

DOS-P INFORMATION FILE

m | 4066

DATE 7/11/73 | INIT



DEPARTMENT OF TRANSPORT

# RADIOTELEPHONE

(MARITIME SERVICES)

## Handbook

TELECOMMUNICATIONS AND ELECTRONICS BRANCH  
OTTAWA, CANADA



CANADA

# RADIOTELEPHONE

(MARITIME SERVICES)

## Handbook

DEPARTMENT OF TRANSPORT  
TELECOMMUNICATIONS AND ELECTRONICS BRANCH

ROGER DUHAMEL, F.R.S.C.  
QUEEN'S PRINTER AND CONTROLLER OF STATIONERY  
OTTAWA, 1961

Cat. No. T54-861

## FOREWORD

This handbook is intended as a guide to those in the marine service—both ships and coast stations—who operate radiotelephone. It will also be useful as a textbook for candidates preparing for examinations leading to Radiotelephone Operators' Restricted Certificates.

Correct procedure on the part of operators of radiotelephone equipment is necessary for the efficient exchange of communications and particularly important where lives and property are at stake. It is also essential for a fair sharing of "On-the-air" time in the crowded radio spectrum.

The procedures are based upon those formulated by the International Telecommunications Union and are used by all Department of Transport vessels and coast stations. Numerous examples are included.

This publication also sets forth the regulations governing radiotelephone stations in the marine service. All the regulations are based upon the Radio Act and the General Radio Regulations made under it, the Canada Shipping Act and the Ship Station Radio Regulations made under it, and the Safety of Life at Sea Convention, 1948.

The handbook is divided into five main chapters: (1) Regulations (2) Procedures (3) Distress Communications (4) Urgency Communications and (5) Safety Communications. Paragraphs are all numbered. Prime or main

paragraphs are indicated by a single number, while secondary or sub-paragraphs carry the number of the prime paragraph followed by one or more numbers which indicate its relationship to the prime paragraph. This system of paragraph numbering has been found by experience to permit easy cross-reference within the text and a simple means of reference in correspondence. Paragraph numbers when used for reference purposes include all sub-divisions of that paragraph.

Special attention should be given to those sections dealing with distress, urgency and safety.

## TABLE OF CONTENTS

Paragraph		Page
1.	<b>REGULATIONS</b> .....	9
1.1	Operators' Certificates.....	9
1.2	Station Licences.....	9
1.3	Documents to be carried.....	10
1.3.1	Compulsorily Fitted Ships.....	10
1.3.2	Non-Compulsorily Fitted Ships.....	10
1.4	Secrecy of Communications.....	11
1.5	Control of Communications.....	11
1.5.1	Controlling Station.....	11
1.5.2	Ship Station.....	12
1.5.3	Communication with Nearest Coast Station.....	12
1.5.4	Working in Harbour.....	12
1.5.5	Censorship by Master.....	12
1.6	Unauthorized Communications.....	13
1.6.1	Profane Language.....	13
1.6.2	Penalty.....	13
1.6.3	False Distress Signals.....	13
1.7	Hours of Service (Watchkeeping).....	13
1.7.1	Compulsorily Fitted Ships.....	13
1.7.2	Non-Compulsorily Fitted Ships.....	13
1.7.3	Notification to Coast Stations.....	14
1.7.4	Coast Stations.....	14
1.8	Time.....	14
1.8.2	Date.....	15
1.9	Record of Communications (Radio Log).....	16
1.9.1	Ship Stations.....	16
1.9.1.1	Compulsorily Fitted Ships.....	16
1.9.1.2	Radio Log Books.....	17
1.9.2	Coast Stations.....	17
1.9.3	Retention of Log.....	17
1.9.4	Examples of Log Keeping.....	18
1.9.4.1	Ship Stations.....	18
1.9.4.2	Coast Stations.....	19
1.10	Frequencies to be used.....	21
1.10.1	International Distress and Calling Frequency.....	21
1.10.2	Working Frequencies.....	22
2.	<b>PROCEDURES</b> .....	22
2.1	Priority of Communications.....	22
2.2	Transmitting Technique.....	22
2.3	Word Spelling.....	23

TABLE OF CONTENTS (cont'd)

Paragraph		Page
2.4	Transmission of Numbers.....	23
2.5	Procedure Words and Phrases.....	25
2.6	Call Signs.....	26
2.7	Calling.....	27
2.7.1	Single Station Call.....	27
2.7.2	Multiple Station Call.....	27
2.7.3	General Call.....	28
2.8	Replying.....	28
2.9	Exchange of Communications.....	29
2.9.1	Acknowledge of Receipt.....	29
2.9.2	Termination of Contact.....	30
2.10	Composition of Messages.....	30
2.10.1	Transmission Number.....	30
2.10.2	Name of Originating Ship or Office.....	30
2.10.3	Filing Number.....	31
2.10.4	Number of Words.....	31
2.10.5	Date and Time of Filing.....	31
2.10.6	Address.....	31
2.10.7	Text.....	32
2.10.8	Signature.....	32
2.10.9	Examples.....	32
2.11	Corrections and Repetitions.....	33
2.11.1	During Transmission.....	33
2.11.2	After Transmission but Before Acknowledgment of Receipt.....	33
2.11.3	After Acknowledgment of Receipt.....	34
2.12	Duplex Operation.....	34
2.13	Tests.....	35
3.	<b>DISTRESS COMMUNICATIONS.....</b>	<b>36</b>
3.1	Frequencies to be Used.....	36
3.2	Distress Signal.....	36
3.3	Distress Call.....	36
3.3.2	Priority.....	37
3.4	Distress Message.....	37
3.5	Repetition of Distress Message.....	37
3.6	Action by Ship in Distress.....	38
3.7	Action by a Ship other than the Vessel in Distress.....	38
3.8	Action by Coast Stations.....	39
3.9	Acknowledgment of Receipt of a Distress Message.....	40
3.10	Imposition of Silence.....	40
3.11	Distress Traffic.....	41
3.12	Cancellation of Distress.....	41

TABLE OF CONTENTS (Conc.)

