

**RESOLUTION A.380(X)**

*Adopted on 14 November 1977  
Agenda item 8(b)*

**STANDARD MARINE NAVIGATIONAL VOCABULARY**

THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

RECOGNIZING that English is considered as a common language for international navigational communications between ships and between ships and shore services,

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

HAVING CONSIDERED the Reports of the Maritime Safety Committee on its thirty-fourth and thirty-sixth sessions and its relevant recommendations on this matter,

DECIDES:

- (a) to adopt the Standard Marine Navigational Vocabulary given at Annex I to this Resolution;
- (b) to authorize the Maritime Safety Committee to amend the Vocabulary as and when necessary in accordance with the procedure set out in Annex II to this Resolution;
- (c) to recommend that Member Governments:
  - (i) give the Vocabulary a wide circulation to all prospective users and maritime education authorities,
  - (ii) supply in due course any comments by users for further evaluation.

## ANNEX I

### 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 IMCO concerning ships' routeing schemes. 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", using the English tongue, 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.

## 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 I

#### GENERAL

#### 1. Procedure

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”.

#### 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             | NEGATIVE                   | INTERROGATIVE <sup>1</sup>                               |
| I require              | I do not require           | Do I require?  |
| I am                   | I am not                   | Am I?  |
| You are                | You are not                | Are you?   |
| I have                 | I do not have              | Do you have?   |
| I can                  | I cannot                   | Can I? <i>is it possible</i><br>Can you? <i>possible</i> |
| I wish to              | I do not wish to           | Do you wish to?  |
| I will – <i>future</i> | I will not – <i>future</i> |  |

|                     |                         |  |
|---------------------|-------------------------|--|
| You may             | You need not            | May I? – <i>permission</i>                                 |
| Advise <sup>2</sup> | Advise not <sup>2</sup> |  |
| There is            | There is not            | Is there?<br>What is/are?<br>Where is/are?<br>When is/are? |

*Note 1:* The interrogative may be preceded by the use of the word "Question".

*Note 2:* "Advise", "Advise not" are to be used when recommendations are being given.

### 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. Urgent Messages

MAYDAY is to be used to prefix Distress signals.

PAN is to be used to prefix Urgency signals.

SECURITE is to be used to prefix Safety signals in accordance with the Radio Regulations.

ATTENTION repeated if necessary, may be used at the beginning of an urgent 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 two point four miles FROM Barr Head lighthouse".

