as revised.

Part B calls attention to other on-board standard safety-related phrases which, supplementary to part A, may also be regarded as useful for maritime English instruction.

3 Position of the IMO SMCP in maritime education and training

The IMO SMCP is not intended to provide a comprehensive maritime English syllabus, which is expected to cover a far wider range of language skills to be achieved in the fields of vocabulary, grammar, discourse abilities, etc. than the IMO SMCP could ever manage. However, part A in particular should be an indispensable part of any curriculum which is designed to meet the corresponding requirements of the STCW Convention 1978, as revised. In addition, part B offers a rich choice of situations covered by phrases well suited to meet the communication requirements of the STCW Convention 1978, as revised, which mariners are implicitly expected to satisfy.

The IMO SMCP should be taught and learned selectively according to users' specific needs, rather than in its entirety. The respective instruction should be based on practice in the maritime environment, and should be implemented through appropriate modern language teaching methods.

4 Basic communicative features

The IMO SMCP builds on a basic knowledge of the English language. It was drafted intentionally in a simplified version of maritime English in order to reduce grammatical, lexical and idiomatic varieties to a tolerable minimum, using standardized structures for the sake of its function aspects, i.e. reducing misunderstanding in safety-related verbal communications, thereby endeavouring to reflect present maritime English language usage on board vessels and in ship-to-shore/ship-to-ship communications.

This means that in phrases offered for use in emergency and other situations developing under considerable pressure of time or psychological stress, as well as in navigational warnings, a block language is applied which uses sparingly or omits the function words *the, a/an, is/are,* as done in seafaring practice. Users, however, may be flexible in this respect.

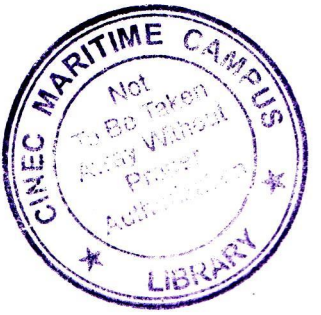
Further communicative features may be summarized as follows:

- avoiding synonyms
- avoiding contracted forms
- providing fully worded answers to "yes/no" questions and basic alternative answers to sentence questions

- providing *one* phrase for *one* event, and
- structuring the corresponding phrases according to the principle: *identical invariable plus variable.*

5 Typographical conventions

( )	**brackets** indicate that the part of the message enclosed within the brackets may be added where relevant;
/	**oblique strokes** indicate that the items on either side of the stroke are alternatives;
. . .	**dots** indicate that the relevant information is to be filled in where the dots occur;
(italic letters)	indicate the kind of information requested;
~	**tildes** precede possible words or phrases which can be used after/in association with the given standard phrase.



GENERAL

1 Procedure

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

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

2 Spelling

2.1 *Spelling of letters*

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

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

2.2 *Spelling of digits and numbers*

A few digits and numbers have a **modified** pronunciation compared to general English:

Number	Spelling	Pronunciation
0	zero	ZEERO
1	one	WUN
2	two	TOO
3	three	**TREE**
4	four	**FOWER**
5	five	FIFE
6	six	SIX
7	seven	SEVEN
8	eight	AIT
9	nine	**NINER**
1000	thousand	**TOUSAND**

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 part A1/6 "Vessel Traffic Service (VTS) Standard Phrases"):

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

4 Responses

4.1 When the answer to a question is in the affirmative, say:

"Yes . . . " followed by the appropriate phrase in full.

4.2 When the answer to a question is in the negative, say:

"No . . ." followed by the appropriate phrase in full.

4.3 When the information requested is not immediately available, say:

"Stand by . . ." followed by the time interval within which the information will be available.

4.4 When the information requested cannot be obtained, say:

"No information".

4.5 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 the vessel to the north of you".
Respond: "I will not overtake the vessel to the north of me".

4.6 Responses to orders and answers to questions of special importance both in external and on-board communication are given in wording in the phrases concerned.

5 Distress, urgency and safety signals

5.1 MAYDAY — to be used to announce a distress message

5.2 PAN PAN — to be used to announce an urgency message

5.3 SECURITE — to be used to announce a safety message

6 Standard organizational phrases

6.1 "How do you read (me)?"

6.1.1 "I read you . . .

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

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

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

6.3 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 . . . ".

6.3.1 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 is 14 knots - mistake.
Correction, my present speed is 12, one-two, knots."

8 Readiness

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

9 Repetition

9.1 If any part of the message is considered sufficiently important to need safeguarding, say:
"Repeat . . . " followed by the corresponding part of the message.

Example: "My draught is 12.6 repeat one-two decimal 6 metres".
"Do not overtake - repeat - do not overtake".

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

10 Numbers

Numbers are to be spoken in separate digits:

"One-five-zero" for 150.
"Two decimal five" or "Two point 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.

11 Positions

11.1 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 061 degrees 29 minutes West".

11.2 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 Big Head lighthouse distance 2.4 nautical miles".

12 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.

Example: "Pilot boat is bearing 215 degrees from you".

Note: Vessels reporting their position should always quote their bearing FROM the mark, as described in paragraph 11.2 of this section.

12.1 *Relative bearings*

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

13 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.

14 Distances

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

15 Speed

To be expressed in knots:

15.1 "without further notation", meaning speed through the water; or,

15.2 "ground speed", meaning speed over the ground.

16 Times

Times should be expressed in the 24 hour UTC notation; if local time will be used in ports or harbours it should be clearly stated.

17 Geographical names

Place names used should be those on the chart or in Sailing Directions in use.

Should these not be understood, latitude and longitude should be given.

18 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:

18.1 The conditionals "may", "might", "should" and "could".

May

Do not say:	"May I enter the fairway?"
Say:	"QUESTION. Do I have permission to enter the fairway?"
Do not say:	"You may enter the fairway"
Say:	"ANSWER. You have permission to enter the fairway."

Might

Do not say:	"I might enter the fairway"
Say:	"INTENTION. I will enter the 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."

18.2 The word "can".

The word "can" describes either the possibility or the capability of doing something. In the IMO 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. Do I have permission to use the shallow draught fairway at this time?" Do not say: "Can I use the shallow draught fairway at this time?" if you are asking for permission. (The same applies to the word "may").

Note: In all cases the radiotelephone procedures as set out in the ITU Radio Regulations have to be observed.

GLOSSARY

The glossary includes a limited number of technical terms which do not appear in the text of the IMO SMCP, but might be useful in case the content of a given standard phrase requires modification.

1 General terms

Abandon vessel (to)	To evacuate crew and passengers from a vessel following a distress
Accommodation ladder	Ladder attached to platform at vessel's side with flat steps and handrails enabling persons to embark/disembark from water or shore
Adrift	Uncontrolled movement at sea under the influence of current, tide or wind
Air draught	The height from the waterline to the highest point of the vessel
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)	Shift of wind direction in an anticlockwise manner, for example from north to west (opposite of veering)
Beach (to)	To run a vessel up on a beach to prevent its sinking in deep water
Berth	.1 A sea room to be kept for safety around a vessel, rock, platform, etc. .2 The place assigned to a vessel when anchored or lying alongside a pier, etc.
Blast	A whistle signal made by the vessel
Blind sector	An area which cannot be scanned by the ship's radar because it is shielded by parts of the superstructure, masts, etc.
Boarding arrangements	All equipment, 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/disembark
Bob-cat	A mini-caterpillar with push-blade used for the careful distribution of loose goods in cargo holds of bulk carriers
Briefing	Concise explanatory information to crew and/or passengers

Cable	.1 Chain connecting a vessel to the anchor(s) .2 Wire or rope primarily used for mooring a ship .3 (Measurement) one hundred fathoms or one tenth of a nautical mile
Capsize (to)	To turn over
Cardinal buoy	A seamark, i.e. a buoy, indicating the north, east, south or west, i.e. the cardinal points from a fixed point such as a wreck, shallow water, banks, etc.
Cardinal points	The four main points of the compass: north, east, south and west
Casualty	Here: case of death in an accident or shipping disaster
Check (to)	.1 To make sure that equipment etc. is in proper condition or that everything is correct and safe .2 To regulate motion of a cable, rope or wire when it is running out too fast
Close-coupled towing	A method of towing vessels through polar ice by means of ice-breaking tugs with a special stern notch suited to receive and hold the bow of the vessel to be towed
Close up (to)	To decrease the distance to the vessel ahead by increasing one's own speed
Compatibility (of goods)	Indicates whether different goods can be safely stowed together in one cargo space or in an adjacent hold
Convoy	A group of vessels which sail together, e.g. through a canal or ice
Course	The intended direction of movement of a vessel through the water
Course made good	That course which a vessel makes good over ground, after allowing for the effect of currents, tidal streams, and leeway caused by wind and sea
COW	Crude Oil Washing: a system of cleaning the cargo tanks by washing them with the cargo of crude oil during discharge
CPA/TCPA	Closest Point of Approach/Time to Closest Point of Approach: limit as defined by the observer to give warning when a tracked target or targets will close to within these limits
Crash-stop	An emergency reversal operation of the main engine(s) to avoid a collision
Damage control team	A group of crew members trained for fighting flooding in the vessel

Datum	.1 The most probable position of a search target at a given time .2 The plane of reference to which all data as to the depth on charts are referenced
Derelict	Vessel still afloat, abandoned at sea
Destination	Port for which a vessel is bound
Disabled	A vessel damaged or impaired in such a manner as to be incapable of proceeding on its voyage
Disembark (to)	To go from a vessel
Distress alert (GMDSS)	A radio signal from a distressed vessel automatically directed to an MRCC giving position, identification, course and speed of the vessel as well as the nature of distress
Distress/Urgency traffic	Here: the verbal exchange of information on radio from ship-to-shore and/or ship-to-ship/aircraft about a distress/urgency situation as defined in the relevant ITU Radio Regulations
Draught (*or* draft)	Depth in water at which a vessel floats
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	Being driven along by the wind, tide or current
Drop back (to)	To increase the distance from the vessel ahead by reducing one's own speed
DSC	Digital Selective Calling (in the GMDSS system)
Elongated spreader	Here: step of a pilot ladder which prevents the ladder from twisting
Embark (to)	To go aboard a vessel
EPIRB	Emergency Position-Indicating Radio Beacon
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
Fathom	A measure of 6 feet

Fire patrol	A member of the watch going around the vessel at certain intervals so that an outbreak of fire may be promptly detected; mandatory in vessels carrying more than 36 passengers
Flooding	Major uncontrolled flow of seawater into the vessel
Fire monitor	Fixed foam/powder/water cannon shooting fire-extinguishing agents on tank deck, manifold, etc.
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
Fumes	Often harmful gas produced by fires, chemicals, fuel, etc.
General emergency alarm	A sound signal of seven short blasts and one prolonged blast given with the vessel's sound system
Give way	To keep out of the way of another vessel
GMDSS	Global Maritime Distress and Safety System
(D)GPS	(Differential) Global (satellite) Positioning System
Half cardinal points	The four main points lying between the cardinal points: north east, south east, south west and north west
Hampered vessel	A vessel restricted by her ability to manoeuvre by the nature of her work
Hatchrails	Ropes supported by stanchions around an open hatch to prevent persons from falling into a hold
Heading	The horizontal direction of the vessel's bows at a given moment measured in degrees clockwise from north
Hoist	Here: a cable used by helicopters for lifting or lowering persons in a pick-up operation
Icing	Coating of ice on an object, e.g. the mast or superstructure of a vessel
IMO class	Group of dangerous or hazardous goods, harmful substances or marine pollutants in sea transport as classified in the International Maritime Dangerous Goods Code (IMDG Code)
Inert (to)	To reduce the oxygen in a tank by inert gas to avoid an explosive atmosphere

Initial course	Course directed by the On-Scene Co-ordinator or other authorized person to be steered at the beginning of a search
Inoperative	Not functioning
Jettison (to) (of cargo)	To throw goods overboard 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 damage to the hull
Leeward	On or towards the sheltered side of a ship; opposite of windward
Leeway	Vessel's sideways drift leeward of the desired course
Let go (to)	To set free, let loose, or cast off (of anchors, lines, etc.)
Lifeboat station	Place assigned to crew and passengers to muster before being ordered into the lifeboats
List	Here: inclination of the vessel to port side or starboard side
Located	In navigational warnings: position of object confirmed
Make water (to)	To have seawater flowing into the vessel due to hull damage, or hatches awash and not properly closed
MMSI	Maritime Mobile Service Identity number
Moor (to)	To secure a vessel in a particular place by means of wires or ropes made fast to the shore, to anchors, or to anchored mooring buoys, or to ride with both anchors down
MRCC	Maritime Rescue Co-ordination Centre: land-based authority responsible for promoting efficient organization of maritime search and rescue and for co-ordinating the conduct of search and rescue operations within a search and rescue region
Muster (to)	To assemble crew, passengers or both in a special place for purposes of checking
Muster list	List of crew, passengers and others on board and their functions in a distress or drill
Not under command	(abbr. 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, etc., have broken down, been switched off or suspended
Off station (of buoys)	Not in charted position
Oil clearance	Oil skimming from the surface of the water
Operational	Ready for immediate use
Ordnance exercise	Naval firing practice
OSC	On-Scene Co-ordinator: A person designated to co-ordinate search and rescue operations within a specified area
Overflow	Escape of oil or liquid from a tank because of a two-fold condition as a result of overflowing, thermal expansion, change in vessel trim or vessel movement
Polluter	A vessel emitting harmful substances into the air or spilling oil into the sea
Preventers	Ropes or wires attached to derricks to prevent them from swinging during cargo handling operations
Proceed (to)	To sail or head for a certain position or to continue with the voyage
PA-system	Public address system: loudspeakers in the vessel's cabins, messrooms, etc., and on deck through which important information can be broadcast from a central point, mostly from the navigation bridge
Recover (to)	Here: to pick up shipwrecked persons
Refloat (to)	To pull a vessel off after grounding; to set afloat again
Rendezvous	An appointment between vessels normally made on radio to meet in a certain area or position
Reported	In navigational warnings: position of object unconfirmed
Restricted area	A deck, space, area, etc., in vessels where, for safety reasons, entry is only permitted for authorized crew members
Resume (to)	Here: to re-start a voyage, service or search
Retreat signal	Sound, visual or other signal to a 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 how many passengers and crew members are present, e.g. at assembly stations, by reading aloud a list of their names

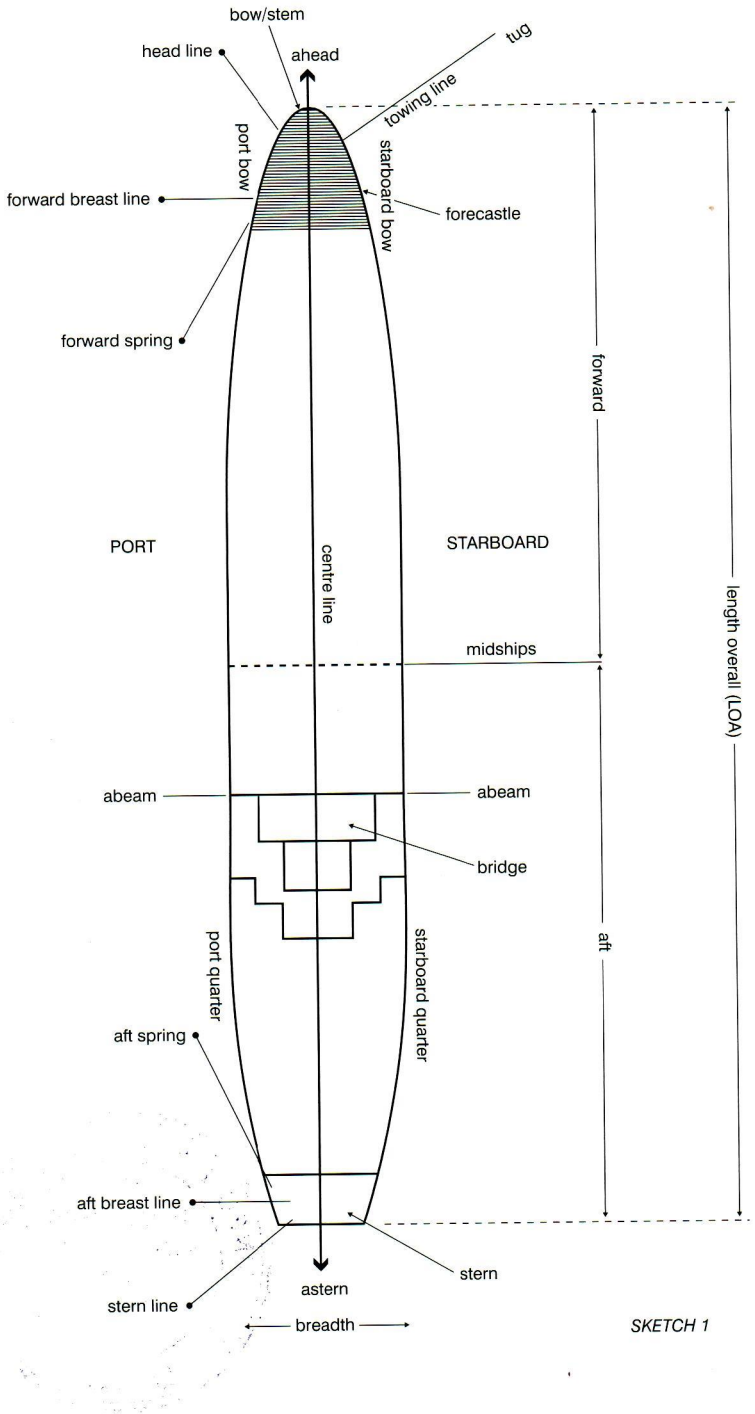
Safe speed	That speed of a vessel allowing time for effective action to be taken under prevailing circumstances and conditions to avoid a collision and to be stopped within an appropriate distance
SWL	Safe working load: maximum working load of lifting equipment that should not be exceeded
Safe working pressure	The maximum permissible pressure in cargo hoses
SAR	Search and Rescue
SART	Search and Rescue Transponder
Scene	The area or location 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
Seamark	A navigational aid placed to act as a beacon or warning
Segregation (of goods)	Separation of goods which for different reasons must not be stowed together
Shackle	.1 Length of chain cable measuring 15 fathoms .2 U-shaped link closed with a pin used for connecting purposes
Shifting cargo	Transverse movement of cargo, especially bulk cargo, 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	The accidental escape of oil, etc., from a vessel, container, etc., into the sea
Spill control gear	Anti-pollution equipment for combating accidental spills of oils or chemicals
Stand by (to)	To be in readiness or prepared to execute an order; to be readily available
Stand clear (to)	Here: to keep a boat away from the vessel
Standing orders	Orders of the Master to the officer of the watch which he/she must comply with
Stand on (to)	To maintain course and speed
Station	The allotted place or the duties of each person on board
Stripping	Final pumping of tank's residues

Survivor	A person who continues to live in spite of being in an extremely dangerous situation, e.g. a shipping disaster.
Take off (to)	To lift off from a vessel's deck (helicopter)
Target	The echo generated, e.g. by a vessel, on a radar screen
Tension winch	A winch which applies tension to mooring lines to keep them tight
TEU	Twenty Foot Equivalent Unit (standard container dimension)
Track	The path followed, or to be followed, between one position and another
Transit	Here: the passage of a vessel through a canal, fairway, etc.
Transit speed	Speed of a vessel required for passage through a canal, fairway, etc.
Transhipment (of cargo)	Here: the transfer of goods from one vessel to another outside harbours
Under way	Describes a vessel which is not at anchor, or made fast to the shore, or aground
Union purchase	A method of cargo handling by combining two derricks, one of which is fixed over the hatch, the other over the ship's side
Unlit	When the light of a buoy or a lighthouse is inoperative
UTC	Universal Time Co-ordinated (GMT)
Variable (of winds)	A wind that is constantly changing speed and direction
Veering (of winds)	Clockwise change in the direction of the wind; opposite of backing
Veer out (to) (of anchors)	To let out a greater length of cable
(Vessel) constrained by her draught	A vessel severely restricted by her draught in her ability to deviate from the course followed in relation to the available depth and width of navigable water
VHF	Very High Frequency (30–300 MHz)
Walk out (to) (of anchors)	To reverse the action of a windlass to lower the anchor until it is clear of the hawse pipe and ready for dropping
Walk back (to)	To reverse the action of a windlass to ease the cable (of anchors)
Waypoint	A position a vessel has to pass or at which she has to alter course according to her voyage plan
Windward	The general direction from which the wind blows; opposite of leeward

Wreck	A vessel which has been destroyed, sunk or abandoned at sea

2 VTS special terms

Fairway	Navigable part of a waterway
Fairway speed	Mandatory speed in a fairway
ITZ	Inshore Traffic Zone (of a TSS): A routeing measure comprising a designated area between the landward boundary of a TSS and the adjacent coast
Manoeuvring speed	A vessel's reduced speed in circumstances where it may be required to use the engines at short notice
Receiving point	A mark or place at which a vessel comes under obligatory entry, transit, or escort procedure
Reference line	A line displayed on the radar screens in VTS Centres and/or electronic sea-charts separating the fairway for inbound and outbound vessels so that they can safely pass each other
Reporting point	A mark or position at which a vessel is required to report to the local VTS station to establish its position
Separation zone/line	A zone or line separating the traffic lanes in which vessels are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of vessels proceeding in the same direction
Traffic clearance	VTS authorization for a vessel to proceed under conditions specified
Traffic lane	An area within defined limits in which one-way traffic is established
TSS	Traffic Separation Scheme: a routeing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes
VTS	Vessel Traffic Services: services designed to improve the safety and efficiency of vessel traffic and to protect the environment
VTS area	Area controlled by a VTS centre or VTS station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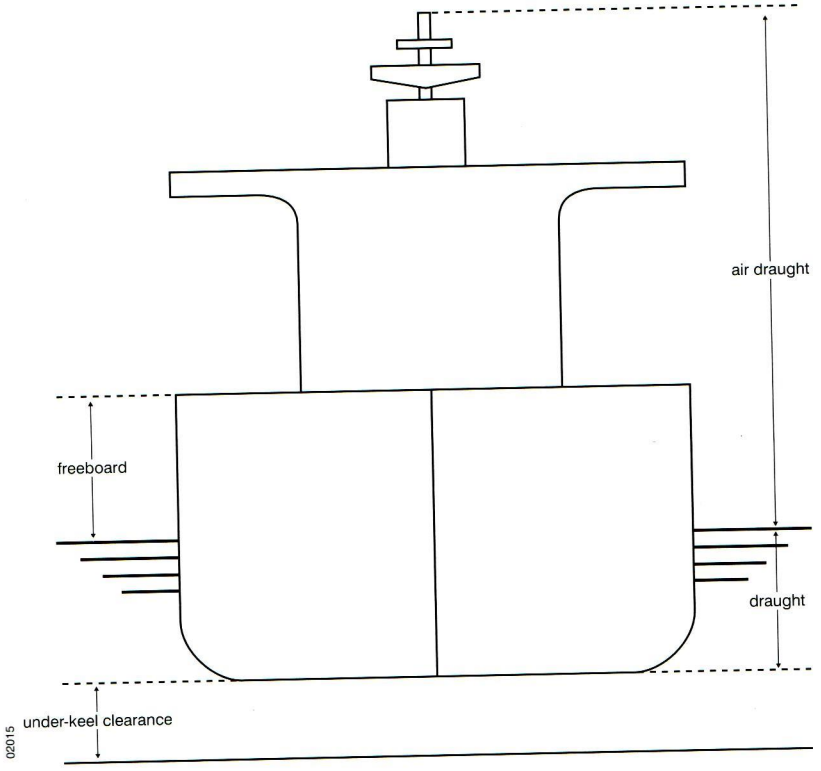
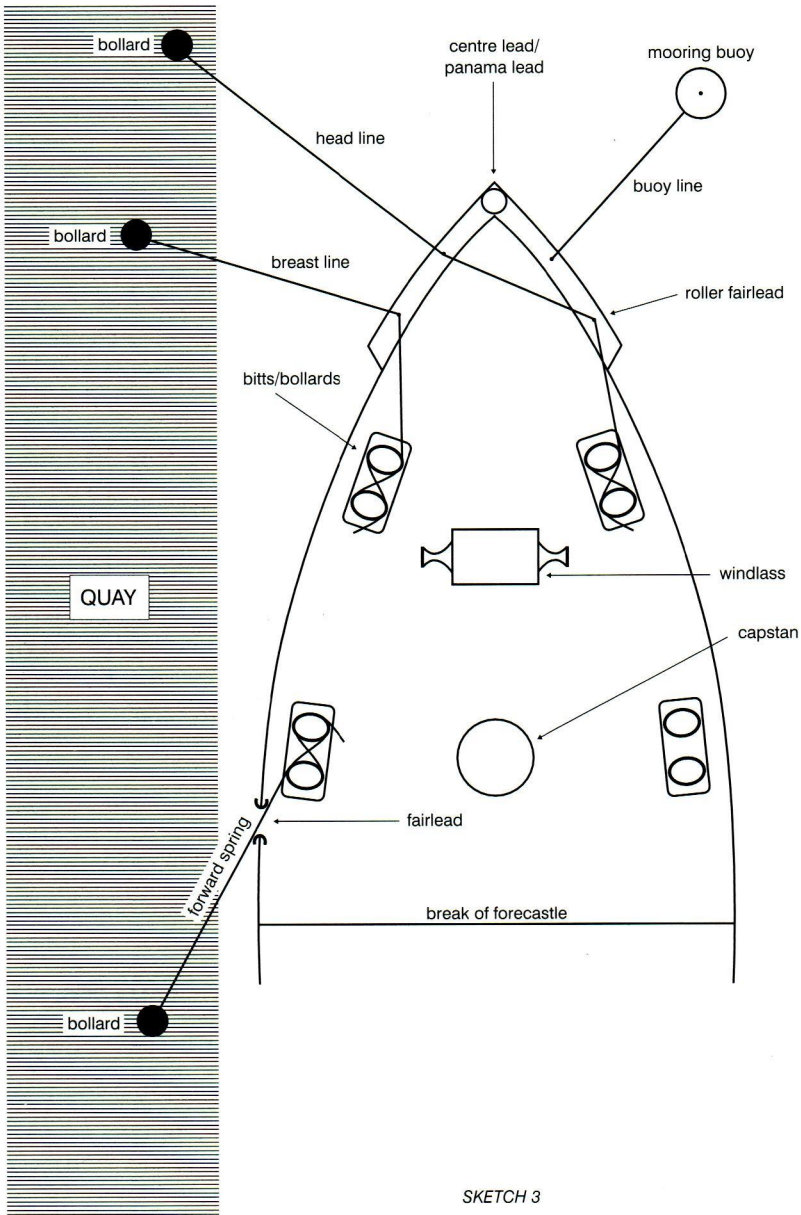
SKETCH 1



SKETCH 2



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SKETCH 3

IMO Standard Marine Communication Phrases

Part A

Part A covers phrases applicable in external communications from ship to shore, shore to ship and ship to ship as required by STCW 1978, as revised, table A-II/1, as well as phrases applicable on board vessels in conversations between pilots and bridge teams as required by regulation 14(4) of chapter V of SOLAS 1974, as revised.

A1

External communication phrases

Attention: The use of Standard Phrases in vessels' external communications does not in any way exempt from application of the radiotelephone procedures as set out in the ITU Radio Regulations.

A1/1 Distress traffic

The distress traffic controlling station/other stations may impose radio silence on any interfering stations by using the term "Seelonce Mayday / Distress", **unless the latter have messages about the distress**.

- **A1/1.1 Distress communications**

Note: A distress traffic always has to commence with stating the position of the vessel in distress as specified in "GENERAL 11 Positions /12 Bearings" if it is not included in the DSC distress alert.