Paragraph		Page
3.13	Examples of Distress Traffic.....	42
3.13.1	Distress Message from a Ship in Distress.....	42
3.13.2	Acknowledgment of Receipt by Another Ship.....	42
3.13.3	Repetition of a Distress Message by Another Ship.....	42
3.13.4	Imposition of Silence on a Specific Station by Vessel in Distress.....	42
3.13.4.1	Imposition of Silence on all Stations by a Station other than Vessel in Distress.....	43
3.13.5	Cancellation of Distress.....	43
4.	<b>URGENCY COMMUNICATIONS.....</b>	<b>43</b>
4.1	Urgency Signal.....	43
4.2	Priority.....	43
4.3	Urgency Message.....	44
4.4	Cancellation of Urgency Message.....	44
4.5	Examples of Urgency Messages.....	44
4.5.1	Message Addressed to ALL STATIONS.....	44
4.5.2	Message Addressed to a Specific Station.....	45
4.5.3	Cancellation of an Urgency Message.....	45
5.	<b>SAFETY COMMUNICATIONS.....</b>	<b>45</b>
5.1	Safety Signal.....	45
5.2	Priority.....	45
5.3	Safety Message.....	46
5.3.1	Example of Safety Message.....	46

## RADIOTELEPHONE HANDBOOK

### MARITIME SERVICES

#### 1. REGULATIONS

- 1.1 **Operators' Certificates.** Radiotelephone equipment installed on board any vessel or coast station may only be operated by persons holding an appropriate Certificate of Proficiency in Radio. In most instances a Radiotelephone Operator's Restricted Certificate will suffice.
- 1.2 **Station Licences.** All radio stations installed on board Canadian vessels or at coast stations are required to be licensed.
  - 1.2.1 The licence must be posted in a conspicuous place near the equipment so that it may be readily available for inspection.
  - 1.2.2 The radio licence specifies the call sign assigned to the stations, the frequencies which may be used for transmitting and any special conditions under which the station shall be operated.
    - 1.2.2.1 To ensure that safety of life aspects of the radiotelephone services are protected, ships compulsorily fitted with radiotelephone equipment will only be licensed when the equipment has been type approved by the Department of Transport. In the case of ships voluntarily fitted with radiotelephone the equipment must either be type approved or found to be acceptable for licensing by the Department of Transport.
    - 1.2.2.2 No radio station may be established or radio equipment installed or operated without a radio licence issued by the Minister of Transport for Canada. No change

may be made in an installation without authority of the Minister of Transport.

1.2.3 The fee for a Ship Station Licence is ten dollars (\$10.00) per year, and for a Limited Coast Station fifty dollars (\$50.00) per year. Licence fees are due each April 1 and the licence year ends on March 31 the following year. The full licence fee for the current fiscal year must be paid regardless of when the licence is granted.

1.2.3.1 Ship Station Licences are not reissued each year but remain in force subject to the payment of the annual licence fee.

1.2.4 The licensee of a ship station is required to deposit a sum of fifty dollars (\$50.00) as security for the payment of tolls for messages transmitted from the ship.

### 1.3 Documents to be carried.

1.3.1 **Compulsorily Fitted Ships.** Ships compulsorily fitted with radiotelephone must carry the following documents:

- (1) Radio Station Licence,
- (2) Radio Operator'(s) Certificate(s),
- (3) Radio Log,
- \* (4) International List of Call Signs,
- \* (5) International List of Coast and Ship Stations,
- (6) Ship Station Radio Regulations issued under the Canada Shipping Act,
- (7) Current edition of Canadian "Radio Aids to Marine Navigation",
- (8) Radiotelephone Handbook (Maritime Services).

\* Only required to be carried by ships engaged on international voyages.

1.3.2 **Non-Compulsorily Fitted Ships.** Ships voluntarily fitted with radiotelephone and not engaged on international voyages must carry the following documents:

- (1) Radio Station Licence,
- (2) Radio Operator'(s) Certificate(s),

(3) Radio Log,

(4) Current edition of Canadian "Radio Aids to Marine Navigation",

(5) Ship Station Radio Regulations issued under the Canada Shipping Act.

1.3.2.1 Ships voluntarily fitted with radiotelephone and engaged on international voyages must in addition to the documents listed in 1.3.2 carry the following documents:

- (1) International List of Call Signs,
- (2) International List of Coast and Ship Stations.

1.4 **Secrecy of Communications.** Radio operators and all persons who become acquainted with radiocommunications are bound to preserve the secrecy of correspondence. No person shall divulge the contents of, or even the existence of, correspondence transmitted, received or intercepted by a radio station, except to the addressee of the message or his accredited agent, or to properly authorized officials of the Government of Canada or a competent legal tribunal, or an operator of a telecommunications system as is necessary for the furtherance or delivery of the communication. The foregoing restrictions do not apply to messages of distress, urgency or safety or to messages addressed to "ALL STATIONS"; i.e. weather reports, storm warnings, etc.

1.4.1 Any person who violates the secrecy regulations is liable, on summary conviction, to a penalty not exceeding one hundred dollars (\$100.00), or to imprisonment for a term not exceeding six months or to both fine and imprisonment.

