

**Standard Marine
Navigational Vocabulary**

incorporating
all amendments adopted by the
Maritime Safety Committee
up to and including
its fifty-first session

(May 1985)

INTRODUCTION

This vocabulary has been compiled:

- to assist in the greater safety of navigation and of the conduct of ships.
- to standardize the language used in communication for navigation at sea, in port-approaches, in waterways and harbours.

These phrases are not intended to supplant or contradict the International Regulations for Preventing Collisions at Sea or special local Rules or Recommendations made by IMO concerning ships' routing. Neither are they intended to supersede the International Code of Signals and the Radio Regulations nor to supplant normal radiotelephone practice as set out in the ITU Regulations.

It is not intended that use of the vocabulary shall be mandatory, but rather through constant repetition in ships and in training establishments ashore, that the phrases and terms used will become those normally accepted and commonplace among seamen. Use of the contents of the vocabulary should be made as often as possible in preference to other wording of similar meaning.

In this way it is intended to become an acceptable "language" for the interchange of intelligence between individuals of all maritime nations on the many and varied occasions when precise meanings and translations are in doubt, increasingly evident under modern conditions at sea.

The typographical conventions used throughout most of this vocabulary are as follows:

- () brackets indicate that the part of the message enclosed within the brackets may be added where it is relevant.
- / oblique stroke indicates 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.

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STANDARD MARINE NAVIGATIONAL VOCABULARY

WHEN SPELLING IS NECESSARY, ONLY THE LETTER SPELLING TABLE CONTAINED IN THE INTERNATIONAL CODE OF SIGNALS, CHAPTER X, AND IN THE RADIO REGULATIONS SHOULD BE USED.

PART 1

GENERAL

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 is 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

You must

Do not

Must I?

INDICATIVE

I require

I am

You are

I have

I can

I wish to

I will -- **future**

You may

Advise²

There is

NEGATIVE

I do not require

I am not

You are not

I do not have

I cannot

I do not wish to

I will not --**future**

You need not

Advise not²

There is not

INTERROGATIVE

Do I require?

Am I?

Are you?

Do you have?

Can I? *is it possible?*

Can you?

Do you wish to?

May I? -- **permission**

Is there?

What is/are?

Where is/are?

When is/are?

Note: See section 1 - Message markers.

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

- 5.1 What is your name (and call sign)?
- 5.2 How do you read me?
- 5.3 I read you . . . with signal strength . . .
(bad/1) (1 /barely perceptible)
(poor/2) (2/weak)
(fair/3) (3/fairly good)
(good/4) (4/good)
(excellent/5) (5/very good).
- 5.4 Stand by on channel. . .
- 5.5 Change to channel. . .
- 5.6 I cannot read you.
(Pass your message through vessel . . .
(Advise try channel . . .).
- 5.7 I cannot understand you.
Please use the . . .
(Standard Marine Navigational Vocabulary).
(International Code of Signals).
- 5.8 I am passing a message for vessel . . .
- 5.9 Correction . . .
- 5.10 I am ready to receive your message.
- 5.11 I am not ready to receive your message.
- 5.12 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 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:

"One-Five-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.

PART II

GLOSSARY

1. General

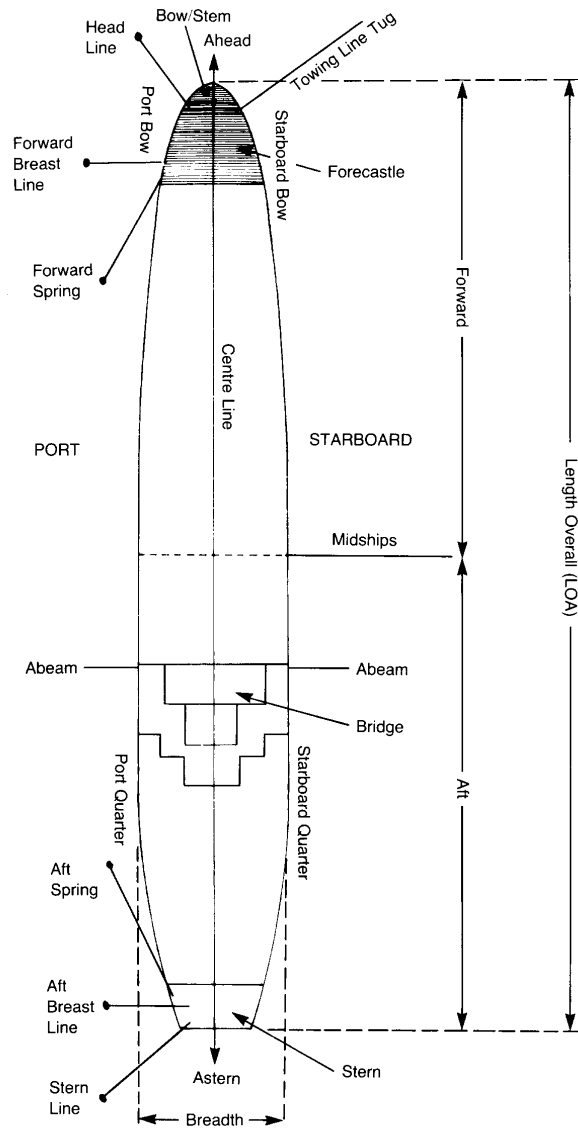
Air Draught	Height of highest point of vessel's structure above waterline, e.g. radar, funnel, cranes, masthead.
Anchor Position	Place where a specific vessel is anchored or is to anchor.
Calling-in-Point (C. I. P)	(see Way Point).
Correction	An error has been made in this transmission, the corrected version is . . .
Dragging (of anchor)	An anchor moving over the sea bottom involuntarily because it is anchor no longer preventing the movement of the vessel.
Dredging Anchor	Vessel moving, under control, with anchor moving along the sea bottom.
Draught	Depth from waterline to vessel's bottom, maximum/deepest unless otherwise specified.
Established	Brought into service, placed in position.
ETA	Estimated Time of Arrival.
ETD	Estimated Time of Departure.
Fairway	Navigable part of waterway.
Fairway Speed	Mandatory speed in a fairway.
Foul (anchor)	Anchor has its own cable twisted around it or has fouled an obstruction.
Foul (propeller)	A line, wire, net, etc. is wound round the propeller.

Hampered Vessel	A vessel restricted in her ability to manoeuvre by the nature of her work.
Icing	Formation of ice on vessels.
Inoperative	Not functioning.
Mark	General term for a navigational mark, e.g. buoy, structure or topographical feature which may be used to fix a vessel's position.
Off-Shore Installation	Any off-shore structure (e.g. a drilling rig, production platform, etc.) which may present a hazard to navigation.
Receiving Point	A mark or place at which a vessel comes under obligatory entry, transit, or escort procedure (such as for port entry, canal transit or ice-breaker escort).
Reporting Point	(see Way Point).
Vessel Crossing	A vessel proceeding across a fairway/traffic lane/route.
Vessel Inward	A vessel which is proceeding from sea to harbour or dock.
Vessel Leaving	A vessel which is in the process of leaving a berth or anchorage. (When she has entered the navigable fairway she will be referred to as an outward, inward, crossing or turning vessel.)
Vessel Outward	A vessel which is proceeding from harbour or anchorage to seawards.
Vessel Turning	A vessel making LARGE alteration in course; such as to stem the tide when anchoring, or to enter, or proceed, after leaving a berth, or dock.
Way Point	A mark or place at which a vessel is required to report to establish its position. (Also known as Reporting Point or Calling-in-Point.)