## 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 GMT, 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

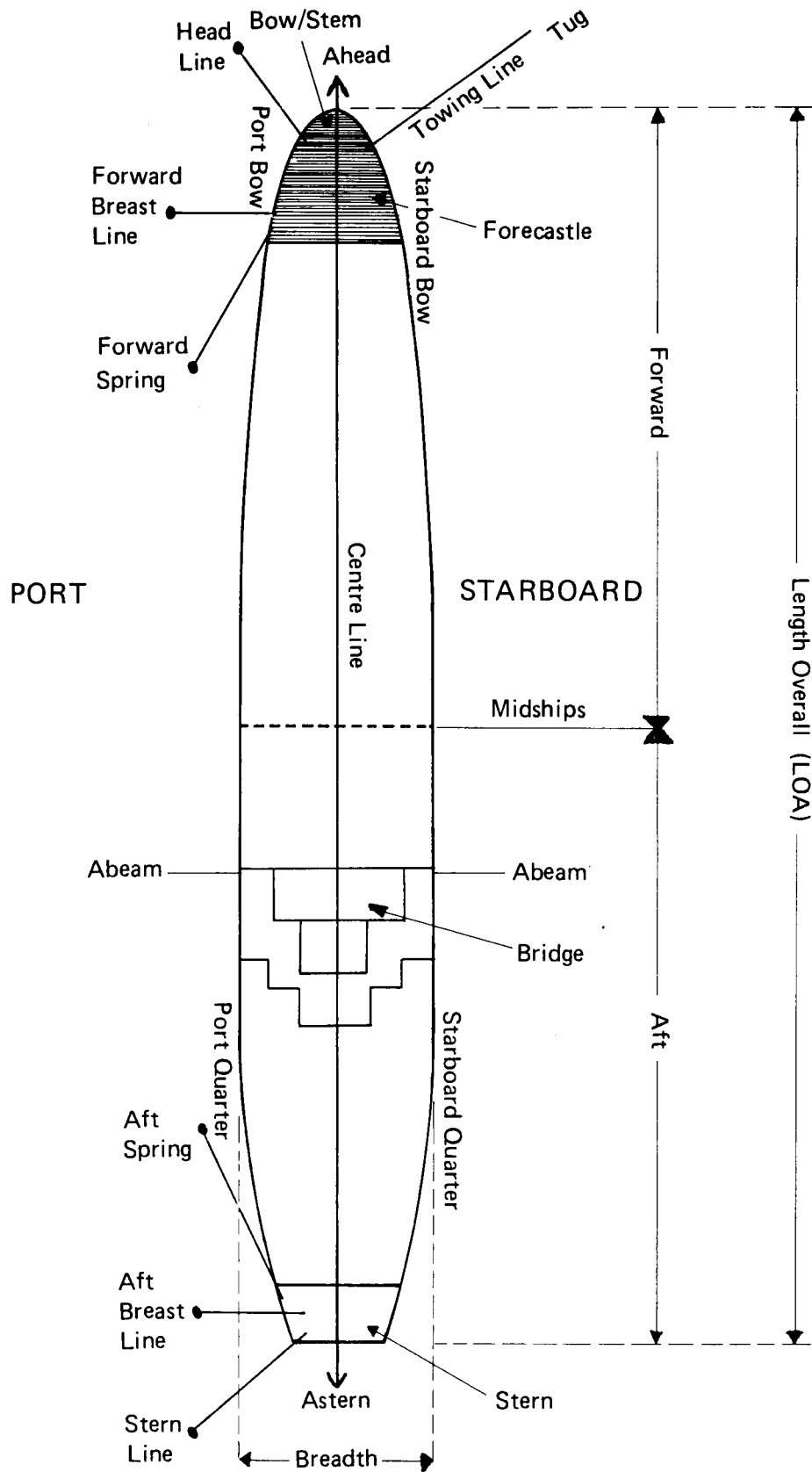
|                           |   |
|---------------------------|---|
| Anchor Position           | Place where a specific vessel is anchored or is to anchor.  |
| Calling-in-Point (C.I.P.) | (see Way Point).  |
| "Correction"              | An error has been made in this transmission, the corrected version is . . .   |
| Deep Water Route          | A route in a designated area within definite limits which has been accurately surveyed for clearance of sea bottom and submerged obstacles to a minimum indicated depth of water. |

|                        |   |
|------------------------|---|
| Dragging (of anchor)   | An anchor moving over the sea bottom involuntarily because it is 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.  |
| Height                 | Height of highest point of vessel's structure above waterline, e.g. radar, funnel, cranes, masthead.                                |
| Icing                  | Formation of ice on vessels.  |
| Inoperative            | Not functioning.  |
| Inshore Traffic Zone   | A designated area between the landward boundary of a traffic separation scheme and the adjacent coast intended for coastal traffic. |
| 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.                  |