### 1.5 Control of Communications.

1.5.1 **Controlling Station.** In communications between coast stations and ship stations the ship station shall

comply with the instructions given by the coast station in all matters relating to the order and time of transmission, the choice of frequency and to the duration and suspension of work. In communications between ship stations, the station called is the controlling station. These provisions do not apply in cases of distress. (See paragraph 3.11.2).

1.5.2 **Ship Station.** The operation of a radio station on board a ship is under the control of the master of the ship.

1.5.3 **Communication with Nearest Coast Station.** As a general rule ship stations should pass their traffic to the nearest coast station. If there is a choice between several coast stations at approximately the same distance, preference should be given to the coast station situated in the country to which the message is destined or through which it would normally be routed to its destination.

1.5.4 **Working in Harbour.** The transmitting equipment of a ship station shall not be worked while the ship is within the limits of any harbour of Canada, except:

- (1) When direct communication by messenger, visual signals or other method between ship and shore is impracticable, and then only for the purpose of exchanging with the nearest coast station messages relating exclusively to the business of the ship,
- (2) for the purpose of making or answering signals of distress, or
- (3) when using very high frequencies (VHF) for harbour control purposes.

1.5.5 **Censorship by Master.** The master of a vessel has the right to censor all messages addressed to or transmitted by a radio station on board his vessel.

1.6 **Unauthorized Communications.** Radio operators are not permitted to transmit unnecessary signals of any kind. Communications must be restricted to those necessary for the transmission of authorized messages. (See 2.13 for instructions relative to test transmissions).

1.6.1 **Profane Language.** Profane and offensive language is strictly prohibited.

1.6.2 **Penalty.** Any person who violates the regulations relative to unauthorized communications or profane language is liable, upon summary conviction, to a penalty not exceeding fifty dollars (\$50.00) and costs or to imprisonment for a term not exceeding three months.

1.6.3 **False Distress Signals.** Any person who knowingly transmits or causes to be transmitted any false or fraudulent distress signal, call or message, or who without lawful excuse interferes with or obstructs any radio-communication, is guilty of an offence and is liable, on summary conviction, to a penalty not exceeding five hundred dollars (\$500.00) and costs or to imprisonment for a term not exceeding six months or to both fine and imprisonment.

1.7 **Hours of Service (Watchkeeping).**

1.7.1 **Compulsorily Fitted Ships.** Ships that are required by law to be fitted with radiotelephone must keep a continuous watch on the frequency 2182 kc/s or other frequency specifically designated in their licences when at sea except when actually engaged in conducting communications on their working frequencies.

1.7.2 **Non-Compulsorily Fitted Ships.** Ships voluntarily fitted with radiotelephone should endeavour to keep watch on the frequency 2182 kc/s to the greatest practicable extent at sea.



1.7.3 **Notification to Coast Stations.** Ships arriving in port and therefore closing down their radio stations should so notify the nearest station. Likewise when leaving port and opening their radio stations they should also advise the nearest coast station.

1.7.3.1 Ship stations not keeping fixed or regular radio watches should when practicable inform the nearest coast, or the coast stations with which it regularly communicates, of the times of going on and going off watch.

1.7.3.2 Ship stations whose service is not continuous may not close down before:

- (1) finishing all operations resulting from a distress call, urgency or safety signal,
- (2) exchanging so far as practicable all traffic originating in or destined for coast stations and other ship stations within their range which have indicated their presence before the actual cessation of work.

1.7.4 **Coast Stations.** Every coast station using the calling frequency 2182 kc/s must as far as possible maintain watch on this frequency during its working hours.

1.7.4.1 Coast stations whose service is not continuous may not close down before:

- (1) finishing all operations resulting from a distress call, urgency or safety signals,
- (2) exchanging all traffic originating in or destined for ship stations within their range and which have indicated their presence before the actual cessation of work.

1.8 **Time.** The twenty-four hour system should be used in expressing time. It should always be expressed and transmitted by means of four figures, the first two denoting the hour past midnight and the last two the minutes past the hour.

*Examples:*

12:45 a.m. expressed—0045  
12:00 noon “ —1200  
12:45 p.m. “ —1245  
11:45 p.m. “ —2345  
12:00 midnight “ —2400  
1:30 a.m. “ —0130  
1:45 p.m. “ —1345  
4:30 p.m. “ —1630

1.8.1 Ship stations plying on trans-oceanic voyages should use Greenwich Mean Time (GMT) expressed in four figures. When written G.M.T. is usually indicated by the letter Z. Ship stations on vessels plying regularly along the west coast of North America may use Pacific Standard Time, and those on the Great Lakes and the east coast of North America, Eastern Standard Times. In such cases the time is expressed by a group of four figures followed by the letter F.

*Examples:*

6:30 p.m. E.S.T. is expressed—1830F  
10:30 a.m. P.S.T. “ —1030F  
2:30 a.m. G.M.T. “ —0230Z

1.8.2 **Date.** Where the date as well as the time of day is required to be shown, a six figure group should be used. The first two figures indicate the day of the month and the following four figures indicate the time.

*Examples:*

Information	Expressed
Noon on the 16th day of the month (EST or PST)	161200F
8:29 p.m. (Greenwich Mean Time) on the 2nd day of the month	022029Z
2:45 a.m. (Eastern Standard or Pacific Standard Time) on the 24th day of the month	240245F

1.9 **Record of Communications (Radio Log).** All radio stations are required to keep a log or diary in which is recorded in chronological order the activities of the station, including the nature of messages and signals transmitted, received or intercepted by the station.