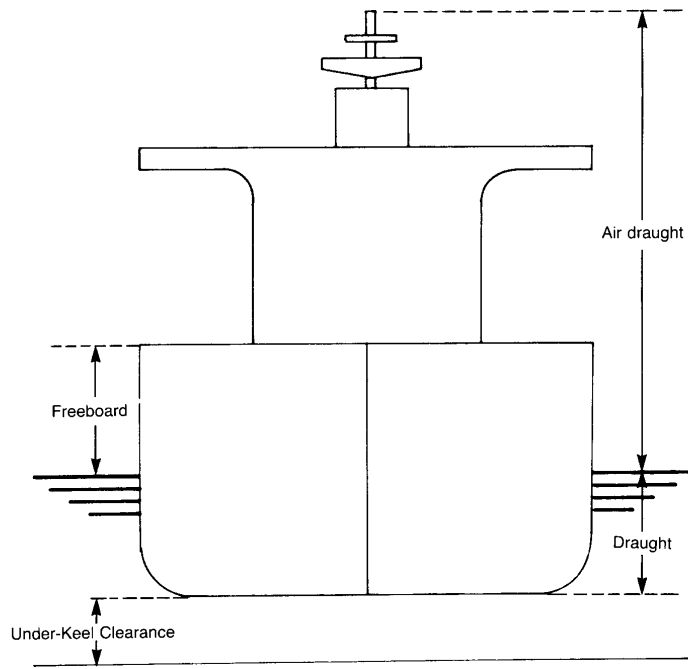
2. Terms used in ships' routing

Attention is drawn to the following terms which are regularly used in communications regarding ships routing and are defined in the General Provisions on Ships Routing.

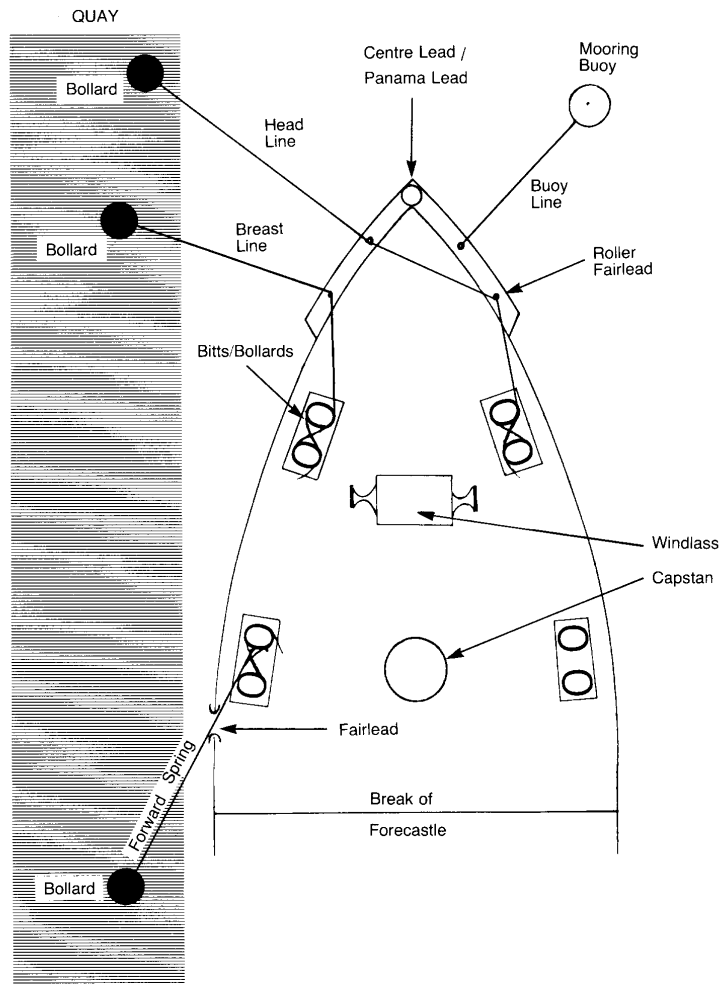
- Routing system
- Recommended track
- Traffic separation scheme - Deep water route
- Separation zone or line
- Precautionary area
- Traffic lane
- Area to be avoided
- Roundabout
- Established direction of traffic flow
- Inshore traffic zone
- Recommended direction of traffic flow
- Two-way-route



SKETCH 1



SKETCH 2



SKETCH 3

PART III

PHRASE VOCABULARY FOR EXTERNAL COMMUNICATION

CHAPTER A - DANGERS TO NAVIGATION, WARNINGS, ASSISTANCE

1. Warnings

- 1.1 You are running into danger.
(Shallow water ahead of you)
(Submerged wreck ahead of you)
(Risk of collision imminent)
(Fog bank ahead of you)
(Bridge will not open)
(.....).
- 1.2 Dangerous obstruction/wreck reported at . . .
- 1.3 Unknown object(s) in position . . .
- 1.4 Floating ice in position . . .
(Considered hazardous to navigation).
- 1.5 Mine(s) reported in position . . .
- 1.6 Navigation is closed (prohibited) in area . . .
- 1.7 There has been a collision in position . . .
(keep clear)
(stand by to give assistance).
- 1.8 It is dangerous to . . .
(stop)
(remain in present position)
(alter course to starboard)
(alter course to port)
(approach close to my vessel)
(.....).
- 1.9 Vessel . . . is aground in position . . .
- 1.10 Vessel . . . is on fire in position . . .

- 1.11 Large vessel leaving. Keep clear of approach channel.
- 1.12 Go to Emergency Anchorage.
- 1.13 Your navigation lights are not visible.
- 1.14 You are running aground.
- 1.15 Keep clear . . .
 - (I am jettisoning dangerous cargo)
 - (vessel is leaking inflammable cargo in position . . .)
 - (vessel is leaking noxious cargo in position . . .)
 - (vessel is leaking poisonous cargo in position . . .)
 - (you are crossing my nets)
 - (I have a long tow)
 - (you are heading towards my tow)
 - (you are heading towards a towing line)
 - (.)

2. Assistance

- 2.1 I need help . . .
 - (I am sinking)
 - (I am on fire)
 - (I have been in collision)
 - (I am aground)
 - (.)
- 2.2 I am on fire and have dangerous cargo on board.
- 2.3 I am on fire . . .
 - (in the engine-room)
 - (in the hold)
 - (in the cargo tanks)
 - (in the accommodation)
 - (in the living spaces)
 - (.)
- 2.4 I have lost a man overboard (at . . .). Help with search and rescue.

2.5 What is your position?
 What is the position of the vessel in distress?

2.6 What assistance is required?

2.7 I require . . .
 (a lifeboat)
 (a helicopter)
 (medical assistance*)
 (fire-fighting assistance)
 (a tug)
 (tugs)
 (.)

2.8 I am coming to your assistance.

2.9 I expect to reach you at . . . hours.

***Note:** Further messages should be made using the Medical Section of the International Code of Signals.

2.10 Send a . . .
 (boat)
 (raft).

2.11 I am sending a boat to you.
 I am sending a raft to you.

2.12 Make a lee for . . .
 (my vessel)
 (the boat)
 (the raft).

2.13 I will make a lee for . . .
 (your vessel)
 (the boat)
 (the raft).

2.14 I cannot send a . . .
 (boat)
 (raft).

- 2.15 I will attempt rescue by Breeches-buoy.
- 2.16 Is it safe to fire a rocket?
- 2.17 It is safe to fire a rocket.
It is not safe to fire a rocket.
- 2.18 Take command of search and rescue.
- 2.19 I am in command of search and rescue.
Vessel . . . is in command of search and rescue.
- 2.20 Assistance is not required. You may proceed.
Assistance is no longer required. You may proceed.
- 2.21 You must keep radio silence in this area unless you have messages about the casualty.