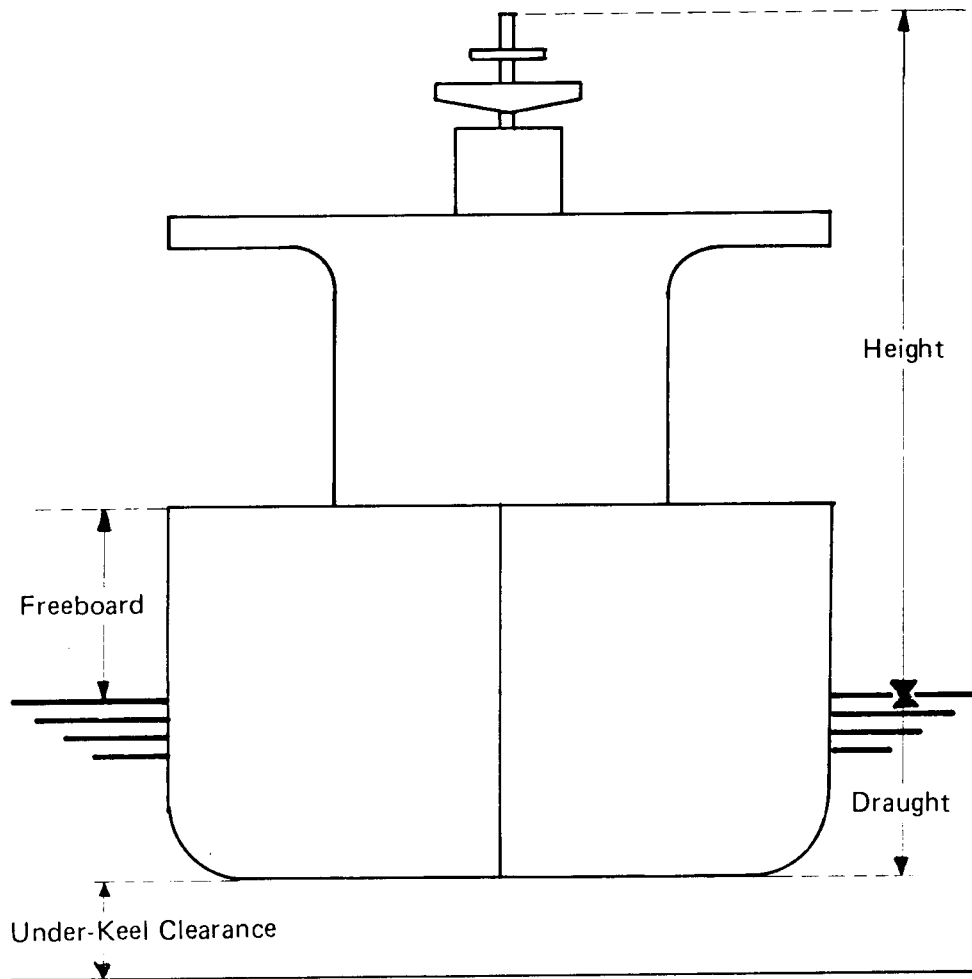


|                           |   |
|---------------------------|---|
| Receiving Point           | A mark or place at which a vessel comes under obligatory entry, transit, or escort procedure (such as for port entry, canal transit or ice-breaker escort).   |
| Reporting Point           | (see Way Point).  |
| Roundabout                | A circular area within definite limits in which traffic moves in a counter-clockwise direction around a specified point or zone.  |
| Routeing                  | A complex of measures concerning routes aimed at reducing the risk of casualties; it includes traffic separation schemes, two-way routes, tracks, areas to be avoided, inshore traffic zones and deep water routes. |
| Separation Zone or Line   | A zone or line separating traffic proceeding in one direction from traffic proceeding in another direction. A separation zone may also be used to separate a traffic lane from the adjacent inshore traffic zone.   |
| Track                     | The recommended route to be followed when proceeding between pre-determined positions.  |
| Traffic                   | Movement of shipping.   |
| Traffic Lane              | An area within definite limits inside which one-way traffic is established.   |
| Traffic Separation Scheme | A scheme which separates traffic proceeding in opposite or nearly opposite directions by the use of a separation zone or line, traffic lanes or by other means.   |
| Two-Way-Route             | An area within definite limits inside which two-way traffic is established.   |
| 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.)                           |