1.9.1 **Ship Stations.** All radiotelephone equipped ship stations are required to keep a radio log, in addition to the ship's official log, in which shall be recorded the following particulars:

- (1) the name, port of registry, and official number of the vessel;
- (2) the name(s) of the radio operator(s) of the station and the class and number of their radio operator's certificate(s);
- (3) the times of departure from and arrival at port and the position of the ship at least once a day when at sea;
- (4) the name of the radio operator on watch and the times of going on and off watch;
- (5) the frequency(ies) guarded;
- (6) a summary of all communications transmitted, received or intercepted relating to distress, urgency and safety traffic;
- (7) brief summaries of communications exchanged with other stations, with the frequency(ies) used for both reception and transmission; and
- (8) a reference to important service incidents.

1.9.1.1 **Compulsorily Fitted Ships.** Ships compulsorily fitted with radiotelephone shall, in addition to maintaining the record required by 1.9.1, enter in their radio logs the following:

- (1) details of maintenance, including a record of the charging of batteries used as a source of power for the radiotelephone installation;

- (2) details of tests of the radiotelephone installation; and
- (3) details of the maintenance, including a record of the charging of the batteries and tests of lifeboat radio equipment (if provided).

1.9.1.2 **Radio Log Books.** Ship stations should keep their radio log in Official Radio Log books which are obtainable from the Department of Transport.

1.9.2 **Coast Stations.** Coast stations are required to keep a radio log in which shall be recorded the following particulars:

- (1) the name of the station and call sign;
- (2) the times of opening and closing of the station, where continuous service is not provided;
- (3) the name of the radio operator on watch and the time of going on and off watch;
- (4) the frequency(ies) guarded;
- (5) a summary of all communications transmitted, received or intercepted relating to distress, urgency and safety traffic;
- (6) brief summaries of communications exchanged with other stations, with the frequency(ies) used for both transmission and reception, and
- (7) a reference to important service incidents.

1.9.3 **Retention of Log.** Radio Logs shall be retained by the licensee of the station for at least ten months except that any portion of the log relative to a marine casualty shall be retained until all investigations and action resulting from the incident are concluded.

1.9.3.1 Radio Logs shall be available for inspection by Radio Inspectors and other authorized persons either at the station or the office(s) of the licensee at all reasonable times.

1.9.4 **Examples of Log Keeping.** The following examples are intended to show how various items may be entered in the Radio Log. It will be noted that the 24-hour time system is employed (see 1.8 for further details).

1.9.4.1 **Ship Stations.**

- (1) Vessel movements and daily position.  
May 5 0530 Departed Vancouver for West Coast  
May 6 1200 off Barclay Sound northbound  
May 7 1845 Arrived Ceepeecee
- (2) Watch keeping and frequency(ies) guarded:  
0730 J. A. Smith on duty—2182 kc/s  
1200 J. A. Smith off duty  
1200 B. W. Brown on duty—2182 kc/s
- (3) Change of frequency guard:  
1345 2318 kc/s for schedule with company vessels  
1405 company schedule completed—guarding  
2182 kc/s.
- (4) Distress, urgency and safety:

**Distress:**

- 2203 Distress call from Tug Hapless VGKA 10 miles NW Shoal Pt., towline fouled in propeller and drifting ashore—2182 kc/s.  
05 Tug Relief advises Hapless he is 5 miles west and proceeding at 10 kts to give help.  
06 Hapless acknowledges.  
08 Advise Hapless we are 7 miles south of Shoal Pt. and ask if he wants us to help.  
09 Hapless acknowledges and says our help not needed.  
45 Hapless advises Relief has line aboard and distress ended.—2182 kc/s.

**Urgency:**

- 1725 Urgency message from Sarnia Radio, Pleasure boat Charming overdue enroute

Georgian Bay to Goderich—vessel 30 ft. white—all ships keep lookout and advise 2182 kc/s.

- 1801 Urgency message from SS Keelhaul to Sarnia—white pleasure boat sighted ashore 30 miles north of Goderich.  
1815 Sarnia Radio cancels urgency re Charming—2182 kc/s.

**Safety:**

2200 Safety message from Burin, derelict fishing schooner awash 30 miles SE Cape Race.—2182 kc/s.

(5) Exchange of communications:

1432 Received message #1 from Kingston—2514/2118 kc/s.

1735 Called Toronto to connect to Walnut 9-0051. line busy—Toronto will call back—161.9/157.3 mc/s.

1750/56 Toronto called—spoke to Walnut 9-0051-161.9/157.3 mc/s.

1904/20 Spoke to Tugs Mary II and Sampson I re docking—2003 kc/s.

(6) Service incidents.

0754 Main Transmitter fuses blown—replaced, OK when salt spray wiped from antenna lead-in.

1230 Antenna broke—due ice loading.

1600 Antenna repaired—equipment operating normally.

1.9.4.2 **Coast Stations.**

(1) Watch-keeping

0800 A. K. Wilson off duty.

R. W. Johnson on duty.

1600 R. W. Johnson off duty.

B. K. Green on duty.

- (2) Frequency(ies) guarded  
 0800 Stand by on 2182 kc/s.  
 0832 Rec'd message #1 from M/V Gloria on 2188 kc/s.  
 0837 Stand by on 2182 kc/s.  
 1100-05 Send weather forecast 2558 kc/s.

(3) Distress urgency and safety

Distress:

- 0755 Distress call from Str. Voyageur, 10 miles off Long Point, ship afire, crew taking to boats.  
 0802 M/V Dauntless advises Voyageur only 8 miles away coming full speed to pick up boats.  
 1035 Dauntless advises survivors all rescued and distress traffic ended.