Note: Further messages should be made using the International Code of Signals and/or the Merchant Ship Search and Rescue Manual (MERSAR).

CHAPTER B - GENERAL

3. Anchoring

- 3.1 I am at anchor (at . . .).
- 3.2 I am heaving up anchor.
- 3.3 My anchor is clear of the bottom.
- 3.4 You may anchor . . .
(at . . . hours)
(in . . . position)
(until pilot arrives)
(until tug(s) arrive(s))
(until there is sufficient depth of water)
(.....).

You must anchor
(at . . . hours)
(in . . . position)
(until pilot arrives)
(until tug(s) arrive(s))
(until there is sufficient water)
(.....).

- 3.5 Do not anchor (in position . . .).
- 3.6 Anchoring is prohibited.
- 3.7 I will anchor (at . . .).
- 3.8 Vessel . . . is at anchor (at . . .).
- 3.9 Are you dragging anchor?
Are you dredging anchor?
- 3.10 My anchor is dragging.
Your anchor is dragging.
- 3.11 Do not dredge anchor.
- 3.12 You must heave up anchor.
- 3.13 You must shorten your cable to . . . shackles.
- 3.14 My anchor is foul.
- 3.15 You are obstructing . . .
(the fairway)
(other traffic).
- 3.16 You must anchor in a different position . . .
- 3.17 You must anchor clear of the fairway.
- 3.18 What is the anchor position for me?
- 3.19 You are at anchor in the wrong position.

- 3.20 I have slipped my anchor (and cable) (and buoyed it) in position . . .
I have lost my anchor (and cable) (and buoyed it) in position . . .

4. Arrival, Berthing and Departure

- 4.1 Where do you come from?
What was your last port of call?
- 4.2 From what direction are you approaching?
- 4.3 What is your ETA (at . . .)?
What is your ETD (from . . .)?
- 4.4 My ETA (at . . .) is . . . hours.
My ETD (from . . .) is . . . hours.
- 4.5 Do not pass receiving point . . . until . . . hours.
- 4.6 What is your destination?
- 4.7 My destination is . . .
- 4.8 What are my berthing instructions?
What are my docking instructions?
- 4.9 Your berth is clear (at . . . hours).
Your berth will be clear (at . . . hours).
- 4.10 You will berth at . . .
You will dock at . . .
- 4.11 May I enter?
- 4.12 You may enter (at . . . hours).
- 4.13 May I proceed?
- 4.14 You may proceed (at . . . hours).
- 4.15 Is there any other traffic?
- 4.16 There is a vessel turning at . . .

- There is a vessel manoeuvring at . . .
- 4.17 Vessel . . . will turn at . . .
- 4.18 Vessel . . . will leave . . .at . . . hours.
- 4.19 Vessel . . . is leaving . . .
- 4.20 Vessel . . . has left . . .
- 4.21 Vessel . . . has entered the fairway at . . .
- 4.22 Your orders are to . . .
Your orders are changed to . . .
- 4.23 Vessel . . .inward in position . . .
Vessel . . .outward in position . . .
- 4.24 Are you underway?
- 4.25 I am underway.
- 4.26 I am ready to get underway.
- 4.27 I am not ready to get underway.
- 4.28 You must get underway.
- 4.29 I am making way through the water.
- 4.30 I have steerage way.
I do not have steerage way.
- 4.31 Vessel in position (make fast).
- 4.32 Move ahead (. . . feet/metres).
Move astern (. . . feet/metres).

5. Course

- 5.1 What is your course?

- 5.2 My course is . . .
- 5.3 Your course is correct.
- 5.4 What course do you advise?
- 5.5 Advise you make course . . .
- 5.6 Advise you keep your present course.
- 5.7 You are steering a dangerous course . . . - ***to be followed by indication of danger or advice for further action.***
- 5.8 I am keeping my present course.
- 5.9 I cannot keep my present course.
- 5.10 I am altering course to . . .
- 5.11 I am altering course to . . .
(port/starboard)
(left/right).
- 5.12 Advise you alter course to . . . (at . . .).

6. Draught and Air Draught

- 6.1 What is your draught?
- 6.2 My draught is . . .
- 6.3 What is your draught forward?
What is your draught aft?
- 6.4 My draught forward is . . .
My draught aft is . . .
- 6.5 Vessel . . . is of deep draught.
- 6.6 Do you have any list?
- 6.7 I have a list to port of . . . degrees.

I have a list to starboard of . . . degrees.

6.8 Maximum permitted draught is . . .

6.9 What is your freeboard?

6.10 My freeboard is . . .

6.11 What is your air draught?

6.12 My air draught is . . .

6.13 Are you trimmed by the head/stern?

6.14 Are you on even keel?

6.15 What is your maximum draught now?

Note 1: When necessary it must be specified whether salt or fresh water draught is given.

Note 2: Air draught is the highest point of the vessel's structure above the waterline.

7 a) Fairway Navigation

7.1 There is a vessel entering the fairway (at . . .).

7.2 There is a vessel leaving the fairway (at . . .).

7.3 I will proceed by . . . the fairway.
I will proceed by . . . route.

7.4 Proceed by . . . fairway.
Proceed by . . . route.

7.5 I will turn to port (left) before anchoring at . . .
I will turn to starboard (right) before anchoring at . . .
I will turn to port (left) before berthing at . . .
I will turn to starboard (right) before berthing at . . .

7.6 I am proceeding at reduced speed.

- 7.7 I am crossing the fairway from . . . to . . .
- 7.8 I am passing . . .
- 7.9 Buoy (name) . . . distance ahead.
 Buoy (number) . . . distance ahead.
 Other mark (name) . . . distance ahead.
 Other mark (number) . . . distance ahead.
- 7.10 I am stopped (at . . .).
- 7.11 The vessel ahead of you is stopping.
 The vessel ahead of you is turning.
 The vessel ahead of you is . . .
 The vessel astern of you is stopping.
 The vessel astern of you is turning.
 The vessel astern of you is . . .
- 7.12 The vessel to port of you is stopping.
 The vessel to port of you is turning.
 The vessel to port of you is . . .
 The vessel to starboard of you is stopping.
 The vessel to starboard of you is turning.
 The vessel to starboard of you is . . .
- 7.13 Fairway speed is . . . knots.
- 7.14 You must keep to the . . . side of the fairway (. . . metres/cables).
 You must keep to the . . . side of the leading line (. . . metres/ cables).
- 7.15 You are in the centre of the fairway.
- 7.16 You are in the leading line.
- 7.17 You are . . . side of the fairway.
- 7.18 You must stay clear of the fairway.
- 7.19 Do not overtake.
- 7.20 Do not cross the fairway

b) Canal and Lock Operations

- 7.21 What are the details of commencement of transit.
 What are the details of convoy.
 What are the details of station in convoy.
- 7.22 You will join convoy at . . . hours.
- 7.23 I cannot join convoy . . .
- 7.24 Transit will begin at . . . hours.
- 7.25 Your station in convoy will be number . . .
- 7.26 Transit speed is . . . knots.
 Convoy speed is . . . knots.
- 7.27 You must close up on vessel ahead of you.
- 7.28 Convoys will pass in area . . .
 Vessels will pass in area . . .
- 7.29 You . . . must wait at . . .
 You . . . must moor at . . .
 Convoy . . . must wait at . . .
 Convoy . . . must moor at . . .
- 7.30 What time may I enter the canal?
 What time may I enter the lock?
- 7.31 You will enter canal at . . . hours.
 You will enter lock at . . . hours.
- 7.32 You must wait for lock clearance at . . . (until . . . hours).