- **A1/1.1.1** ***Fire, explosion***

A1/1.1.1.1 I am / MV ... on fire (- after explosion)
A1/1.1.1.2 Where is the fire?
A1/1.1.1.2.1 Fire is
~ on deck
~ in engine-room
~ in hold(s)
~ in superstructure / accommodation / ...
A1/1.1.1.3 Are dangerous goods on fire?
A1/1.1.1.3.1 Yes, dangerous goods are on fire
A1/1.1.1.3.2 No, dangerous goods are not on fire
A1/1.1.1.4 Is there danger of explosion?
A1/1.1.1.4.1 Yes, danger of explosion
A1/1.1.1.4.2 No danger of explosion
A1/1.1.1.5 I am / MV ... not under command
A1/1.1.1.6 Is the fire under control?
A1/1.1.1.6.1 Yes, fire is under control
A1/1.1.1.6.2 No, fire is not under control
A1/1.1.1.7 What kind of assistance is required?
A1/1.1.1.7.1 I do not / MV ... does not require assistance.
A1/1.1.1.7.2 I require / MV ... requires
~ fire-fighting assistance
~ breathing apparatus - smoke is toxic
~ foam extinguishers / CO_2 extinguishers
~ fire pumps
~ medical assistance / ...

A1/1.1.1.8 Report injured persons
A1/1.1.1.8.1 No persons injured.
A1/1.1.1.8.2 Number of injured persons / casualties: ...

● **A1/1.1.2** ***Flooding***
A1/1.1.2.1 I am / MV ... is flooding below waterline / in the engine-room / in the hold(s)
A1/1.1.2.2 I / MV ... cannot control flooding
A1/1.1.2.3 What kind of assistance is required?
A1/1.1.2.3.1 I require / MV ... requires pumps / divers / ...
A1/1.1.2.3.2 I will send pumps / divers / ...
A1/1.1.2.3.3 I cannot send pumps / divers / ...
A1/1.1.2.4 I have / MV ... has dangerous list to port side / starboard
A1/1.1.2.5 I am / MV ... in critical condition
A1/1.1.2.6 Flooding is under control
A1/1.1.2.7 I / MV ... can proceed without assistance
A1/1.1.2.8 I require / MV ... requires escort / tug assistance / ...

● **A1/1.1.3** ***Collision***
A1/1.1.3.1 I have / MV ... has collided
~ with MV ...
~ with unknown vessel / object / ...
~ with ...*(name)* light vessel
~ with seamark ...*(charted name)*
~ with iceberg / ...
A1/1.1.3.2 Report damage
A1/1.1.3.2.1 I have / MV ... has damage above / below waterline
A1/1.1.3.2.2 I am / MV ... not under command
A1/1.1.3.2.3 I / MV ... cannot establish damage
A1/1.1.3.2.4 I / MV ... cannot repair damage
A1/1.1.3.2.5 I / MV ... can only proceed at slow speed
A1/1.1.3.3 What kind of assistance is required?
A1/1.1.3.3.1 I require / MV ... requires escort / tug assistance / ...

● **A1/1.1.4** ***Grounding***
A1/1.1.4.1 I am / MV ... aground
A1/1.1.4.2 I require / MV ... requires tug assistance / pumps / ...
A1/1.1.4.3 What part of your vessel is aground?
A1/1.1.4.3.1 Aground forward / amidships / aft / full length
A1/1.1.4.3.2 I cannot establish which part is aground
A1/1.1.4.4 Warning. Uncharted rocks in position ...
A1/1.1.4.5 Risk of grounding at low water
A1/1.1.4.6 I / MV ... will jettison cargo to refloat
A1/1.1.4.6.1 Warning! Do not jettison IMO class cargo!
A1/1.1.4.7 When do you / does MV ... expect to refloat?
A1/1.1.4.7.1 I expect / MV ... expects to refloat
~ at ... hours UTC
~ when tide rises
~ when weather improves
~ when draught decreases
~ with tug assistance / ...

A1/1.1.4.8 Can you / can MV ... beach?
A1/1.1.4.8.1 I / MV ... can / will beach in position ...
A1/1.1.4.8.2 I / MV ... cannot beach

● **A1/1.1.5** ***List – danger of capsizing***
A1/1.1.5.1 I have / MV ... has dangerous list to port / starboard
A1/1.1.5.2 I / MV ... will
~ transfer cargo / bunkers to stop listing
~ jettison cargo to stop listing
A1/1.1.5.3 I am / MV ... in danger of capsizing (list increasing)

● **A1/1.1.6** ***Sinking***
A1/1.1.6.1 I am / MV ... sinking after collision / grounding / flooding / explosion / ...
A1/1.1.6.2 I require / MV ... requires assistance
A1/1.1.6.3 I am / MV ... proceeding to your assistance
A1/1.1.6.4 ETA at distress position within ... hours / at ... hours UTC

● **A1/1.1.7** ***Disabled and adrift***
A1/1.1.7.1 I am / MV ...
~ not under command
~ adrift
~ drifting at ... knots to ... *(cardinal/half cardinal points)*
~ drifting into danger
A1/1.1.7.2 I require / MV ... requires tug assistance

● **A1/1.1.8** ***Armed attack/piracy***
A1/1.1.8.1 I am / MV ... under attack by pirates
A1/1.1.8.1.1 I / MV ... was under attack by pirates
A1/1.1.8.2 I require / MV ... requires assistance
A1/1.1.8.3 What kind of assistance is required?
A1/1.1.8.3.1 I require / MV ... requires
~ medical assistance
~ navigational assistance
~ military assistance
~ tug assistance
~ escort / ...
A1/1.1.8.4 Report damage
A1/1.1.8.4.1 I have / MV ... has
~ no damage
~ damage to navigational equipment / ...
A1/1.1.8.4.2 I am / MV ... not under command
A1/1.1.8.5 Can you / can MV ... proceed?
A1/1.1.8.5.1 Yes, I / MV ... can proceed
A1/1.1.8.5.2 No, I / MV ... cannot proceed

● **A1/1.1.9** ***Undesignated distress***
A1/1.1.9.1 I have / MV ... has problems with cargo / engine(s) / navigation / ...
A1/1.1.9.2 I require / MV ... requires ...

● **A1/1.1.10** ***Abandoning vessel***

A1/1.1.10.1 I / crew of MV ... must abandon vessel ... after explosion / collision / grounding / flooding / piracy / armed attack / ...

● **A1/1.1.11** ***Person overboard***

A1/1.1.11.1 I have / MV ... has lost person(s) overboard in position ...
A1/1.1.11.2 Assist with search in vicinity of position ...
A1/1.1.11.3 All vessels in vicinity of position ... keep sharp look-out and report to ...
A1/1.1.11.4 I am / MV ... is proceeding for assistance. ETA at ... hours UTC / within ... hours
A1/1.1.11.5 Search in vicinity of position ...
A1/1.1.11.5.1 I am / MV ... is searching in vicinity of position ...
A1/1.1.11.6 Aircraft ETA at ... hours UTC / within ... hours to assist in search
A1/1.1.11.7 Can you continue search?
A1/1.1.11.7.1 Yes, I can continue search
A1/1.1.11.7.2 No, I cannot continue search
A1/1.1.11.8 Stop search
A1/1.1.11.8.1 Return to ...
A1/1.1.11.8.2 Proceed with your voyage
A1/1.1.11.9 What is the result of search?
A1/1.1.11.9.1 The result of search is negative
A1/1.1.11.10 I / MV ... located / picked up person(s) in position ...
A1/1.1.11.11 Person picked up is crew member / passenger of MV ...
A1/1.1.11.12 What is condition of person(s)?
A1/1.1.11.12.1 Condition of person(s) bad / good
A1/1.1.11.12.2 Person(s) dead

● A1/1.2 Search and rescue communication

● **A1/1.2.1** ***SAR communications***

(specifying or supplementary to A1/1.1)

A1/1.2.1.1 I require / MV ... requires assistance
A1/1.2.1.2 I am / MV ... proceeding to your assistance
A1/1.2.1.3 What is your MMSI number?
A1/1.2.1.3.1 My MMSI number is ...
A1/1.2.1.4 What is your position?
A1/1.2.1.4.1 My position ...
A1/1.2.1.5 What is your present course and speed?
A1/1.2.1.5.1 My present course ... degrees, my speed ... knots
A1/1.2.1.6 Report number of persons on board
A1/1.2.1.6.1 Number of persons on board: ...
A1/1.2.1.7 Report injured persons
A1/1.2.1.7.1 No person injured
A1/1.2.1.7.2 Number of injured persons / casualties: ...
A1/1.2.1.8 Will you abandon vessel?
A1/1.2.1.8.1 I will not abandon vessel
A1/1.2.1.8.2 I will abandon vessel at ... hours UTC
A1/1.2.1.9 Is your EPIRB / SART transmitting?
A1/1.2.1.9.1 Yes, my EPIRB / SART is transmitting
A1/1.2.1.9.2 Yes, my EPIRB / SART is transmitting by mistake

A1/1.2.1.10 Did you transmit a DSC distress alert?
A1/1.2.1.10.1 Yes, I transmitted a DSC alert
A1/1.2.1.10.2 Yes, I transmitted a DSC alert by mistake
A1/1.2.1.11 How many lifeboats / liferafts (with how many persons) will you launch?
A1/1.2.1.11.1 I will launch ... lifeboats / liferafts (with ... persons)
A1/1.2.1.12 How many persons will stay on board?
A1/1.2.1.12.1 No person will stay on board
A1/1.2.1.12.2 ... persons will stay on board
A1/1.2.1.13 What is the weather situation in your position?
A1/1.2.1.13.1 Wind ... *(cardinal/half cardinal points)* force Beaufort ...
A1/1.2.1.13.2 Visibility good / moderate / poor
A1/1.2.1.13.3 Smooth / moderate / rough / high sea - slight / moderate / heavy swell ... *(cardinal/half cardinal points)*
A1/1.2.1.13.4 Current ... knots, to ... *(cardinal/half cardinal points)*
A1/1.2.1.14 Are there dangers to navigation?
A1/1.2.1.14.1 No dangers to navigation
A1/1.2.1.14.2 Warning! Uncharted rocks / ice / abnormally low tides / mines / ...

● **A1/1.2.2** ***Acknowledgement and/or relay of SAR messages***
A1/1.2.2.1 Received MAYDAY from MV ... at ... hours UTC on VHF channel ... / frequency ...
A1/1.2.2.2 Vessel in position ...
~ on fire
~ had explosion
~ flooded
~ in collision (with ...)
~ listing / in danger of capsizing
~ sinking
~ disabled and adrift
~ abandoned / ...
A1/1.2.2.3 Vessel requires assistance
A1/1.2.2.4 Received your MAYDAY
A1/1.2.2.4.1 My position ...
A1/1.2.2.4.2 I / MV ... will proceed to your assistance
A1/1.2.2.4.3 ETA at distress position within ... hours / at ... hours UTC

● **A1/1.2.3** ***Performing/co-ordinating SAR operations***
The questions are normally asked and advice given by the On-Scene Co-ordinator (OSC).
For further information see *IAMSAR Manual*, London/Montreal, 1998
A1/1.2.3.1 I will act as On-Scene Co-ordinator
A1/1.2.3.1.1 I will show following signals / lights: ...
A1/1.2.3.2 Can you proceed to distress position?
A1/1.2.3.2.1 Yes, I can proceed to distress position
A1/1.2.3.2.2 No, I cannot proceed to distress position
A1/1.2.3.3 What is your ETA at distress position?
A1/1.2.3.3.1 My ETA at distress position within ... hours / at ... hours UTC
A1/1.2.3.4 MAYDAY position is not correct

A1/1.2.3.4.1 Correct MAYDAY position is ...
A1/1.2.3.5 Vessels are advised to proceed to position ... to start rescue
A1/1.2.3.6 Carry out search pattern ... starting at ... hours UTC
A1/1.2.3.7 Initial course ... degrees, search speed ... knots
A1/1.2.3.8 Carry out radar search
A1/1.2.3.9 MV ... allocated track number ...
A1/1.2.3.10 MV / MVs ... adjust interval between vessels to ... kilometres / nautical miles
A1/1.2.3.11 Adjust track spacing to ... kilometres / nautical miles
A1/1.2.3.12 Search speed now ... knots
A1/1.2.3.13 Alter course
~ to ... degrees (- at ... hours UTC)
~ for next leg of track now / at ... hours UTC
A1/1.2.3.14 We resume search in position ...
A1/1.2.3.15 Crew has abandoned vessel / MV ...
A1/1.2.3.16 Keep sharp look-out for lifeboats / liferafts / persons in water / ...

● **A1/1.2.4** ***Finishing with SAR operations***
A1/1.2.4.1 What is the result of search?
A1/1.2.4.1.1 The result of search is negative
A1/1.2.4.2 Sighted
~ vessel in position ...
~ lifeboats / liferafts in position ...
~ persons in water / ... in position ...
A1/1.2.4.3 Continue search in position ...
A1/1.2.4.4 Can you pick up survivors?
A1/1.2.4.4.1 Yes, I can pick up survivors
A1/1.2.4.4.2 No, I cannot pick up survivors
A1/1.2.4.5 MV ... / I will proceed to pick up survivors
A1/1.2.4.5.1 Stand by lifeboats / liferafts
A1/1.2.4.6 Picked up
~ ... survivors in position ...
~ ... lifeboats / liferafts (with ... persons / casualties) in position ...
~ ... persons / casualties in lifejackets in position ...
~ ... in position ...
A1/1.2.4.7 Survivors in bad / good condition
A1/1.2.4.8 Do you require medical assistance?
A1/1.2.4.8.1 Yes, I require medical assistance
A1/1.2.4.8.2 No, I do not require medical assistance
A1/1.2.4.9 Try to obtain information from survivors
A1/1.2.4.10 There are
~ still ... lifeboats / liferafts with survivors
~ no more lifeboats / liferafts
A1/1.2.4.11 Total number of persons on board was ...
A1/1.2.4.12 All persons / ... persons rescued
A1/1.2.4.13 You / MV ... may stop search and proceed with voyage
A1/1.2.4.14 There is no hope to rescue more persons
A1/1.2.4.15 We finish with SAR operations

• A1/1.3 Requesting medical assistance

A1/1.3.1 I require / MV ... requires medical assistance

A1/1.3.2 What kind of assistance is required?

A1/1.3.2.1 I require / MV ... requires
- ~ boat for hospital transfer
- ~ radio medical advice
- ~ helicopter with doctor (to pick up person(s))

A1/1.3.3 I / MV ... will
- ~ send boat
- ~ send helicopter with doctor
- ~ send helicopter to pick up person(s)
- ~ arrange for radio medical advice on VHF channel ... / frequency ...

A1/1.3.4 Boat / helicopter ETA at ... hours UTC / within ... hours

A1/1.3.5 Do you have doctor on board?

A1/1.3.5.1 Yes, I have doctor on board

A1/1.3.5.2 No, I have no doctor on board

A1/1.3.6 Can you make rendezvous in position ... ?

A1/1.3.6.1 Yes, I can make rendezvous in position ... at ... hours UTC / within ... hours

A1/1.3.6.2 No, I cannot make rendezvous

A1/1.3.7 I / MV ... will send boat / helicopter to transfer doctor

A1/1.3.8 Transfer person(s) to my vessel / to MV ... by boat / helicopter

A1/1.3.9 Transfer of person(s) not possible

A1/2 Urgency traffic

Safety of a vessel (other than distress).

Note: An urgency traffic always has to commence with stating the position of the calling vessel if it is not included in the DSC alert.

• A1/2.1 Technical failure

A1/2.1.1 I am / MV ... not under command
A1/2.1.2 What problems do you have / does MV ... have?
A1/2.1.2.1 I have / MV ... has problems with engine(s) / steering gear / propeller / ...
A1/2.1.3 I am / MV ... is manoeuvring with difficulty
A1/2.1.4 Keep clear of me / MV ...
A1/2.1.5 Navigate with caution
A1/2.1.6 I require / MV ... requires tug assistance / escort / ...
A1/2.1.7 I try / MV ... tries to proceed without assistance
A1/2.1.8 Stand by on VHF channel ... / frequency ...
A1/2.1.8.1 Standing by on VHF channel ... / frequency ...

• A1/2.2 Cargo

A1/2.2.1 I have / MV has ... lost dangerous goods of IMO class ... in position ...
A1/2.2.2 Containers / barrels / drums / bags / ... with dangerous goods of IMO class ... adrift near position ...
A1/2.2.3 I am / MV ... is spilling
~ dangerous goods of IMO class ... in position ...
~ crude oil / ... in position ...
A1/2.2.4 I require / MV ... requires oil clearance assistance - danger of pollution
A1/2.2.5 I am / MV ... is dangerous source of radiation

• A1/2.3 Ice damage

A1/2.3.1 I have / MV ... has damage above / below waterline
A1/2.3.2 What kind of assistance is required?
A1/2.3.2.1 I require / MV ... requires
~ tug assistance
~ ice-breaker assistance / escort / ...
A1/2.3.3 I have / MV ... has stability problems due to heavy icing
A1/2.3.4 Can you proceed without assistance?
A1/2.3.4.1 Yes, I can proceed without assistance
A1/2.3.4.2 No, I cannot proceed without assistance
A1/2.3.5 Stand by on VHF channel ... / frequency ...
A1/2.3.5.1 Standing by on VHF channel ... / frequency ...

A1/3 Safety communications

• A1/3.1 Meteorological and hydrological conditions

• A1/3.1.1 *Winds, storms, tropical storms, sea state*

A1/3.1.1.1 What is wind direction and force in your position / in position ... ?

A1/3.1.1.1.1 Wind direction ... *(cardinal/half cardinal points)*, force Beaufort ... in my position / in position ...

A1/3.1.1.2 What wind is expected in my position / in position ... ?

A1/3.1.1.2.1 The wind in your position / in position ... is expected
- ~ from direction ... *(cardinal/half cardinal points)*, force Beaufort ...
- ~ to increase / decrease
- ~ variable

A1/3.1.1.3 What is the latest gale / storm warning?

A1/3.1.1.3.1 The latest gale / storm warning is as follows:
Gale / storm warning. Winds at ... hours UTC in area ... *(met. area)* from direction ... *(cardinal/half cardinal points)* and force Beaufort ... backing / veering to ... *(cardinal/half cardinal points)*

A1/3.1.1.4 What is the latest tropical storm warning?

A1/3.1.1.4.1 The latest tropical storm warning is as follows:
Tropical storm warning at ... hours UTC. Hurricane ... *(name)* / tropical cyclone / tornado / willy-willy / typhoon ... *(name)* with central pressure of ... millibars / hectopascals located in position ... Present movement ... *(cardinal/half cardinal points)* at ... knots. Winds of ... knots within radius of ... miles of centre. Seas smooth / moderate / rough / high. Further information on VHF channel ... / frequency ...

A1/3.1.1.5 What is the atmospheric pressure in your position / in position ... ?

A1/3.1.1.5.1 The atmospheric pressure in my position / in position ... is ... millibars / hectopascals

A1/3.1.1.6 What is the barometric change in your position / in position ...?

A1/3.1.1.6.1 The barometric change in my position / in position ... is ... millibars / hectopascals per hour / within the last ... hours

A1/3.1.1.6.2 The barometer is steady / dropping (rapidly) / rising (rapidly)

A1/3.1.1.7 What maximum winds are expected in the storm area?

A1/3.1.1.7.1 Maximum winds of ... knots are expected
- ~ in the storm area
- ~ within a radius of ... kilometres / miles of the centre
- ~ in the safe / dangerous semicircle

A1/3.1.1.8 What is sea state in your position / in position ... ?

A1/3.1.1.8.1 The smooth / moderate / rough / high sea - slight / moderate / heavy swell in my position / in position ... is ... metres from ... *(cardinal/half cardinal points)*

A1/3.1.1.9 Is the sea state expected to change (within the next ... hours)?
A1/3.1.1.9.1 No, the sea state is not expected to change (within the next ... hours)
A1/3.1.1.9.2 Yes, a sea / swell of ... metres from ... *(cardinal/half cardinal points)* is expected (within the next ... hours)
A1/3.1.1.10 A tsunami / an abnormal wave is expected by ... hours UTC

● **A1/3.1.2** ***Restricted visibility***
A1/3.1.2.1 What is visibility in your position / in position ... ?
A1/3.1.2.1.1 Visibility in my position / in position is ... metres / nautical miles
A1/3.1.2.1.2 Visibility is restricted by mist / fog / snow / dust / rain
A1/3.1.2.1.3 Visibility is increasing / decreasing / variable
A1/3.1.2.2 Is visibility expected to change in my position / in position ... (within the next ... hours)?
A1/3.1.2.2.1 No, visibility is not expected to change in your position / in position ... (within the next ... hours)
A1/3.1.2.2.2 Yes, visibility is expected to increase / decrease to ... metres / nautical miles in your position / in position ... (within the next ... hours)
A1/3.1.2.2.3 Visibility is expected to be variable between ... metres / nautical miles in your position / in position ... (within the next ... hours)

● **A1/3.1.3** ***Ice***
A1/3.1.3.1 What is the latest ice information?
A1/3.1.3.1.1 Ice warning. Ice / iceberg(s) located in position ... / reported in area around ...
A1/3.1.3.1.2 No ice located in position ... / reported in area around ...
A1/3.1.3.2 What ice situation is expected in my position / area around ... ?
A1/3.1.3.2.1 Ice situation is
~ not expected to change in your position / area around ...
~ expected to improve / deteriorate in your position / area around ...
A1/3.1.3.2.2 Thickness of ice is expected to increase / decrease in your position / area around ...
A1/3.1.3.3 Navigation is dangerous in area around ... due to floating ice / pack ice / iceberg(s)
A1/3.1.3.4 Navigation in area around ... is only possible
~ for high-powered vessels of strong construction
~ with ice-breaker assistance
A1/3.1.3.5 Area around ... temporarily closed for navigation
A1/3.1.3.6 Danger of icing in area around ...

● **A1/3.1.4** ***Abnormal tides***
A1/3.1.4.1 The present tide is ... metres above / below datum in position ...
A1/3.1.4.2 The tide is ... metres above / below prediction
A1/3.1.4.3 The tide is rising / falling
A1/3.1.4.4 Wait until high / low water

A1/3.1.4.5 Abnormally high / low tides are expected in position ... at about ... hours UTC / within ... hours

A1/3.1.4.6 Is the depth of water sufficient in position ... ?

A1/3.1.4.6.1 Yes, the depth of water is sufficient in position ...

A1/3.1.4.6.2 No, the depth of water is not sufficient in position ...

A1/3.1.4.6.3 The depth of water is ... metres in position ...

A1/3.1.4.7 My draught ... is metres – can I enter / pass ... *(charted name of place)*?

A1/3.1.4.7.1 Yes, you can enter / pass ... *(charted name of place)*

A1/3.1.4.7.2 No, you cannot enter / pass ... *(charted name of place)* – wait until ... hours UTC

A1/3.1.4.8 The charted depth of water is increased / decreased by ... metres due to sea state / winds

• A1/3.2 Navigational warnings involving

• A1/3.2.1 *Land- or sea-marks*

• *Defects*

A1/3.2.1.1 ... *(charted name of light / buoy)* in position ...
~ unlit / unreliable / damaged / destroyed / off station / missing

• *Alterations*

A1/3.2.1.2 ... *(charted name of lightbuoy / buoy)* in position ...
~ (temporarily) changed to ... *(full characteristics)*
~ (temporarily) removed
~ (temporarily) discontinued

• *New and moved*

A1/3.2.1.3 ... *(charted name of light / buoy)* ... *(full characteristics)*
~ established in position ...
~ re-established in position ...
~ moved ... kilometres / nautical miles in ... *(direction)* to position ...

A1/3.2.1.4 (*Note:* Only for major fog signal stations).
Fog signal ... *(charted name of light / buoy)* in position ... inoperative

• A1/3.2.2 *Drifting objects*

A1/3.2.2.1 Superbuoy / mine / unlit derelict vessel / ... *(number)* container(s) adrift in vicinity ... *(position)* at ... *(date and time if known)*

• A1/3.2.3 *Electronic navigational aids*

A1/3.2.3.1 GPS / GLONASS Satellite ... *(number)* unusable from ... *(date and time)* to ... *(date and time)*. Cancel one hour after time of restoration

A1/3.2.3.2 LORAN station ... *(name or number of master / secondary)* off air from ... *(date and time)* to ... *(date and time)*. Cancel one hour after time of restoration

A1/3.2.3.3 RACON / RAMARK / ERICON ... *(name of station)* in position ... off air from ... *(date and time)* to ... *(date and time)*. Cancel one hour after time of restoration

● **A1/3.2.4** ***Sea-bottom characteristics, wrecks***

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

A1/3.2.4.1 Uncharted reef / rock / shoal / dangerous wreck / obstruction reported / located in position ...

A1/3.2.4.2 Dangerous wreck in position ... marked by ... *(type)* buoy ... *(distance in kilometres/nautical miles)* ... *(direction)*

● **A1/3.2.5** ***Miscellaneous***

• **A1/3.2.5.1** *Cable, pipeline and seismic/hydrographic operations*

A1/3.2.5.1.1 Cable / pipeline operations by ... *(vessel)* in vicinity / along line joining ... *(positions)* from ... *(date and time)* to ... *(date and time)*. Wide berth requested *(if requested)*. Contact via VHF channel ... *(if requested)*

A1/3.2.5.1.2 Seismic survey / hydrographic operations by ... *(vessel)* from ... *(date and time)* to ... *(date and time)* in ... *(position)*. Wide berth requested *(if requested)*. Contact via VHF channel ... *(if requested)*

A1/3.2.5.1.3 Survey vessel ... *(name)* towing ... *(length)* seismic cable along line joining / in area bounded by / in vicinity ... *(position)* from ... *(date and time)* to ... *(date and time)*. Wide berth requested *(if requested)*. Contact via VHF channel ... (if requested)

A1/3.2.5.1.4 Hazardous operations by ... *(vessel)* in area bounded by / in vicinity ... *(position)* from ... *(date and time)* to ... *(date and time)*. Wide berth requested *(if requested)*. Contact via VHF channel ... *(if requested)*

A1/3.2.5.1.5 Current meters / hydrographic instruments moored in ... *(position)*. Wide berth requested *(if requested)*.

• **A1/3.2.5.2** *Diving, towing and dredging operations*

A1/3.2.5.2.1 Diving / dredging operations by vessel ... *(name)* from ... *(date and time)* to ... *(date and time)* in position ... Wide berth requested *(if requested)*

A1/3.2.5.2.2 Difficult tow from ... *(port of departure)* on ... *(date)* to ... *(destination)* on ... *(date)*. Wide berth requested.

• **A1/3.2.5.3** *Tanker transhipment*

A1/3.2.5.3.1 Transhipment of ... *(kind of cargo)* in position ... Wide berth requested

A1/3.2.5.3.2 I am / MT ... spilling oil / chemicals / ... in position ... Wide berth requested

A1/3.2.5.3.3 I am / LNG tanker / LPG tanker ... leaking gas in position ... Avoid passing to leeward

A1/3.2.5.3.4 Oil clearance operations near MT ... in position ... Wide berth requested

• **A1/3.2.5.4** *Offshore installations, rig moves*

A1/3.2.5.4.1 Platform ... *(name/number if available)* reported / established in position ... at ... *(date and time)*. Wide berth requested *(if requested)*

A1/3.2.5.4.2 Platform ... *(name/number if available)* removed from ... *(position)* on ... *(date)*

A1/3.2.5.4.3 Pipeline / platform ... *(name/number if available)* in position ... spilling oil / leaking gas. Wide berth requested

A1/3.2.5.4.4 Derelict platform ... *(name/number if available)* being removed from ... *(position)* at ... *(date and time)*. Wide berth requested

• **A1/3.2.5.5** *Defective locks or bridges*

A1/3.2.5.5.1 Lock ... *(name)* defective

A1/3.2.5.5.1.1 For entering ... *(charted name of place)* use lock ... *(name)*

A1/3.2.5.5.2 Lock / bridge ... *(name)* defective

A1/3.2.5.5.2.1 Avoid this area – no possibility for vessels to turn

• **A1/3.2.5.6** *Military operations*

A1/3.2.5.6.1 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)*

A1/3.2.5.6.2 Mine clearing operations from ... *(date and time)* to ... *(date and time)* in area bounded by ... *(positions)*. Wide berth requested. Contact via VHF channel ... *(if requested)*

• **A1/3.2.5.7** *Fishery*

A1/3.2.5.7.1 Small fishing boats in area around ... Navigate with caution

A1/3.2.5.7.2 Is fishing gear ahead of me?