Urgency:

- 1135 Urgent message from M/V Blue Cloud near Sandy Point. advising rudder & steering mechanism damaged, unable make any headway being carried toward shore, requests immediate assistance. We acknowledge.  
 1140 Tug Expediter asks us for information, missed part of the Urgent message. Says can go at once and asks exact position of crippled ship.  
 1150 Blue Cloud advises us her position about 5 miles NE of Sandy Point.  
 1210 Expediter advises should reach Blue Cloud in about one hour.  
 1400 Blue Cloud says being towed by Expediter and emergency is over.

Safety:

- 1730 Safety messages from Flying Cloud advising burnt out hull (probably Voyageur) still

afloat and dangerous to navigation 15 miles ENE of Long Point. We acknowledged.

(4) Exchange of communications:

- 1537 Rec'd message #1 from Empress of India 2118/2514 kc/s.  
 1549 Rec'd message #2 from Toronto on 2582 kc/s for relay to Str. Corona.  
 1557 Sent #3 message to Str. Corona 2514/2118 kc/s.

(5) Service Incidents:

- 2140 Receiver went dead. Detector tube replaced, receiver OK again.  
 2315 Power failure due thunder storm.  
 2317 Emergency power supply operating and all equipment OK.  
 2328 Hydro Power restored.

1.10 **Frequencies to be used.** The frequencies assigned to a station and the purposes for which they may be used are detailed on the station licence.

1.10.1 **International Distress and Calling Frequency.** The frequency 2182 kc/s is the international radiotelephone distress and calling frequency. This is the frequency on which radiotelephone distress, urgency and safety calls and communications should be made. It should also be used for initial calls and replies when establishing communications with other stations in the marine service utilizing medium-frequency radiotelephone facilities. It shall not be used for the extended exchange of communications other than distress, urgency or safety.

1.10.1.1 All stations equipped to transmit on 2182 kc/s should maintain a guard on this frequency to the greatest extent practicable.

1.10.2 **Working Frequencies.** Working frequencies are those other than 2182 kc/s which are assigned to stations for the purposes of exchanging communications; the detailed limitations concerning the use of these frequencies are shown on the station licence.

## 2. PROCEDURES.

2.1 **Priority of Communications.** The order of priority of radiocommunications in the marine service is as follows:

- (1) Distress communications,
- (2) Urgency communications,
- (3) Safety communications,
- (4) Communications relative to direction finding bearings,
- (5) Communications relative to the navigation, movements and needs of ships,
- (6) Messages containing exclusively meteorological (weather) observations destined to an official meteorological office,
- (7) Government messages for which priority rights have been claimed,
- (8) Service messages relative to the working of the radio communications service or to messages which have been previously transmitted,
- (9) All other communications.

2.2 **Transmitting Technique.** The efficient use of radiotelephony depends very greatly on the method of speaking and articulation of the operator. As the distinctive sounds of consonants are liable to become blurred in the transmission of speech and as words of similar length containing the same vowel sounds are apt therefore to sound alike, special care is necessary in their pronunciation.

2.2.1 Speak all words plainly and end each word clearly so as to prevent the running together of consecutive words. Avoid any tendency to shout, to accentuate syllables

artificially, or to talk too rapidly. The following points should be kept in mind when using radiotelephony:

**SPEED**—Keep the rate of utterance constant, neither too fast nor too slow. Remember that the operator receiving your message has to write it down.

**PITCH**—Remember that high pitched voices transmit better than low pitched ones.

**RHYTHM**—Preserve the rhythm of ordinary conversation. In separating words so that they are not run together, avoid the introduction of sounds that do not belong, such as "er" and "um".

2.3 **Word Spelling.** The words of the spelling alphabet which follow should be learned thoroughly so that, whenever isolated letters or groups of letters are pronounced separately or when communication is difficult, the alphabet can be easily and fluently used.

A—ALFA	J—JULIETT	S—SIERRA
B—BRAVO	K—KILO	T—TANGO
C—CHARLIE	L—LIMA	U—UNIFORM
D—DELTA	M—MIKE	V—VICTOR
E—ECHO	N—NOVEMBER	W—WHISKEY
F—FOXTROT	O—OSCAR	X—X-RAY
G—GOLF	P—PAPA	Y—YANKEE
H—HOTEL	Q—QUEBEC	Z—ZULU
I—INDIA	R—ROMEO	

*Example:* when using the spelling alphabet the name "KYUQUOT" would be spoken as Kilo Yankee Uniform Quebec Uniform Oscar Tango.

2.4 **Transmission of Numbers.** All numbers except whole thousands should be transmitted by pronouncing each digit separately. Whole thousands should be

transmitted by pronouncing each digit in the number of thousands followed by the word "thousand".

**Examples:**

Number	Transmitted as
10	One zero
75	Seven five
100	One zero zero
583	Five eight three
5000	Five thousand
5800	Five eight zero zero
11000	One one thousand
25000	Two five thousand
38143	Three eight one four three

2.4.1 Numbers containing a decimal point shall be transmitted as prescribed in 2.4 with the decimal point in the appropriate sequence being indicated by the word "decimal".

**Example:**

Number	Transmitted as
156.8	One five six decimal eight.

2.4.2 When communication is difficult numbers should be transmitted using the following pronunciation:

Number	Pronunciation
0	ZE-RO
1	WUN
2	TOO
3	TREE
4	FOW-er
5	FIFE
6	SIX
7	SEV-en
8	AIT
9	NIN-er
Decimal	DAY-SEE-MAL
Thousand	Tousand

**Note:** The syllables printed in capital letters in the above list should be stressed; for example, the two syllables in ZE-RO, are given equal emphasis, whereas the first syllable of FOW-er is given primary emphasis.

2.4.3 Signs denoting monetary denominations, when transmitted with groups of figures to indicate an amount of money, should be transmitted in the sequence in which they are written.