Note: See also Section 4.

8. Manoeuvring

The use of these messages does not relieve vessels of their obligations to comply with local bye-laws and the International Regulations for Preventing Collisions at Sea.

- 8.1 I am altering my course to port.
I am altering my course to starboard.
- 8.2 I am keeping course and speed.
- 8.3 I am going astern.
- 8.4 I am not making way through the water.
- 8.5 What are your intentions?
- 8.6 Keep well clear of me.
- 8.7 I wish to overtake (. . .).
- 8.8 Do not overtake (. . .).
- 8.9 Ship astern . . . wishes to overtake (on your port side).
Ship astern . . . wishes to overtake (on your starboard side).
Vessel . . . wishes to overtake (on your port side).
Vessel . . . wishes to overtake (on your starboard side).
- 8.10 You may overtake (. . .).
- 8.11 Vessel . . . approaching an obscured area (. . .) approaching vessels
acknowledge.
- 8.12 I am not under command.
- 8.13 I am a hampered vessel.
- 8.14 I am manoeuvring with difficulty. Keep clear of me.
- 8.15 Advise you alter course to port.
Advise you alter course to starboard.

- 8.16 I will alter course to port.
I will alter course to starboard.
- 8.17 I cannot alter course to port.
I cannot alter course to starboard.
- 8.18 Advise you stop engines.
- 8.19 I will stop engines.
- 8.20 Do not pass ahead of me.
Do not pass astern of me.
- 8.21 Do not pass on my port side.
Do not pass on my starboard side.
- 8.22 I . . . will overtake (. . .).
Vessel . . . will overtake (. . .).
- 8.23 Advise you pass ahead of me . . .
Advise you pass astern of me . . .
Advise you pass ahead of vessel . . .
Advise you pass astern of vessel . . .
- 8.24 I will pass ahead of you . . .
I will pass astern of you . . .
I will pass ahead of vessel . . .
I will pass astern of vessel . . .
- 8.25 Wait for . . . to cross ahead of you.
- 8.26 I will wait for . . . to cross ahead of me.
- 8.27 Advise you pass North of . . . vessel.
Advise you pass South of . . . vessel.
Advise you pass East of . . . vessel.
Advise you pass West of . . . vessel.
Advise you pass North of . . . mark.
Advise you pass South of . . . mark.
Advise you pass East of . . . mark.
Advise you pass West of . . . mark.

- 8.28 I will pass North of . . . vessel.
I will pass South of . . . vessel.
I will pass East of . . . vessel.
I will pass West of . . . vessel.
I will pass North of . . . mark.
I will pass South of . . . mark.
I will pass East of . . . mark.
I will pass West of . . . mark.
- 8.29 Wait for . . . to clear (. . . mark) before entering fairway
Wait for . . . to clear (. . . position) before entering fairway.
Wait for . . . to clear (. . . mark) before getting underway.
Wait for . . . to clear (. . . position) before getting underway.
Wait for . . . to clear (. . . mark) before leaving berth.
Wait for . . . to clear (. . . position) before leaving berth.
- 8.30 I will wait for . . . to clear (. . . mark) before entering fairway.
I will wait for . . . to clear (. . . position) before entering fairway.
I will wait for . . . to clear (. . . mark) before getting underway
I will wait for . . . to clear (. . . position) before getting underway
I will wait for . . . to clear (. . . mark) before leaving berth.
I will wait for . . . to clear (. . . position) before leaving berth.

9. Pilotage

- 9.1 I require a pilot.
- 9.2 Do you require a pilot?
- 9.3 Is the pilot boat on station?
- 9.4 At what position can I take pilot?
- 9.5 You can take pilot at point . . . (at . . . hours).
You can take pilot near . . . (at . . . hours).
- 9.6 At what time will the pilot be available?
- 9.7 Must I take a pilot?
- 9.8 You may navigate by yourself or wait for pilot at . . .

- 9.9 Pilot is coming to you.
- 9.10 Pilot boat is approaching your vessel.
- 9.11 You must rig pilot ladder on port side.
You must rig pilot ladder on starboard side.
- 9.12 Pilot ladder is rigged on port side.
Pilot ladder is rigged on starboard side.
- 9.13 Pilotage suspended for all vessels.
Pilotage suspended for small vessels.
Pilotage resumed for all vessels.
Pilotage resumed for small vessels.
- 9.14 You must rig gangway combined with pilot ladder.
- 9.15 Have a heaving line ready at pilot ladder.
- 9.16 Put lights on at pilot ladder position.
- 9.17 Give a slight heel to port/starboard.
- 9.18 Lower/lift up the pilot ladder/hoist.
- 9.19 Make a lee on the port/starboard side.
- 9.20 Stop the engines until the pilot boat is clear.
- 9.21 Keep the pilot boat on the port/starboard side.
- 9.22 Stop where you are and wait for the pilot.
- 9.23 The pilot will board you in . . . minutes/hours.

10. Position

- 10.1 What is your position?
- 10.2 What is my position?
- 10.3 My position is . . .

- Your position is . . .
- 10.4 Your position is . . . degrees . . . miles from . . .
- 10.5 You are passing . . .
- 10.6 You are entering area . . .
- 10.7 What is your present position, course and speed?
- 10.8 My present position, course and speed is . . .
- 10.9 What is the course to . . . ?
- 10.10 The course to . . . is . . .
- 10.11 What is the course to reach you?
- 10.12 The course to reach me is . . .
- 10.13 Do not arrive at . . . before . . . hours.
- 10.14 Do not arrive at . . . after . . . hours.
- 10.15 Say again your position for identification.
- 10.16 Has your position been obtained by radar?
Has your position been obtained by decca?
Has your position been obtained by astronomical observation?
Has your position been obtained by . . . ?
- 10.17 My position has been obtained by radar.
My position has been obtained by decca.
My position has been obtained by astronomical observation.
My position has been obtained by . . .

11. Radar - Ship-to-Ship/Shore-to-Ship/Ship-to-Shore

- 11.1 Is your radar working?
- 11.2 My radar is working.
My radar is not working.

- 11.3 I do not have radar.
- 11.4 I have located you on my radar, * (your position is . . . degrees . . . miles from . . .).
- 11.5 I cannot locate you on my radar.
- 11.6 You must alter course for identification.
You must alter speed for identification.
- 11.7 I have altered course to . . . for identification.
I have altered speed to . . . for identification.
- 11.8 I have lost radar contact.
- 11.9 Have you altered course?
- 11.10 Report your position for identification.
- 11.11 Vessel ahead of you is on the same course.
- 11.12 You are getting closer to the vessel(s) ahead.
- 11.13 Your position is . . .
- 11.14 My position is . . .
- 11.15 What range scale are you using?
- 11.16 I am using . . . mile range scale.
- 11.17 Advise you change to larger range scale.
Advise you change to smaller range scale.
- 11.18 I require shore-based radar assistance.
- 11.19 Is shore-based radar assistance available?
- 11.20 Shore-based radar assistance is available.

* This message may only be used when the vessel is positively identified.

Shore-based radar assistance is not available.