A1/3.2.5.7.2.1 No fishing gear ahead of you

A1/3.2.5.7.2.2 Yes, fishing gear with buoys / without buoys in position ... / area around ... Navigate with caution

A1/3.2.5.7.3 Fishing gear has fouled my propeller(s)

A1/3.2.5.7.4 You have caught my fishing gear

A1/3.2.5.7.5 Advise you to recover your fishing gear

A1/3.2.5.7.6 Fishing in area ... prohibited

• A1/3.3 Environmental protection communications

A1/3.3.1 Located oil spill in position ... extending ... *(length and width in metres)* to ... *(cardinal/half cardinal points)*

A1/3.3.2 Located oil spill
~ in your wake
~ in the wake of MV ...

A1/3.3.3 I have / MV ... has accidental spillage of oil / ...

A1/3.3.4 Can you / MV ... stop spillage?

A1/3.3.4.1 Yes, I / MV ... can stop spillage

A1/3.3.4.2 No, I / MV ... cannot stop spillage

A1/3.3.5 What kind of assistance is required?

A1/3.3.5.1 I require / MV ... requires
~ oil clearance assistance
~ floating booms / oil dispersants / ...

A1/3.3.6 Stay in vicinity of pollution and co-operate with oil clearance team

A1/3.3.7 ... *(number)* barrels / drums / containers with IMDG Code marks reported adrift near position ...

A1/3.3.8 Located a vessel dumping chemicals / waste / ... in position ...

A1/3.3.9 Located a vessel incinerating chemicals / waste / ... in position ...

A1/3.3.10 Can you identify the polluter?
A1/3.3.10.1 Yes, I can identify the polluter - polluter is MV ...
A1/3.3.10.2 No, I cannot identify the polluter
A1/3.3.11 What is course and speed of the polluter?
A1/3.3.11.1 Course of the polluter ... degrees, speed ... knots
A1/3.3.11.2 The polluter left the scene

A1/4 Pilotage

• A1/4.1 Pilot request

See A1/6.4.3 "Pilot request"

• A1/4.2 Embarking/disembarking pilot

A1/4.2.1 Stand by pilot ladder
A1/4.2.2 Rig the pilot ladder on port side / starboard side / leeside ... metres above water
A1/4.2.3 The pilot ladder is rigged on port side / starboard side
A1/4.2.4 You must rig another pilot ladder
A1/4.2.5 The pilot ladder is unsafe
A1/4.2.6 What is wrong with the pilot ladder?
A1/4.2.6.1 The pilot ladder
~ has broken / loose steps
~ has broken spreaders
~ has spreaders too short
~ is too far aft / forward
A1/4.2.7 Move the pilot ladder
~ ... metres aft / forward
~ clear of discharge
A1/4.2.8 Rig the accommodation ladder in combination with the pilot ladder
A1/4.2.9 Rig the pilot ladder alongside hoist
A1/4.2.10 Put lights on at the pilot ladder
A1/4.2.11 Manropes are required / not required
A1/4.2.12 Have a heaving line ready at the pilot ladder
A1/4.2.13 Correct the list of the vessel
A1/4.2.14 Make a lee on your port side / starboard side
A1/4.2.15 Steer ... degrees to make a lee
A1/4.2.16 Keep the sea on your port quarter / starboard quarter
A1/4.2.17 Make a boarding speed of ... knots
A1/4.2.18 Stop engine(s) until pilot boat is clear
A1/4.2.19 Put helm hard to port / starboard
A1/4.2.20 Alter course to ... *(cardinal/half cardinal points)* - the pilot boat cannot clear the vessel
A1/4.2.21 Put engine(s) ahead / astern
A1/4.2.22 Embarkation is not possible
A1/4.2.22.1 Boarding arrangements do not comply with SOLAS regulations
A1/4.2.22.2 Vessel is not suited for the pilot ladder

• A1/4.3 Tug request

A1/4.3.1 Must I take tug(s)?
A1/4.3.1.1 Yes, you must take ... tug(s)
A1/4.3.1.2 No, you need not take tug(s)
A1/4.3.2 How many tugs must I take?
A1/4.3.2.1 You must take ... tug(s) according to Port Regulations
A1/4.3.2.2 You must take ... tug(s) forward and ... tug(s) aft

A1/4.3.3 I require ... tug(s)

A1/4.3.4 In what position will the tug(s) meet me?

A1/4.3.4.1 The tug(s) will meet you in position ... at ... hours UTC

A1/4.3.4.2 Wait for the tug(s) in position ...

A1/4.3.5 Must I use the towing lines of my vessel?

A1/4.3.5.1 Yes, you must use the towing lines

A1/4.3.5.2 No, you must use the towing lines of the tug

A1/5 Specials

• A1/5.1 Helicopter operations

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

A1/5.1.1 **V:** I require a helicopter
~ to pick up persons
~ with doctor
~ with liferaft / ...

A1/5.1.1.1 **MRCC:** I will send a helicopter with ...

A1/5.1.2 **H:** MV ... , I will drop ...

A1/5.1.3 **H:** MV ... , are you ready for the helicopter?

A1/5.1.3.1 **V:** Yes, I am ready for the helicopter

A1/5.1.3.2 **V:** No, I am not ready for the helicopter (yet)

A1/5.1.3.3 **V:** Ready for the helicopter in ... minutes

A1/5.1.4 **H:** MV ... , helicopter is on the way to you

A1/5.1.5 **H:** MV ... , what is your position?

A1/5.1.5.1 **V:** My position is ...

A1/5.1.6 **H:** MV ... , what is your present course and speed?

A1/5.1.6.1 **V:** My present course is ... degrees, speed is ... knots

A1/5.1.7 **H:** MV ... , make identification signals

A1/5.1.8 **V:** I am making identification signals by smoke (buoy) / searchlight / flags / signalling lamp / ...

A1/5.1.9 **H:** MV ... , you are identified

A1/5.1.10 **H:** MV ... , what is the relative wind direction in degrees and knots?

A1/5.1.10.1 **V:** The relative wind direction is ... degrees and ... knots

A1/5.1.11 **H:** MV ... , keep the wind on port / starboard bow

A1/5.1.12 **H:** MV ... , keep the wind on port / starboard quarter

A1/5.1.13 **H:** MV ... , indicate the landing / pick-up area

A1/5.1.13.1 **V:** The landing / pick-up area is ...

A1/5.1.14 **H:** MV ... , can I land on deck?

A1/5.1.14.1 **V:** Yes, you can land on deck

A1/5.1.14.2 **V:** No, you cannot land on deck (yet)

A1/5.1.14.3 **V:** You can land on deck in ... minutes

A1/5.1.15 **H:** MV ... , I will use hoist / rescue sling / rescue basket / rescue net / rescue litter / rescue seat / double lift

A1/5.1.16 **V:** I am ready to receive you

A1/5.1.17 **H:** MV ... , I am landing

A1/5.1.18 **H:** MV ... , I am starting operation

A1/5.1.19 **H:** MV ... , do not fix the hoist cable.

A1/5.1.20 **H:** MV ... , operation finished.

A1/5.1.21 **H:** MV ... , I am taking off

• A1/5.2 Ice-breaker operations

• A1/5.2.1 *Ice-breaker request*

A1/5.2.1.1 I am / MV is ... fast in ice in position ...

A1/5.2.1.2 I require / MV ... requires ice-breaker assistance to reach ...

A1/5.2.1.3 Ice-breaker assistance
~ will arrive at ... hours UTC / within ... hours

~ is not available until ... hours UTC
~ is available only up to latitude ... longitude ...
~ is suspended until ... *(date and time)*
~ is suspended after sunset
~ is suspended until favourable weather conditions
~ will be resumed at ... hours UTC

● **A1/5.2.2** ***Ice-breaker assistance for convoy***

Ice-breaker commands applying to all the vessels in a convoy have to be immediately confirmed consecutively by each vessel in turn and executed according to the pattern given in GENERAL 4.6. Ice-breaker commands applying to a single vessel are confirmed and executed only by that vessel, and this applies also to close-coupled towing. When being assisted by an ice-breaker it is important to maintain a continuous listening watch on the appropriate VHF channel and to maintain a proper look-out for sound and visual signals.

A1/5.2.2.1 Ice-breaker assistance for convoy will start now / at ... hours UTC
A1/5.2.2.2 Your place in convoy is number ...
A1/5.2.2.3 MV ... will follow you
A1/5.2.2.4 You will follow MV ...
A1/5.2.2.5 Go ahead and follow me
A1/5.2.2.5.1 Do not follow me
A1/5.2.2.6 Proceed along the ice channel
A1/5.2.2.7 Increase / reduce your speed
A1/5.2.2.8 Reverse your engines
A1/5.2.2.9 Stop engines
A1/5.2.2.10 Keep a distance of ... metres / cables between vessels
A1/5.2.2.11 Increase / reduce the distance between vessels to ... metres / cables
A1/5.2.2.12 Stand by for receiving towing line
A1/5.2.2.12.1 Stand by for letting go towing line
A1/5.2.2.13 Switch on the bow / stern searchlight
A1/5.2.2.14 Stop in present position
A1/5.2.2.15 Ice-breaker ... will escort you
A1/5.2.2.16 Ice-breaker assistance for convoy finished
A1/5.2.2.16.1 Open water / light ice conditions ahead
A1/5.2.2.17 Proceed by yourself (to area ...)

● **A1/5.2.3** ***Ice-breaker assistance in close-coupled towing***

A1/5.2.3.1 Stand by for close-coupled towing
A1/5.2.3.2 Slack out your anchors under the hawsepipes
A1/5.2.3.3 Pass heaving lines through the hawsepipes
A1/5.2.3.4 Receive towing line on deck
A1/5.2.3.5 Lash together the eyes of the towing line with manila lashing
A1/5.2.3.6 Fasten towing line on your bitts
A1/5.2.3.7 I start to draw your bow into the stern notch of the ice-breaker
A1/5.2.3.8 Stand by for cutting the manila lashing if required
A1/5.2.3.9 Keep yourself in the centre-plane of the ice-breaker

A1/6 Vessel Traffic Service (VTS) standard phrases

- *Application of message markers*

  In order to especially facilitate shore-to-ship and ship-to-shore communication or when one of the IMO 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's officer whether to use one of the message markers and if so which of them to apply depending on the user's 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 A1. For VTS Standard Reporting Procedures, see IMO resolution A.851(20) 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 stations covered by the ITU Radio Regulations, and the relevant calling procedures have to be observed.

- *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 full authority to send such a message. The recipient has to follow this legally binding message unless he/she has contradictory safety reasons which then have to be reported to the sender.

  Example: "INSTRUCTION. Do not cross the fairway."

  (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. ADVICE does not necessarily have to be followed but should be considered 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 ignoring a WARNING will be up to the recipient.

Example: "WARNING. Obstruction in the 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 ignoring INFORMATION will be up to the recipient.

Example: "INFORMATION. MV Noname will overtake to the west of you."

(v) **QUESTION**

This indicates that the following message is of an interrogative character.

Comment: The use of this marker removes any doubt as to whether a question is being asked or a statement is 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 present maximum draught?"

(vi) **ANSWER**

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

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

Example: "ANSWER. My present maximum draught is zero 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's stores requirements, tugs, permission, etc.

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

Example: "REQUEST. I require two tugs."

(viii) **INTENTION**

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

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 my speed."

A1/6.1 Phrases for acquiring and providing data for a traffic image

A1/6.1.1 *Acquiring and providing routine traffic data*

A1/6.1.1.1 What is the name of your vessel and call sign / identification?
A1/6.1.1.1.1 The name of my vessel is ... , call sign ... / identification ...
A1/6.1.1.1.2 Spell the name of your vessel
A1/6.1.1.2 What is your flag State?
A1/6.1.1.2.1 My flag State is ...
A1/6.1.1.3 What is your position?
A1/6.1.1.3.1 My position is ...
A1/6.1.1.4 What is your present course and speed?
A1/6.1.1.4.1 My present course is ... degrees, my speed is ... knots
A1/6.1.1.5 From what direction are you approaching?
A1/6.1.1.5.1 I am approaching from ...
A1/6.1.1.6 What is your port of destination / destination?
A1/6.1.1.6.1 My port of destination / destination is ...
A1/6.1.1.7 What was your last port of call?
A1/6.1.1.7.1 My last port of call was ...
A1/6.1.1.8 What is your ETA in position ... ?
A1/6.1.1.8.1 My ETA is ... hours UTC
A1/6.1.1.9 What is your ETD from ... ?
A1/6.1.1.9.1 My ETD from ... is ... hours UTC
A1/6.1.1.10 What is your draught forward / aft?
A1/6.1.1.10.1 My draught forward / aft is ... metres
A1/6.1.1.11 What is your present maximum draught?
A1/6.1.1.11.1 My present maximum draught is ... metres
A1/6.1.1.12 What is your freeboard?
A1/6.1.1.12.1 My freeboard is ... metres
A1/6.1.1.13 What is your air draught?
A1/6.1.1.13.1 My air draught is ... metres
A1/6.1.1.14 Are you under way?
A1/6.1.1.14.1 Yes, I am under way
A1/6.1.1.14.2 No, I am not under way
A1/6.1.1.14.3 I am ready to get under way
A1/6.1.1.15 What is your full speed / full manoeuvring speed?
A1/6.1.1.15.1 My full speed / full manoeuvring speed is ... knots
A1/6.1.1.16 What is your cargo?
A1/6.1.1.16.1 My cargo is ...
A1/6.1.1.17 Do you carry any dangerous goods?
A1/6.1.1.17.1 Yes, I carry the following dangerous goods: ... kilograms / tonnes IMO class ...
A1/6.1.1.17.2 No, I do not carry any dangerous goods
A1/6.1.1.18 Do you have any deficiencies / restrictions?
A1/6.1.1.18.1 No, I have no deficiencies / restrictions
A1/6.1.1.18.2 Yes, I have the following deficiencies / restrictions: ...
A1/6.1.1.19 I am / MV ... is constrained by draught
A1/6.1.1.20 The maximum permitted draught is ... metres
A1/6.1.1.21 Do you have any list?
A1/6.1.1.21.1 Yes, I have a list to port / starboard of ... degrees
A1/6.1.1.21.2 No, I have no list

A1/6.1.1.22 Are you on even keel?
A1/6.1.1.22.1 Yes, I am on even keel
A1/6.1.1.22.2 No, I am trimmed by the head / stern

• **A1/6.1.2** ***Acquiring and providing distress traffic data***
See A1/1.1 "Distress communications"

• A1/6.2 Phrases for providing VTS services

• **A1/6.2.1** ***Information service***
These phrases are normally transmitted from the shore.

• **A1/6.2.1.1** *Navigational warnings*
A1/6.2.1.1.1 Unknown object(s) in position ...
A1/6.2.1.1.2 Ice / iceberg(s) in position ... / area around ...
A1/6.2.1.1.3 Unlit derelict vessel adrift in vicinity ... at ... *(date and time)*
A1/6.2.1.1.4 Dangerous wreck / obstruction located in position ... marked by ... *(type)* buoy
A1/6.2.1.1.5 Hazardous mine adrift in vicinity ... at ... *(date and time)*
A1/6.2.1.1.6 Uncharted reef / rock / shoal reported in position ...
A1/6.2.1.1.7 Pipeline is leaking gas / oil in position ... Wide berth requested
A1/6.2.1.1.8 Depth of water not sufficient in position ...
A1/6.2.1.1.9 Navigation closed in area ...

• **A1/6.2.1.2** *Navigational information*
A1/6.2.1.2.1 Oil spill in position ...
A1/6.2.1.2.2 Current meters / hydrographic instruments moored in position ... Wide berth requested
A1/6.2.1.2.3 Platform ... *(name/number)* reported / established in position ... Wide berth requested
A1/6.2.1.2.4 ... *(charted name of light/buoy)* in position ...
~ unlit / unreliable / damaged / destroyed / off station / missing
~ (temporarily) changed to ... *(full characteristics)*
~ (temporarily) removed
~ (temporarily) discontinued
A1/6.2.1.2.5 ... *(charted name of light/buoy)* ... *(full characteristics)*
~ established in position ...
~ re-established in position ...
~ moved ... kilometres / nautical miles in ... *(direction)* to position ...
A1/6.2.1.2.6 (*Note*: Only for major fog signal stations).
Fog signal ... *(charted name of light/buoy)* in position ... inoperative

• **A1/6.2.1.3** *Traffic information*
A1/6.2.1.3.1 Gunnery / rocket firing / missile / torpedo / underwater ordnance exercises in area bounded by ... *(position)* and ... *(position)* from ... *(date and time)* to ... *(date and time)*. Wide berth requested
A1/6.2.1.3.2 Cable / pipeline operations by ... *(vessel)* in vicinity ... / along a line joining ... *(position)* from ... *(date and time)* to ... *(date and time)*. Wide berth requested. Contact via VHF channel ...

A1/6.2.1.3.3 Salvage operations in position ... from ... *(date and time)* to ... *(date and time)*. Wide berth requested. Contact via VHF channel ...

A1/6.2.1.3.4 Seismic / hydrographic operations by ... *(vessel)*... from ... *(date and time)* to ... *(date and time)* in position ... Wide berth requested. Contact via VHF channel ...

A1/6.2.1.3.5 Oil clearance operations near MT ... in position ... Wide berth requested

A1/6.2.1.3.6 Transhipment of ... *(kind of cargo)* in position ... Wide berth requested

A1/6.2.1.3.7 Difficult tow from ... *(port of departure)* to ... *(destination)* on ... *(date)*. Wide berth requested

A1/6.2.1.3.8 Vessel not under command in position ... / area ...

A1/6.2.1.3.9 Hampered vessel in position ... / area ... (course ... degrees, speed ... knots)

A1/6.2.1.3.9.1 Vessel constrained by her draught in position ... / area ... (course ... degrees, ... speed ... knots)

A1/6.2.1.3.10 Vessel in position ... on course ... and speed ... is not complying with traffic regulations

A1/6.2.1.3.11 Vessel is crossing ... traffic lane on course ... and speed ... in position ...

A1/6.2.1.3.12 Small fishing boats in area around ... Navigate with caution.

A1/6.2.1.3.13 Submarines operating in sea area around ... Surface vessels are in attendance.

- **A1/6.2.1.4** *Route information*

A1/6.2.1.4.1 Route ... / Traffic lane ... has been suspended / discontinued / diverted

- **A1/6.2.1.5** *Hydrographic information*

A1/6.2.1.5.1 Tidal prediction for ... *(name of station(s))* / area ... :

A1/6.2.1.5.1.1 A tide of ... metres above / below datum is expected in position ... / area ... at about ... hours UTC

A1/6.2.1.5.1.2 Abnormally high / low tides are expected in position ... / area ... at about ... hours UTC

A1/6.2.1.5.2 The tide is rising:

~ it is ... hours before high water / after low water

~ it is ... metres below high water / above low water

A1/6.2.1.5.3 The tide is falling:

~ it is ... hours after high water / before low water

~ it is ... metres below high water / above low water

A1/6.2.1.5.4 The tide is slack

A1/6.2.1.5.5 Present tide is ... metres above / below datum ... in position ...

A1/6.2.1.5.6 The tide is ... metres above / below prediction

A1/6.2.1.5.7 The tidal stream / current is ... knots in position ...

A1/6.2.1.5.8 The tide is setting in direction ... degrees

A1/6.2.1.5.9 The depth of water is / is not sufficient in position ...

A1/6.2.1.5.10 Charted depth has increased / decreased by ... metres due to winds / sea state

- **A1/6.2.1.6** *Electronic navigational aids information*

A1/6.2.1.6.1 GPS Satellite ... *(number)* unusable from ... *(date and time)* to ... *(date and time)*. Cancel one hour after time of restoration

A1/6.2.1.6.2 LORAN station ... *(name number of master/secondary)* off air from ... *(date and time)* to ... *(date and time)*. Cancel one hour after time of restoration

A1/6.2.1.6.3 RACON ... *(name of station)* in position ... off air from ... *(date and time)* to ... *(date and time)*

- **A1/6.2.1.7** *Meteorological warnings*

A1/6.2.1.7.1 Gale warning / storm warning was issued at ... hours UTC starting at ... hours UTC

A1/6.2.1.7.1.1 Gale warning / storm warning. Wind at ... hours UTC in area ... *(met. area)* from direction ... *(cardinal/half cardinal points)* and force Beaufort ... backing / veering to ... *(cardinal/half cardinal points)*

A1/6.2.1.7.2 Tropical storm warning was issued at ... hours UTC starting at ... hours UTC

A1/6.2.1.7.2.1 Tropical storm warning at ... hours UTC. Hurricane ... *(name)* / tropical cyclone / tornado / willy-willy / typhoon / ... with central pressure of ... millibars / hectopascals located in position ... Present movement ... *(cardinal/half cardinal points)* at ... knots. Winds of ... knots within radius of ... nautical miles of centre. Seas over ... metres. Further information on VHF channel ... / frequency ... (at ... hours UTC).

- **A1/6.2.1.8** *Meteorological information*

A1/6.2.1.8.1 Position of tropical storm ... *(name)* ..., path ... *(cardinal/half cardinal points)*, speed of advance ... knots

A1/6.2.1.8.2 Wind direction ... *(cardinal/half cardinal points)*, force Beaufort ... in position ...

A1/6.2.1.8.3 Wind is backing / veering and increasing / decreasing

A1/6.2.1.8.4 Wind is expected to increase / decrease in position ... to force Beaufort ... within the next ... hours

A1/6.2.1.8.5 Visibility in position ...

~ ... metres / nautical miles

~ reduced by mist / fog / snow / dust / rain / ...

~ expected to increase / decrease to ... metres / nautical miles within the next ... hours

A1/6.2.1.8.6 Sea / swell in position ...

~ ... metres from ... *(cardinal/half cardinal points)*

~ expected to increase / decrease within the next ... hours

A1/6.2.1.8.7 Icing is expected / not expected in area ...

- **A1/6.2.1.9** *Meteorological questions and answers*

See A1/3.1 "Meteorological and hydrological conditions"

• **A1/6.2.2** ***Navigational assistance service***

Shore-based pilotage by navigational assistance service: see also A1/6.4.3.18 to 6.4.3.21

• **A1/6.2.2.1** *Request and identification*

A1/6.2.2.1.1 Is shore-based radar assistance available?
A1/6.2.2.1.1.1 Yes, shore-based radar assistance is available
A1/6.2.2.1.1.2 No, shore-based radar assistance is not available
A1/6.2.2.1.2 Shore-based radar assistance is available from ... to ... hours UTC
A1/6.2.2.1.3 Do you require navigational assistance to reach ... ?
A1/6.2.2.1.3.1 Yes, I require navigational assistance
A1/6.2.2.1.3.2 No, I do not require navigational assistance
A1/6.2.2.1.4 What is your position?
A1/6.2.2.1.4.1 My position is bearing ... degrees ..., distance ... kilometres / nautical miles from ...
A1/6.2.2.1.5 How was your position obtained?
A1/6.2.2.1.5.1 My position was obtained by GPS / radar / cross-bearing / astronomical observation / ...
A1/6.2.2.1.6 Say again your position
A1/6.2.2.1.7 I have located you on my radar screen
A1/6.2.2.1.7.1 Your position is bearing ... degrees, distance ... kilometres / nautical miles from ...
A1/6.2.2.1.8 I cannot locate you on my radar screen
A1/6.2.2.1.9 What is your present course and speed?
A1/6.2.2.1.9.1 My present course is ... degrees, my speed is ... knots
A1/6.2.2.1.10 What is the course to reach you?
A1/6.2.2.1.10.1 The course to reach me is ... degrees
A1/6.2.2.1.11 Is your radar in operation?
A1/6.2.2.1.11.1 Yes, my radar is in operation
A1/6.2.2.1.11.2 No, my radar is not in operation
A1/6.2.2.1.12 What range scale are you using?
A1/6.2.2.1.12.1 I am using ... miles range scale
A1/6.2.2.1.12.2 Change to a larger / smaller range scale
A1/6.2.2.1.13 You are leaving my radar screen
A1/6.2.2.1.14 Change to radar ... *(name)* VHF channel ...
A1/6.2.2.1.15 I have lost radar contact

• **A1/6.2.2.2** *Position*

A1/6.2.2.2.1 You are entering ...
A1/6.2.2.2.2 Your position is ... / bearing ... degrees, distance ... kilometres / nautical miles from ...
A1/6.2.2.2.3 You are passing ...
A1/6.2.2.2.4 You are
- ~ in the centre of the fairway
- ~ on / not on the radar reference line (of the fairway)
- ~ on the ... *(cardinal/half cardinal points)* side of the fairway

A1/6.2.2.2.5 You are approaching the ... *(cardinal/half cardinal points)* limit of the fairway

A1/6.2.2.2.6 Your position is buoy number ... distance ... metres / cables to the ... *(cardinal/half cardinal points)* of the radar reference line

A1/6.2.2.2.7 Your position is distance ... metres / cables from the intersection of radar reference line ... and radar reference line ... and distance ... metres / cables to the ... *(cardinal/half cardinal points)* of radar reference line ...

A1/6.2.2.2.8 MV ... has reported at reporting point ...

A1/6.2.2.2.9 You are getting closer to the vessel ... *(cardinal/half cardinal points)* of you

A1/6.2.2.2.10 Vessel on opposite course is passing to the ... *(cardinal/half cardinal points)* of you

A1/6.2.2.2.11 MV ...

- ~ is ... metres / cables ... *(cardinal/half cardinal points)* of you
- ~ is ingoing / outgoing
- ~ has stopped
- ~ is at anchor
- ~ is on a reciprocal course
- ~ will overtake to the ... *(cardinal/half cardinal points)* of you

A1/6.2.2.2.12 Vessel has anchored ... metres / cables to the ... *(cardinal/half cardinal points)* of you in position ...

A1/6.2.2.2.13 Vessel to the ... *(cardinal/half cardinal points)* of you is obstructing your movements

A1/6.2.2.2.14 You will meet crossing traffic in position ...

A1/6.2.2.2.15 Vessel is entering / leaving the fairway at ...

A1/6.2.2.2.16 Buoy ... distance ... metres / cables to the ... *(cardinal/half cardinal points)*

A1/6.2.2.2.17 Vessel to the ... *(cardinal/half cardinal points)* of you is

- ~ turning
- ~ anchoring
- ~ increasing / decreasing speed
- ~ overtaking you
- ~ not under command

• **A1/6.2.2.3** *Course*

Note: The user of this phrase should be fully aware of the implications of words such as "track", "heading" and "course made good"

A1/6.2.2.3.1 Your track is

- ~ parallel with the reference line
- ~ diverging from the reference line
- ~ converging to the reference line

A1/6.2.2.3.2 What is your present course / heading?

A1/6.2.2.3.2.1 My present course / heading is ... degrees

A1/6.2.2.3.3 You are steering a dangerous course

A1/6.2.2.3.4 Course to make good is ... degrees

A1/6.2.2.3.5 Vessel to the ... *(cardinal/half cardinal points)* of you is on same course ... degrees

A1/6.2.2.3.5.1 Advise you
- ~ keep your present course
- ~ steer a new course of ... degrees

A1/6.2.2.3.6 Have you altered course?

A1/6.2.2.3.6.1 Yes, I have altered course - my new course is ... degrees

A1/6.2.2.3.6.2 No, I have not altered course - my course is ... degrees

A1/6.2.2.3.7 You are running into danger
- ~ shallow water to the ... *(cardinal/half cardinal points)* of you
- ~ submerged wreck to the ... *(cardinal/half cardinal points)* of you
- ~ fog bank to the ... *(cardinal/half cardinal points)* of you
- ~ risk of collision (with a vessel bearing ... degrees, distance ... kilometres / nautical miles)
- ~ bridge is defective / ...