**Examples:**

As written	As spoken
\$ 17.25	Dollars one seven decimal two five
75c	Seven five cents

2.5 **Procedure Words and Phrases.** While it is not practical to lay down a precise phraseology for all radiotelephone procedures, the following words and phrases should be used where applicable. Words and phrases such as "OK", "REPEAT", "HOW IS THAT", etc, or slang expressions should not be used.

Word or Phrase	Meaning
ACKNOWLEDGE.....	Let me know that you have received and understood this message.
AFFIRMATIVE.....	Yes, or Permission granted.
BREAK.....	I hereby indicate the separation between portions of the message. (To be used where there is no clear distinction between the text and other portions of the message).
CONFIRM.....	My version is... Is that correct?
CORRECTION.....	An error has been made in this transmission (or message indicated) The correct version is.....
GO AHEAD.....	Proceed with your message.
HOW DO YOU READ..	Self-explanatory

I SAY AGAIN.....	Self-explanatory (Use instead of "I repeat").
NEGATIVE.....	No, or Permission not granted or that is not correct, or I do not agree.
OVER.....	My transmission is ended, and I expect a response from you.
OUT.....	This conversation is ended and no response is expected.
RANGE.....	Change to Range.....before proceeding with this communication.
READ BACK.....	Repeat all of this message back to me exactly as received, after I have given OVER. (Do not use the word "repeat").
ROGER.....	I have received all of your last transmission.
ROGER NUMBER.....	I have received your message number.
SAY AGAIN.....	Self explanatory (Do not use the word "repeat").
THAT IS CORRECT....	Self-explanatory.
VERIFY.....	Check coding, check text with originator and send correct version.
WILCO.....	Your instructions received, understood, and will be complied with.
WORDS TWICE.....	(a) As a request: Communication is difficult, please send each word twice. (b) As information: Since communication is difficult, I will send each word twice.

2.6 **Call Signs.** A distinctive call sign is assigned to each radio station for identification purposes and should be used at least when initial contact is being established. In the case of ship stations the call sign should follow the name of the ship.

2.6.1 When the type of vessel is known and it is considered that such information will assist in identifying the

vessel being called, or calling, words such as "steamship", "motor vessel", "tug", "fish boat", "seiner", "yacht", "ferry", etc, may be used before the name of the vessel.

*Examples:*

PRINCESS OF NANAIMO VGFF  
TUG ISLAND COMET CY4091

2.7 **Calling.** Before transmitting, the operator of every station shall listen for a period long enough to satisfy himself that he will not cause harmful interference to transmissions already in progress. If such interference seems likely, he shall await the first break in the transmission with which he might interfere, except that a station having a distress, urgency or safety communication to transmit is entitled to interrupt at any time, a transmission of lower priority which is in progress.

2.7.1 **Single Station Call.** When a vessel wishes to establish communication with a specific station, it shall transmit the following items in the order indicated:

Item	Spoken
Name of station called (not more than three times)	KINGSTON RADIO
The words THIS IS	THIS IS
Type, name and call sign of the vessel calling (not more than three times)	STEAMER FAIRMOUNT CYLD
Invitation to reply	OVER

2.7.2 **Multiple Station Call.** If it is desired to call more than one station simultaneously, the names of the stations may be transmitted in any convenient sequence preceding the words THIS IS.

- 2.7.3 **General Call.** When a vessel wishes to establish communication with any station within range, or in a certain area, the call should be in the following form:

Item	Spoken
General Call (not more than three times)	ALL STATIONS (or ALL SHIPS IN LAKE ST. LOUIS)
The words THIS IS	THIS IS
Type, name and call sign of vessel calling (not more than three times)	TANKER IMPERIAL CORN-WALL VCVV
Invitation to reply	OVER

- 2.7.3.1 When a station wishes to broadcast information to all stations which may hear it and does not desire an acknowledgment or a reply it proceeds with the message immediately after the call and ends the transmission with the word **OUT**.

## 2.8 **Replying.**

- 2.8.1 When a station is ready to receive the proffered communication, it should reply in the following form:

Item	Spoken
Name of the calling station (not more than three times)	COMOX RADIO
The words THIS IS	THIS IS
Its own name (once)	TUG BARRARD CHIEF VGLM
The words GO AHEAD	GO AHEAD

- 2.8.2 When a called station is not ready to receive the proffered communication, it should reply to the call but replace the words **GO AHEAD** with the word **STANDBY**. The length of the probable delay, stated in minutes, should be added when possible. If the delay is expected to exceed ten minutes the reason for the delay should be given.

*Example:* STEAMER COALHAVEN THIS IS TORONTO RADIO STANDBY ONE TWO MINUTES, WEATHER BROADCAST AND NAVIGATION WARNINGS

- 2.8.3 Stations replying to a multiple call should answer, as a general rule, in the order in which they were called.

- 2.8.4 When a station hears a call without being certain that the call was intended for it, it should not reply until the call has been repeated and understood.

- 2.8.5 When a station is called, but is uncertain of the identity of the calling station, it should reply immediately in the following manner:

Item	Spoken
The words STATION CALLING	STATION CALLING
Its own name and call sign	L A DUNTON VOMK
The words SAY AGAIN	SAY AGAIN

- 2.8.6 After communication has been established and when no confusion is likely to arise, a shortened form of procedure may be used by omitting the words such as **OVER**, **THIS IS**, etc.