- 11.21 I am at way point . . . , course . . . , speed . . .
 I am at reporting point . . . , course . . . , speed . . .
 I am at C. I. P. . . . , course. . . , speed . . .
 I am approaching way point . . . , course . . . , speed . . .
 I am approaching reporting point . . . , course . . . , speed . . .
 I am approaching C.I.P. . . . , course. . . , speed . . .
- 11.22 I will stop at position . . . at . . . hours.
- 11.23 You are in the fairway.
- 11.24 Vessel on opposite course passing your port side.
 Vessel on opposite course passing your starboard side.
- 11.25 Vessel is miles/metres ahead on port bow.
 Vessel is miles/metres ahead on starboard bow.
- 11.26 Vessel ahead of you is on opposite course.
- 11.27 Vessel following will overtake you on port side.
 Vessel following will overtake you on starboard side.
- 11.28 You are leaving my screen.
- 11.29 Do you want navigational assistance to reach the inshore pilot station?
- 11.30 I want navigational assistance to reach the inshore pilot station.
- 11.31 You are approaching - starboard/port limit of fairway
 - radar reference line of fairway
- 11.32 Your position is buoy number . . . distance: . . . metres
 PORT/STARBOARD from reference line.
- 11.33 Your position is buoy number . . . distance: . . . metres
 PORT/STARBOARD from reference line . . . track . . . parallel with
 reference line.
- 11.34 Your position is buoy number . . . distance: . . . metres
 PORT/STARBOARD from reference line . . . track . . . closing
 reference line.

- 11.35 Your position is buoy number . . . distance: . . . metres
PORT/STARBOARD from reference line . . . track . . . diverging from
reference line.
- 11.36 Your position is distance . . . metres from intersection of reference line
. . . and reference line . . .
- 11.37 Your position is distance . . . metres from intersection of reference line
. . . and reference line . . . and distance . . . metres
PORT/STARBOARD from reference line . . .
- 11.38 My radar has become inoperative.

12. Navigational Warnings

- 12.1 There is a dangerous wreck in position . . . (marked by . . .
showing . . .).
There is a dangerous rock in position . . . (marked by . . .
showing . . .).
There is a dangerous shoal in position . . . (marked by . . .
showing . . .).
- 12.2 There is a drifting mine reported in position . . .
- 12.3 There is a gas leakage (from fractured pipeline) in position . . .
- 12.4 There is a slick of oil in position . . . (extending . . .)
- 12.5 There are pipelaying operations in position . . .
There are cable-laying operations in position . . .
- 12.6 There are salvage operations in position . . .
There are oil clearance operations in position . . .
- 12.7 There are tankers transferring . . . in position . . .
- 12.8 There are current meters moored in position . . .
There are oceanographic instruments moored in position . . .
- 12.9 There is a derelict adrift in position . . . (at . . . hours).

- 12.10 There is a vessel with a difficult tow on passage from . . . to . . .
- 12.11 There is a drilling rig . . . (name) established in position . . .
There is an off-shore installation . . . (name) established in position . . .
- 12.12 There is a . . . buoy in position . . . unlit.
There is another mark in position . . . unlit.
There is a . . . buoy in position . . . off station.
There is another mark in position . . . off station.
- 12.13 There is a . . . buoy (showing . . .) established in position.
There is another mark (showing . . .) established in position.
- 12.14 There is a . . . light in position . . . now showing . . .
There is a buoy in position . . . now showing . . .
There is another mark in position . . . now showing . . .
- 12.15 There is a vessel carrying out hydrographic survey in position . . .
There is a vessel carrying out seismic survey in position . . .
There is a vessel carrying out hydrographic survey in area . . .
There is a vessel carrying out seismic survey in area . . .
- 12.16 Abnormally low tides expected in . . . at . . . hours.
Abnormally low tides expected in . . . around . . . hours.
- 12.17 Decca Chain . . . red transmissions interrupted at . . . , check all lane numbers.
Decca Chain . . . green transmissions interrupted at . . . , check all lane numbers.
Decca Chain . . . purple transmissions interrupted at . . . , check all lane numbers.
- 12.18 Vessels must keep clear of this area.
Vessels must keep clear of area indicated.
Vessels must avoid this area.
Vessels must avoid area indicated.
- 12.19 Vessels are advised to keep clear of this area.
Vessels are advised to avoid this area.
- 12.20 Vessels must navigate with caution.

- 12.21 There is a vessel not under command in position . . .
 There is a vessel not under command in area . . .
- 12.22 There is a hampered vessel in position . . .
 There is a hampered vessel in area . . .
- 12.23 Radio beacon service . . . has been discontinued.
- 12.24 Advise you keep clear of sea area . . . search and rescue in
 operation.
- 12.25 Route . . . has been suspended.
 Traffic lane . . . has been suspended.
 Route . . . has been discontinued.
 Traffic lane . . . has been discontinued.
 Route . . . has been diverted.
 Traffic lane . . . has been diverted.

13. Routeing

- 13.1 May I enter traffic lane?
 May I enter route?
- 13.2 You may enter traffic lane.
 Do not enter traffic lane.
 You may enter route.
 Do not enter route.
- 13.3 You may enter traffic lane at position . . . at . . . hours.
 You may enter route at position . . . at . . . hours.
- 13.4 I will enter traffic lane . . . at . . . hours.
 I will enter route . . . at . . . hours.
- 13.5 You are not complying with traffic regulations.
- 13.6 You are not keeping to your correct traffic lane.
- 13.7 There is a vessel in position . . . on course . . . and speed . . . which is
 not complying with traffic regulations.

- 13.8 There is a vessel anchored ahead of you in position . . .
- 13.9 There is a vessel ahead obstructing your movements.
- 13.10 There is a hampered vessel in position . . .on course and speed . . .
- 13.11 You will meet crossing traffic at . . .
- 13.12 There is a vessel crossing . . . traffic lane on course . . . and speed . . . in position . . .
- 13.13 There are many fishing vessels at . . .
- 13.14 Route . . . has been suspended.
Traffic lane . . . has been suspended.
Route . . . has been discontinued.
Traffic lane . . . has been discontinued.
Route . . . has been diverted.
Traffic lane . . . has been diverted.

14. Speed

- 14.1 What is your present speed?
What is your full speed?
- 14.2 My present speed is . . . knots.
My full speed is . . . knots.
- 14.3 What is your full manoeuvring speed?
- 14.4 My full manoeuvring speed is . . . knots.
- 14.5 You are proceeding at a dangerous speed.
- 14.6 Fairway speed is . . . knots.
- 14.7 You must reduce speed.
- 14.8 I am reducing speed.
- 14.9 You must increase speed.

- 14.10 I am increasing speed.
- 14.11 I cannot increase speed.
- 14.12 You must keep your present speed.
- 14.13 I am keeping present speed.
- 14.14 What speed do you advise?
- 14.15 Advise speed . . . knots.

15. Tide and Depth

- 15.1 What is the tide doing?
What is the tidal stream doing?
- 15.2 The tide is rising (it is . . . hours before high water).
The tide is rising (it is . . . hours after low water).
- 15.3 The tide is rising (it is . . . metres/feet below high water).
The tide is rising (it is . . . metres/feet above low water).
- 15.4 The tide is falling (it is . . . hours after high water).
The tide is falling (it is . . . hours before low water).
- 15.5 The tide is falling (it is . . . metres/feet below high water).
The tide is falling (it is . . . metres/feet above low water).
- 15.6 The tide is slack.
The tide is with you.
The tide is against you.
- 15.7 Present height of the tide above datum is . . . metres/feet at position . . .
- 15.8 Tide is (. . . metres/feet) above prediction.
Tide is (. . . metres/feet) below prediction.
- 15.9 The tide is . . . knots at . . .
The current is . . . knots at . . .