• A1/6.2.3 *Traffic organization service*

• A1/6.2.3.1 *Clearance, forward planning*

A1/6.2.3.1.1 Traffic clearance is required before entering ...

A1/6.2.3.1.2 Do not enter the traffic lane / ...

A1/6.2.3.1.3 Proceed to the emergency anchorage

A1/6.2.3.1.4 Keep clear of ... / avoid ...

A1/6.2.3.1.5 You have permission
- ~ to enter the traffic lane / route - traffic clearance granted
- ~ to enter traffic lane / route in position ... at ... hours UTC

A1/6.2.3.1.6 Do not pass the reporting point ... until ... hours UTC

A1/6.2.3.1.7 Report at the next waypoint / waypoint ... / at ... hours UTC

A1/6.2.3.1.8 You must arrive at waypoint ... at ... hours UTC - your berth is clear

A1/6.2.3.1.9 Do not arrive in position ... before / after ... hours UTC

A1/6.2.3.1.10 The tide is with you / against you

• A1/6.2.3.2 *Anchoring*

A1/6.2.3.2.1 You must anchor
- ~ at ... hours UTC
- ~ until the pilot arrives
- ~ in a different position
- ~ clear of fairway

A1/6.2.3.2.2 Do not anchor in position ...

A1/6.2.3.2.3 Anchoring is prohibited

A1/6.2.3.2.4 You must heave up anchor

A1/6.2.3.2.5 You are at anchor in a wrong position

A1/6.2.3.2.6 Have your crew on stand-by for heaving up anchor when the pilot embarks

A1/6.2.3.2.7 You have permission to anchor (at ... hours UTC)
- ~ in position ...
- ~ until the pilot arrives
- ~ until the tugs arrive
- ~ until sufficient water

A1/6.2.3.2.8 You are obstructing the fairway / other traffic

A1/6.2.3.2.9 Are you dragging / dredging anchor?
A1/6.2.3.2.9.1 Yes, I am dragging / dredging anchor
A1/6.2.3.2.9.2 No, I am not dragging / dredging anchor
A1/6.2.3.2.10 Do not dredge anchor

- **A1/6.2.3.3** *Arrival, berthing and departure*

A1/6.2.3.3.1 Your orders are to berth on ...
A1/6.2.3.3.2 Your orders are changed to proceed to ...
A1/6.2.3.3.3 Proceed to ... for orders
A1/6.2.3.3.4 You have permission to enter / to proceed at ... hours UTC
A1/6.2.3.3.5 Vessel is turning / manoeuvring in position ...
A1/6.2.3.3.6 MV ...
~ will turn in position ...
~ will leave ... at ... hours UTC
~ is leaving ...
~ has left ...
~ entered fairway in position ...
A1/6.2.3.3.7 Your berth is not clear (until ... hours UTC)
A1/6.2.3.3.7.1 Your berth will be clear at ... hours UTC
A1/6.2.3.3.8 You will berth / dock at ... hours UTC
A1/6.2.3.3.9 Berthing has been delayed by ... hours
A1/6.2.3.3.10 Be ready to get under way
A1/6.2.3.3.10.1 I am ready to get under way
A1/6.2.3.3.11 Get under way
A1/6.2.3.3.12 Are you under way?
A1/6.2.3.3.12.1 Yes, I am under way
A1/6.2.3.3.12.2 No, I am not under way
A1/6.2.3.3.13 Move ahead / astern ... metres
A1/6.2.3.3.14 Your vessel is in position - make fast

- **A1/6.2.3.4** *Enforcement*

A1/6.2.3.4.1 According to my radar, your course does not comply with rule 10 of the COLREGs
A1/6.2.3.4.2 Your actions will be reported to the Authorities
A1/6.2.3.4.3 You are
~ not complying with traffic regulations
~ not keeping to the correct traffic lane
A1/6.2.3.4.4 Have all navigational instruments in operation before entering this area / area ...
A1/6.2.3.4.5 Your navigation lights are not visible
A1/6.2.3.4.6 Recover your fishing gear
A1/6.2.3.4.6.1 You are fishing in the fairway
A1/6.2.3.4.7 Fishing gear is to the ... *(cardinal/half cardinal points)* of you
A1/6.2.3.4.8 Fishing in area ... is prohibited
A1/6.2.3.4.9 You are approaching a prohibited fishing area
A1/6.2.3.4.10 Fairway speed is ... knots

- **A1/6.2.3.5** *Avoiding dangerous situations, providing safe movements*

A1/6.2.3.5.1 It is dangerous
~ to anchor in your present position
~ to remain in your present position
~ to alter course to ... *(cardinal/half cardinal points)*

A1/6.2.3.5.2 Large vessel is leaving the fairway – keep clear of the fairway approach

A1/6.2.3.5.3 Nets with buoys / without buoys in this area – navigate with caution

A1/6.2.3.5.4 Collision in position ...

A1/6.2.3.5.5 MV ... is aground / on fire / ... in position ...

A1/6.2.3.5.6 Stand by for assistance

A1/6.2.3.5.7 Vessels must
- ~ keep clear of this area / area ...
- ~ avoid this area / area ...
- ~ navigate with caution

A1/6.2.3.5.8 Keep clear of ... – search and rescue in progress

A1/6.2.3.5.9 Your present course is too close
- ~ to ingoing / outgoing vessel
- ~ to the vessel that you are overtaking
- ~ to the ... *(cardinal/half cardinal points)* limit of the fairway

A1/6.2.3.5.10 Your course is deviating from the radar reference line

A1/6.2.3.5.11 You are running into danger
- ~ shallow water to the ... *(cardinal/half cardinal points)* of you
- ~ submerged wreck to the ... *(cardinal/half cardinal points)* of you
- ~ fog bank to the ... *(cardinal/half cardinal points)* of you
- ~ risk of collision (with vessel bearing ... degrees, distance ... kilometres / nautical miles)
- ~ bridge is defective

A1/6.2.3.5.12 You are proceeding at a dangerous speed

A1/6.2.3.5.13 You must
- ~ proceed by the fairway / route ...
- ~ keep to the ... *(cardinal/half cardinal points)* of the fairway line / radar reference line
- ~ stay clear of the fairway

A1/6.2.3.5.14 You must wait for MV ... to cross ahead of you

A1/6.2.3.5.15 You must wait for MV ... to clear ... before
- ~ entering the fairway
- ~ getting under way
- ~ leaving the berth

A1/6.2.3.5.16 Do not
- ~ overtake
- ~ cross the fairway

A1/6.2.3.5.17 Alter course to ... *(cardinal/half cardinal points)* of you

A1/6.2.3.5.18 Pass ... *(cardinal/half cardinal points)* of
- ~ ingoing / outgoing / anchored / disabled vessel
- ~ ... mark / ...

A1/6.2.3.5.19 Stop engines

A1/6.2.3.5.20 MV ...
~ wishes to overtake ... *(cardinal/half cardinal points)* of you
~ agrees / does not agree to be overtaken
~ is approaching an obscured area ... - approaching vessels acknowledge

• **A1/6.2.3.6** *Canal and lock operations*
A1/6.2.3.6.1 You must
~ close up on the vessel ahead of you
~ drop back from the vessel ahead of you
~ wait at ...
~ moor at ...
~ wait for lock clearance at ... until ... hours UTC
A1/6.2.3.6.2 Convoy ... must wait / moor at ...
A1/6.2.3.6.3 You will
~ join convoy ... at ... hours UTC
~ enter canal / lock at ... hours UTC
A1/6.2.3.6.4 Transit will begin at ... hours UTC
A1/6.2.3.6.5 Your place in convoy is number ...
A1/6.2.3.6.6 Transit / convoy speed is ... knots
A1/6.2.3.6.7 Convoys / vessels will pass in area ...

• **A1/6.3 Handing over to another VTS**

A1/6.3.1 ... VTS this is ... VTS: MV ... position is bearing ... degrees, distance ... kilometres / nautical miles from ... Working frequency is VHF channel ... Your target. Please confirm

A1/6.3.2 ... VTS this is ... VTS: MV ... position bearing is ... degrees, distance ... kilometres / nautical miles from ... I confirm. My target

A1/6.3.3 ... VTS this is ... VTS: MV ... position is bearing ... degrees, distance ... kilometres / nautical miles from ... I am unable to take over this target

• **A1/6.4 Phrases for communication with emergency services and allied services**

• **A1/6.4.1** ***Emergency services***
(SAR, fire fighting, pollution fighting)
See A1/1.1 "Distress communications"

• **A1/6.4.2** ***Tug services***
Also see A2/3.6 "Tug assistance"
A1/6.4.2.1 How many tugs do you require?
A1/6.4.2.1.1 I require ... tug(s)
A1/6.4.2.2 You must take
~ ... tug(s) according to Port Regulations.
~ ... tug(s) forward and ... tug(s) aft
A1/6.4.2.3 Wait for the tug(s) in position ...
A1/6.4.2.4 The tugs will meet you in position ... at ... hours UTC
A1/6.4.2.5 Tug services have been suspended until ... *(date and time)* / resumed on ... *(date and time)*

•	**A1/6.4.3**	***Pilot request***
	A1/6.4.3.1	Must I take a pilot?
	A1/6.4.3.1.1	Yes, you must take a pilot - pilotage is compulsory
	A1/6.4.3.1.2	No, you need not take a pilot
	A1/6.4.3.2	Do you require a pilot?
	A1/6.4.3.2.1	Yes, I require a pilot
	A1/6.4.3.2.2	No, I do not require a pilot - I am holder of Pilotage Exemption Certificate (number ...)
	A1/6.4.3.3	You are exempted from pilotage
	A1/6.4.3.4	Do you require a pilot at ... *(name)* Pilot station?
	A1/6.4.3.4.1	Yes, I require a pilot at ... *(name)* Pilot station
	A1/6.4.3.4.2	No, I do not require a pilot at ... *(name)* Pilot station - I require a pilot in position ...
	A1/6.4.3.5	What is your ETA at ... *(name)* Pilot station in local time?
	A1/6.4.3.5.1	My ETA at ... *(name)* Pilot station is ... hours local time
	A1/6.4.3.6	What is local time?
	A1/6.4.3.6.1	Local time is ... hours
	A1/6.4.3.7	What is your position?
	A1/6.4.3.7.1	My position is ...
	A1/6.4.3.8	What is your distance from ... *(name)* Pilot station?
	A1/6.4.3.8.1	My distance from ... *(name)* Pilot station is ... kilometres / nautical miles
	A1/6.4.3.9	Is the pilot boat on station?
	A1/6.4.3.9.1	Yes, the pilot boat is on station
	A1/6.4.3.9.2	No, the pilot boat is not on station
	A1/6.4.3.9.3	The pilot boat will be on station at ... hours local time
	A1/6.4.3.10	In what position can I take the pilot?
	A1/6.4.3.10.1	Take the pilot at ... *(Pilot station)* / near position ...
	A1/6.4.3.11	When will the pilot embark?
	A1/6.4.3.11.1	The pilot will embark at ... hours local time
	A1/6.4.3.12	The pilot boat is coming to you
	A1/6.4.3.13	Stop in present position and wait for the pilot
	A1/6.4.3.14	Keep the pilot boat ... *(cardinal/half cardinal points)* of you
	A1/6.4.3.15	What is your freeboard?
	A1/6.4.3.15.1	My freeboard is ... metres
	A1/6.4.3.16	Change to VHF channel ... for pilot transfer
	A1/6.4.3.17	Stand by on VHF channel ... until pilot transfer is completed
	A1/6.4.3.18	Pilotage at ... *(name)* Pilot station has been suspended until ... *(date and local time)*
	A1/6.4.3.19	Pilotage at ... *(name)* Pilot station has been resumed
	A1/6.4.3.20	The pilot cannot embark at ... *(name)* Pilot station due to ...
	A1/6.4.3.21	Do you accept shore-based navigational assistance from VTS Centre?
	A1/6.4.3.21.1	Yes, I accept shore-based navigational assistance
	A1/6.4.3.21.2	No, I do not accept shore-based navigational assistance
	A1/6.4.3.21.3	I will stay in position ... until ...
	A1/6.4.3.22	You have permission to proceed by yourself (or wait for the pilot at ... buoy)
	A1/6.4.3.23	Follow the pilot boat inward where the pilot will embark
•	**A1/6.4.4**	***Embarking/disembarking pilot***
		See A1/4.2 "Embarking/disembarking pilot"

Appendix to A1
External communication phrases

Standard GMDSS messages

For further details, see ITU *Manual for use by the Maritime Mobile and Maritime Mobile Satellite Services*, Geneva.

1 Standard distress message

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 such as VHF channel 16 or frequency 2182 kHz (if not automatically controlled) as follows:

MAYDAY

THIS IS

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

2.2 *Example*

MAYDAY

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

OVER

2 Standard urgency message

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*

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 DEGREES ONE ONE DECIMAL EIGHT MINUTES NORTH
  ZERO ZERO SEVEN DEGREES FOUR FOUR MINUTES EAST
- I HAVE PROBLEMS WITH ENGINES
- I REQUIRE TUG ASSISTANCE

OUT

3 Standard safety message

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:

SÉCURITÉ *(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*

SÉCURITÉ SÉCURITÉ SÉCURITÉ
ALL SHIPS ALL SHIPS ALL SHIPS IN AREA PETER REEF

- THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO MOTORVESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO
- DANGEROUS WRECK LOCATED IN POSITION TWO NAUTICAL MILES SOUTH OF PETER REEF

OVER

A2

On-board communication phrases

A2/1 Standard wheel orders

All wheel orders given should be repeated by the helmsman and the officer of the watch should ensure that they are carried out correctly and immediately. All wheel orders should be held until countermanded. The helmsman should report immediately if the vessel does not answer the wheel.

When there is concern that the helmsman is inattentive s/he should be questioned:

"What is your heading?"

And he/she should respond:

"My heading is ... degrees".

	Order	Meaning
A2/1.1	Midships	Rudder to be held in the fore and aft position
A2/1.2	Port / starboard five	5° of port/starboard rudder to be held
A2/1.3	Port / starboard ten	10° of port/starboard rudder to be held
A2/1.4	Port / starboard fifteen	15° of port/starboard rudder to be held
A2/1.5	Port / starboard twenty	20° of port/starboard rudder to be held
A2/1.6	Port / starboard twenty-five	25° of port/starboard rudder to be held
A2/1.7	Hard-a- port / starboard	Rudder to be held fully over to port/ starboard
A2/1.8	Nothing to port / starboard	Avoid allowing the vessel's head to go to port/starboard
A2/1.9	Meet her	Check the swing of the vessel's head in a turn
A2/1.10	Steady	Reduce swing as rapidly as possible
A2/1.11	Ease to five / ten / fifteen / twenty	Reduce amount of rudder to 5°/ 10°/15°/20° and hold
A2/1.12	Steady as she goes	Steer a steady course on the compass heading indicated at the time of the order. The helmsman is to repeat the order and call out the compass heading on receiving the order. When the vessel is steady on that heading, the helmsman is to call out: "Steady on ..."

	Order	Meaning
A2/1.13	Keep the buoy / mark / beacon / ... on port side / starboard side	
A2/1.14	Report if she does not answer the wheel	
A2/1.15	Finished with wheel, no more steering	

When the officer of the watch requires a course to be steered by compass, the direction in which s/he wants the wheel turned should be stated followed by each numeral being said separately, including zero, for example:

Order	Course to be steered
Port, steer one eight two	182°
Starboard, steer zero eight two	082°
Port, steer three zero five	305°

On receipt of an order to steer, for example, 182°, the helmsman should repeat it and bring the vessel round steadily to the course ordered. When the vessel is steady on the course ordered, the helmsman is to call out:

"Steady on one eight two".

The person giving the order should acknowledge the helmsman's reply.

If it is desired to steer on a selected mark, the helmsman should be ordered to:

"Steer on ... buoy / ... mark / ... beacon".

The person giving the order should acknowledge the helmsman's reply.

A2/2 Standard engine orders

Any engine order given should be repeated by the person operating the bridge telegraph(s) and the officer of the watch should ensure the order is carried out correctly and immediately.

	Order
A2/2.1	(Port / starboard engines) Full ahead / astern
A2/2.2	(Port / starboard engines) Half ahead / astern
A2/2.3	(Port / starboard engines) Slow ahead / astern
A2/2.4	(Port / starboard engines) Dead slow ahead / astern
A2/2.5	Stop (port / starboard) engines
A2/2.6	Emergency full ahead / astern
A2/2.7	Stand by engine (Engine-room personnel fully ready to manoeuvre and bridge manned to relay engine orders.)
A2/2.8	Finished with engines - no more manoeuvring (Operation of engines no longer required.)

In vessels fitted with twin propellers, the word "both" should be added to all orders affecting both shafts, e.g. "Full ahead both", and "Slow astern both", except that the words "Stop all engines" should be used, when appropriate. When required to manoeuvre twin propellers independently, this should be indicated, i.e. "Full ahead starboard", "Half astern port", etc.

Where thrusters are used, the following orders are used:

A2/2.9	Bow thruster full / half to port / starboard
A2/2.10	Stern thruster full / half to port / starboard
A2/2.11	Bow / stern thruster stop

A2/3 Pilot on the bridge

• A2/3.1 Propulsion system

A2/3.1.1 Is the engine a diesel or a turbine?
A2/3.1.1.1 The engine is a diesel / turbine
A2/3.1.2 Is the engine-room manned or is the engine on bridge control?
A2/3.1.2.1 The engine-room is manned
A2/3.1.2.2 The engine is on bridge control
A2/3.1.3 How long does it take to change the engines from ahead to astern?
A2/3.1.3.1 It takes ... seconds to change the engines (from ahead to astern)
A2/3.1.4 How long does it take to start the engines from stopped?
A2/3.1.4.1 It takes ... seconds to start the engines (from stopped)
A2/3.1.5 Is extra power available in an emergency?
A2/3.1.5.1 Yes, extra power is available
A2/3.1.5.2 No, extra power is not available
A2/3.1.6 Do you have a controllable or fixed pitch propeller?
A2/3.1.6.1 We have a controllable-pitch propeller
A2/3.1.6.2 We have a fixed-pitch propeller
A2/3.1.7 Do you have a right-hand or left-hand propeller?
A2/3.1.7.1 We have a right-hand / left-hand propeller
A2/3.1.8 Do you have a single propeller or twin propellers?
A2/3.1.8.1 We have a single propeller / twin propellers
A2/3.1.9 Do you have a bow thruster / stern thruster?
A2/3.1.9.1 We have one / two / ... bow thruster(s) / stern thruster(s)
A2/3.1.10 What is the maximum manoeuvring power ahead / astern?
A2/3.1.10.1 The maximum manoeuvring power ahead / astern is ... kilowatts
A2/3.1.11 What are the maximum revolutions ahead / astern?
A2/3.1.11.1 The maximum revolutions ahead / astern are ...
A2/3.1.12 Do the twin propellers turn inward or outward when going ahead?
A2/3.1.12.1 The twin propellers turn inward / outward (when going ahead)

• A2/3.2 Manoeuvring

A2/3.2.1 I require the pilot card / manoeuvring data
A2/3.2.2 What is the diameter of the turning circle?
A2/3.2.2.1 The diameter of the turning circle is ... metres
A2/3.2.3 What is the advance and transfer distance in a crash-stop?
A2/3.2.3.1 The advance distance is ... kilometres / nautical miles, the transfer distance is ... degrees (in a crash-stop)
A2/3.2.4 How long does it take from hard-a-port to hard-a-starboard?
A2/3.2.4.1 It takes ... seconds (from hard-a-port to hard-a-starboard)
A2/3.2.5 Is the turning effect of the propeller very strong?
A2/3.2.5.1 Yes, the turning effect (of the propeller) is very strong
A2/3.2.5.2 No, the turning effect (of the propeller) is not very strong
A2/3.2.6 Where is the whistle control?
A2/3.2.6.1 The whistle control is on the console / on ...

A2/3.2.7 What notice is required to reduce from full sea speed to manoeuvring speed?
A2/3.2.7.1 ... minutes notice is required (to reduce from full sea speed to manoeuvring speed)
A2/3.2.8 Do you have an automatic pilot?
A2/3.2.8.1 Yes, we have an automatic pilot
A2/3.2.8.2 No, we do not have an automatic pilot
A2/3.2.9 Give ... short / prolonged blast(s) (on the whistle)
A2/3.2.10 Stand by look-out
~ on the bridge
~ on the forecastle
~ in the port / starboard wing
A2/3.2.11 Maintain a speed of ... knots
A2/3.2.12 What is the (manoeuvring) speed at full / half / slow / dead slow ahead?
A2/3.2.12.1 The (manoeuvring) speed at full / half / slow / dead slow ahead is ... knots
A2/3.2.13 What is the full sea speed / fairway speed?
A2/3.2.13.1 The full sea speed / fairway speed is ... knots

• A2/3.3 Radar

A2/3.3.1 Is the radar operational?
A2/3.3.1.1 Yes, the radar is operational
A2/3.3.1.2 No, the radar is not operational
A2/3.3.2 Where is the radar antenna?
A2/3.3.2.1 The radar antenna is on ...
A2/3.3.3 Does the radar have any blind sectors?
A2/3.3.3.1 Yes, the radar has blind sectors from ... to ... degrees and from ... to ... degrees
A2/3.3.3.2 No, the radar does not have any blind sectors
A2/3.3.4 Change the radar to
~ ... miles range scale
~ relative head-up / north-up / course-up
~ true-motion north-up / course-up

• A2/3.4 Draught and air draught

A2/3.4.1 What is your present maximum draught?
A2/3.4.1.1 My present maximum draught is ... metres
A2/3.4.1.2 My draught forward / aft is ... metres
A2/3.4.2 What is your air draught?
A2/3.4.2.1 My air draught is ... metres

• A2/3.5 Anchoring

• A2/3.5.1 *Going to anchor*

A2/3.5.1.1 Stand by port / starboard / both anchor(s) for letting go
A2/3.5.1.2 Walk out the anchor(s)
A2/3.5.1.3 We are going to anchorage
A2/3.5.1.4 We will let go port / starboard / both anchor(s)
A2/3.5.1.5 Put ... shackles in the water / in the pipe / on deck
A2/3.5.1.6 Walk back port / starboard / both anchor(s) one / one and a half shackle(s)

A2/3.5.1.7 We will let go port / starboard / both anchor(s) ... shackle(s) and dredge it / them
A2/3.5.1.8 Let go port / starboard / both anchor(s)
A2/3.5.1.9 Slack out the cable(s)
A2/3.5.1.9.1 Check the cable(s)
A2/3.5.1.9.2 Hold on the port / the starboard / both cable(s)
A2/3.5.1.10 How is the cable leading?
A2/3.5.1.10.1 The cable is leading
~ ahead / astern
~ to port / to starboard
~ round the bow
~ up and down
A2/3.5.1.11 How is the cable growing?
A2/3.5.1.11.1 The cable is slack / tight / coming tight
A2/3.5.1.12 Is / are the anchor(s) holding?
A2/3.5.1.12.1 Yes, the anchor(s) is / are holding
A2/3.5.1.12.2 No, the anchor(s) is / are not holding
A2/3.5.1.13 Is she brought up?
A2/3.5.1.13.1 Yes, she is brought up in position ...
A2/3.5.1.13.2 No, she is not brought up (yet)
A2/3.5.1.14 Switch on the anchor light(s)
A2/3.5.1.15 Hoist the anchor ball
A2/3.5.1.16 Check the anchor position by bearings / by ...
A2/3.5.1.16.1 The anchor position is bearing ... degrees, distance ... kilometres / nautical miles to ...
A2/3.5.1.16.2 Check the anchor position every ... minutes

● **A2/3.5.2** ***Leaving the anchorage***
A2/3.5.2.1 How much cable is out?
A2/3.5.2.1.1 ... shackle(s) is / are out
A2/3.5.2.2 Stand by for heaving up
A2/3.5.2.3 Put the windlass in gear
A2/3.5.2.3.1 The windlass is in gear
A2/3.5.2.4 How is the cable leading?
A2/3.5.2.4.1 The cable is leading
~ ahead / astern
~ to port / to starboard
~ round the bow
~ up and down
A2/3.5.2.5 Heave up port / starboard / both cable(s)
A2/3.5.2.6 How much weight is on the cable?
A2/3.5.2.6.1 Much / too much weight is on the cable
A2/3.5.2.6.2 No weight is on the cable
A2/3.5.2.7 Stop heaving
A2/3.5.2.8 How many shackles are left (to come in)?
A2/3.5.2.8.1 ... shackles are left (to come in)
A2/3.5.2.9 Attention! Turn in cable(s)
A2/3.5.2.10 The anchor(s) is / are aweigh
A2/3.5.2.10.1 The cables are clear
A2/3.5.2.11 The anchor(s) is / are clear of the water / home / foul / secured

- **A2/3.6 Tug assistance**

A2/3.6.1 We will take ... tug(s)
A2/3.6.2 The tug(s) will pull / push
A2/3.6.3 We use the towing line(s) of your vessel
A2/3.6.3.1 We use the towing line(s) of the tug(s)
A2/3.6.4 Stand by for making fast the tug(s)
A2/3.6.5 Use the centre lead / panama lead
A2/3.6.5.1 Use the fairlead
~ on port side / starboard side
~ amidships
~ on port bow / starboard bow
~ on port / starboard quarter
A2/3.6.6 Send heaving line(s) to the tug(s)
A2/3.6.7 Send two towing lines to the tug(s)
A2/3.6.8 Lower towing line(s)
~ to the tug(s)
~ ... metre(s) from the water
A2/3.6.9 Slack away towing line(s)
A2/3.6.10 Make fast the tug(s)
A2/3.6.10.1 Make fast the tug(s)
~ forward / aft
~ on port bow / starboard bow
~ on port quarter / starboard quarter
A2/3.6.11 Make fast the forward / aft tug(s) alongside on port side / starboard side
A2/3.6.12 Make fast ... tug(s) on each bow / quarter
A2/3.6.13 Put the eyes of the towing line(s) on bitts
A2/3.6.14 The tug(s) is / are fast (on ...)
A2/3.6.15 Keep clear of towing line(s)
A2/3.6.16 Stand by for letting go the tug(s)
A2/3.6.17 Let go the tug(s)
A2/3.6.18 Towing line(s) is / are broken

- **A2/3.7 Berthing and unberthing**

- **A2/3.7.1** ***General***

A2/3.7.1.1 Is / are the propeller(s) clear?
A2/3.7.1.1.1 Yes, the propeller(s) is / are clear
A2/3.7.1.1.2 No, the propeller(s) is / are not clear
A2/3.7.1.1.3 Keep the propeller(s) clear
A2/3.7.1.2 Are fenders on the berth?
A2/3.7.1.2.1 Yes, fenders are on the berth
A2/3.7.1.2.2 No, fenders are not on the berth
A2/3.7.1.3 Have fenders ready forward and aft

- **A2/3.7.2** ***Berthing***

A2/3.7.2.1 We will berth port side / starboard side alongside
A2/3.7.2.2 We will moor
~ to buoy(s) (ahead and astern)
~ alongside
~ to dolphins

A2/3.7.2.3 Send out
~ the head / stern / breast lines
~ the ... spring(s) forward / aft
A2/3.7.2.4 Do you have tension winches?
A2/3.7.2.4.1 Yes, we have tension winches (forward and aft)
A2/3.7.2.4.2 No, we do not have tension winches
A2/3.7.2.5 Have the heaving lines ready forward and aft
A2/3.7.2.6 Send the heaving / head / stern / breast line(s) ashore
A2/3.7.2.7 The linesmen will use shackles / lashings for securing the mooring
A2/3.7.2.8 Use
~ the centre lead / panama lead
~ the bow lead
~ the port quarter / starboard quarter lead
A2/3.7.2.9 Heave on the ... line(s) / ... spring(s)
A2/3.7.2.10 Pick up the slack on the ... line(s) / ... spring(s)
A2/3.7.2.11 Heave away
A2/3.7.2.11.1 Stop heaving
A2/3.7.2.12 Slack away / check the ... line(s) / ... spring(s)
A2/3.7.2.13 Hold on the ... line(s) / ... spring(s)
A2/3.7.2.14 Heave in easy
A2/3.7.2.14.1 Heave alongside
A2/3.7.2.15 Keep the ... line(s) / ... spring(s) tight
A2/3.7.2.16 Report the forward / aft distance to ...
A2/3.7.2.16.1 The forward / aft distance to ... is ... metres
A2/3.7.2.17 We have to move ... metres ahead / astern
A2/3.7.2.18 We are in position
A2/3.7.2.19 Make fast forward and aft
A2/3.7.2.20 Finished with manoeuvring stations

● **A2/3.7.3** ***Unberthing***
A2/3.7.3.1 Stand by engine(s)
A2/3.7.3.2 Are you ready to get under way?
A2/3.7.3.2.1 Yes, we are ready (to get under way)
A2/3.7.3.2.2 No, we are not ready (yet) (to get under way)
A2/3.7.3.2.3 We will be ready to get under way in ... minutes
A2/3.7.3.3 Stand by for letting go
A2/3.7.3.4 Single up the ... lines and ... springs forward and aft
A2/3.7.3.5 Slack away / hold on / heave on the
~ head / stern line
~ breast line
~ forward / aft spring
A2/3.7.3.6 Let go
~ the head / stern line
~ the breast line
~ the forward / aft spring
~ all (forward / aft)
A2/3.7.3.7 Let go the towing line(s)
A2/3.7.3.8 Stand by bow anchor(s)
A2/3.7.3.9 Finished with manoeuvring stations

B1

Operative ship handling

B1/1 Handing over the watch

- **B1/1.1 Briefing on position, movements and draught**

The officer of the watch should brief the relieving officer on the following:

- **B1/1.1.1** ***Position***

B1/1.1.1.1 The present position is
- ~ latitude ..., longitude ...
- ~ bearing ... degrees, distance ... cables / nautical miles from / to ...
- ~ buoy ... *(charted name)*
- ~ between ... and ...
- ~ waypoint / reporting point ...
- ~ ...