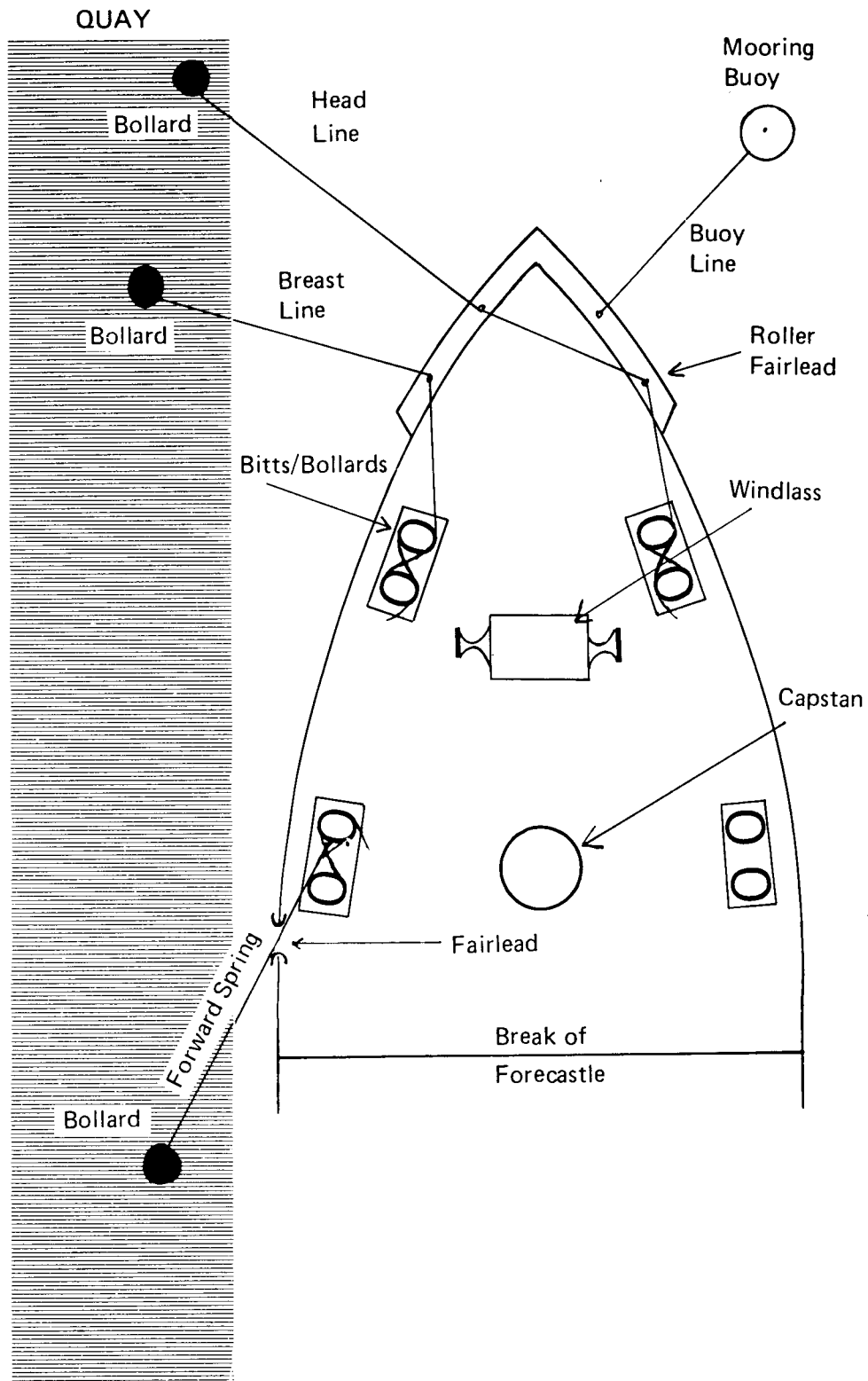
|                |  |
|----------------|--|
| Vessel Outward | A vessel which is proceeding from harbour or anchorage to seawards.  |
| Vessel Turning | A vessel making <b>LARGE</b> alteration in course; such as to stem the tide when anchoring, or to enter, or proceed, after leaving a berth, or dock. |
| 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.)              |



SKETCH 1



SKETCH 2



SKETCH 3

## PART III

## PHRASE VOCABULARY

## 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 or 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 going to run 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 . . .). Please 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 . . . hrs.
- 2.10 Please 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).

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

- 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 Please 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 anchored (at . . .).
- 3.2 I am heaving up anchor.
- 3.3 My anchor is clear of the bottom.
- 3.4 You can anchor . . .  
       (at . . . hours)  
       (in . . . position)  
       (until pilot arrives)  
       (until tug(s) arrive(s))  
       (until there is sufficient 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 have anchored 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).
- 4.33 Let go . . .  
(head line)  
(stern line)  
(spring)  
(towing line).

**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 my course to . . .  
(port/starboard)  
(left/right).
  
- 5.12 Advise you alter course to . . . (at . . .).

**6. Draught and Height**

- 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 height?
- 6.12 My height is . . .

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

*Note 2:* Height 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 . . . 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 Request details of commencement of transit.

Request details of convoy.

Request details of station in convoy.

7.22 You will join convoy . . . at . . . hrs.

7.23 I cannot join convoy . . . because . . .

7.24 Transit will begin at . . . hrs.

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 can I enter the canal?