## 2.9 **Exchange of Communications.**

- 2.9.1 **Acknowledge of Receipt.** An acknowledgment of receipt should not be given until the receiving operator is certain that the transmitted message or information has been completely and correctly received. The acknowledgment of receipt for a message or information should be made by transmitting in the following manner:

Item	Spoken
Name of the station from which the message was received	VANCOUVER RADIO
The words THIS IS	THIS IS
Name of the station receiving the message	ISLAND WARRIOR
The words ROGER	ROGER
The number of the message (if applicable)	NUMBER THREE
The word OVER or OUT (as applicable)	OVER or OUT



2.9.1.1 When no confusion or misunderstanding is likely to occur, the acknowledgment may be shortened by transmitting in the following manner:

Item	Spoken
Name of the station receiving the message	ISLAND WARRIOR
The word ROGER	ROGER

2.9.2 **Termination of Contact.** A radiotelephone contact should always be terminated by the receiving station transmitting its own name followed by the word OUT. *Example:* KYUQUOT OUT.

2.10 **Composition of Messages.** All recorded messages to or from ships consist of several parts which are transmitted in the following order:

- (1) Transmission number of message,
- (2) Name of originating ship or office (city, town),
- (3) Filing number of the message (if applicable),
- (4) Number of words in the address, text and signature of the message (if applicable),
- (5) Date and time that the message was filed at the originating office,
- (6) Address,
- (7) Text,
- (8) Signature

Items (1) through (5) taken together are known as the preamble.

2.10.1 **Transmission Number.** The transmission number is used to provide a check on the continuity of service between stations, so that messages will not become lost. A separate series of numbers is assigned in sequence for each station worked, and a new series is used each day, with the day starting at midnight. (See 1.8 re time)

2.10.2 **Name of Originating Ship or Office.** Self explanatory.

2.10.3 **Filing Number.** The filing number is a number assigned sequentially by the office of origin to all messages originating at the office in order to provide an easy and accurate means of referring to a specific message. The filing number should not exceed three digits, nor should the series be extended for more than one calendar year.

2.10.4 **Number of Words.** The number of words indicate the number of words in the address, text and signature of the message for which charges are made. It also provides assurance against words being left out of, or added to, the message during transmission and relay. Ship stations may omit this item, but if they do so must accept the word count and charges assessed by the coast station to which the message is transmitted.

2.10.5 **Date and Time of Filing.** The date and time of filing is that when the message was received by the originating office from the sender. The date is indicated by the day of the month only; the month and year are not indicated. The time is expressed by a group of four figures using the 24-hour system, the first two figures indicating the hour and the second two figures the minutes after the hour. When Greenwich Mean Time is used the group is followed by the letter Z. Local zone standard time may be used, but daylight saving time should never be used. (See 1.8)

2.10.6 **Address.** The address should provide sufficient information to enable the message to be delivered to the addressee without enquiry or requests for further information.

2.10.6.1 Messages to persons on board a ship from an office on land must contain at least three words —

- (1) the name or title of position of the addressee.
- (2) the name of the ship.

(3) the name of the coast station which is to transmit the message to the ship.

*Example:*

JONES CATALA VANCOUVERRADIO  
MASTER KEEWATIN SARNIARADIO

- 2.10.6.2 Messages from ships to addressees on shore may be abbreviated if "code" addresses have been arranged for with appropriate communications agencies or companies to ensure delivery.

*Example:*

STRAITS VANCOUVER  
BLUENOSE HALIFAX

- 2.10.7 **Text.** The text of the message contains the information or instructions which the sender desires to pass to the addressee.
- 2.10.8 **Signature.** A signature need not be sent. If the sender does not desire a signature to be sent the words NO SIGNATURE should be spoken when transmitting the message to ensure there is no misunderstanding on the part of the receiving operator.
- 2.10.9 **Examples.** To illustrate the application of the above procedures, the following examples of complete messages are given as they would be spoken in transmission. MESSAGE NUMBER ONE, FROM STEAMER LAURIER, FILING NUMBER TWO SEVEN, NUMBER OF WORDS ONE TWO, FILED ZERO NINE ZERO ZERO GREENWICH, BREAK, ADDRESS BUNKERS HALIFAX, BREAK, TEXT, NEED TEN THOUSAND GALLONS BUNKER C ARRIVING NOON THURSDAY, BREAK, SIGNED MASTER, OVER.

MESSAGE NUMBER TWO, FROM MONTREAL, FILING NUMBER ONE SEVEN ONE, NUMBER OF WORDS EIGHT, FILED ZERO ONE ONE EIGHT GREENWICH, BREAK, TO MASTER LAWRENCECLIFFHALL THREERIVERSRADIO, BREAK, TEXT, ADVISE EXPECTED ARRIVAL MONTREAL, BREAK, SIGNATURE AGENTS, OVER.

## 2.11 Corrections and Repetitions.

- 2.11.1 **During Transmission.** When an error has been made the word CORRECTION should be spoken, the last correct word, group or phrase repeated, then the correct version and continue with the message.

*Examples:*

PROCEED TO DOCK FOUR—CORRECTION  
—DOCK FIVE AND  
ADVISE EXPECTED ARRIVAL

- 2.11.2 **After transmission but before Acknowledgment of Receipt.** If, after a message has been transmitted, but before acknowledgment of receipt has been obtained, the transmitting operator requires to correct any portion of the message, the CORRECTION shall be spoken, followed by the identification of the word group or phrase to be corrected and the correct version.

*Examples:*

CORRECTION—ADDRESS—FOUR TWO  
FIVE MAIN STREET  
CORRECTION—WORD AFTER REPORT  
ARRIVAL—SOONEST  
CORRECTION—SIGNATURE—ROBINSON

2.11.2.1 If the receiving operator desires a repetition of a message he should speak the words SAY AGAIN. If repetition of only a portion of a message is required the receiving operator should use the appropriate following phraseology:

- (1) SAY AGAIN ALL BEFORE....(first word satisfactorily received), or
- (2) SAY AGAIN....(word before missing portion) TO....
- (3) SAY AGAIN ALL AFTER....(last word satisfactorily received).

