

Appendix 2: Standard Marine Navigational Vocabulary

1 Procedure/message markers

When it is necessary to indicate that phrases in this vocabulary are to be used, the following messages may be sent:

- "Please use the Standard Marine Navigational Vocabulary."
- "I will use the Standard Marine Navigational Vocabulary."

If necessary, external communication messages may be preceded by the following message markers:

- QUESTION indicates that the following message is of interrogative character
- ANSWER indicates that the following message is the reply to a previous question
- REQUEST indicates that the contents of the following message are asking for action from others with respect to the ship
- INFORMATION indicates that the following message is restricted to observed facts
- INTENTION indicates that the following message informs others about immediate navigational actions intended to be taken
- WARNING indicates that the following message informs other traffic participants about dangers
- ADVICE indicates that the following message implies the intention of the sender to influence the recipient(s) by a recommendation
- INSTRUCTION indicates that the following message implies the intention of the sender to influence the recipient(s) by a regulation.

2 Standard verbs

Where possible, sentences should be introduced by one of the following verb forms:

IMPERATIVE: Always to be used when mandatory orders are being given	INDICATIVE	NEGATIVE	INTERROGATIVE
You must	I require	I do not require	Do I require?
Do not	I am / You are	I am not / You are not	Am I? / Are you?
Must I?	I have	I do not have	Do you have?
	I can	I cannot	Can I?
	I wish to	I do not wish	Can you?
	I will	I will not	Do you wish to?
	You may	You need not	May I?
	Advise	Advise not	Is there?
	There is	There is not	Where is/are?
			When is/are?

3 Responses

Where the answer to a question is in the affirmative, say:

"yes . . ." — followed by the appropriate phrase in full.

Where the answer to a question is in the negative, say:

"no . . ." — followed by the appropriate phrase in full.

Where the information is not immediately available but soon will be, say:

"Stand by".

Where the information cannot be obtained, say:

"No information".

Where a message is not properly heard, say:

"Say again".

Where a message is not understood, say:

"Message not understood".

4 Distress/urgency/safety messages

MAYDAY (repeated three times) is to be used to announce a distress message

PAN PAN (repeated three times) is to be used to announce an urgency message

SECURITE (repeated three times) is to be used to announce a safety message

5 Miscellaneous phrases

What is your name (and call sign)?

How do you read me?

I read you . . .

bad/1

poor/2

fair/3

good/4

excellent/5

with signal strength . . .

1/barely perceptible

2/weak

3/fairly good

4/good

5/very good

Stand by on channel . . .

Change to channel . . .

I cannot read you.

I cannot understand you.

Please use the . . .

Standard Marine Navigational Vocabulary

International Code of Signals

I am passing a message for vessel . . .

Correction . . .

I am ready to receive your message.

I am not ready to receive your message.

I do not have channel . . . Please use channel . . .

6 Repetition

If any parts of the message are considered sufficiently important to need safeguarding, use the word "repeat".

Examples: "You will load 163 repeat 163 tons bunkers."

"Do not repeat not overtake."

7 Position

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.

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

Examples: "There are salvage operations in position 15 degrees 34 minutes north 61 degrees 29 minutes west."

"Your position is 137 degrees from Barr Head lighthouse distance two decimal four miles."

8 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.

9 Bearings

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

Examples: "The pilot boat is bearing 215° from you."

"Your bearing is 127° from the signal station."

Note: Vessels reporting their position should always quote their bearing FROM the mark, as described in paragraph 7.

Relative bearings

Relative bearings can be expressed in degrees relative to the vessel's head or bow. More frequently this is in relation to the port or starboard bow.

Example: "The buoy is 030° on your port bow."

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

10 Distances

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

11 Speed

To be expressed in knots:

- (a) without further notation meaning speed through the water; or
- (b) "ground speed" meaning speed over the ground.

12 Numbers

Numbers are to be spoken: "Onefive-zero" for 150.