- 15.10 Tide is setting in direction . . .
- 15.11 In your present position you will be aground at low water.
- 15.12 Is there sufficient depth of water?
- 15.13 There is sufficient depth of water.
There is not sufficient depth of water.
- 15.14 My draught is . . . metres/feet. At what time may I enter. . . ?
My draught is . . . metres/feet. At what time may I pass . . . ?
- 15.15 Charted depths are decreased by . . . metres/feet due to state of the sea.
Charted depths are decreased by . . . metres/feet due to state of the winds.
- 15.16 Abnormally low tides expected in . . . at . . . hours.
Abnormally low tides expected in . . . around . . . hours.

16. Tropical Storms

- 16.1 What is your latest tropical storm warning information?
- 16.2 Tropical storm centre (name) reported in . . .
- 16.3 What is the atmospheric pressure (and its change)?
What is the atmospheric pressure (at position . . .)?
What is the atmospheric pressure (at your position)?
- 16.4 The atmospheric pressure is . . . and its change is (. . .).
- 16.5 What is the position, direction and speed of the tropical storm centre (name)?
- 16.6 The tropical storm centre (name) was (at . . . hours) in position . . . moving . . . at . . . knots.
- 16.7 Tropical storm (name) at . . . hours was moving in direction . . . at . . . knots with maximum winds force . . .
Tropical storm (name) at . . . hours was moving in direction . . . at . . . knots with maximum winds speed . . .

17. Tugs

- 17.1 I require a tug.
I require . . . tugs.
- 17.2 Must I take tug(s)?
17.3 How many tugs must I take.
- 17.4 You must take . . . tug(s).
- 17.5 At what position will tug(s) meet me?
- 17.6 Tug(s) will meet you at (position . . .) (at . . . hours).
Tug(s) will meet you (near . . .) (at . . . hours).
- 17.7 Tug services suspended.
Tug services resumed.

18. Way Points/Reporting Points/C.I.P.

- 18.1 (Vessel indicated) I am at Way Point . . .
(Vessel indicated) I am approaching Way Point . . .
- 18.2 (Vessel indicated) You are approaching Way Point . . .
- 18.3 Report at next Way Point . . .
Report at next position . . .
- 18.4 Vessel . . . has reported at . . .
- 18.5 You must arrive at . . . at . . . hours.

19. Weather

- 19.1 What is the weather forecast (for area. . .)?
- 19.2 What is the wind direction and force (in area . . .)?
What is the wind direction and speed (in area . . .)?
- 19.3 Wind direction and force at . . . is . . .
Wind direction and speed at . . . is . . .

- 19.4 Is the wind expected to change?
- 19.5 The wind is backing and increasing.
The wind is veering and increasing.
The wind is backing and decreasing.
The wind is veering and decreasing.
- 19.6 Is the wind force expected to increase at . . . ?
Is the wind speed expected to increase at . . . ?
Is the wind force expected to decrease at . . . ?
Is the wind speed expected to decrease at . . . ?
- 19.7 The wind at . . . will increase to force . . . within the next . . . hours.
The wind at . . . will decrease to force . . . within the next . . . hours.
The wind at . . . will increase to speed . . . within the next . . . hours.
The wind at . . . will decrease to speed . . . within the next . . . hours.
- 19.8 What is the visibility at . . . ?
- 19.9 Visibility at . . . is . . . metres/miles.
- 19.10 Visibility is reduced by fog.
Visibility is reduced by rain.
Visibility is reduced by snow.
Visibility is reduced by dust.
Visibility is reduced by . . .
- 19.11 Is visibility expected to change?
- 19.12 Visibility is expected to increase to . . . metres/miles in . . . hours.
Visibility is expected to decrease to . . . metres/miles in . . . hours.
Visibility is expected to increase to . . . metres/miles by . . . hours.
Visibility is expected to decrease to . . . metres/miles by . . . hours.
- 19.13 What is the state of the sea at . . . ?
- 19.14 There is a sea of height . . . metres/feet from . . .
There is a swell of height . . . metres/feet from . . .
- 19.15 Are sea conditions expected to change within the next hours?

- 19.16 Sea is expected to increase within the next . . . hours.
 Swell is expected to increase within the next . . . hours.
 Sea is expected to decrease within the next . . . hours.
 Swell is expected to decrease within the next . . .hours.
- 19.17 Can icing be expected at . . . ?
- 19.18 Icing may be expected to form slightly at . . .
 Icing may be expected to form moderately at . . .
 Icing may be expected to form severely at . . .
 Icing may be expected to form very severely at . . .
- 19.19 Icing should not be expected at . . .
- 19.20 Are there any . . . warnings in operation for . . . ?
- 19.21 A warning of gales was issued at . . . hours starting . . .
 A warning of storms was issued at . . . hours starting . . .
- 19.22 What is the latest information about storm . . .?

CHAPTER C - SPECIAL

20. Fishing

- 20.1 Navigate with caution small fishing boats are within . . . miles of me.
- 20.2 Is there fishing gear ahead of me?
- 20.3 You are heading towards fishing gear.
- 20.4 There are nets with buoys in this area.
- 20.5 Fishing gear has fouled my propeller.
- 20.6 You have caught my fishing gear.
- 20.7 Advise you recover your fishing gear.
- 20.8 Fishing in this area is prohibited.
- 20.9 You are approaching a prohibited fishing area.

21. Helicopters

- 21.1 Vessel . . . ready for helicopter.
- 21.2 (Vessel . . .) helicopter now proceeding to you.
- 21.3 My course and speed is . . . degrees . . . knots.
- 21.4 Identify yourself (by method indicated).
- 21.5 (Vessel . . .) I am now making identification signal.
- 21.6 You are identified.
- 21.7 Present relative wind direction and force is . . . degrees . . .
- 21.8 Keep the wind on starboard bow.
Keep the wind on port bow.
Keep the wind on starboard quarter.
Keep the window port quarter.
- 21.9 Indicate landing point.
Indicate contact point.
- 21.10 May I land on deck.
- 21.11 You may land on deck.
- 21.12 Do not land on deck.
- 21.13 Operation will be carried out using hoist.
- 21.14 Landing party ready to receive you.
- 21.15 I am landing.
I am commencing operation.
- 21.16 Do not make fast hoist.

22 Ice-Breakers

If there is more than one vessel being assisted, ice-breaker commands concerning all the vessels in a convoy are to be immediately obeyed and repeated consecutively by each vessel in turn. Ice-breaker commands applying to a single vessel in a convoy are repeated only by that vessel.

When being assisted by an ice-breaker it is important to keep a continuous listening watch on the appropriate radiotelephone frequency and to keep a proper lookout for sound and visual signals.

ICE-BREAKER	ASSISTED VESSEL(S)
1. Attention Attention all vessels Attention vessel . . .	Attention vessel . . . listening Attention . . . (convoy number) listening.
2. Ice-breaker assistance is now coming (I will arrive in . . . hours).	Okay. Ice breaker assistance is now coming (You will arrive in . . . hours).
3. Ice-breaker assistance is now commencing (Keep a continuous radio-telephone listening watch) Your place in the convoy is . . .) (You will be followed by vessel . . .)	Okay. Ice-breaker assistance is now commencing. (I am keeping a continuous radio-telephone listening watch) (My place in the convoy is . . .) (I will be followed by vessel . . .)
4. Go ahead; (follow me)	I am going ahead. (I am following you)
5. Proceed along the ice channel.	I am proceeding along the ice channel.
6. Do not follow me; Stop - Reason may be given	I will not follow you. I am stopping.
7. Do not follow me. Proceed along the ice channel.	I will not follow you; I will proceed along the ice channel.
8. Slow down - Reason may be given	I am slowing down.
9. Increase your speed. Increase your engine power - Reason may be given.	I am increasing my speed. I am increasing my engine power.
10. Reverse your engine . . . (slow astern) (half astern) (full astern)	I am reversing my engine . . . (slow stern) (half stern) (full astern)
11. Full ahead immediately.	I am going full ahead immediately.
12. Stop your vessel immediately - Reason	I am stopping my vessel immediately.

may be given.