What time can 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 maintaining my 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 . . . nearing an obscured area (. . .) approaching vessels please acknowledge.
- 8.12 I am not under command.
- 8.13 I am a hampered vessel (because . . .).
- 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 Where can I take pilot?
- 9.5 You can take pilot at point . . . (at . . . hrs).  
You can take pilot near . . . (at . . . hrs).
- 9.6 At what time will the pilot be available?
- 9.7 Is pilotage compulsory?

- 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.

## 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 . . . hrs.
- 10.14 Do not arrive at . . . after . . . hrs.
- 10.15 Say again your position to assist 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 your course?
- 11.10 Report your position to assist 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 . . . miles 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.  
Shore based radar assistance is not available.

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

- 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.

## 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 . . . hrs).
- 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 an other mark in position . . . unlit.  
 There is a . . . buoy in position . . . off station.  
 There is an other mark in position . . . off station.

- 12.13 There is a . . . buoy (showing . . .) established in position.  
There is an other 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 an other 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 . . . hrs.  
Abnormally low tides expected in . . . around . . . hrs.
- 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. Routing**

- 13.1 Is it clear for me to enter traffic lane?  
Is it clear for me to enter route?
- 13.2 It is clear for you to enter traffic lane.  
It is not clear for you to enter traffic lane.  
It is clear for you to enter route.  
It is not clear for you to enter route.
- 13.3 You may enter traffic lane at position . . . at . . . hrs.  
You may enter route at position . . . at . . . hrs.
- 13.4 I will enter traffic lane . . . at . . . hrs.  
I will enter route . . . at . . . hrs.
- 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. When can I enter . . . ?  
My draught is . . . metres/feet. When can 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 . . . hrs.  
Abnormally low tides expected in . . . around . . . hrs.

**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 . . . hrs) 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 be taken by my ship?
- 17.4 You must take . . . tug(s).
- 17.5 Where will tug(s) meet me?
- 17.6 Tug(s) will meet you at (position . . .) (at . . . hrs).  
Tug(s) will meet you (near . . .) (at . . . hrs).
- 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 . . . hrs.

**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 improve to . . . metres/miles in . . . hours.  
Visibility is expected to decrease to . . . metres/miles in . . . hours.  
Visibility is expected to improve 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 during the next . . . hours.  
Swell is expected to increase during the next . . . hours.  
Sea is expected to decrease during the next . . . hours.  
Swell is expected to decrease during 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 wind on port quarter.
- 21.9    Indicate landing point.  
           Indicate contact point.
- 21.10   Request permission to 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<br>Attention all vessels<br>Attention vessel . . .  | Attention vessel . . . listening<br>Attention . . . (convoy number)<br>listening.  |
| 2. | Ice-breaker assistance<br>is now coming<br>(I will arrive in . . .<br>hours).   | Okay. Ice-breaker assistance<br>is now coming<br>(You will arrive in . . . hours).   |
| 3. | Ice-breaker assistance<br>is now commencing<br>(Keep a continuous radio-<br>telephone listening<br>watch)<br>(Your place in the con-<br>voy is . . .)<br>(You will be followed<br>by vessel . . .). | Okay. Ice-breaker assistance<br>is now commencing<br>(I am keeping a continuous radio-<br>telephone listening watch)<br><br>(My place in the convoy is . . .)<br><br>(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;<br>Stop — <i>Reason may be given.</i>                           | I will not follow you.<br>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. — <i>Reason may be given.</i>  | I am slowing down.   |
| 9.  | Increase your speed.<br>Increase your engine power. — <i>Reason may be given.</i> | I am increasing my speed.<br>I am increasing my engine power.                      |
| 10. | Reverse your engine . . .<br>(slow astern)<br>(half astern)<br>(full astern).     | I am reversing my engine . . .<br>(slow astern)<br>(half astern)<br>(full astern). |
| 11. | Full ahead immediately.   | I am going full ahead immediately.   |
| 12. | Stop your vessel immediately. — <i>Reason may be given.</i>                       | I am stopping my vessel immediately.   |
| 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.<br>Prepare to cast off tow line.                     | I will prepare to receive tow line.<br>I will prepare to cast off tow line.        |