"Two point five" for 2.5.

13 Geographical names

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

14 Time

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

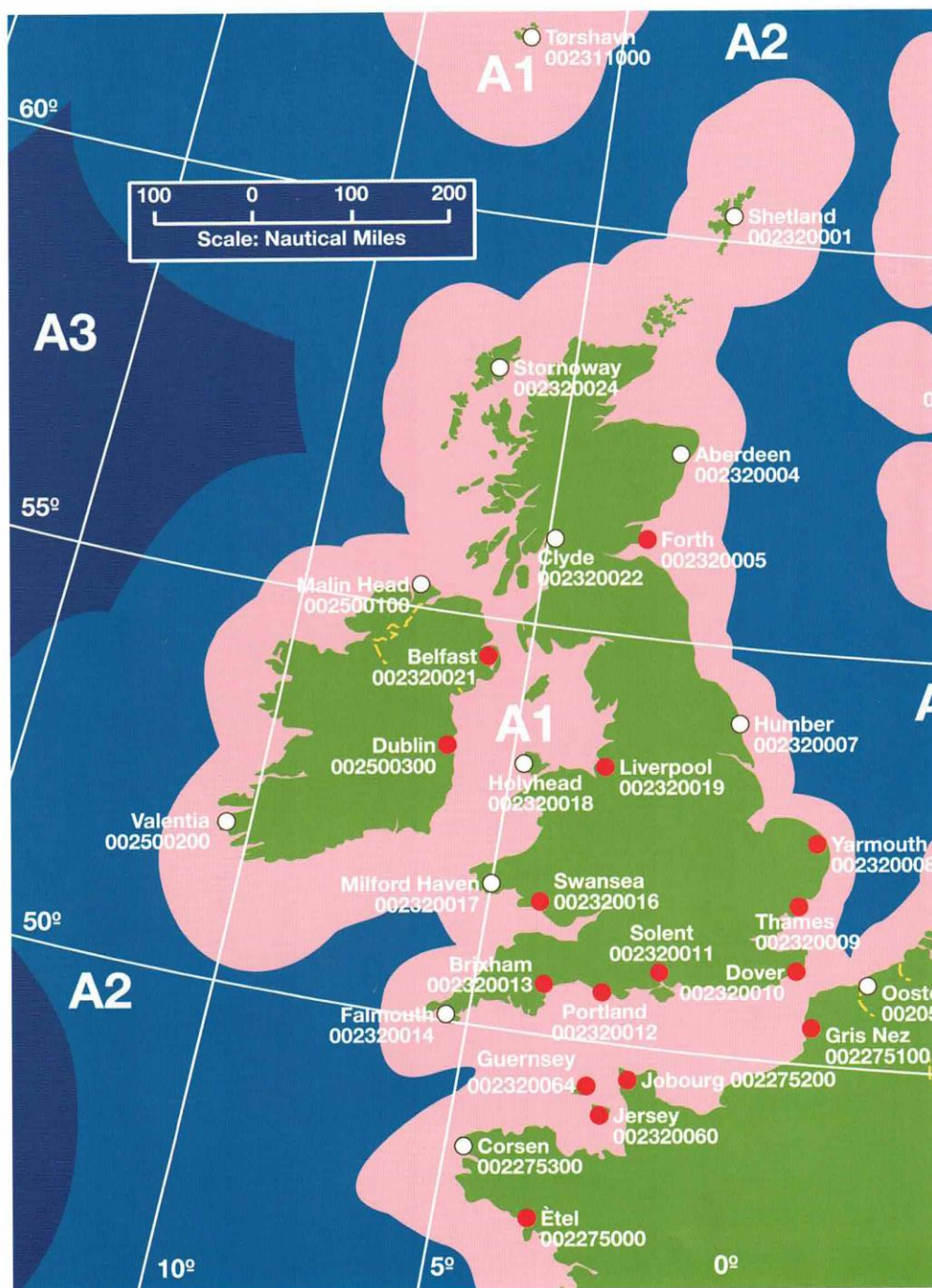
Note: In cases not covered by the above phraseology normal radiotelephone practice will prevail.