B1/1.1.1.2 The next waypoint / reporting point is ...

B1/1.1.1.3 ETA at ... is ... hours UTC

B1/1.1.1.4 We are passing / we passed buoy ... *(charted name)* on port side / starboard side

B1/1.1.1.5 We are approaching buoy ... *(charted name)* on port side / starboard side

B1/1.1.1.6 Buoy ... *(charted name)* is ... cables / nautical miles ahead

B1/1.1.1.7 We are entering / we entered area ...

B1/1.1.1.8 We are leaving / we left area ...

- **B1/1.1.2** ***Movements***

B1/1.1.2.1 True course / gyro-compass course / magnetic compass course is ... degrees

B1/1.1.2.2 Gyro-compass error is ... degrees plus / minus

B1/1.1.2.2.1 Magnetic compass error is ... degrees east / west

B1/1.1.2.3 Speed over ground / through water is ... knots

B1/1.1.2.4 Set and drift is ... degrees, ... knots

B1/1.1.2.5 We are making ... degrees leeway

B1/1.1.2.6 The course board is written up

B1/1.1.2.7 The next chart is within ... hours

- **B1/1.1.3** ***Draught***

B1/1.1.3.1 Draught forward / aft is ... metres

B1/1.1.3.2 Present maximum draught is ... metres

B1/1.1.3.3 Underkeel clearance is ... metres

- **B1/1.2 Briefing on traffic situation in the area**

B1/1.2.1 A vessel is
- ~ overtaking ... *(cardinal/half cardinal points)* of us
- ~ on opposite course
- ~ passing on port side / starboard side

B1/1.2.2 A vessel is crossing from port side
B1/1.2.2.1 The vessel
~ will give way
~ has given way
~ has not given way yet
~ is standing on
~ need not give way
B1/1.2.3 A vessel is crossing from starboard side
B1/1.2.3.1 We
~ need not give way
~ will stand on
~ will alter course to give way
~ have altered course to give way
B1/1.2.3.2 The vessel will pass ... kilometres / nautical miles ahead / astern
B1/1.2.3.3 I will complete the manoeuvre
B1/1.2.4 A vessel ... *(cardinal/half cardinal points)* of us is on the same course
B1/1.2.5 The bearing to the vessel in ... degrees is constant
B1/1.2.6 There is heavy traffic / ... in the area
B1/1.2.6.1 There are fishing boats / ... in the area
B1/1.2.7 There are no dangerous targets on the radar
B1/1.2.7.1 Attention. There are dangerous targets on the radar
B1/1.2.8 Call the Master if any vessel passes with a CPA of less than ... miles
B1/1.2.8.1 Call the Master if ...

● **B1/1.3 Briefing on navigational aids and equipment status**
B1/1.3.1 Port side / starboard side radar is at ... miles range scale
B1/1.3.2 The radar is
~ relative head-up / north-up / course-up
~ true-motion north-up / course-up
B1/1.3.3 GPS / LORAN is / is not in operation
B1/1.3.4 Echo-sounder is at ... metres range scale
B1/1.3.4.1 The echo-sounder recordings are unreliable
B1/1.3.5 I changed to manual / automatic steering (at ... hours UTC)
B1/1.3.6 Navigation lights are switched on / off

● **B1/1.4 Briefing on radiocommunications**
B1/1.4.1 INMARSAT ... *(type of system)* is operational / is not operational
B1/1.4.2 VHF DSC channel 70 / VHF channel ... / DSC controller is switched on
B1/1.4.2.1 DSC frequency 2187.5 kHz is switched on
B1/1.4.3 NAVTEX is switched on
B1/1.4.4 Following was received on ... at ... hours UTC
B1/1.4.5 Shore-based radar assistance / VTS / Pilot station is on VHF channel ...
B1/1.4.6 The Pilot station / VTS station requires
~ flag State
~ call sign / identification

~ draught
~ gross tonnage
~ length overall
~ kind of cargo
~ ETA at ...
~ MAREP POSREP / ...
~ ...

- **B1/1.5 Briefing on meteorological conditions**

B1/1.5.1 A weak / strong (tidal) current is setting ... degrees
B1/1.5.1.1 The direction of the (tidal) current will change in ... hours
B1/1.5.2 Fog / mist / dust / rain / snow / ... is in the area
B1/1.5.3 Automatic fog signal is switched on
B1/1.5.4 The wind increased / decreased (within last ... hours)
B1/1.5.4.1 The wind is ... *(cardinal/half cardinal points)* force Beaufort ...
B1/1.5.4.2 The wind changed from ... *(cardinal/half cardinal points)* to ... *(cardinal/half cardinal points)*
B1/1.5.5 The sea state is expected to change (within ... hours)
B1/1.5.6 A smooth / moderate / rough / high sea - slight / moderate / heavy swell of ... metres from ... *(cardinal/half cardinal points)* is expected (within ... hours)
B1/1.5.7 A tsunami / an abnormal wave is expected by ... hours UTC
B1/1.5.8 Visibility is ... nautical miles
B1/1.5.9 Visibility is reduced by fog / mist / dust / rain / snow / ...
B1/1.5.10 Visibility is expected
~ to decrease / increase to ... nautical miles (within ... hours)
~ variable between ... and ... nautical miles (within ... hours)
B1/1.5.11 Next weather report is at ... hours UTC
B1/1.5.12 Atmospheric pressure is ... millibars / hectopascals
B1/1.5.13 Barometric change is ... millibars / hectopascals per hour / within the last ... hours
B1/1.5.13.1 Barometer is steady / dropping (rapidly) / rising (rapidly)
B1/1.5.14 There was a gale warning / tropical storm warning for the area ... at ... hours UTC

- **B1/1.6 Briefing on standing orders and bridge organization**

B1/1.6.1 Standing orders for the period from ... to ... hours UTC ... are: ...
B1/1.6.2 Standing orders for the area ... are: ...
B1/1.6.3 Take notice of changes in the standing orders
B1/1.6.4 Do you understand the standing orders?
B1/1.6.4.1 Yes, I understand the standing orders
B1/1.6.4.2 No, I do not understand, please explain
B1/1.6.5 Read / sign the standing orders
B1/1.6.6 The latest fire patrol was at ... hours UTC
B1/1.6.7 The latest security patrol was at ... hours UTC
B1/1.6.7.1 Everything is in order
B1/1.6.7.2 The following was stated: ...
B1/1.6.7.3 The following measures were taken: ...

B1/1.6.7.4 The following requires attention: ...
B1/1.6.8 The look-out is standing by
B1/1.6.9 The helmsman is standing by
B1/1.6.10 Call the Master at ... hours UTC / in position ...

● **B1/1.7 Briefing on special navigational events**
See also A1/3 "Safety communications"
B1/1.7.1 There was an engine alarm at ... hours UTC due to ...
B1/1.7.2 Speed was reduced at ... hours UTC due to ...
B1/1.7.3 Engine(s) was / were stopped at ... hours UTC due to ...
B1/1.7.4 Course was altered at ... hours UTC due to ...
B1/1.7.5 The Master / Chief Engineer was called at ... hours UTC due to ...

● **B1/1.8 Briefing on temperatures, pressures and soundings**
B1/1.8.1 The ... *(equipment)* temperature minimum / maximum is
~ ... degrees (centigrade) / to maintain
~ ... degrees above / below normal
~ critical
B1/1.8.1.1 Do not exceed a minimum / maximum temperature of ... degrees
B1/1.8.2 The ... *(equipment)* pressure minimum / maximum is
~ ... bars / to maintain
~ above / below normal
~ critical
B1/1.8.2.1 Do not exceed a pressure of ... kiloponds / bars
B1/1.8.3 Ballast / fresh water / fuel oil / slop sounding is ... metres / cubic metres
B1/1.8.3.1 Sounding of
~ number ... cargo tank is ... metres / cubic metres
~ number ... cargo hold is ... centimetres
~ ...

● **B1/1.9 Briefing on operation of main engine and auxiliary equipment**
See also B1/1.8
B1/1.9.1 (Present) revolutions of the main engine(s) are ... per minute
B1/1.9.2 (Present) output of the main engine(s) / auxiliary engine(s) are ... kilowatts
B1/1.9.3 (Present) pitch of the propeller(s) is ... degrees
B1/1.9.4 There are no problems
B1/1.9.5 There are problems
~ with the main engine(s) / auxiliary engine(s)
~ with ...
B1/1.9.6 Call the watch engineer (if the problems continue)
B1/1.9.6.1 Call the watch engineer ... minutes before the arrival at ... / at ... hours UTC

● **B1/1.10 Briefing on pumping of fuel, ballast water, etc.**
B1/1.10.1 There is no pumping at present
B1/1.10.2 We are filling / we filled (number) ... double bottom tank(s) / the ballast tanks / the ... tank(s)

B1/1.10.2.1 Fill up ... tonnes / sounding ... / ullage ... / level ... to the alarm point

B1/1.10.3 We are discharging / we discharged (number) ... double bottom tank(s) / the ballast tanks / the ... tank(s)

B1/1.10.4 We are transferring / we transferred fuel / ballast / fresh water / oil from (number) ... tank(s) to (number) ... tank(s)

B1/1.10.5 We require a further generator to operate an additional pump

- **B1/1.11 Briefing on special machinery events**

B1/1.11.1 There was a breakdown of the main engine(s) (at ... hours UTC / from ... to ... hours UTC)

B1/1.11.1.1 There was a breakdown of ... (at ... hours UTC / from ... to ... hours UTC)

B1/1.11.2 There was a blackout (at ... hours UTC / from ... to ... hours UTC)

B1/1.11.2.1 There was a blackout in ... (at ... hours UTC / from ... to ... hours UTC)

B1/1.11.3 Main engine(s) was / were stopped (at ... hours UTC / from ... to ... hours UTC) due to ...

B1/1.11.4 Speed was reduced (at ... hours UTC / from ... to ... hours UTC) due to ...

B1/1.11.5 Call the Master / Chief Engineer if the revolutions of the main engine(s) are below ... per minute

B1/1.11.5.1 Call the Master / Chief Engineer / Watch Engineer if ...

- **B1/1.12 Briefing on record keeping**

B1/1.12.1 The log-books / record books are completed and signed

B1/1.12.1.1 The notebook entries will be copied (into the log-books / record books) after the watch

B1/1.12.2 Change the paper of the data logger / echo-sounder / ... recorder

B1/1.12.2.1 Refill the toner / ink of the data logger / echo-sounder / ... recorder

- **B1/1.13 Handing and taking over the watch**

The Master/Chief Engineer or an (engineer) officer handing over the watch should say:

B1/1.13.1 You have the watch now

The relieving officer should confirm and say:

B1/1.13.1.1 I have the watch now

The Master/Chief Engineer, when called to the bridge/engine (control) room and formally taking over the watch, should say:

B1/1.13.2 I have the watch now

The officer of the watch should confirm and say:

B1/1.13.2.1 You have the watch now

B1/2 Trim, list and stability

B1/2.1	The vessel is on even keel (at present)
B1/2.1.1	The vessel is ... metres down by the head / stern (at present)
B1/2.2	There is no list (at present)
B1/2.2.1	(Present) list is ... degrees to port / starboard
B1/2.3	Fuel / ballast / fresh water / oil was transferred from (number) ... tank(s) to (number) ... tank(s) to correct the list
B1/2.3.1	We must transfer fuel / ballast / fresh water / oil from (number) ... tank(s) to (number) ... tank(s) to correct the list
B1/2.4	Deck cargo / cargo was restowed (in (number) ... hold(s)) to correct the list
B1/2.4.1	We must restow deck cargo / cargo in (number) ... hold(s) to correct the list
B1/2.5	(Present) stability is good / poor
B1/2.6	(Number) ... double bottom tank(s) was / were filled to improve the stability
B1/2.7	Fuel / ballast / fresh water / oil was transferred from (number) ... tank(s) to (number) ... tank(s) to improve the stability
B1/2.7.1	We must transfer fuel / ballast / fresh water / oil from (number) ... tank(s) to (number) ... tank(s) to improve the stability
B1/2.7.2	Forepeak / afterpeak tank was filled / emptied to change the trim
B1/2.8	Cargo was restowed in (number) ... hold(s) / on deck to improve the stability
B1/2.8.1	We must restow cargo in (number) ... hold(s) / on deck to improve the stability
B1/2.9	Containers were restowed from ... to ... to improve the stability
B1/2.9.1	We must restow containers from ... to ... to improve the stability

B2

Safety on board

B2/1 General activities

The phrases of this section apply to most of the emergencies covered in this chapter.

● **B2/1.1 Raising alarm**

B2/1.1.1 Operate the general emergency alarm
B2/1.1.2 Inform the Master / Chief Engineer / ...
B2/1.1.3 Inform the ... coast radio station / vessels in vicinity (on radio)
B2/1.1.4 Request assistance (on radio) from ... and report
B2/1.1.4.1 Assistance was
~ requested from ...
~ offered by ...
~ accepted from ...
B2/1.1.5 Transmit a SÉCURITÉ / PAN-PAN / distress alert / MAYDAY and report
B2/1.1.5.1 A SÉCURITÉ / PAN-PAN / distress alert / MAYDAY was transmitted
B2/1.1.6 Was the distress alert / MAYDAY acknowledged?
B2/1.1.6.1 Yes, the distress alert / MAYDAY was acknowledged by ... coast radio station / MRCC / vessel(s) in vicinity
B2/1.1.6.2 No, the distress alert was not acknowledged (yet)
B2/1.1.6.3 Repeat the distress alert

● **B2/1.2 Briefing crew and passengers**

See also B4 "Passenger care"

B2/1.2.1 Make the following announcement (on the PA-system):
B2/1.2.2 This is your captain speaking
B2/1.2.2.1 We have grounded / a minor flooding / a minor fire in ...
B2/1.2.2.2 There is no immediate danger to crew, passengers or vessel, and there is no reason to be alarmed
B2/1.2.2.3 For safety reasons I request all crew members to go to their assembly stations
B2/1.2.2.3.1 All officers to report to the bridge
B2/1.2.2.3.2 Watchkeepers remain at stations until further order
B2/1.2.2.4 As soon as I have further information I will make another announcement – there is no danger at this time
B2/1.2.2.5 Fire-fighting teams / damage control teams are fighting the fire / flooding
B2/1.2.2.6 We also have radio contact with other vessels / coast radio stations
B2/1.2.2.7 The fire / flooding is under control
B2/1.2.3 This is your captain speaking. I have another announcement:
B2/1.2.3.1 The fire / flooding is not under control yet

B2/1.2.3.2 Leave the engine-room / the superstructure / your stations / your cabins ... immediately. Close all openings
B2/1.2.3.3 Take lifejackets with you
B2/1.2.3.3.1 Take your emergency equipment with you according to the muster list
B2/1.2.3.4 Stand by fire-fighting stations / damage control stations and report
B2/1.2.3.4.1 Fire-fighting stations / damage control stations are standing by
B2/1.2.3.5 All crew members to assembly stations
B2/1.2.3.6 Follow the escape routes shown
B2/1.2.3.7 The route to the assembly station ... is not clear
B2/1.2.3.7.1 The route to the assembly station will be via ...
B2/1.2.3.8 Assemble
- ~ on deck
- ~ on the foredeck / afterdeck
- ~ on the ... deck on port side / starboard side
- ~ on the ... deck forward of ... / aft of ...

B2/1.2.3.9 Do not
- ~ go to the lifeboat / liferaft stations before ordered
- ~ enter the lifeboats / liferafts - the order to enter will be given from the bridge / by the officers

B2/1.2.3.10 The following department(s) / crew members will (temporarily) disembark for safety reasons

• B2/1.3 Checking status of escape routes

B2/1.3.1 Check the escape routes and report
B2/1.3.1.1 All escape routes are clear
B2/1.3.1.2 The escape route(s) from ... (to ...) / via ... is / are blocked / not clear (yet)
B2/1.3.1.3 The escape route(s) from ... (to ...) / via ... will be clear in ... minutes

• B2/1.4 Checking status of lifeboats/liferafts

B2/1.4.1 Check the launching tracks and report
B2/1.4.1.1 All launching tracks are clear
B2/1.4.1.2 The launching track(s) of number ... lifeboat / liferaft is / are not clear (yet)
B2/1.4.1.3 The launching track(s) of number ... lifeboat / liferaft will be clear in ... minutes
B2/1.4.2 Check the working parts and report
B2/1.4.2.1 All working parts are free
B2/1.4.2.2 The roll(s) / block(s) / rigging / ... of number ... lifeboat is / are not free (yet)
B2/1.4.2.3 The roll(s) / block(s) / rigging / ... of number ... lifeboat will be free in ... minutes
B2/1.4.3 Check the securings of the launching appliances and report
B2/1.4.3.1 All securings are in the correct position
B2/1.4.3.2 The securing of number ... lifeboat / liferaft is not in the correct position
B2/1.4.3.2.1 Correct the position of the securing
B2/1.4.3.3 The securing of number ... lifeboat / liferaft is damaged

B2/1.4.3.3.1 Replace / repair the securing
B2/1.4.3.4 The harbour pin(s) of number ... lifeboat is / are missing
B2/1.4.3.4.1 Replace the harbour pin(s)
B2/1.4.4 Check the fuel / oil of the lifeboat engine(s) and report
B2/1.4.4.1 The fuel tank of number ... lifeboat engine is full / not full
B2/1.4.4.1.1 Fill up fuel
B2/1.4.4.2 The oil level of number ... lifeboat engine is normal / below normal
B2/1.4.4.2.1 Fill up oil
B2/1.4.5 Operate the lifeboat engine(s) and report
B2/1.4.5.1 All lifeboat engines are operational
B2/1.4.5.2 Number ... lifeboat engine is not operational (yet)
B2/1.4.5.3 Number ... lifeboat engine will be operational in ... minutes
B2/1.4.6 Check the bilge pumps of the lifeboats and report
B2/1.4.6.1 All bilge pumps are operational
B2/1.4.6.2 The bilge pumps of number ... lifeboat are not operational (yet)
B2/1.4.6.3 The bilge pumps of number ... lifeboat will be operational in ... minutes
B2/1.4.7 Check the drain plugs and report
B2/1.4.7.1 All drain plugs are available
B2/1.4.7.2 The drain plug(s) in number ... lifeboat is / are missing
B2/1.4.7.2.1 Replace the drain plug(s)
B2/1.4.8 Check the slip gear in the lifeboats and report
B2/1.4.8.1 All slip gear is in the correct position and secured
B2/1.4.8.2 The slip gear of number ... lifeboat is not in the correct position
B2/1.4.8.2.1 Correct the position of the slip gear
B2/1.4.8.3 The slip gear of number ... lifeboat is not secured
B2/1.4.8.3.1 Secure the slip gear
B2/1.4.9 Check the lifeboat equipment and report
B2/1.4.9.1 All lifeboat equipment is complete and operational
B2/1.4.9.2 The lifeboat equipment is not complete
B2/1.4.9.2.1 Complete the lifeboat equipment
B2/1.4.10 Launch / hoist number ... lifeboat(s) and report
B2/1.4.10.1 The launching appliances are operational
B2/1.4.10.2 The launching appliances are not operational
B2/1.4.10.3 Number ... winch / davit is not operational (yet)
B2/1.4.10.3.1 Number ... winch / davit will be operational in ... minutes
B2/1.4.10.4 Hoist number ... lifeboat(s)
B2/1.4.11 Secure the lifeboat(s) and report
B2/1.4.11.1 Lifeboat(s) is / are secured
B2/1.4.12 Check the liferafts and report
B2/1.4.12.1 All liferafts are in position and operational
B2/1.4.12.2 Number ... liferaft(s) is / are not operational
B2/1.4.12.3 The inflation cord of number ... liferaft is not secured on board
B2/1.4.12.3.1 Secure the inflation cord
B2/1.4.12.4 Number ... liferaft container is damaged
B2/1.4.12.4.1 Replace the liferaft container in the next port

B2/1.4.12.5 The inspection tag of number ... liferaft is expired
B2/1.4.12.5.1 Replace the liferaft in the next port

• B2/1.5 Ordering evacuation

B2/1.5.1 Evacuate all rooms / spaces / decks / ... and report
B2/1.5.1.1 All rooms / spaces / decks / ... evacuated
B2/1.5.2 Evacuate engine-room and report
B2/1.5.2.1 Engine-room evacuated
B2/1.5.3 Evacuate number ... hold(s) / tank(s) and report
B2/1.5.3.1 Number ... hold(s) / tank(s) evacuated
B2/1.5.4 Evacuate superstructure and report
B2/1.5.4.1 Superstructure evacuated
B2/1.5.5 Evacuate accommodation and report
B2/1.5.5.1 Accommodation evacuated
B2/1.5.6 Do not enter ... deck / space / area
B2/1.5.7 Report missing persons / injured persons / casualties
B2/1.5.7.1 No persons missing / injured
B2/1.5.7.2 Number of missing persons / injured persons / casualties is: ...
B2/1.5.7.3 ... deck / space / area not accessible (yet)
B2/1.5.8 Provide first aid (in the vessel's hospital / at a safe place)
B2/1.5.8.1 Request medical assistance from ... (on radio)
B2/1.5.9 All persons are outside the danger area

• B2/1.6 Roll call

B2/1.6.1 Report number of all persons / passengers / crew members at assembly stations
B2/1.6.1.1 Number of all persons / passengers / crew members at assembly station ... is ...
B2/1.6.1.2 Number of persons / passengers / crew members at assembly station ... is complete
B2/1.6.1.3 Number of persons / passengers / crew members at assembly station ... is not complete (yet)
B2/1.6.1.4 ... passenger(s) / crew member(s)is / are missing
B2/1.6.2 Search for missing passenger(s) / crew member(s) and report
B2/1.6.2.1 Missing passenger(s) / crew member(s) recovered
B2/1.6.2.2 Missing passenger(s) / crew member(s) not recovered (yet) - (search is continuing)
B2/1.6.3 Watchkeepers to assembly stations
B2/1.6.4 Lifeboatmen! Check the equipment of the crew at assembly stations and report
B2/1.6.4.1 Equipment of the crew at assembly station ... is complete
B2/1.6.4.2 Equipment of the crew at assembly station ... is not complete (yet)
B2/1.6.4.3 Complete the equipment and report
B2/1.6.4.3.1 Go for blanket / stretcher / ... and report
B2/1.6.5 Lifeboatmen! Check the outfit of the passengers at assembly stations and report
B2/1.6.5.1 Outfit of the passengers at assembly station ... is correct

B2/1.6.5.2 Outfit of the passengers at assembly station ... is not correct (yet)
B2/1.6.5.2.1 Correct the outfit and report
B2/1.6.5.2.2 Put on warm clothing / long-sleeved shirt / long trousers / strong shoes / head covering / ... and report
B2/1.6.6 Passengers and crew! Follow the lifeboatmen to the lifeboat stations / liferaft stations on the embarkation deck

- **B2/1.7 Ordering abandon vessel**

B2/1.7.1 Swing out number ... lifeboat(s) and report
B2/1.7.1.1 Number ... lifeboat(s) swung out
B2/1.7.2 Lower number ... lifeboat(s) alongside the embarkation deck and report
B2/1.7.2.1 Number ... lifeboat(s) is / are alongside the embarkation deck
B2/1.7.3 Enter the lifeboat(s) (number ...) and report
B2/1.7.3.1 Enter the lifeboat(s) / liferaft(s) via the ... deck
B2/1.7.3.2 Enter the lifeboat(s) / liferaft(s) via the ladders / nets / manropes
B2/1.7.3.3 Jump into the water and enter the lifeboat(s) / liferaft(s)
B2/1.7.3.4 Jump onto the liferaft(s) alongside the vessel
B2/1.7.3.5 Do not push each other when entering
B2/1.7.3.6 Assist injured / helpless persons
B2/1.7.3.7 Clear the entrance of the lifeboat / liferaft
B2/1.7.3.8 Sit down in the lifeboat / liferaft immediately
B2/1.7.3.9 Hold on to the ropes or to your seat when launching
B2/1.7.4 Number ... lifeboat(s) / liferaft(s) entered
B2/1.7.5 Let go number ... lifeboat(s) / liferaft(s) and report
B2/1.7.5.1 Number ... lifeboat(s) / liferaft(s) is / are let go
B2/1.7.6 Throw overboard number ... liferaft and report
B2/1.7.6.1 Number ... liferaft thrown overboard
B2/1.7.7 Inform coast radio stations / vessels in vicinity about the number of lifeboats / liferafts launched and report
B2/1.7.7.1 Inform coast radio stations / vessels in vicinity about the number of persons in each lifeboat / liferaft and report
B2/1.7.7.2 Inform coast radio stations / vessels in vicinity about the number of crew members remaining on board
B2/1.7.7.3 Coast radio station ... / vessels in vicinity informed
B2/1.7.8 Stand clear of the vessel and report
B2/1.7.8.1 Number ... lifeboat(s) / liferaft(s) standing clear
B2/1.7.8.2 Number ... lifeboat(s) / liferaft(s) not standing clear
B2/1.7.9 Rescue boat / number ... motor lifeboat! Assist number ... lifeboat(s) / liferaft(s) and report
B2/1.7.9.1 Rescue boat / number ... motor lifeboat is assisting
B2/1.7.9.2 Number ... lifeboat(s) / liferaft(s) standing clear of the vessel now

- **B2/1.8 In-boat procedures**

See also: B4 "Passenger care" 2.5 and 2.6

B2/1.8.1 Stand by engine / pumps / look-out / entrance and report
B2/1.8.1.1 Engine / pumps / look-out / entrance is / are standing by

B2/1.8.2 Recover persons in water and report
B2/1.8.2.1 Number of persons recovered is: ...
B2/1.8.2.2 Keep look-out for further persons in water
B2/1.8.2.3 Report the total number of persons in lifeboat(s) / liferaft(s)
B2/1.8.2.3.1 The total number of persons is now: ...
B2/1.8.3 Report the number of injured persons
B2/1.8.3.1 No persons injured
B2/1.8.3.2 The number of injured persons is: ...
B2/1.8.3.3 Render first aid to injured persons
B2/1.8.3.4 Secure injured / helpless persons
B2/1.8.4 Let go sea anchor and report
B2/1.8.4.1 Sea anchor is let go
B2/1.8.5 Report the number of lifeboats / liferafts in sight
B2/1.8.5.1 The number of lifeboats / liferafts in sight is: ...
B2/1.8.6 Contact the lifeboat(s) / liferaft(s) on radio and report
B2/1.8.6.1 Lifeboat(s) / liferaft(s) contacted
B2/1.8.6.2 No contact possible
B2/1.8.7 Give distress signals for identification
B2/1.8.7.1 Fire rockets for identification
B2/1.8.7.2 Use glasses / lamps / mirrors for identification
B2/1.8.7.3 Give sound signals / ... signals for identification
B2/1.8.8 Start the engine and report
B2/1.8.9 Set sail
B2/1.8.10 Use oars
B2/1.8.11 Join the other lifeboat(s) / liferaft(s)
B2/1.8.11.1 Connect the lifeboats / liferafts with lines and report
B2/1.8.11.2 ... lifeboats / liferafts connected

B2/2 Occupational safety

• B2/2.1 Instruction

B2/2.1.1 Prepare a training plan for occupational safety
B2/2.1.2 When was the last training session on occupational safety?
B2/2.1.2.1 The last training session was on ... *(date)*
B2/2.1.3 When is the next training session on occupational safety?
B2/2.1.3.1 The next training session is on ... *(date)*
B2/2.1.4 Are new crew members / passengers instructed on occupational safety?
B2/2.1.4.1 Yes, new crew members / passengers are instructed
B2/2.1.4.2 No, new crew members / passengers are not instructed (yet)
B2/2.1.4.3 Instruct new crew members / passengers by ... *(time)* / on ... *(date)*
B2/2.1.5 Participation in training sessions on occupational safety is mandatory

• B2/2.2 Practical occupational safety

B2/2.2.1 Instruct crew on occupational safety before departure
B2/2.2.2 Have special instruction on dangerous goods / heavy lifts / cargo securing / illumination / ventilation / ...
B2/2.2.3 Where are dangerous goods carried on board?
B2/2.2.3.1 Dangerous goods of IMO class ... are carried
~ on deck (in roped-off areas)
~ in number ... hold(s)
~ in ... / on ...
B2/2.2.4 Prepare an emergency plan
B2/2.2.5 Brief all crew members / passengers on the symptoms caused by dangerous substances
B2/2.2.6 What signals / communications are used in case of emergency?
B2/2.2.6.1 The following signals / communications are used in case of emergency: ...
B2/2.2.7 Brief all crew members / passengers
~ about restricted areas.
~ how to report in / out (when entering / leaving bridge / engine-room / ...)
B2/2.2.8 Do not enter the unmanned (engine) room / ... space without permission
B2/2.2.8.1 Report on telephone / radio / ... while in the (engine) room / ... space every ... minutes
B2/2.2.9 Brief all crew members / passengers on the storm
B2/2.2.9.1 Attention! Entering the forecastle / main deck / weather side / ... of the vessel is prohibited / dangerous (due to storm)
B2/2.2.9.2 Attention! Make use of handrails and lifelines in corridors and on deck
B2/2.2.9.3 Attention! Close all deadlights and storm doors

B2/2.2.9.4 Attention! Secure all loose objects in your cabins / on deck / in ...