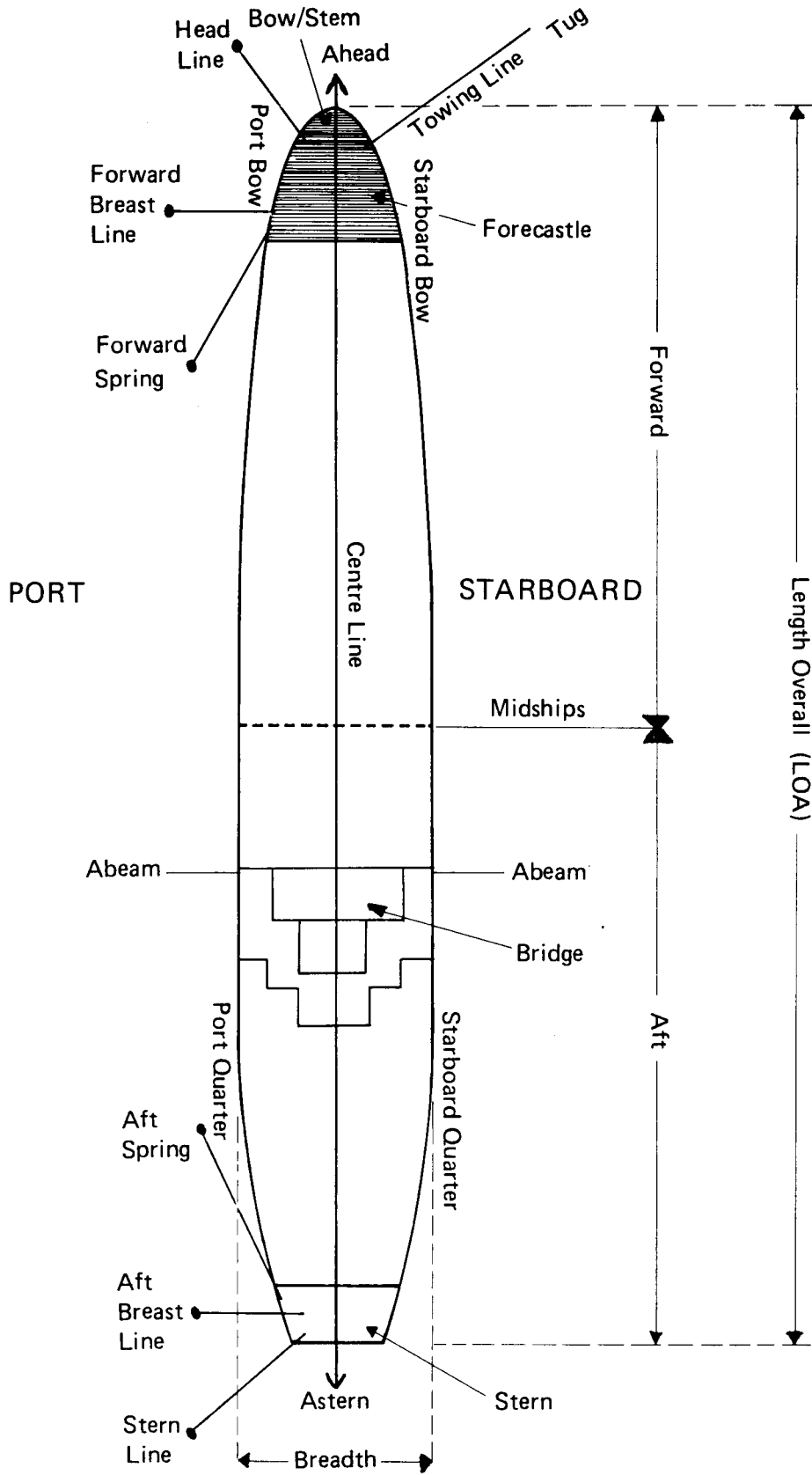
|     |   |  |
|-----|---|--|
| 17. | Be ready to receive tow line.<br>Be ready to cast off tow line.   | I am ready to receive tow line.<br>I am ready to cast off tow line.  |
| 18. | Stop vessel to receive tow line.<br>Stop vessel to cast off tow line.   | I will stop and receive tow line.<br>I will 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.<br>Switch on stern searchlight.  | I will switch on bow searchlight.<br>I will switch on stern searchlight.   |
| 22. | Ice-breaker . . . assistance is finished.<br>Reason . . .<br>(There is open water ahead)<br>(There is light ice condition ahead)<br>(Proceed by yourself)<br>(Ice-breaker . . . will assist you in further navigation)<br>(Proceed by yourself to an area . . .)<br>(Ice-breaker . . . will meet and escort you). | Thank you, Okay. Ice-breaker . . . assistance is finished. Reason . . .<br><br>(There is open water ahead)<br>(There is light ice condition ahead)<br>(I will proceed by myself)<br>(Ice-breaker . . . will assist me in further navigation)<br><br>(I am proceeding by myself to an area . . .)<br>(Ice-breaker . . . will meet and escort me). |