- | | | |
|-----|--|--|
| 13. | Keep a distance of . . . cables/metres between vessels. | I will keep a distance of . . . cables/metres between vessels. |
| 14. | Shorten the distance between vessels to . . . cables/metres. | I am shortening the distance between vessels to . . . cables/metres. |
| 15. | Increase the distance between vessels to . . . cables/metres. | I am increasing the distance between vessels to . . . cables/metres. |
| 16. | Prepare to receive tow line.
Prepare to cast off tow line. | I will prepare to receive tow line.
I will prepare to cast off tow line. |
| 17. | Be ready to receive tow line.
Be ready to cast off tow line. | I am ready to receive tow line.
I am ready to cast off tow line. |
| 18. | Stop vessel to receive tow line.
Stop vessel to cast off tow line. | I will stop and receive tow line.
I will stop and cast off tow line. |
| 19. | Ice-breakers assistance is suspended.* | Okay. Ice-breakers assistance is suspended.* |
| 20. | Stay where you are. | I will stay where I am. |
| 21. | Switch on bow searchlight.
Switch on stern searchlight. | I will switch on bow searchlight.
I will switch on stern searchlight. |
| 22. | Ice-breaker . . . assistance is finished.
Reason . . .
(There is open water ahead)
(There is light ice condition ahead)
(Proceed by yourself)
(Ice-breaker . . . will assist you in further navigation.)
(Proceed by yourself to an area . . .)
(Ice-breaker . . . will meet and escort you). | Thank you. Okay. Ice-breaker . . . assistance is finished.
Reason . . .
(There is open water ahead)
(There is light ice conditions ahead)
(I will proceed by myself)
(Ice-breaker . . . will assist me in further navigation)
(I am proceeding by myself to an area . . .)
(Ice-breaker . . . will meet and escort me). |

*Reason/time may be given.

PART IV

PHRASE VOCABULARY FOR ON-BOARD COMMUNICATION

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*.

	Order	Meaning
1.1	Midships	Rudder to be held in the fore and aft position.
1.2	Port five	5° of port rudder to be held.
1.3	Port ten	10° of port rudder to be held.
1.4	Port fifteen	15° of port rudder to be held.
1.5	Port twenty	20° of port rudder to be held.
1.6	Port twenty-five	25° of port rudder to be [*] held.
1.7	Hard-a-port	Rudder to be held fully over to port.
1.8	Starboard five	5° of starboard rudder to be held.
1.9	Starboard ten	10° of starboard rudder to be held.
1.10	Starboard fifteen	15° of starboard rudder to be held.
1.11	Starboard twenty	20° of starboard rudder to be held.

* When there is concern that the helmsman is inattentive he should be questioned and he should respond in accordance with the terminology in Part III, sub-paragraphs 5.1 and 5.2 of the Standard Marine Navigational Vocabulary: This is a reminder to the helmsman to mind his helm.

1.12	Starboard twenty-five	25° of starboard rudder to be held.
1.13	Hard-a-starboard	Rudder to be held fully over to starboard.
1.14	Ease to five	Reduce amount of rudder to 5° and hold.
1.15	Ease to ten	Reduce amount of rudder to 10° and hold.
1.16	Ease to fifteen	Reduce amount of rudder to 15° and hold.
1.17	Ease to twenty	Reduce amount of rudder to 20° and hold.
1.18	Steady	Reduce swing as rapidly as possible
1.19	Steady as she goes	Steer a ready 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 ship is steady on that heading, the helmsman is to call out: "Steady on"
1.20	Keep the buoy/mark/beacon on port/starboard side.	
1.21	Report if she does not answer the wheel.	
1.22	Finished with the wheel.	

When the officer of the watch requires a course to be steered by compass, the direction in which 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 ship round steadily to the course ordered. When the ship 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 call out.

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

“Steer on . . . buoy . . . (mark) . . . (beacon)”.

The helmsman should repeat the order and when steady on the mark call out:

“Steady on . . . buoy . . . (mark) . . . (beacon)”.

The person giving the order should acknowledge the helmsman’s call out.

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	Meaning (see Note)
2.1	Full ahead	Maximum manoeuvring engine revolutions for ahead propulsion
2.2	Half ahead	Revolutions as indicated in ship’s orders.
2.3	Slow ahead	Revolutions as indicated in ship’s orders.
2.4	Dead slow ahead	Revolutions as indicated in ship’s orders.
2.5	Stop engine(s)	No engine revolutions.
2.6	Dead slow astern	Revolutions as indicated in ship’s orders.

2.7	Slow astern	Revolutions as indicated in ship's orders.
2.8	Half astern	Revolutions as indicated in ship's orders.
2.9	Full astern	Revolutions as indicated in ship's orders.
2.10	Emergency full ahead/astern	Revolutions as indicated in ship's orders.
2.11	Stand by engine	Engine room personnel fully ready to manoeuvre and bridge manned with personnel to relay engine orders.
2.12	Finished with engines	Movement of engine(s) no longer required.

In ships 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 bow thrusters are used, the following orders are used:

	Order	Meaning
2.13	Bow thrust full (half) to port	Ship's head to move to port with power as specified.
2.14	Bow thrust full (half) to starboard	Ship's head to move to starboard with power as specified.
2.15	Stern thrust full (half) to port	Ship's stern to move to port with power as specified.
2.16	Stern thrust full (half) to starboard.	Ship's stern to move to starboard with power as specified.

2.17 Bow (stern) thrust stop No bow (stern) thrust revolutions.

Note: For vessels with variable pitch propellers, the meaning of the order would include the combination of pitch and revolutions as indicated in ship's orders.

3. Pilotage

3.1 Have heaving line ready at pilot ladder.

3.2 Put on lights at pilot ladder position.

3.3 Stand by the pilot ladder.

3.4 Lower/lift up the pilot ladder/hoist.

3.5 Make a lee on the port/starboard side.

3.6 Stop the engines until the pilot boat is clear.

3.7 Keep the pilot boat on the port/starboard side.

3.8 Rig pilot ladder on port/starboard side.

3.9 Pilot ladder is rigged on port/starboard side.

3.10 Rig gangway combined with pilot ladder on port/starboard side.

3.11 Gangway is rigged combined with pilot ladder on port/starboard side.

4. Manoeuvring

4.1 May I have your manoeuvring data?

4.2 What is the diameter of the turning circle?

4.3 What are the advance and transfer distance in a crash stop?

4.4 How long does it take from hard-a-port to hard-a-starboard?

- 4.5 Is the turning effect of the propeller very strong?
- 4.6 Where is the whistle control?
- 4.7 What notice is required to reduce from full sea speed to manoeuvring revolutions?
- 4.8 Is there an automatic pilot?
- 4.9 Is the automatic pilot reliable?
- 4.10 Is the helmsman experienced?
- 4.11 Does the helmsman understand English?
- 4.12 Give . . . short/long blast(s) on the whistle.
- 4.13 Put a man on lookout.
- 4.14 Keep a speed of . . . knots.
- 4.15 What is her (manoeuvring) speed at full/half/slow/dead slow ahead?
- 4.16 Her (manoeuvring) speed at full/half/slow/dead slow ahead is . . . knots.
- 4.17 Fairway speed is . . . knots.
- 4.18 What is full sea speed?
- 4.19 Full sea speed is . . . knots.