B2/2.2.10 Brief all crew members / passengers on winter conditions / tropical conditions

B2/2.2.11 Check the completeness and availability of the occupational safety equipment and report

B2/2.2.11.1 Occupational safety equipment is complete and available

B2/2.2.11.2 Following occupational safety equipment is not complete / available: ...

B2/2.2.11.3 Occupational safety equipment will be complete and available in ... hour(s)

B2/2.2.12 Appoint an officer / a crew member in charge of safety before working

B2/2.2.13 Take additional safety measures for the
- ~ work on masts
- ~ work outboard
- ~ work in hold(s) / tank(s)
- ~ work in extreme weather conditions / ...

● B2/2.3 Occupational accidents

B2/2.3.1 Accident in engine-room / in number ... hold / in number ... tank / in superstructure / in accommodation / in ... space / on deck / outboard / on pier / on ... / in ...

B2/2.3.2 Report injured persons / casualties:

B2/2.3.2.1 No person injured

B2/2.3.2.2 The number of injured persons / casualties is: ...

B2/2.3.3 What happened?

B2/2.3.3.1 Explosion / fire in ...

B2/2.3.3.2 Accident with cargo

B2/2.3.3.3 Fall from ... / into ...

B2/2.3.3.4 Electrical accident in ...

B2/2.3.3.5 Leakage of gas / ...

B2/2.3.3.6 ...

B2/2.3.4 Take immediate action to recover injured person(s) / casualties

B2/2.3.4.1 Provide first aid

B2/2.3.4.2 Take immediate action to control the danger area

B2/2.3.5 What kind of assistance is required?

B2/2.3.5.1 No assistance is required

B2/2.3.5.2 Medical / technical assistance is required

B2/2.3.5.3 Shoreside assistance is required

B2/2.3.6 Secure the danger area and report

B2/2.3.6.1 The danger area is secured

B2/2.3.7 Prepare an accident report

B2/3 Fire protection and fire fighting

• B2/3.1 Fire protection

• B2/3.1.1 *Checking status of equipment*

B2/3.1.1.1 Have fire patrols (every ... hour(s) / ... time(s) every watch)
B2/3.1.1.1.1 Have fire patrols
~ in all spaces
~ in the engine-room / cargo hold(s) / superstructures / accommodation / ...
~ on deck
B2/3.1.1.1.2 Have a permanent fire watch
B2/3.1.1.2 Is everything in order?
B2/3.1.1.2.1 Yes, everything is in order
B2/3.1.1.2.2 No, following is not in order: ...
B2/3.1.1.3 Check the fire / smoke alarm(s) and report
B2/3.1.1.3.1 All fire / smoke alarms are operational
B2/3.1.1.3.2 Fire / smoke alarm(s) in ... is / are not operational (yet)
B2/3.1.1.3.3 Fire / smoke alarm(s) in ... will be operational in ... minutes
B2/3.1.1.4 Check the portable extinguishers and report
B2/3.1.1.4.1 All portable extinguishers are in position and operational
B2/3.1.1.4.2 The portable extinguishers in ...
~ are not in position (yet)
~ will be in position in ... minutes
~ are not accessible (yet)
~ will be accessible in ... minutes
~ are missing
B2/3.1.1.4.2.1 Replace the missing portable extinguisher(s)
B2/3.1.1.4.3 The inspection tag(s) of the portable extinguisher(s) in ... is / are broken / expired
B2/3.1.1.4.3.1 Replace the portable extinguisher(s) with broken / expired inspection tag(s)
B2/3.1.1.5 Check the fire mains and report
B2/3.1.1.5.1 All fire mains are operational
B2/3.1.1.5.2 The hydrant(s) in ... is / are not operational (yet)
B2/3.1.1.5.2.1 The hydrant(s) will be operational in ... minutes
B2/3.1.1.5.3 The hose(s) to hydrant(s) in ... is / are worn / cut
B2/3.1.1.5.3.1 Replace the worn / cut hose(s)
B2/3.1.1.5.4 The hose(s) / spanner (s) / nozzle(s) to hydrant(s) in ... is / are missing
B2/3.1.1.5.4.1 Replace the missing hose(s) / spanner(s) / nozzles(s)
B2/3.1.1.5.5 The fire pump(s) in ... is / are not operational (yet)
B2/3.1.1.5.5.1 Fire pump(s) in ... will be operational in ... minutes
B2/3.1.1.5.6 The water pipe(s) in ... is / are leaking
B2/3.1.1.5.6.1 Repair the leaking water pipe(s) in ...
B2/3.1.1.5.7 The water pipe(s) in ... is / are blocked
B2/3.1.1.5.7.1 Free the blocked water pipe(s) in ...
B2/3.1.1.5.8 Pressure in the water pipe(s) in ... is too high / low
B2/3.1.1.5.8.1 Reduce / increase pressure in the water pipe(s) in ...

B2/3.1.1.6 Check the fixed foam / gas fire-extinguishing system and report
B2/3.1.1.6.1 The fixed foam / gas system is operational
B2/3.1.1.6.2 The fixed foam / gas system is not operational (yet)
B2/3.1.1.6.2.1 The fixed foam / gas system will be operational in ... minutes
B2/3.1.1.7 Check the sprinkler system and report
B2/3.1.1.7.1 The sprinkler system is operational
B2/3.1.1.7.2 The sprinkler system in ... is not operational (yet)
B2/3.1.1.7.2.1 The sprinkler system in ... will be operational in ... minutes
B2/3.1.1.8 Check the ventilation system and report
B2/3.1.1.8.1 The ventilation system is operational
B2/3.1.1.8.2 The ventilation system is not operational (yet)
B2/3.1.1.8.2.1 The ventilation system will be operational in ... minutes
B2/3.1.1.8.3 The remote control is not operational (yet)
B2/3.1.1.8.3.1 The remote control will be operational in ... minutes
B2/3.1.1.8.4 The indicators are not operational (yet)
B2/3.1.1.8.4.1 The indicators will be operational in ... minutes
B2/3.1.1.8.5 The fire dampers in ... are not operational (yet)
B2/3.1.1.8.5.1 The fire dampers in ... will be operational in ... minutes
B2/3.1.1.8.6 The fire dampers in ... are painted stuck
B2/3.1.1.8.6.1 Clear the fire dampers
B2/3.1.1.9 Check the skylights / windows / ... and report
B2/3.1.1.9.1 The skylights / windows / ... in / to ... are open
B2/3.1.1.9.1.1 Close the skylights / windows / ... in / to ...
B2/3.1.1.10 Check the watertight door control and report
B2/3.1.1.10.1 The watertight door control is operational
B2/3.1.1.10.2 The watertight door control in ... is not operational (yet)
B2/3.1.1.10.3 The watertight door control in ... will be operational in ... minutes
B2/3.1.1.11 Check the electrical lighting and report
B2/3.1.1.11.1 The electrical lighting is operational
B2/3.1.1.11.2 The electrical lighting in ... is not operational (yet)
B2/3.1.1.11.3 The electrical lighting in ... will be operational in ... minutes
B2/3.1.1.11.4 Switch on / off the electrical lighting in ...
B2/3.1.1.12 Check the emergency power supply and report
B2/3.1.1.12.1 The emergency power supply is operational
B2/3.1.1.12.2 The emergency power supply is not operational (yet)
B2/3.1.1.12.3 The emergency power supply will be operational in ... minutes
B2/3.1.1.13 Check the firemen's outfits and report
B2/3.1.1.13.1 All firemen's outfits are complete and available
B2/3.1.1.13.2 The firemen's outfits are not complete
B2/3.1.1.13.2.1 Complete the firemen's outfits

• B2/3.2 Fire fighting and drills

• B2/3.2.1 *Reporting fire*

B2/3.2.1.1 Fire on board!
B2/3.2.1.1.1 Smoke / fumes / fire / explosion
~ in engine-room
~ in number ... hold(s) / tank(s)

~ in superstructure / accommodation
~ in ... space
~ on deck / ...

B2/3.2.1.1.2 Smoke / fumes from ventilator(s)
B2/3.2.1.1.3 Burnt smell / fumes in ... / from ...
B2/3.2.1.2 Report injured persons / casualties:
B2/3.2.1.2.1 No person injured
B2/3.2.1.2.2 Number of injured persons / casualties is: ...
B2/3.2.1.3 What is on fire?
B2/3.2.1.3.1 Fuel / cargo / car(s) / truck(s) / waggon(s) / containers (with dangerous goods) / ... on fire
B2/3.2.1.3.2 No information (yet)
B2/3.2.1.4 Is smoke toxic?
B2/3.2.1.4.1 No, smoke not toxic
B2/3.2.1.4.2 Yes, smoke toxic
B2/3.2.1.5 Is fire under control?
B2/3.2.1.5.1 Yes, fire (in ...) under control
B2/3.2.1.5.2 No, fire (in ...) not under control (yet)
B2/3.2.1.5.2.1 Fire spreading (to ...)
B2/3.2.1.5.2.2 Fire (in ...) not accessible
B2/3.2.1.6 Report damage
B2/3.2.1.6.1 No damage
B2/3.2.1.6.2 Minor / major damage in ... / to ...
B2/3.2.1.6.3 No power supply (in ...)
B2/3.2.1.6.4 Making water in ...
B2/3.2.1.7 Pressure on fire mains!
B2/3.2.1.8 Shut down main engine(s) / auxiliary engine(s) / ... and report
B2/3.2.1.8.1 Main engine(s) / auxiliary engine(s) / ... shut down
B2/3.2.1.9 Stop fuel and report
B2/3.2.1.9.1 Fuel stopped
B2/3.2.1.10 Close all openings (in ... / in all rooms) and report
B2/3.2.1.10.1 All openings (in ... / in all rooms) closed
B2/3.2.1.10.1.1 Openings in ... not accessible
B2/3.2.1.11 Switch off ventilator(s) (in ...) and report
B2/3.2.1.11.1 Ventilator(s) (in ...) switched off
B2/3.2.1.12 Turn bow / stern to windward
B2/3.2.1.13 Turn port side / starboard side to windward
B2/3.2.1.14 Alter course to ...

● **B2/3.2.2** ***Reporting readiness for action***
B2/3.2.2.1 Stand by fire-fighting team / rescue team / first aid team / support team and report
B2/3.2.2.1.1 Fire-fighting team / rescue team / first aid team / support team standing by
B2/3.2.2.2 Stand by main engine and report
B2/3.2.2.2.1 Main engine standing by
B2/3.2.2.3 Stand by CO_2 station / ... station / emergency generator
B2/3.2.2.3.1 CO_2 station / ... station / emergency generator standing by
B2/3.2.2.4 Close all openings (in ... / in all rooms) and report
B2/3.2.2.4.1 All openings (in ... / in all rooms) closed
B2/3.2.2.4.1.1 Openings in ... not accessible

● **B2/3.2.3** ***Orders for fire fighting***

B2/3.2.3.1 Start fire fighting
B2/3.2.3.1.1 Take one / two / ... fire-fighting teams / ... team(s) to scene
B2/3.2.3.2 Go following route:
B2/3.2.3.2.1 Go through engine-room / number ... hold(s) / tank(s) / superstructure / accommodation / ... space / manhole(s) to ... space / funnel / ...
B2/3.2.3.2.2 Go from
~ outside / inside to ...
~ port side / starboard side to ...
~ ... to ...
B2/3.2.3.3 Take following (additional) safety measures and report
B2/3.2.3.3.1 Have two / ... members in one team
B2/3.2.3.3.1.1 Number of members in fire-fighting team / ... team is: ...
B2/3.2.3.3.2 Have lifeline between each other / to outside
B2/3.2.3.3.2.1 ... team members have lifelines to each other
B2/3.2.3.3.2.2 ... team has lifelines to outside
B2/3.2.3.3.3 Have rescue team on stand-by
B2/3.2.3.3.4 Maintain visual contact / radio contact on walkie-talkie
B2/3.2.3.4 Fire-fighting team must have following outfit:
B2/3.2.3.4.1 Fire-fighting team must have protective clothing / smoke helmets / breathing apparatus / ...
B2/3.2.3.5 Manning of fire-fighting team / ... team(s) as follows:
B2/3.2.3.5.1 Chief Officer / Chief Engineer / ... in command of fire-fighting team / ... team (number ...)
B2/3.2.3.5.2 Following officer(s) / crew member(s) in fire-fighting team / ... team: ...
B2/3.2.3.6 Restrict action (in ... / on ...) to ... minutes
B2/3.2.3.6.1 Agree on retreat signal and report
B2/3.2.3.6.1.1 Retreat signal for fire-fighting team / ... team ... is ...
B2/3.2.3.7 Use water / foam / powder / CO_2 / sand / ... in ...
B2/3.2.3.8 Run out fire hoses and report
B2/3.2.3.8.1 Fire hoses run out
B2/3.2.3.9 Water on!
B2/3.2.3.9.1 Water is on
B2/3.2.3.10 Cool down ... with water and report
B2/3.2.3.10.1 ... cooled down

● **B2/3.2.4** ***Cancellation of alarm***

B2/3.2.4.1 Is the fire extinguished?
B2/3.2.4.1.1 Yes, fire (in ...) extinguished
B2/3.2.4.1.2 No, fire (in ...) not extinguished (yet)
B2/3.2.4.1.3 Fire restricted to ... space / area
B2/3.2.4.2 Post a fire watch and report
B2/3.2.4.2.1 Fire watch posted (in ... space / area)
B2/3.2.4.3 Fire-extinguishing systems / means remain on stand-by
B2/3.2.4.4 Fire-fighting team / ... team remain on stand-by
B2/3.2.4.5 Rope off the fire area and report
B2/3.2.4.5.1 Fire area roped off
B2/3.2.4.6 Check the fire area every ... minutes / hour(s) for re-ignition and report
B2/3.2.4.6.1 Fire area checked, no re-ignition

B2/3.2.4.6.2 Fire area checked, re-ignition in ... space / area
B2/3.2.4.6.2.1 Re-ignition extinguished
B2/3.2.4.7 The fire alarm is cancelled (with following restrictions: ...)

B2/4 Damage control

See also B2/1 "General activities"

- **B2/4.1 Checking equipment status and drills**

B2/4.1.1 Check the openings in all spaces / in ... and report
B2/4.1.1.1 All openings in ... are closed
B2/4.1.1.2 Openings in ... are not closed (yet)
B2/4.1.1.3 Openings in ... are not accessible
B2/4.1.2 Check the watertight door control and report
B2/4.1.2.1 Watertight door control
~ is operational
~ (in ...) is not operational (yet)
~ (in ...) will be operational in ... minutes
B2/4.1.2.2 Watertight door(s) (in ...) is / are not accessible
B2/4.1.3 Check the pumps / emergency generator and report
B2/4.1.3.1 (Bilge) pump(s) in ... / emergency generator
~ is / are operational
~ is / are not operational (yet)
~ will be operational in ... minutes
B2/4.1.4 Check the power supply and report
B2/4.1.4.1 Power (in / at ...)
~ is available
~ is not available (yet)
~ will be available in ... minutes
B2/4.1.5 Check the damage control equipment and report
B2/4.1.5.1 All damage control equipment is complete and available
B2/4.1.5.2 Damage control equipment is not complete
B2/4.1.5.2.1 Complete the damage control equipment

- **B2/4.2 Damage control activities**

- **B2/4.2.1** ***Reporting flooding***
B2/4.2.1.1 We have collided (with ...)
B2/4.2.1.2 We have flooding in ...
B2/4.2.1.3 Is flooding under control?
B2/4.2.1.3.1 Yes, flooding under control
B2/4.2.1.3.2 No, flooding (in ...) not under control (yet)
B2/4.2.1.4 Is danger imminent?
B2/4.2.1.4.1 No, danger not imminent
B2/4.2.1.4.2 Yes, danger of blackout (in ...)
B2/4.2.1.4.3 Yes, danger of heavy listing / capsizing / sinking / ...

- **B2/4.2.2** ***Reporting readiness for action***
B2/4.2.2.1 Muster damage control team and report
B2/4.2.2.1.1 Damage control team stand complete and mustered
B2/4.2.2.2 Is damage control material available?
B2/4.2.2.2.1 Yes, damage control material available
B2/4.2.2.2.2 No, damage control material not available (yet)
B2/4.2.2.2.3 Damage control material will be available in ... minutes

B2/4.2.2.3 Stand by engine-room / ... station and report
B2/4.2.2.3.1 Engine-room / ... station standing by
B2/4.2.2.3.2 Engine-room / ... station flooded
B2/4.2.2.3.3 Engine-room / ... station will be standing by in ... minutes

● **B2/4.2.3** ***Orders for damage control***
B2/4.2.3.1 Close all openings / outlets / valves (in ...) and report
B2/4.2.3.1.1 All openings / outlets / valves (in ...) closed
B2/4.2.3.1.2 Openings / outlets / valves in ... not accessible / not operational
B2/4.2.3.2 Switch on / off power (at / on / in ...) and report
B2/4.2.3.2.1 Power (at / on / in ...) switched on / off
B2/4.2.3.2.2 Power supply (at / on / in ...) not operational
B2/4.2.3.3 Close watertight door(s) (in ...) (by hand) and report
B2/4.2.3.3.1 Watertight door(s) (in ...) closed
B2/4.2.3.3.2 Watertight door(s) (in ...) not accessible / not operational
B2/4.2.3.4 Switch on (bilge) pump(s) (in ...) and report
B2/4.2.3.4.1 (Bilge) pump(s) (in ...) switched on
B2/4.2.3.4.2 (Bilge) pump(s) (in ...) not operational
B2/4.2.3.5 Switch over (bilge) pump(s) from ... to ...
B2/4.2.3.5.1 (Bilge) pump(s) switched over
B2/4.2.3.5.2 Switching over (bilge) pump(s) not possible
B2/4.2.3.6 Start damage control
B2/4.2.3.6.1 Take one / two / ... damage control team(s) to scene
B2/4.2.3.7 Go following route: ...
B2/4.2.3.7.1 Go through engine-room / number ... hold(s) / tank(s) / superstructure / manhole / ... space / ... deck / ...
B2/4.2.3.8 Go from
~ outside / inside to ...
~ port side / starboard side to ...
~ ... to ...
B2/4.2.3.9 Take following (additional) safety measures and report
B2/4.2.3.9.1 Have two / ... members in one damage control team
B2/4.2.3.9.2 Have lifeline to each other / to outside
B2/4.2.3.9.3 Have rescue team on stand-by and report
B2/4.2.3.9.3.1 Rescue team standing by
B2/4.2.3.9.4 Maintain visual contact / radio contact on walkie-talkie
B2/4.2.3.10 Damage control team must have following outfit(s)
B2/4.2.3.10.1 Damage control team must have
~ protective clothing
~ safety helmets
~ lifejackets
~ diving equipment / ...
B2/4.2.3.11 Manning of damage control team as follows: ...
B2/4.2.3.11.1 Chief Officer / Chief Engineer / ... in command of damage control team (number ...) ...
B2/4.2.3.11.2 Following officer(s) / crew member(s) in damage control team (number ...): ...
B2/4.2.3.12 Restrict action (in ...) to ... minutes
B2/4.2.3.12.1 Agree on retreat signal and report
B2/4.2.3.12.1.1 Retreat signal ...

B2/4.2.3.13 Stop flooding from inside / outside (... space / area) and report
B2/4.2.3.13.1 Flooding stopped
B2/4.2.3.13.2 Stopping flooding from inside / outside not possible

● **B2/4.2.4** ***Cancellation of alarm***
B2/4.2.4.1 Has flooding stopped?
B2/4.2.4.1.1 Yes, flooding (in ...) has stopped
B2/4.2.4.1.2 No, flooding (in ...) has not (completely) stopped (yet)
B2/4.2.4.2 Is flooding under control?
B2/4.2.4.2.1 Yes, flooding (in ...) under control
B2/4.2.4.2.2 Flooding (in ...) below / above capacity of (bilge) pump(s)
B2/4.2.4.2.3 Flooding restricted to ... space / area
B2/4.2.4.3 Post damage control watch and report
B2/4.2.4.3.1 Damage control watch posted (in ...)
B2/4.2.4.4 How much water is in the vessel?
B2/4.2.4.4.1 Quantity of water (in ...) about ... tonnes
B2/4.2.4.4.2 Quantity of water (in ...) not dangerous
B2/4.2.4.5 (Bilge) pump(s) remain on stand-by
B2/4.2.4.6 Engine-room remains on stand-by
B2/4.2.4.7 Additional emergency generator remains on stand-by
B2/4.2.4.8 Damage control team remains on stand-by
B2/4.2.4.9 Rope off flooded area
B2/4.2.4.10 Check leak every ... minutes / hour(s) and report
B2/4.2.4.10.1 Leak checked - no flooding
B2/4.2.4.10.2 Leak checked - minor / major flooding (in ...)
B2/4.2.4.10.2.1 Flooding has stopped
B2/4.2.4.11 The alarm is cancelled (with following restrictions: ...)

B2/5 Grounding

See also B2/1 "General activities"

- **B2/5.1 Reporting grounding and ordering actions**

B2/5.1.1 We are aground
B2/5.1.2 Stop engine(s)
B2/5.1.3 Close watertight doors and report
B2/5.1.3.1 Watertight doors closed
B2/5.1.4 Is vessel (still) making way?
B2/5.1.4.1 Yes, vessel making way ahead / astern
B2/5.1.4.2 No, vessel not making way
B2/5.1.5 Give "vessel aground" signals
B2/5.1.6 Inform engine-room
B2/5.1.7 What part is aground?
B2/5.1.7.1 Vessel aground forward / amidships / aft / full length
B2/5.1.8 Stand by forward station and aft station and report
B2/5.1.8.1 Forward station / aft station standing by
B2/5.1.9 Stand by port anchor / starboard anchor
B2/5.1.10 What is position?
B2/5.1.10.1 Position ...