Channel Selection Chart

Channel Designators	Transmitting frequencies (MHz)		Inter-ship	Port operations		Public Corresp.
	Ship stations	Coast stations		Single frequency	Two frequency	
60	156.025	160.625			✓	✓
01	156.050	160.650			✓	✓
61	156.075	160.675			✓	✓
02	156.100	160.700			✓	✓
62	156.125	160.725			✓	✓
03	156.150	160.750			✓	✓
63	156.175	160.775			✓	✓
04	156.200	160.800			✓	✓
64	156.225	160.825			✓	✓
05	156.250	160.850			✓	✓
65	156.275	160.875			✓	✓
06	156.300		✓			
66	156.325	160.925			✓	✓
07	156.350	160.950			✓	✓
67	156.375	156.375	✓	✓	HMCG SAR	
08	156.400		✓			
68	156.425	156.425		✓		
09	156.450	156.450	✓	✓		
69	156.475	156.475	✓	✓		
10	156.500	156.500	✓	✓	Oil Pollution	
70	156.525	156.525	Digital selective calling for distress, safety and calling			
11	156.550	156.550		✓		
71	156.575	156.575		✓		
12	156.600	156.600		✓		
72	156.625		✓			
13	156.650	156.650	✓	✓		
73	156.675	156.675	✓	✓	HMCG SAR	
14	156.700	156.700		✓		
74	156.725	156.725		✓		

Channel Designators	Transmitting frequencies (MHz)		Inter-ship	Port operations		Public Corresp.
	Ship stations	Coast stations		Single frequency	Two frequency	
15	156.750	156.750	✓	✓	Also on-board coms	
75	156.775					
16	156.800	156.800	DISTRESS, SAFETY AND CALLING			
76	156.825			✓		
17	156.850	156.850	✓	✓	Also on-board coms	
77	156.875		✓			
18	156.900	161.500		✓	✓	✓
78	156.925	161.525			✓	✓
19	156.950	161.550			✓	✓
79	156.975	161.575			✓	✓
20	157.000	161.600			✓	✓
80	157.025	161.625	Also Marinas etc UK only		✓	✓
21	157.050	161.650			✓	✓
81	157.075	161.675			✓	✓
22	157.100	161.700			✓	✓
82	157.125	161.725		✓	✓	✓
23	157.150	161.750			HMCG SAR/MSI	
83	157.175	161.775		✓	✓	✓
24	157.200	161.800			✓	✓
84	157.225	161.825		✓	HMCG SAR/MSI	
25	157.250	161.850			✓	✓
85	157.275	161.875		✓	✓	✓
26	157.300	161.900			✓	✓
86	157.325	161.925		✓	HMCG SAR/MSI	
27	157.350	161.950			✓	✓
87	157.375			✓		
28	157.400	162.000			✓	✓
88	157.425			✓		
AIS 1	161.975	161.975				
AIS 2	162.025	162.025				

GMDSS Sea Areas





GMDSS Sea Areas

- Medium Frequency (MF), High Frequency (HF) and Very High Frequency (VHF) Coast Radio Station
- Medium Frequency (MF) and Very High Frequency (VHF) Coast Radio Station
- Very High Frequency (VHF) Coast Radio Station

Sea Area A1

The radiotelephone coverage of VHF coast stations in which continuous alerting by Digital Selective Calling (DSC) is available.

Sea Area A2

The radiotelephone coverage of MF coast stations in which continuous alerting by Digital Selective Calling is available.

Sea Area A3

The coverage of Inmarsat geostationary satellites.

NAVTEX Sea Areas

The station identity letter allows the NAVTEX receiver to be programmed to print out messages only for the desired service area.

- Ⓛ International Service on 518kHz
- Ⓤ National Service on 490kHz