\* Note: Reason/time may be given.

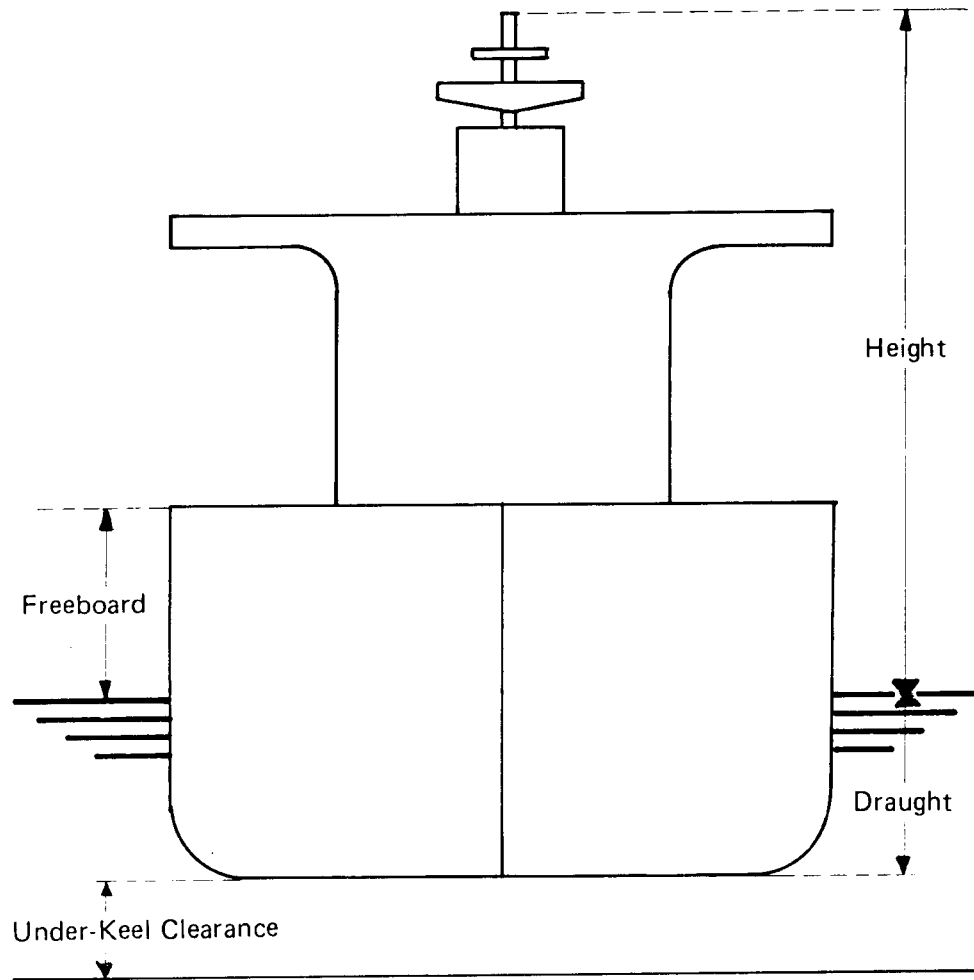
ANNEX II

**PROCEDURE FOR AMENDING THE  
STANDARD MARINE NAVIGATIONAL VOCABULARY**

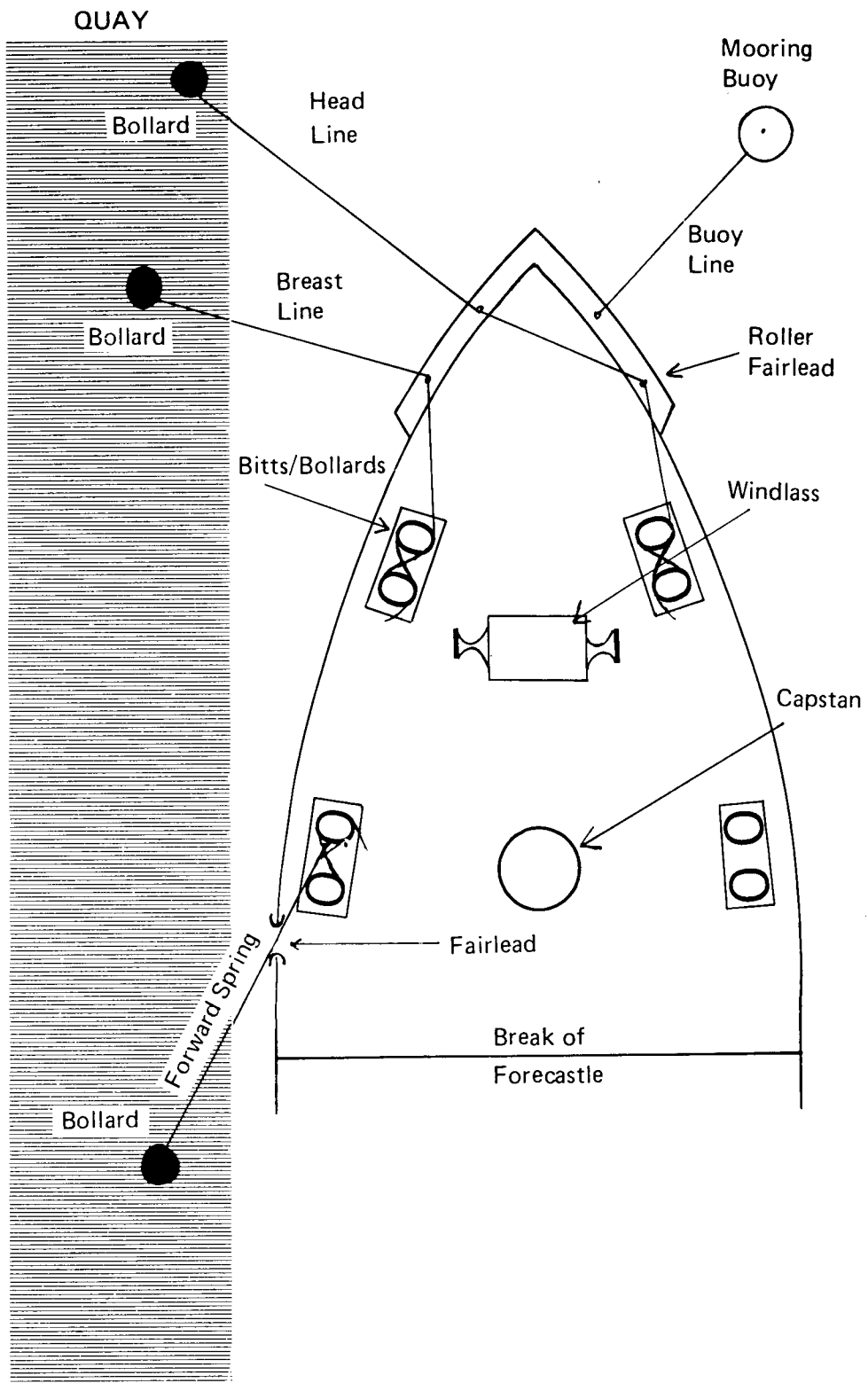
1. The Committee should receive and evaluate, through its subsidiary bodies, proposals for amendments and/or additions to the Standard Marine Navigational Vocabulary, submitted as appropriate.
2. Such proposals should be examined collectively rather than individually when, in the Committee's judgment, they are sufficient or of such importance as to warrant examination.
3. Amendments to the Vocabulary 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 two years. Amendments adopted by the Committee will be notified to all concerned and will come into force twelve months after the date of notification.



SKETCH 1



SKETCH 2



SKETCH 3