Suggested Changes to IMO Resolution A.918(22) Standard Marine Communication Phrases):

2.2 Spelling of digits and numbers (P.13)

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

|  |  |  |
| --- | --- | --- |
| **Number** | **Spelling** | **Pronunciation** |
| 0 | zero | **ZEERO** |
| 1 | one |  |
| 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** |

4 Responses (P.14)

4.5 When an INSTRUCTION (e.g. by a VTS Station, naval vessel or other fully authorized personnel) or an ADVICE is given, respond:

"I will/can ... " - followed by the instruction or advice in full; or,

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

Example: "INSTRUCTION. Slow down your vessel immdeately.."

Respond: "I will slow down my vessel immediately

Example: "ADVICE. Do not overtake the vessel North of you."

Respond: "I will not overtake the vessel North of me."

18.2 The word "can" (P.17)

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.

Can

Do not say: "Can I use the shallow draft fairway at this time?"

Say: " QUESTION. Do I have permission to use the shallow draft fairway at this time?"

GLOSSARY (P.21)

Hoist A cable used by helicopters for lifting or lowering persons in a pick-up operation

List I Inclination of the vessel to port side or starboard side

Recover (to) To pick up shipwrecked persons

Resume (to) To re-start a voyage, service or search

Elongated spreader Step of a pilot ladder which prevents the ladder from twisting (Suggested to move the item up to the letter ‘E’ category)

Stand clear (to) To keep a boat away from the vessel

VTS Vessel Traffic Services: services implemented by a Competent Authority, designed to improve the safety and efficiency of vessel traffic and to protect the environment. The service should comprise at least an information service and may also include others, such as a navigational assistance service or a traffic organisation service, or both which should have the capability to interact with the traffic and to respond to traffic situations developing in the VTS area. (from IMO Resolution A.857 (20))

VTS area the delineated, formally declared service area of the VTS. A VTS area may be subdivided in sub-areas or sectors (from IMO Resolution A.857 (20))VTS authority the authority with responsibility for the management, operation and coordination of the VTS, interaction with participating vessels and the safe and effective provision of the service. (from IMO Resolution A.857 (20))

VTS centre the centre from which the VTS is operated. Each sub-area of the VTS may have its own sub-centre.(from IMO Resolution A.857 (20))

A1/1.1 Distress communications (P.30)

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.

A1/6 Vessel Traffic Service (VTS) Standard Phrases (P.45)

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 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 . The marker to be used would depend 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** (see below) 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 (P.46)**

The underlying intent of message markers is to escalate the importance of the message being communicated.

1. **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 INFORMATION will be up to the recipient.

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

**(ii)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 draft?"

**(iii)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 draft is seven decimal zero metres."

**(iv)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."

**(v)INTENTION**

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

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

Example: "INTENTION. I will reduce my speed."

**(vi)ADVICE**

This indicates that the following message implies the intention of the sender to influence others by a Recommendation. The use of the message Marker ADVICE would normally follow Information and or Warning Messages.

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: WARNING. Vessel departing berth”

"ADVICE. Do not cross the Fairway."

**(vii)WARNING**

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

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

Example: "WARNING. Obstruction in the fairway."

1. **INSTRUCTION**

This indicates that the following message implies the intention of the sender to influence others by a Regulation. The use of the message Marker INSTRUCTION would normally follow the provision of Information, Warning and or ADVICE Messages.

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: WARNING. Vessel departing berth”

"INSTRUCTION. Do not cross the fairway.”