5. Propulsion system

- 5.1 Is the engine a diesel/turbine?
- 5.2 Is the engine-room manned or is the engine on bridge control?
- 5.3 How long does it take to change the engine from ahead to astern?
- 5.4 How long does it take to start the engine from stopped?

- 5.5 Is there extra power available in emergency while manoeuvring?
- 5.6 Do you have a controllable pitch propeller?
- 5.7 Do you have a right or left hand propeller?
- 5.8 Does she have a single screw/twin screws?
- 5.9 Are there bow/stern thrusters?
- 5.10 What is her maximum manoeuvring power ahead/astern?
- 5.11 What are her maximum revolutions ahead/astern?
- 5.12 What is the maximum power ahead/astern in an emergency?
- 5.13 Do the (twin) propellers turn inboard/outboard when going ahead?

6. Anchoring

a) Going to anchor

- 6.1 Is/are the anchor(s) ready for dropping?
- 6.2 Anchor(s) is/are ready for dropping?
- 6.3 Walk out the anchor(s).
- 6.4 We are going to an anchorage.
- 6.5 Have the starboard/port/both anchor(s) ready.
- 6.6 We will use/drop the port/starboard/both anchor(s).
- 6.7 Put one/two/three . . . shackles in the water/in the pipe/on deck.
- 6.8 Walk back the port/starboard/both anchor(s) one/one and a half shackle(s).
- 6.9 We will let go the port/starboard/both anchor(s) . . . shackle(s) and dredge it.

- 6.10 Drop port/starboard/both anchor(s).
- 6.11 Pay out the cable(s).
- 6.12 Check the cable(s).
- 6.13 Hold on the port/starboard/both cable(s).
- 6.14 Where is the cable leading?
- 6.15 Is the anchor/are the anchors holding?
- 6.16 Has she been brought up?
- 6.17 She has been brought up in position.
- 6.18 Switch on the anchor lights.
- 6.19 Hoist/lower the anchor ball.
- 6.20 Check the anchor position by bearings.

b) Leaving the anchorage

- 6.21 How much cable is out?
- 6.22 Stand by to heave up.
- 6.23 Put the windlass in gear.
- 6.24 Where is the cable leading?
- 6.25 The cable(s) is/are leading ahead/astern/to port/to starboard/round the bow/up and down.
- 6.26 Heave in the port/starboard/both cable(s).
- 6.27 Is there much weight on the cable?
- 6.28 There is a lot of weight/too much weight/no weight on the cable.
- 6.29 Stop heaving.

- 6.30 How many shackles are left (to come in)?
- 6.31 There is a turn/there are turns in the cable(s).
- 6.32 The anchor is/cables are clear.
- 6.33 Anchor(s) is/are - clear of the water
 - home
 - foul
- 6.34 Anchor(s) has/have been secured.

7. Berthing/unberthing

a) General

- 7.1 Is the propeller clear?
- 7.2 Keep the propeller clear.
- 7.3 The propeller is/is not clear.
- 7.4 Stop the (controllable pitch) propeller.
- 7.5 Have fenders ready forward/aft.
- 7.6 There are fenders on the berth.

b) Berthing

- 7.7 We will be berthing port/starboard side.
- 7.8 We will be mooring to a buoy/buoys ahead and astern.
- 7.9 We will be mooring alongside/to dolphins.
- 7.10 Put out . . head/stern/breast lines.
- 7.11 Put out . . . spring(s) fore/aft.
- 7.12 We will use . . . shore head/stern/breast lines/wires.

- 7.13 Do you have tension winches forward/aft on all/some lines?
- 7.14 Have heaving lines ready forward and aft.
- 7.15 Send a heaving line/the head line/the stern line/the breast line ashore to the boatmen/linesmen.
- 7.16 The boatmen/linesmen will use shackles/lashings to secure the mooring.
- 7.17 Give the boatmen/linesmen some shackles/lashings for the lines.
- 7.18 Have a messenger line ready.
- 7.19 Use the centre/panama lead forward/aft.
- 7.20 Use the bow/port/starboard quarter lead.
- 7.21 Heave on the . . . line(s)/spring.
- 7.22 Pick up the slack on the . . . line(s)/spring.
- 7.23 Heave away.
- 7.24 Stop heaving.
- 7.25 Slack away the . . . line(s)/spring.
- 7.26 Stop slacking the . . . line(s)/spring.
- 7.27 Hold on the . . . line(s)/spring.
- 7.28 Heave in easy/heave alongside.
- 7.29 Keep the lines tight.
- 7.30 Do not break the lines.
- 7.31 Report the forward/stern distance to . . .
- 7.32 We have to move . . . metres ahead/astern.

7.33 We are in position.

7.34 Make fast forward and aft.

c) Unberthing

- 7.35 Are the engines ready?
- 7.36 How long does it take to have the engines ready?
- 7.37 We are/we are not ready to get underway.
- 7.38 Prepare to let go.
- 7.39 Single up to . . . line(s) and . . . spring(s) forward and aft.
- 7.40 Slack away the head line/stern line/breast line.
- 7.41 Hold on the head line/stern line/breast line.
- 7.42 Slack away the forward/after spring.
- 7.43 Hold on to the forward/after spring.
- 7.44 Heave on the head line/stern line/forward/after spring.
- 7.45 Heave in the head line/stern line/forward/after spring.
- 7.46 Let go everything forward/aft.
- 7.47 Keep someone forward to stand by the anchor.
- 7.48 Let go head line/stern line/towing line/spring.

8. Radar

- 8.1 Is your radar working?
- 8.2 I do not have radar.
- 8.3 Does your radar have any blind sectors?
- 8.4 My radar has blind sectors from . . . to . . . degrees and from . . . to . . . degrees.
- 8.5 Switch the radar to . . . mile range.

- 8.6 Switch your radar to:
- relative head up
 - relative north up
 - relative course up
 - true north up
 - true course up

9. Tugs

- 9.1 We will use . . . tug(s).
- 9.2 Stand by to make fast tug(s).
- 9.3 Make . . . tug(s) fast forward/on the port/starboard bow.
- 9.4 Make . . . tug(s) fast aft/on the port/starboard quarter.
- 9.5 The forward tug will make fast alongside on the port/starboard side.
- 9.6 The after tug(s) will make fast alongside on the port/starboard side.
- 9.7 Make . . . tug(s) fast on each bow/quarter.
- 9.8 The tugs will pull/push.
- 9.9 Use the ship's lines.
- 9.10 Use the tug's lines.
- 9.11 Use the centre/panama lead.
- 9.12 Use the fairlead/panama lead on the:
- port side/starboard side/amidships
 - port bow/starboard bow
 - port quarter/starboard quarter
- 9.13 Send two lines to the tug.
- 9.14 Send a heaving line to the tug.
- 9.15 Lower the towing line to the tug/water.

- 9.16 Slack away the towing line.
- 9.17 Make fast the towing line.
- 9.18 Put/do not put the eye of the towing line on the bitts.
- 9.19 Stand well clear of the towing line.
- 9.20 Stand by to let go the tug(s).
- 9.21 Let go the tug(s).
- 9.22 The towing line has parted.

10. Draught and air draught

- 10.1 Is she trimmed by the head/stern?
- 10.2 Is she on even keel?
- 10.3 What is her maximum draught now?
- 10.4 What is her draught forward/aft?
- 10.5 What is her air draught?

Note 1: When necessary it must be specified whether salt or fresh water draught is given.

Note 2: “Air draught” is the height of the highest point of the vessel above the waterline (see sketch 2).