- **B2/5.2 Reporting damage**

B2/5.2.1 Report damage
B2/5.2.1.1 No damage
B2/5.2.1.2 Crack(s) in plating / number ... double bottom / number ... hold(s) / tank(s) / main/auxiliary engine(s) foundation / ...
B2/5.2.1.3 Deformation(s) / indentation(s) to plating / to ...
B2/5.2.2 Check flooding and report
B2/5.2.2.1 No flooding
B2/5.2.2.2 Flooding in ...
B2/5.2.3 Is danger imminent?
B2/5.2.3.1 No, danger not imminent
B2/5.2.3.2 Yes, danger of
~ heavy listing (to port / starboard)
~ decreasing stability
~ damage by sea
~ breaking apart
~ environmental pollution
~ ...
B2/5.2.4 What is nature of sea-bottom?
B2/5.2.4.1 Sea-bottom rocky
B2/5.2.4.2 Sea-bottom soft
B2/5.2.5 What is state of tide?
B2/5.2.5.1 No tide
B2/5.2.5.2 Tide ... metres / rising / falling / turning at ... hours UTC / within ... hours
B2/5.2.6 What is wind force and direction?
B2/5.2.6.1 Wind force Beaufort ... from ... *(cardinal/half cardinal points)*

B2/5.2.6.1.1 Wind expected to decrease / increase (within the next ... hours)
B2/5.2.6.1.2 Wind expected to back / veer (within the next ... hours)
B2/5.2.6.1.3 No change expected (within the next ... hours)
B2/5.2.7 What is sea state?
B2/5.2.7.1 Sea smooth / moderate / rough / high - swell slight / moderate / heavy ... metres from ... *(cardinal/half cardinal points)*
B2/5.2.7.2 Sea smooth / moderate / rough / high - swell slight / moderate / heavy ... expected to decrease / increase (within the next ... hours)
B2/5.2.7.3 No change expected (within the next ... hours)
B2/5.2.8 What is draught?
B2/5.2.8.1 Draught ... metres (port side / starboard side) forward / aft / amidships
B2/5.2.9 What is depth of water?
B2/5.2.9.1 Greatest depth ... metres (port side / starboard side) forward / aft / amidships

• B2/5.3 Orders for refloating

B2/5.3.1 Are (bilge) pumps operational?
B2/5.3.1.1 Yes, (bilge) pumps operational
B2/5.3.1.2 No, (bilge) pumps not operational (yet)
B2/5.3.1.3 (Bilge) pumps will be operational in ... minutes
B2/5.3.2 Is damage control material available?
B2/5.3.2.1 Yes, damage control material available
B2/5.3.2.2 No, damage control material not available (yet)
B2/5.3.2.3 Damage control material will be available in ... minutes
B2/5.3.3 Stand by engine-room and report
B2/5.3.3.1 Engine-room standing by
B2/5.3.4 Stand by all anchors for letting go
B2/5.3.5 Report distribution of cargo
B2/5.3.5.1 Number ... hold(s) / tank(s) ... tonnes (of ... cargo)
B2/5.3.5.2 Deck cargo forward / aft / amidships ... tonnes (of ...)
B2/5.3.5.3 Forepeak / afterpeak ... tonnes
B2/5.3.5.4 Number ... double bottom tank(s) ... tonnes (of ballast / ...)
B2/5.3.6 Transfer cargo from number ... hold(s) / tank(s) to number ... hold(s) / tank(s) and report
B2/5.3.6.1 Cargo from number ... hold(s) / tank(s) transferred to number ... hold(s) / tank(s)
B2/5.3.7 Transfer deck cargo from ... to ... and report
B2/5.3.7.1 Deck cargo from ... transferred to ...
B2/5.3.8 Pump out forepeak / afterpeak and report
B2/5.3.8.1 Forepeak / afterpeak pumped out
B2/5.3.9 Transfer ballast / ... from number ... double bottom tank(s) to number ... double bottom tank(s) and report
B2/5.3.9.1 Ballast / ... from number ... double bottom tanks transferred to number ... double bottom tank(s)
B2/5.3.10 Fill forepeak / afterpeak
B2/5.3.11 Jettison cargo from ... and report
B2/5.3.11.1 Cargo from ... jettisoned

B2/5.3.12 Engine(s) full / ... astern / ahead
B2/5.3.13 Has vessel refloated?
B2/5.3.13.1 Yes, vessel refloated
B2/5.3.13.2 No, vessel not refloated (yet)

- **B2/5.4 Checking seaworthiness**

B2/5.4.1 Request a (diving) survey
B2/5.4.2 Report the result of the (diving) survey
B2/5.4.2.1 No damage
B2/5.4.2.2 Following damage to the plating:
B2/5.4.2.2.1 Crack(s) in area of ...
B2/5.4.2.2.2 Deformation(s) / indentation(s) in area of ...
B2/5.4.2.3 Following damage to the engine(s) / pipe(s):
B2/5.4.2.3.1 Crack(s) in the main engine(s) / auxiliary engine(s) foundation
B2/5.4.2.3.2 Deformations / fracture(s) to the pipe(s) in / out ...
B2/5.4.2.3.3 Fractures / bending of the bolt(s) of ...
B2/5.4.2.4 Following damage to the underwater hull: (see also B2/5.4.2 to 5.4.2.2.2)
B2/5.4.2.4.1 Deformation(s) / indentation(s) to the seawater inlet(s) / outlet(s)
B2/5.4.2.4.2 Deformation(s) / indentation(s) to the stem / bulb
B2/5.4.2.4.3 Deformation(s) to the propeller(s)
B2/5.4.2.4.4 (Port / starboard) propeller(s) missing
B2/5.4.2.4.5 Deformation to the rudder / to ...
B2/5.4.2.5 Dry-docking is recommended / necessary
B2/5.4.3 Is the vessel seaworthy?
B2/5.4.3.1 Yes, the vessel is seaworthy
B2/5.4.3.2 No, the vessel is not seaworthy (yet)
B2/5.4.3.2.1 The vessel must be repaired and re-inspected
B2/5.4.3.3 Request ... tug(s)

B2/6 Search and rescue on-board activities

For details see also *IAMSAR Manual*, London/Montreal, 1998

• B2/6.1 Checking equipment status

B2/6.1.1 Check the lifebuoys and report
B2/6.1.1.1 All lifebuoys are complete
B2/6.1.1.2 Lifebuoy(s) at ... is / are damaged / missing
B2/6.1.1.2.1 Replace the damaged / missing lifebuoy(s)
B2/6.1.2 When was the last man-overboard drill?
B2/6.1.2.1 Last man-overboard drill was on ... *(date)*
B2/6.1.3 Prepare a plan for man-overboard drill
B2/6.1.3.1 Prepare a plan for
~ an announced / not announced drill
~ a daytime / night-time drill
~ a muster (at all stations)
~ a recovering manoeuvre (with dummy / buoy)
B2/6.1.4 Have a drill / manoeuvre / muster on ... *(date)*

• B2/6.2 Person-overboard activities

B2/6.2.1 Man overboard (on port side / starboard side / astern)!
B2/6.2.2 Drop lifebuoy(s)
B2/6.2.2.1 Sound "man overboard" alarm
B2/6.2.3 Hoist flag signal "Oscar"
B2/6.2.4 Hard-a-port / hard-a-starboard the wheel
B2/6.2.5 Is person in water / lifebuoy located?
B2/6.2.5.1 Yes, person in water / lifebuoy located
B2/6.2.5.2 Report direction and distance of person in water / lifebuoy
B2/6.2.5.2.1 Direction at ... points port side / starboard side / ... degrees, distance ... metres
B2/6.2.5.2.2 Maintain visual contact to person in water / lifebuoy
B2/6.2.5.3 No, person in water / lifebuoy not located (yet)
B2/6.2.5.3.1 Look out for person in water / lifebuoy and report
B2/6.2.5.4 Passenger / crew member missing (for ... hours / since ... hours UTC) - search in vessel negative
B2/6.2.5.4.1 Stop engine(s)
B2/6.2.5.4.2 Transmit alarm signal - PAN-PAN / distress alert - MAYDAY to radio coast station / Maritime Rescue Co-ordination Centre / vessels in vicinity and report
B2/6.2.5.4.3 Alarm signal - PAN-PAN / distress alert - MAYDAY transmitted / acknowledged by ... / not acknowledged (yet)
B2/6.2.6 Return manoeuvre! Port / starboard, steer ... degrees
B2/6.2.7 Report position
B2/6.2.7.1 Position ...
B2/6.2.8 Report traffic situation
B2/6.2.8.1 No vessel in vicinity
B2/6.2.8.2 Following vessel(s) in vicinity ...
B2/6.2.9 Report weather situation
B2/6.2.9.1 Sea smooth / moderate / rough / high - swell slight / moderate / heavy from ... *(cardinal/half cardinal points)*

B2/6.2.9.2 Wind force Beaufort ... from ... *(cardinal/half cardinal points)*
B2/6.2.9.3 Visibility good / moderate / poor
B2/6.2.9.4 Current ... knots to ... *(cardinal/half cardinal points)*
B2/6.2.10 Have man-overboard stations / look-outs at ... manned and report
B2/6.2.10.1 Man-overboard stations / look-outs at ... manned
B2/6.2.11 Stand by for recovering from shipboard and report
B2/6.2.11.1 Standing by for recovering from shipboard
B2/6.2.12 Stand by boat / motor lifeboat number ... for letting go and report
B2/6.2.12.1 Rescue boat / motor lifeboat number ... standing by for letting go
B2/6.2.13 Let go rescue boat / motor lifeboat
B2/6.2.14 Use VHF channel ... / frequency ... for communication
B2/6.2.14.1 Use light signals / flag signals / whistle for communication
B2/6.2.15 What is retreat signal for rescue boat / motor lifeboat?
B2/6.2.15.1 Retreat signal ...
B2/6.2.16 Stand by one / two crew member(s) for rescue in water and report
B2/6.2.16.1 One / two crew member(s) standing by for rescue in water
B2/6.2.17 Person overboard rescued / recovered
B2/6.2.18 Stand by boat / rescue litter / rescue net / rescue basket / rescue sling and report
B2/6.2.18.1 Boat / rescue litter / rescue net / rescue basket / rescue sling standing by
B2/6.2.19 Hoist person and report
B2/6.2.20 Report condition of survivor
B2/6.2.20.1 Survivor
~ is in good / bad condition
~ has hypothermia
~ is injured
~ is suffering from shock
B2/6.2.20.2 Person is dead

• B2/6.3 Rescue operation – reporting readiness for assistance

See also A1/1.2 "Search and rescue communications"

B2/6.3.1 Received an alarm signal / PAN-PAN / distress alert / MAYDAY at ... hours UTC on ... *(VHF channel/frequency)*
B2/6.3.2 Observed the following distress signal in ... degrees
B2/6.3.3 Report the distress position
B2/6.3.3.1 Distress position ...
B2/6.3.4 Was the alarm signal / PAN-PAN / distress alert / MAYDAY acknowledged?
B2/6.3.4.1 Alarm signal / PAN-PAN / distress alert / MAYDAY acknowledged by ... / not acknowledged (yet)
B2/6.3.4.1.1 Acknowledge the PAN-PAN / distress alert / MAYDAY
B2/6.3.4.2 Transmit a MAYDAY-RELAY to ... *(radio station)*
B2/6.3.5 Watch the radar

B2/6.3.6 Have the look-outs manned and report
B2/6.3.6.1 Look-outs are manned
B2/6.3.7 Contact vessels in vicinity of the distress and report
B2/6.3.7.1 We have contact to following vessel(s) in vicinity of the distress: ...
B2/6.3.7.2 We have no contact (yet)
B2/6.3.8 Request information from the vessel in distress and report
B2/6.3.8.1 We have following information from the vessel in distress: ...
B2/6.3.8.2 We have no information (yet)
B2/6.3.9 Stand by lines / lifebuoys / nets / derricks / cranes / ... and report
B2/6.3.9.1 Lines / lifeboats / nets / derricks / cranes / ... standing by
B2/6.3.10 Stand by lifeboats / rescue boat and report
B2/6.3.10.1 Lifeboats / rescue boat standing by
B2/6.3.11 Stand by liferaft(s) as boarding station(s) and report
B2/6.3.11.1 Liferaft(s) standing by as boarding station(s)
B2/6.3.11.2 Let go liferaft(s) as boarding station(s) with ... crew members (each)
B2/6.3.12 Stand by ... crew members for assisting survivors in water and report
B2/6.3.12.1 ... crew members standing by for assisting survivors in water
B2/6.3.13 Switch on the deck lighting / outboard lighting / searchlights
B2/6.3.14 Stand by line-throwing apparatus and report
B2/6.3.14.1 Line-throwing apparatus standing by

• B2/6.4 Conducting search

B2/6.4.1 I / MV ... will act as On-Scene Co-ordinator
B2/6.4.1.1 Inform radio coast station(s) / MRCC / vessels in vicinity
B2/6.4.2 Stand by bridge team / look-outs for information / signals of On-Scene Co-ordinator
B2/6.4.2.1 Following information / signal received from On-Scene Co-ordinator:
B2/6.4.3 We carry out search pattern ... / radar search
B2/6.4.3.1 We start search pattern ... / radar search at ... hours UTC
B2/6.4.3.1.1 Inform the crew / look-outs / engine-room
B2/6.4.4 Bridge team / look-outs! Keep sharp look-out for signals / sightings of the vessel in distress and report every ... minutes
B2/6.4.4.1 Light signals / smoke signals / sound signals / ... signals in ... degrees
B2/6.4.4.2 Objects / vessel in distress / lifeboat(s) / liferaft(s) / person(s) in water in ... degrees
B2/6.4.5 Stand by rescue team / boat crews / engine-room and report
B2/6.4.5.1 Rescue team / boat crews / engine-room standing by
B2/6.4.6 Transmit the following information / signals to the searching vessel(s): ...

- **B2/6.5 Rescue activities**

  See also B2/6.2 "Person-overboard activities"

B2/6.5.1 Rescue persons in following order:
- ~ persons in water
- ~ injured / helpless persons
- ~ women and children
- ~ passengers
- ~ crew members

B2/6.5.2 Ask the survivor(s) the following information:

B2/6.5.2.1 What was the total number of persons on board the vessel in distress?

B2/6.5.2.1.1 Total number of persons was: ...

B2/6.5.2.2 What was the number of casualties?

B2/6.5.2.2.1 Number of casualties was: ...

B2/6.5.2.3 What was the number of lifeboats / liferafts launched?

B2/6.5.2.3.1 Number of lifeboats / liferafts launched was: ...

B2/6.5.2.4 What was the number of persons in lifeboats / liferafts?

B2/6.5.2.4.1 Number of persons in lifeboats / liferafts was: ...

B2/6.5.2.5 What was the number of persons in water?

B2/6.5.2.5.1 Number of persons in water was: ...

B2/6.5.3 Inform ... coast radio station about the name(s) / call sign(s) and destination of the vessel(s) with the survivors

B2/6.5.3.1 Inform about the number of survivors on (each) vessel

B2/6.5.3.2 Inform about the condition of the survivors

B2/6.5.4 Inform ... coast radio station about the condition of the vessel in distress:

B2/6.5.4.1 The vessel in distress
- ~ capsized / sunk / adrift (near position ...) / drifting in ... degrees
- ~ grounded (in position ...)
- ~ on fire
- ~ not under command

B2/6.5.5 Transmit the following safety message / navigational warning: Vessel in distress (in position ...) danger to navigation ...

- **B2/6.6 Finishing with search and rescue operations**

B2/6.6.1 Search and rescue finished at ... hours UTC

B2/6.6.1.1 Inform the crew / look-outs / engine-room

B2/6.6.2 We resume on-board routine at ... hours UTC

B2/6.6.3 Inform the coast radio station / searching vessels about the cancellation of search and rescue

B2/6.6.4 We proceed with our voyage

B3

Cargo and cargo handling

B3/1 Cargo handling

- **B3/1.1 Loading and unloading**

- **B3/1.1.1** ***Loading capacities and quantities***

B3/1.1.1.1 What is the deadweight of the vessel?
B3/1.1.1.1.1 The deadweight is ... tonnes
B3/1.1.1.2 What is the hold / bale / grain capacity of the vessel?
B3/1.1.1.2.1 The hold / bale / grain capacity is ... cubic metres
B3/1.1.1.3 What is the container capacity of the vessel?
B3/1.1.1.3.1 The container capacity is ... TEU
B3/1.1.1.4 How many twenty foot / forty foot containers will the vessel load?
B3/1.1.1.4.1 The vessel will load ... twenty foot / forty foot containers
B3/1.1.1.5 How many cubic metres of cargo space are required?
B3/1.1.1.5.1 ... cubic metres of cargo space are required
B3/1.1.1.6 How many tonnes / cubic metres can the vessel still load?
B3/1.1.1.6.1 The vessel can still load ... tonnes / cubic metres
B3/1.1.1.7 How much deck cargo can the vessel load?
B3/1.1.1.7.1 The vessel can load ... tonnes / cubic metres / ... twenty foot / forty foot containers on deck
B3/1.1.1.8 How many cars / trailers / trucks / ... can the vessel load?
B3/1.1.1.8.1 The vessel can load ... cars / trailers / trucks / ...
B3/1.1.1.9 What is the size of the hatch openings?
B3/1.1.1.9.1 The size of the hatch openings is ... by ... metres
B3/1.1.1.10 What is the safety load of number ... hold?
B3/1.1.1.10.1 The safety load of the ... deck of number ... hold is ... tonnes per square metre
B3/1.1.1.11 The vessel will still bunker ... tonnes of fuel / fresh water / ...

- **B3/1.1.2** ***Dockside/shipboard cargo handling gear and equipment***

B3/1.1.2.1 Are dockside / floating cranes available?
B3/1.1.2.1.1 Yes, dockside / floating cranes are available
B3/1.1.2.1.2 No, dockside / floating cranes are not available
B3/1.1.2.2 What is the safe working load of the crane?
B3/1.1.2.2.1 The safe working load of the crane is ... tonnes
B3/1.1.2.3 What is the maximum reach of the crane?
B3/1.1.2.3.1 The maximum reach of the crane is ... metres
B3/1.1.2.4 What is the handling capacity of the container crane / gantry?
B3/1.1.2.4.1 The handling capacity of container crane / gantry is ... containers per hour
B3/1.1.2.5 What is the handling capacity of the grain elevator / ore loader / ... ?
B3/1.1.2.5.1 The handling capacity of the grain elevator / ore loader / is ... tonnes / cubic metres per hour

B3/1.1.2.6 What is the pumping capacity of the cargo pumps?
B3/1.1.2.6.1 The pumping capacity of the cargo pumps is ... tonnes per hour
B3/1.1.2.7 Are (light) fork-lift trucks for the cargo holds available?
B3/1.1.2.7.1 Yes, (light) fork-lift trucks are available
B3/1.1.2.7.2 No, (light) fork-lift trucks are not available
B3/1.1.2.8 Only use electric fork-lift trucks in the holds
B3/1.1.2.9 What is the safe working load of the fork-lift truck?
B3/1.1.2.9.1 The safe working load of the fork-lift truck is ... tonnes
B3/1.1.2.10 What is the safe working load of the derricks / cranes of the vessel?
B3/1.1.2.10.1 The safe working load of the derricks / cranes of the vessel is ... tonnes
B3/1.1.2.11 What is the safe working load of the ... slings?
B3/1.1.2.11.1 The safe working load of the ... slings is ... tonnes
B3/1.1.2.12 These slings do not permit safe cargo handling
B3/1.1.2.12.1 Replace the slings
B3/1.1.2.13 Are bob-cats available for trimming?
B3/1.1.2.13.1 Yes, bob-cats are available for trimming
B3/1.1.2.13.2 No, bob-cats are not available for trimming

● **B3/1.1.3** ***Preparing for loading/unloading***
B3/1.1.3.1 Prepare the vessel for loading / discharging
B3/1.1.3.2 Unlock the hatch covers
B3/1.1.3.3 Rig the hatchrails in number ... hold(s)
B3/1.1.3.4 Give notice of readiness to load / discharging by ... hours UTC / local time
B3/1.1.3.5 Is the cargo list available and complete?
B3/1.1.3.5.1 Yes, the cargo list is available and complete
B3/1.1.3.5.2 No, the cargo list is not available and complete (yet)
B3/1.1.3.5.3 The cargo list will be available and complete in ... minutes
B3/1.1.3.6 Complete the stowage plan
B3/1.1.3.7 Make the stability calculation
B3/1.1.3.8 Are the holds clean / dry / free of smell?
B3/1.1.3.8.1 Yes, the holds are clean / dry / free of smell
B3/1.1.3.8.2 No, the holds are not clean / dry / free of smell (yet)
B3/1.1.3.8.3 The holds will be clean / dry / free of smell in ... minutes / hours
B3/1.1.3.8.3.1 Clean the hold(s) / deck(s)
B3/1.1.3.9 Are the safety arrangements in the hold(s) operational?
B3/1.1.3.9.1 Yes, the safety arrangements in the hold(s) are operational
B3/1.1.3.9.2 No, the safety arrangements in the hold(s) are not operational (yet)
B3/1.1.3.9.3 The safety arrangements in the hold(s) will be operational in ... minutes
B3/1.1.3.10 Fill the double bottom tank(s) / ballast tank(s) before loading the heavy lifts
B3/1.1.3.11 What is the maximum loading rate / discharging rate?
B3/1.1.3.11.1 The maximum loading rate / discharging rate is ... tonnes per hour
B3/1.1.3.11.2 Do not exceed the loading rate / discharging rate of ... tonnes per hour

- **B3/1.1.4** ***Operating cargo handling equipment and hatches***

B3/1.1.4.1 Open all hatches before loading / discharging
B3/1.1.4.2 Are the cranes / derricks operational?
B3/1.1.4.2.1 Yes, the cranes / derricks are operational
B3/1.1.4.2.2 No, the cranes / derricks are not operational (yet)
B3/1.1.4.2.3 The cranes / derricks will be operational in ... minutes
B3/1.1.4.3 Rig the derrick(s) / crane(s) of number ... hold(s)
B3/1.1.4.4 Check the preventers
B3/1.1.4.5 Keep within the safe working load of derrick(s) / crane(s)
B3/1.1.4.6 Instruct the winchmen / cranemen
B3/1.1.4.7 Clean the 'tween deck(s) before opening lower hold(s)
B3/1.1.4.8 Switch on / off the hold ventilation
B3/1.1.4.9 Switch on / off the hold lights
B3/1.1.4.10 Close / open the cargo port(s) to number ... hold(s)

- **B3/1.1.5** ***Maintaining/repairing cargo handling equipment***

B3/1.1.5.1 Check the hold(s) / hatch cover(s) / derrick(s) / ... for damage and report
B3/1.1.5.1.1 The hold(s) / hatch cover(s) / derrick(s) / ... is / are in order
B3/1.1.5.1.2 The cargo battens are damaged
B3/1.1.5.1.3 The rubber seals of the hatch cover(s) are damaged
B3/1.1.5.1.4 The preventer(s) of number ... hold(s) is / are damaged
B3/1.1.5.1.5 The (container) lashings are damaged
B3/1.1.5.1.6 ... is / are damaged
B3/1.1.5.1.6.1 Replace the damaged ...
B3/1.1.5.2 The hold ladder(s) is / are bent
B3/1.1.5.2.1 Straighten the hold ladder(s)
B3/1.1.5.3 Are the hold ventilators operational?
B3/1.1.5.3.1 Yes, the hold ventilators are operational
B3/1.1.5.3.2 No, the hold ventilators are not operational (yet)
B3/1.1.5.3.3 The hold ventilators will be operational in ... minutes
B3/1.1.5.4 Are the winch motors operational?
B3/1.1.5.4.1 Yes, the winch motors are operational
B3/1.1.5.4.2 No, the winch motor of number ... derrick is not operational (yet)
B3/1.1.5.4.3 The winch motor of number ... derrick will be operational in ... minutes
B3/1.1.5.5 Check the repair works personally

- **B3/1.1.6** ***Briefing on stowing and securing***

B3/1.1.6.1 Check the
~ careful and safe stowage
~ complete unloading
~ proper use of handling gear
~ careful separation of different lots
B3/1.1.6.2 Close the hatches in case of rain / snow / ...
B3/1.1.6.3 Refuse damaged / crushed / renailed / wet / torn / resewn / ... boxes / cartons / cases / crates / bags / ...
B3/1.1.6.4 Do not overstow cartons with other goods
B3/1.1.6.5 Do not use hooks for handling bags
B3/1.1.6.6 Stow ventilation ducts into the bag cargo
B3/1.1.6.7 Place dunnage between the tiers

B3/1.1.6.8 Stow the
- ~ ... into 'tween deck of number ... hold
- ~ pallets / cartons / closely together
- ~ ... in reefer hold
- ~ empty containers in topmost tiers
- ~ container(s) onto hatch cover(s)
- ~ ...

B3/1.1.6.9 Check the
- ~ containers for damage
- ~ correct interlock of the stowpieces
- ~ correct fixing of the rope clips

B3/1.1.6.10 Secure the heavy lift(s) immediately

B3/1.1.6.11 Relash all lashings

● B3/1.2 Handling dangerous goods

See also IMO IMDG Code, London, 1994, as revised

● B3/1.2.1 *Briefing on nature of dangerous goods*

B3/1.2.1.1 What is the IMO class of these goods?

B3/1.2.1.1.1 The IMO class of these goods is: ...

B3/1.2.1.2 This package contains IMO class ... goods

B3/1.2.1.3 These goods are flammable / poisonous / ...

B3/1.2.1.3.1 Handle these goods with caution

B3/1.2.1.4 These goods emit flammable gases in contact with water

B3/1.2.1.4.1 Keep these goods dry

B3/1.2.1.5 These goods are liable to spontaneous heating and combustion

B3/1.2.1.6 Do not touch ...

● B3/1.2.2 *Instructions on compatibility and stowage*

B3/1.2.2.1 Observe the IMDG Code when loading / stowing

B3/1.2.2.2 Check the
- ~ proper segregation of goods.
- ~ correct technical names in documents.
- ~ correct marks / labels.
- ~ compatibility of IMO class ... goods

B3/1.2.2.3 Stow IMO class ... goods
- ~ away from living quarters / away from ...
- ~ separated (by one hold) from IMO class ... goods
- ~ under / on deck

B3/1.2.2.3.1 Cover IMO class ... goods on deck with tarpaulins / ...

B3/1.2.2.4 Stow
- ~ flammable goods away from the engine-room bulkhead / ...
- ~ infectious substances separated by one hold / compartment from foodstuffs
- ~ ... drums away from IMO class ... goods at a minimum of ... metres

B3/1.2.2.5 Brief the stevedores on the dangerous goods in number ... hold(s)

B3/1.2.2.6 Refuse damaged / wet / ... packagings with dangerous goods

B3/1.2.2.7 Ventilate the hold(s) before entering

B3/1.2.2.8 Load / unload IMO class ... goods first
B3/1.2.2.9 No smoking during loading / unloading

● **B3/1.2.3** ***Reporting incidents***
B3/1.2.3.1 Sling(s) with bottles / drums / ... of IMO class ... goods were dropped on deck / into number ... hold / on pier ...
B3/1.2.3.1.1 Liquid / powder / gas is spilling
B3/1.2.3.2 Several drums / barrels / tanks / ... are deformed (and leaking)
B3/1.2.3.3 The ... container with IMO class ... goods is spilling out of the door
B3/1.2.3.4 Spilling substances of IMO class ... escaped into the sea / harbour water
B3/1.2.3.4.1 Inform the pollution control
B3/1.2.3.5 Temperature in locker / container / ... with IMO class ... goods is increasing (rapidly)
B3/1.2.3.6 Orange / red / ... smoke is developing from IMO class ... goods (on deck)
B3/1.2.3.7 Explosion in number ... hold
B3/1.2.3.7.1 Damage to gas tank / container / ...
B3/1.2.3.8 Minor / major fire in number ... hold
B3/1.2.3.8.1 Fire extinguished
B3/1.2.3.8.2 IMO class ... goods re-ignited
B3/1.2.3.8.3 Fire under control
B3/1.2.3.8.4 Fire not under control (yet)
B3/1.2.3.8.4.1 Operate the general emergency alarm
B3/1.2.3.8.4.2 Call the harbour fire brigade / ...
B3/1.2.3.9 Report injured persons / casualties
B3/1.2.3.9.1 No person injured
B3/1.2.3.9.2 Number of injured persons / casualties is ...

● **B3/1.2.4** ***Action in case of incidents***
B3/1.2.4.1 Take actions according to the Emergency Plan
B3/1.2.4.2 Turn the vessel out of the wind - the spilling gas / smoke is toxic
B3/1.2.4.3 Put on protective clothing and breathing apparatus
B3/1.2.4.4 Stop the spillage
B3/1.2.4.5 Let the spillage evaporate
B3/1.2.4.6 Remove the spillage with synthetic scoops
B3/1.2.4.6.1 Use absorbents for the spillage
B3/1.2.4.6.2 Do not touch the spillage
B3/1.2.4.7 Separate contaminated goods from other goods
B3/1.2.4.8 Cover contaminated goods with tarpaulins / ...
B3/1.2.4.9 Only open the container / hold / locker / ... when smoking is stopped
B3/1.2.4.10 Cool down the container / ... with water
B3/1.2.4.11 Ventilate the hold(s) carefully
B3/1.2.4.12 Close the hatch - operate the fire-extinguishing system
B3/1.2.4.13 Fight the fire from a great distance
B3/1.2.4.14 Flood number ... hold(s)
B3/1.2.4.15 Rescue persons
B3/1.2.4.15.1 Take injured persons / casualties to a safe area
B3/1.2.4.15.2 Provide first aid to injured persons

B3/1.2.4.15.3 Call the ambulance
B3/1.2.4.16 Take off and dispose of contaminated clothing
B3/1.2.4.17 Alter course for the nearest port (inform on radio)

• B3/1.3 Handling liquid goods, bunkers and ballast pollution prevention

• B3/1.3.1 *Preparing safety measures*

B3/1.3.1.1 Plug the scuppers / drip-trays and report
B3/1.3.1.1.1 All scuppers / drip-trays are plugged
B3/1.3.1.2 Close the sea-valves / discharges and report
B3/1.3.1.2.1 All sea-valves / discharges are closed
B3/1.3.1.3 Stand by absorbent materials and report
B3/1.3.1.3.1 Absorbent materials standing by
B3/1.3.1.4 Stand by spill control gear and report
B3/1.3.1.4.1 Spill control gear standing by
B3/1.3.1.5 Stand by emergency fire pump / foam monitor / fire extinguishers and report
B3/1.3.1.5.1 Emergency fire pump / foam monitor / fire extinguishers standing by
B3/1.3.1.6 Fit bonding wire and report
B3/1.3.1.6.1 Bonding wire is fitted
B3/1.3.1.7 Maintain contact on VHF channels ... with the bunker barge / oil terminal
B3/1.3.1.8 Is the Oil Pollution Prevention Plan available?
B3/1.3.1.8.1 Yes, the Oil Pollution Prevention Plan is available
B3/1.3.1.8.2 No, the Oil Pollution Prevention Plan is not available (yet)
B3/1.3.1.8.3 The Oil Pollution Prevention Plan will be available in ... minutes
B3/1.3.1.9 Instruct the pumpman / ... and report
B3/1.3.1.9.1 Pumpman / ... is instructed

• B3/1.3.2 *Operating pumping equipment*

(including phrases for communication with bunker barge/oil terminal)

B3/1.3.2.1 What is the (maximum) loading rate / discharge rate?
B3/1.3.2.1.1 The (maximum) loading rate / discharge rate is: ... tonnes per hour
B3/1.3.2.2 Is the COW-system / inert gas system operational?
B3/1.3.2.2.1 Yes, the COW-system / inert gas system is operational
B3/1.3.2.2.2 No, the COW-system / inert gas system is not operational (yet)
B3/1.3.2.2.3 The COW-system / inert gas system will be operational in ... minutes
B3/1.3.2.3 When will crude oil washing start?
B3/1.3.2.3.1 Crude oil washing will start in ... minutes
B3/1.3.2.4 Are your tanks inerted?
B3/1.3.2.4.1 Yes, my tanks are inerted
B3/1.3.2.4.2 No, my tanks are not inerted (yet)
B3/1.3.2.4.3 My tanks will be inerted in ... minutes
B3/1.3.2.5 What is the pressure in the inerted tanks?
B3/1.3.2.5.1 The pressure in the inerted tanks is ... bar
B3/1.3.2.6 What is the pumping pressure?

B3/1.3.2.6.1 The pumping pressure is ... bar
B3/1.3.2.7 Can we connect the loading arm?
B3/1.3.2.7.1 Yes, you can connect the loading arm
B3/1.3.2.7.2 No, you cannot connect the loading arm (yet)
B3/1.3.2.7.3 Connect the loading arm in ... minutes
B3/1.3.2.8 Inform ... minutes before loading / discharge will start / finish
B3/1.3.2.8.1 Loading / discharging will start / finish in ... minutes
B3/1.3.2.9 What is the backpressure for stripping?
B3/1.3.2.9.1 The backpressure for stripping is ... bars
B3/1.3.2.10 Are the cargo hoses / booms connected?
B3/1.3.2.10.1 Yes, the cargo hoses / booms are connected
B3/1.3.2.10.2 No, the cargo hoses / booms are not connected (yet)
B3/1.3.2.10.3 The cargo hoses / booms will be connected in ... minutes
B3/1.3.2.11 Are the cargo hoses / booms disconnected?
B3/1.3.2.11.1 Yes, the cargo hoses / booms are disconnected
B3/1.3.2.11.2 No, the cargo hoses / booms are not disconnected (yet)
B3/1.3.2.11.3 The cargo hoses / booms will be disconnected in ... minutes
B3/1.3.2.12 Are you ready to load / discharge?
B3/1.3.2.12.1 Yes, I am ready to load / discharge
B3/1.3.2.12.2 No, I am not ready to load / discharge (yet)
B3/1.3.2.12.3 I will be ready to load / discharge in ... minutes
B3/1.3.2.13 Keep a safe working pressure
B3/1.3.2.14 Open the valve(s) and report
B3/1.3.2.14.1 All full open aboard / ashore
B3/1.3.2.15 Close the valve(s) and report
B3/1.3.2.15.1 All full closed aboard / ashore
B3/1.3.2.16 Start pumping (slowly)
B3/1.3.2.17 Are you pumping / receiving?
B3/1.3.2.17.1 Yes, I am pumping / receiving
B3/1.3.2.17.2 No, I am not pumping / not receiving
B3/1.3.2.18 Increase / decrease pumping rate to ... revolutions / bar
B3/1.3.2.19 (Quantity received) - stop pumping

● **B3/1.3.3** ***Reporting and cleaning up spillage***
B3/1.3.3.1 Leak at manifold connection!
B3/1.3.3.1.1 Overflow at ... !
B3/1.3.3.2 Stop pumping!
B3/1.3.3.3 How much is spilled?
B3/1.3.3.3.1 Spill is about ... tonne(s)
B3/1.3.3.4 Treat spill with ...
B3/1.3.3.5 Stand by oil clearance team and report
B3/1.3.3.5.1 Oil clearance team standing by
B3/1.3.3.5.1.1 Spillage stopped
B3/1.3.3.5.1.2 Spill cleaned up
B3/1.3.3.5.1.3 Spill waste contained in save-all / ...
B3/1.3.3.5.2 All crew assist to remove the spill
B3/1.3.3.6 Oil / ... escaping into sea / harbour water!
B3/1.3.3.6.1 Inform pollution control!

- **B3/1.3.4** ***Ballast handling***

B3/1.3.4.1 Plug the scuppers and report
B3/1.3.4.1.1 All scuppers are plugged
B3/1.3.4.2 Open / close the sea suction valve / ballast tank valve number ... and report
B3/1.3.4.2.1 Sea suction valve / ballast tank valve number ... is open / closed
B3/1.3.4.3 Start the ballast pump and report
B3/1.3.4.3.1 Ballast pump started
B3/1.3.4.4 Stop the ballast pump (ballast overflow) and report
B3/1.3.4.4.1 Ballast pump stopped
B3/1.3.4.5 Pump out ballast tank number ... and report
B3/1.3.4.5.1 Ballast tank number ... is pumped out
B3/1.3.4.5.2 Stop the ballast pump - ballast dirty!

- **B3/1.3.5** ***Cleaning tanks***

B3/1.3.5.1 Pump the slops into the slop tank
B3/1.3.5.2 Dispose the sludge into the sludge tank
B3/1.3.5.3 Order a shore slop tank / slop barge
B3/1.3.5.3.1 We have ... tonnes of slops / sludge
B3/1.3.5.4 Start / stop pumping slops
B3/1.3.5.5 Keep a safe working pressure

- **B3/1.4 Preparing for sea**

B3/1.4.1 Close and secure the hatch covers for sea and report
B3/1.4.1.1 Hatch covers closed and secured
B3/1.4.2 Lash and secure the goods for sea and report
B3/1.4.2.1 Goods lashed and secured
(In ro-ro ferries: the execution of instructions 1.4.3, 1.4.4 and 1.4.5 given from the bridge on radio should be confirmed by the person in charge of the corresponding station, using phrases 1.4.3.1, 1.4.4.1 and 1.4.5.1)
B3/1.4.3 Close and secure the bow door / stern door and report
B3/1.4.3.1 Bow door / stern door closed and secured
B3/1.4.4 Fold and secure the bow ramp / stern ramp / side ramp and report
B3/1.4.4.1 Bow ramp / stern ramp / side ramp folded and secured
B3/1.4.5 Lash and secure all cars / trucks / wagons / ... and report
B3/1.4.5.1 All cars / trucks / wagons / ... lashed and secured
B3/1.4.6 Lower and secure the derricks / cranes and report
B3/1.4.6.1 Derricks / cranes lowered and secured
B3/1.4.7 Check the seaworthiness of the holds and report
B3/1.4.7.1 Holds seaworthy
B3/1.4.8 How much ballast can we take (down to her marks)?
B3/1.4.8.1 We can take ... tonnes of ballast
B3/1.4.9 Check the trim
B3/1.4.9.1 Fill the forepeak to decrease the stern trim
B3/1.4.9.2 Fill the double-bottom tank(s)
B3/1.4.9.3 Pump fuel from ... tank to ... tank to bring the vessel upright

B3/2 Cargo care

- **B3/2.1 Operating shipboard equipment for cargo care**

B3/2.1.1 Is the equipment for cargo care operational?
B3/2.1.1.1 Yes, the equipment for cargo care is operational
B3/2.1.1.2 No, the ... *(equipment)* is not operational (yet)
B3/2.1.1.3 The ... *(equipment)* will be operational in ... minutes
B3/2.1.2 What is the air change rate of the hold ventilators?
B3/2.1.2.1 The air change rate of the hold ventilators is ...-fold
B3/2.1.3 Are the temperature / humidity recorders in the hold(s) operational?
B3/2.1.3.1 Yes, the temperature / humidity recorders in the hold(s) are operational
B3/2.1.3.2 No, the temperature / humidity recorders in the hold(s) are not operational (yet)
B3/2.1.3.3 The temperature / humidity recorders in the hold(s) will be operational in ... minutes
B3/2.1.4 Instruct the crew how to connect reefer plugs / clip-on units / ... and report
B3/2.1.4.1 The crew is instructed how to connect reefer plugs / clip-on units / ...

- **B3/2.2 Taking measures for cargo care**

- **B3/2.2.1 *Carrying out inspections***

B3/2.2.1.1 The holds must be inspected by the surveyor before loading
B3/2.2.1.2 Check the reefer holds for proper loading preparation and report
B3/2.2.1.2.1 The reefer holds are ready for loading
B3/2.2.1.2.2 The reefer holds are not ready for loading (yet)
B3/2.2.1.2.3 The reefer holds will be ready for loading in ... minutes
B3/2.2.1.3 Are the holds clean (dry and free of smell)?
B3/2.2.1.3.1 Yes, the holds are clean (dry and free of smell)
B3/2.2.1.3.2 No, the holds are not clean (dry and free of smell) (yet)
B3/2.2.1.3.3 The holds will be clean (dry and free of smell) in ... minutes / hours
B3/2.2.1.4 Check the operation of the hold ventilators and report
B3/2.2.1.4.1 The hold ventilators are operational
B3/2.2.1.4.2 The hold ventilators (in number ... hold(s)) are not operational (yet)
B3/2.2.1.4.3 The hold ventilators (in number ... hold(s)) will be operational in ... minutes
B3/2.2.1.5 Order a surveyor to check the reefer plugs / cargo securings
B3/2.2.1.6 Is the Certificate of Survey available and complete?
B3/2.2.1.6.1 Yes, the Certificate of Survey is available and complete
B3/2.2.1.6.2 No, the Certificate of Survey is not available and complete (yet)
B3/2.2.1.6.3 The Certificate of Survey will be available and complete in ... minutes / hours
B3/2.2.1.7 Check the lashings and securings every day / ... hours

B3/2.2.1.8 Enter all checks into the log-book
B3/2.2.1.9 Before unloading, open the hatches only when the surveyor is present

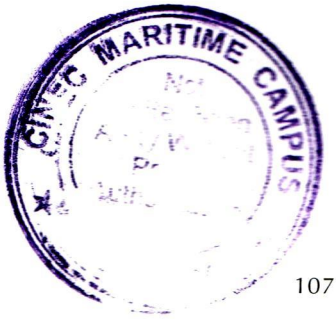
● **B3/2.2.2** ***Describing damage to the cargo***
See also section B3/1.2.3 "Reporting incidents"
B3/2.2.2.1 The ... *(cargo)* is in a bad condition
B3/2.2.2.2 The packages of ... *(cargo)* are
~ wet / damp / mouldy
~ marked by fresh water / seawater
B3/2.2.2.3 The metal of ... *(cargo)* is rusty
B3/2.2.2.4 The bands of ... *(cargo)* are broken / missing / rusty
B3/2.2.2.5 The crates / cases with ... *(cargo)* are renailed
B3/2.2.2.5.1 The boards of crates / cases with ... *(cargo)* are loose
B3/2.2.2.6 The marks / labels on ... *(cargo)* are unclear / illegible / false
B3/2.2.2.7 The contents of drums / barrels / ... are unknown
B3/2.2.2.8 The weight of the ... *(cargo)* is unknown
B3/2.2.2.9 The boxes / crates / cases / ... with ... *(cargo)* are damaged
B3/2.2.2.10 The bags / bales with ... *(cargo)* are torn / resewn / spilling
B3/2.2.2.11 The drums / barrels / ... with ... *(cargo)* are deformed / spilling
B3/2.2.2.12 The boxes / cartons / cases / ... with ... *(cargo)* are crushed
B3/2.2.2.13 The bags / boxes / cartons / ... with ... *(cargo)* are not full / slack / empty
B3/2.2.2.14 The bags / boxes / cartons / ... with ... *(cargo)* are second-hand
B3/2.2.2.15 The boxes / cartons / cases / ... with bottles of ... *(cargo)* are (partly) broken
B3/2.2.2.16 The ... *(cargo)* is (partly)
~ eaten by rats / worms
~ infected with vermin
~ missing
B3/2.2.2.17 ... container(s) are damaged
B3/2.2.2.17.1 ... container(s) were damaged
~ before loading
~ during loading
~ by shifting on board
~ by heavy seas
B3/2.2.2.18 ... container(s) were washed overboard (inform on radio)
B3/2.2.2.19 The temperature in number ... hold is above normal / below normal / critical / ... degrees Celsius
B3/2.2.2.20 The humidity of ... *(cargo)* is above normal / below normal / critical

● **B3/2.2.3** ***Taking action***
See also section B3/1.2.4 "Action in case of incidents"
B3/2.2.3.1 Switch on the hold ventilation to supply / exhaust air
B3/2.2.3.2 Switch off the hold ventilation (in case of shipping seas)
B3/2.2.3.3 Switch on / off the automatic temperature control / recorder
B3/2.2.3.4 Relash the container(s) / car(s) / trucks(s) ... in number ... hold / on ... deck
B3/2.2.3.5 Replug the reefer container(s) in number ... hold / on ... deck
B3/2.2.3.6 Secure the shifting cargo in number ... hold / on ... deck

B3/2.2.3.7 Protect the deck cargo of ... *(cargo)* against sun / rain / shipping seas

B3/2.2.3.8 Keep the deck cargo of ... *(cargo)* wet / dry

B3/2.2.3.9 Check the contents of drum(s) / barrel(s) / container(s) / ... with false labels



B4

Passenger care

The phrases of this chapter should help masters, officers and crew members of passenger vessels and passenger ferries to inform passengers on safety aspects and to manage them in case of an emergency.

B4/1 Briefing and instruction

● **B4/1.1 Conduct of passengers on board**

● **B4/1.1.1** ***General information on conduct of passengers***

B4/1.1.1.1 Ladies and gentlemen. This is captain ... speaking.
I have pleasure in informing you that all safety equipment is in full working order. The bow / stern doors are closed and secured. The vessel is in all respects ready for sea. Please listen carefully to the safety instructions which follow. In the unlikely event of an emergency, please obey the orders given on the public address system.

B4/1.1.1.2 Passengers are requested to read all notes and leaflets concerning safety regulations

B4/1.1.1.3 All regulations concerning the vessel's routine have to be obeyed

● **B4/1.1.2** ***Briefing on prohibited areas, decks, and spaces***

B4/1.1.2.1 Safety regulations do not permit passengers to enter the following spaces:

- navigating bridge
- engine-room
- manoeuvring areas at the front and back end of the vessel
- cargo rooms and compartments
- service rooms
- all areas and spaces marked "Crew only"
- all closed, sealed or roped-off areas, spaces and rooms
- car decks when the vessel is at sea

● **B4/1.2 Briefing on safety regulations, preventive measures and communications**

● **B4/1.2.1** ***Drills***

B4/1.2.1.1 International regulations require all passengers to be assembled in a drill which has to take place within 24 hours of departure

B4/1.2.1.2 A drill will be held to familiarize passengers with their assembly stations, with their life-saving equipment and with emergency procedures

B4/1.2.1.3 All passengers must attend this drill

● **B4/1.2.2** ***The general emergency alarm***

B4/1.2.2.1 In case of emergency seven short blasts and one prolonged blast will be given with the ship's whistle and the alarm system

B4/1.2.2.2 Remain calm when you hear the general emergency alarm

B4/1.2.2.3 Passengers will be taught how to act and behave in cases of emergency

● **B4/1.2.3** ***Preventing/reporting fire***

B4/1.2.3.1 Always remember that fire is the greatest hazard aboard ship

B4/1.2.3.2 Always act immediately if you detect fire or smell fumes or smoke

B4/1.2.3.3 Always inform a member of the crew if you detect fire or smell fumes or smoke

B4/1.2.3.4 Be careful to extinguish cigarettes completely

B4/1.2.3.5 Put used cigarettes in a container provided

B4/1.2.3.6 Never smoke in bed

B4/1.2.3.7 Never smoke on deck except in areas labelled as smoking areas

B4/1.2.3.8 Never throw a cigarette overboard

B4/1.2.3.9 The use of naked light and open fire is strictly prohibited

B4/1.2.3.10 Never use lighted candles

B4/1.2.3.11 Never hang anything over or near an electric bulb

B4/1.2.3.12 Never use an electric iron in a cabin. If you need to iron something, use the ironing room on ... deck. The key may be collected at the information desk.

B4/1.2.3.13 If you detect a fire or smell fumes or smoke act immediately as follows:

- Call out "Fire!"
- Operate the nearest fire alarm
- Inform a member of the crew
- Telephone the navigating bridge. The number to dial is ...

● **B4/1.2.4** ***PA announcements on emergency***

B4/1.2.4.1 Attention please! Attention please! This is your captain with an important announcement. I repeat, this is your captain with an important announcement.

B4/1.2.4.1.1 We have grounded / a minor flooding (in ...) / a minor fire (in ...)

B4/1.2.4.1.2 There is no immediate danger to our passengers or the ship and there is no reason to be alarmed

B4/1.2.4.1.3 For safety reasons we request all passengers to go to their assembly stations on deck and wait there for further instructions

B4/1.2.4.1.4 Please follow the instructions given by the officers and crew

B4/1.2.4.1.5 The ship's fire-fighting team / damage control team is fighting the fire / flooding

B4/1.2.4.1.6 We also have radio contact with other ships / radio coast stations

B4/1.2.4.1.7 The fire / flooding is under control

B4/1.2.4.1.8 As soon as I have further information I will make another announcement. I ask you kindly to remain calm. There is no danger at this time.

B4/1.2.4.2 This is your captain speaking. I have another announcement. The fire / flooding is not under control yet.

B4/1.2.4.2.1 There is smoke / flooding in ... Access to this area is prohibited.

B4/1.2.4.2.2 For safety reasons we request all passengers to prepare to go to their assembly stations. Access to the assembly stations will be via ... Do not forget to take your lifejackets and blankets with you.

B4/1.2.4.2.3 All passengers of deck number ... are requested to follow the crew members who will escort you to your assembly stations

B4/1.2.4.2.4 When you get to your assembly stations put on your lifejackets and wait for further orders

B4/1.2.4.2.5 Do not go to the lifeboat stations until you are ordered to do so

B4/1.2.4.2.6 Go to your lifeboat stations

B4/1.2.4.2.7 Follow the escape routes shown

B4/1.2.4.2.8 Do not enter the lifeboats / liferafts. The order to enter the lifeboats / liferafts will be given from the bridge or by the officers

B4/1.2.4.2.9 We have just received a message from shore / other vessels that assistance is on the way. Assistance should arrive within approximately ... hours.

● **B4/1.2.5** ***Person overboard***

B4/1.2.5.1 If you see anybody fall overboard, act as follows:

- call out "Man overboard"
- throw lifebuoys overboard
- keep your eyes on the person in the water
- show / tell an officer / crew the person's position in the water, or telephone the bridge immediately, the number is ...

● **B4/1.2.6** ***Protective measures for children***

B4/1.2.6.1 Children must be kept under permanent observation

B4/1.2.6.2 Never let children climb or sit on the ship's rails

B4/1.2.6.3 Special lifejackets for children are available; please ask the steward / stewardess

B4/1.2.6.4 You may leave your children under qualified care in the children's playroom / on the playdeck on ... deck from ... to ... hours

B4/2 Evacuation and boat drill

• B4/2.1 Allocating/directing to assembly stations, describing how to escape

B4/2.1.1 When the general emergency alarm is sounded, which consists of seven short blasts and one prolonged blast, all passengers have to go to their assembly station. Take your lifejackets and blankets with you. Lifejackets are stored in your cabins under your beds and at your assembly stations. You are encouraged to try on your lifejacket.

B4/2.1.2 All passengers must put on
- warm clothing
- long trousers, long-sleeved shirts / jackets
- strong shoes and head covering

B4/2.1.3 All passengers with their lifejackets and blankets are requested to go to their assembly stations / the lounge / the ... immediately

B4/2.1.4 From your assembly stations you will be escorted to your lifeboats / liferafts

B4/2.1.5 All passengers are requested to carefully study the safety instructions behind their cabin doors

B4/2.1.6 All passengers are requested to follow the escape routes shown

B4/2.1.7 Do not use lifts / elevators

B4/2.1.8 All passengers are requested to strictly obey the instructions given by the officers or crew

B4/2.1.9 When you hear the abandon ship alarm, which consists of one prolonged and one short blast repeated continuously, please act in the same manner as under the general emergency alarm

B4/2.1.10 During the voyage you may hear some other sound signals. These are exclusively for the information of the crew. Please, act only if you hear the general emergency alarm or the abandon ship alarm.

B4/2.1.11 If you have any questions regarding safety, do not hesitate to ask any of the officers or crew

• B4/2.2 Briefing on how to dress and what to take to assembly stations

B4/2.2.1 Take your lifejacket and a blanket. You will find your lifejacket under your bed.

B4/2.2.2 Put on warm clothing, long-sleeved shirts, strong shoes and head covering whatever the weather. No high-heeled shoes.

B4/2.2.3 Do not forget personal documents, your spectacles and medicine if necessary

B4/2.2.4 Do not return to your cabin to collect your property

- **B4/2.3 Performing roll call**

B4/2.3.1 At your assembly station one of the officers / crew will perform a roll call

B4/2.3.2 The officer / crew will say "This is a roll call", and will call out the passengers individually by their names

B4/2.3.3 When your name is called out, please answer loudly "Here"

B4/2.3.4 If one of your cabinmates is not able to attend the roll call, please inform the officer / crew immediately

- **B4/2.4 Briefing on how to put on lifejackets**

B4/2.4.1 (*dependent on type of lifejacket used*)
- pull the lifejacket over your head
- tighten the strings well
- pull the strings around your waist and tie in front

B4/2.4.2 Follow closely the demonstration given by the officer / crew. The crew members will help you if necessary.

B4/2.4.3 Carefully study the demonstration in the pictures in your cabins

B4/2.4.4 Carefully study the demonstration in the diagram at the assembly station

- **B4/2.5 Instructions on how to embark and behave in lifeboats/liferafts**

B4/2.5.1 Enter the lifeboat / liferaft only when ordered by an officer / lifeboatman

B4/2.5.2 Clear the entrance of the lifeboat / liferaft immediately after entering

B4/2.5.3 Do not push each other when entering the lifeboat / liferaft

B4/2.5.4 Hold on to ropes or to your seat when lowering / hoisting

B4/2.5.5 Sit down in the lifeboat / liferaft immediately

B4/2.5.6 Keep your lifejackets on

B4/2.5.7 Provisions and drinking water will be distributed by an officer / lifeboatman only

B4/2.5.8 Strictly obey all instructions given by the officer / lifeboatman

B4/2.5.9 Discipline in the lifeboat / liferaft is of vital importance

- **B4/2.6 On-scene measures and actions in lifeboats/liferafts**

B4/2.6.1 Keep a sharp look-out for persons in the water

B4/2.6.2 Have a line / hook / knife / lifebuoy ready

B4/2.6.3 Do not take off your shirts / long trousers / head covering whatever the weather

B4/2.6.4 Pump out the water / free the lifeboat / liferaft from water

B4/2.6.5 Who needs medical first aid?

B4/2.6.6 Everybody will get the same ration of provisions and water

B4/2.6.7 Warning! Do not drink seawater whatever the situation

B4/2.6.8 We will send a MAYDAY

B4/2.6.9 We will fire rockets / use smoke buoys / ... to attract attention

B4/2.6.10 We will join the other lifeboats / liferafts

B4/3 Attending to passengers in an emergency

• B4/3.1 Informing on present situation

B4/3.1.1 The vessel was abandoned in position ... due to fire / grounding / collision / flooding / heavy list / serious damage / ...

B4/3.1.2 Keep calm. There is no reason to panic. The officers / lifeboatmen know exactly what to do.

B4/3.1.3 There are enough life-saving appliances for everyone on board

B4/3.1.4 The Maritime Rescue Co-ordination Centre / vessels in the vicinity have already been informed of our situation

B4/3.1.5 Vessels / helicopters / aircraft are coming to our rescue

B4/3.1.6 Vessels / helicopters / aircraft will reach us within ... hours

B4/3.1.7 We have radio contact with rescue craft

B4/3.1.8 There are enough provisions and drinking water for 48 hours

B4/3.1.9 You obtain medicine for seasickness from the lifeboatman

• B4/3.2 Escorting helpless passengers

B4/3.2.1 ... persons are missing

B4/3.2.2 Search all cabins / WCs / showers for missing persons

B4/3.2.3 Assist those who need help

B4/3.2.4 Help children, elderly, disabled, injured or sick persons with lifejackets

B4/3.2.5 Give assistance when entering lifeboats / liferafts

B4/3.2.6 We require warm clothing and blankets for the children / elderly / disabled / injured / sick

B4/3.2.7 We require a stretcher for the disabled / injured / sick

B4/3.2.8 All persons, please move closer

B4/3.2.8.1 The elderly / disabled / injured / sick need room to lie down

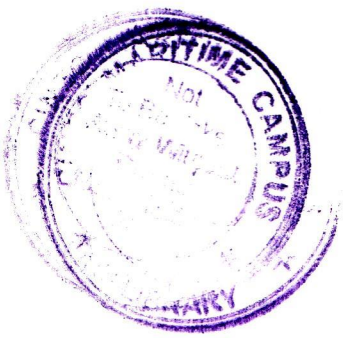
B4/3.2.9 Everyone, please, be quiet. The children / the sick need rest

Procedure for amending the IMO Standard Marine Communication Phrases*

1 The Committee should receive and evaluate proposals for amendments and/or additions to the IMO Standard Marine Communication Phrases, submitted as appropriate.

2 Such proposals should be examined collectively rather than individually when, in the Committee's judgement, they are sufficient or of such importance as to warrant examination.

3 Amendments to the IMO Standard Marine Communication Phrases should normally come into force at intervals of approximately five years. When, however, amendments are of a very important nature and/or require urgent action, the period may be shortened to three years. Amendments adopted by the Committee will be notified to all concerned and will come into force twelve months after the date of notification.



* This is annex 2 of resolution A.918(22).

Resolution A.918(22)

Adopted on 29 November 2001

IMO STANDARD MARINE COMMUNICATION PHRASES

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO resolution A.380(X) by which it adopted the Standard Marine Navigational Vocabulary,

RECALLING FURTHER the provisions of regulation V/14.4 of the International Convention for the Safety of Life at Sea, 1974, requiring that on all ships to which chapter I thereof applies, English shall be used on the bridge as the working language for bridge-to-bridge and bridge-to-shore safety communications as well as for communications on board between the pilot and bridge watchkeeping personnel unless those directly involved in the communications speak a common language other than English,

RECOGNIZING that the standardization of language and terminology used in such communications would assist the safe operation of ships and contribute to greater safety of navigation,

RECOGNIZING ALSO the wide use of the English language for international navigational communications and the need to assist maritime training institutions to meet the objectives of safe operations of ships and enhanced navigational safety through, *inter alia*, the standardization of language and terminology used,

HAVING CONSIDERED the recommendations of the Maritime Safety Committee at its sixty-eighth and seventy-fourth sessions,

1. ADOPTS the IMO Standard Marine Communication Phrases set out in annex 1 to the present resolution;

2. AUTHORIZES the Maritime Safety Committee to keep the IMO Standard Marine Communication Phrases under review and to amend them when necessary in accordance with the procedure set out in annex 2 to the present resolution;

3. RECOMMENDS Governments to give the IMO Standard Marine Communication Phrases a wide circulation to all prospective users and all maritime education authorities, in order to support compliance with the standards of competence as required by table A-II/1 of the STCW Code;

4. REVOKES resolution A.380(X).