2.11.2.2 Requests for repetition of specific items of a message should be made by speaking the words SAY AGAIN followed by the identification of the portion of the message desired.

*Examples:*

SAY AGAIN OFFICE OF ORIGIN  
SAY AGAIN ADDRESS  
SAY AGAIN SIGNATURE

2.11.3 **After Acknowledgment of Receipt.** After the receiving station has acknowledged receipt of a message and the exchange of communication has been terminated, corrections to and repetitions of messages should only be made by means of service messages.

2.11.3.1 A message should not be repeated unless the receiving station requests that such be done. Always request repetition of a message if reception is doubtful.

2.12 **Duplex operation.** Duplex operation is an extension of the public telephone long distance service to ships at sea. It permits the originator and addressee to speak directly to each other.

2.12.1 When a ship station desires to place a duplex call (if facilities are available) the coast station through which

the call is placed should be provided with the following information after initial communication has been established:

- (1) the name of the city or town being called,
- (2) the name and address or name and telephone number or telephone number of the person or office being called, and if the charges are to be collected from the person being called,
- (3) the name of the person making the call.

2.13 **Tests.** Any station sending signals for testing or adjustment of equipment shall, whenever possible, transmit its identification and call sign at frequent intervals during such transmissions.

2.13.1 Ship stations in the vicinity of a coast station shall first call the coast station and request permission to test before doing so.

2.13.2 When it is necessary for a station to make test signals, such signals shall not continue for more than ten seconds and shall be composed of spoken numerals (ONE, TWO, THREE, FOUR, etc.) followed by the name and call sign of the station transmitting the test signals.

2.13.3 When a station requires a report on its signal it shall request a report by first calling another station and then preceding the test count by the words SIGNAL CHECK, and ending its transmission with the word OVER.

2.13.3.1 The station which has been requested to provide the signal report shall reply, using the following readability scale.

- 1—Unreadable
- 2—Readable now and then
- 3—Readable but with difficulty
- 4—Readable
- 5—Perfectly readable

*Example;* SIGNAL CHECK READING YOU THREE, OUT (or OVER).

3. **DISTRESS COMMUNICATIONS.** In the maritime mobile service distress communications should be conducted in accordance with the procedures outlined below. These procedures shall not, however, prevent a vessel in distress from making use of any means at its disposal to attract attention, make known its position, and obtain help.
- 3.1 **Frequencies to be Used.** When using radiotelephony, the first transmission of a distress call and distress message should be on 2182 kc/s. Stations which cannot transmit on this frequency should use their normal calling frequency.
- 3.2 **Distress Signal.** In radiotelephony, the distress signal consists of the word MAYDAY.
- 3.2.1 The distress signal indicates that the ship or station sending the signal is
- (1) threatened by serious and imminent danger and requires immediate assistance, or
  - (2) aware that a ship, aircraft or vehicle is threatened by serious and imminent danger and requires immediate assistance.
- 3.3 **Distress Call.** The distress call and message shall only be sent on the authority of the master or person in command of the ship or station.
- 3.3.1 The distress call shall comprise:
- (1) the distress signal MAYDAY spoken three times
  - (2) the words THIS IS
  - (3) the name and call sign of the ship in distress spoken three times
- 3.3.1.1 The distress call shall not be addressed to a particular station and acknowledgment of receipt shall not be given before the distress message is sent.

- 3.3.2 **Priority.** The distress call shall have absolute priority over all other transmissions. All stations which hear it shall immediately cease any transmission which may interfere with it and shall listen on the frequency used for the distress call.
- 3.4 **Distress Message.** The distress call shall be followed as soon as possible by the distress message.
- 3.4.1 The distress message shall comprise:
- (1) the distress call,
  - (2) the name of the vessel in distress,
  - (3) particulars of its position, the nature of distress and the kind of assistance desired,
  - (4) any other information which might facilitate the rescue.
- 3.4.2 As a general rule, a ship in distress should signal its position in latitude and longitude.
- 3.4.2.1 When practicable, the position may be stated as a TRUE bearing and distance from a known geographical point.
- 3.4.3 After the transmission of its distress message, the vessel in distress may be requested to transmit two dashes of ten to fifteen seconds duration or other suitable signals followed by its name and call sign, to permit direction finding stations to determine its position. When using radiotelephony the dashes may be produced by depressing the microphone button without speaking into the microphone.
- 3.5 **Repetition of Distress Message.** The distress message shall be repeated at intervals by the vessel in distress until an answer is received.
- 3.5.1 The intervals between repetitions of the distress message shall be sufficiently long to allow time for stations which have received the message to reply.
- 3.5.2 When a vessel in distress receives no answer to its distress call sent on the distress frequency (2182 kc/s),

the distress call and message should be repeated on any other available frequency on which attention might be attracted.

3.5.3 Any station of the maritime mobile service which is not in a position to render assistance and which has heard a distress message that has not been immediately acknowledged, shall take all possible steps to attract the attention of other stations which are in a position to render assistance.

3.5.3.1 At the same time, all necessary steps shall be taken to notify the appropriate authorities (Search and Rescue Organizations) who may be able to intervene usefully.

3.5.4 A station which repeats a distress call or distress message shall follow it by the words **THIS IS** and its own name and call sign spoken three times.

3.6 **Action by Ship in Distress.** When a ship is threatened by grave and imminent danger and requires immediate assistance, the master or person in command should direct the radio operator to take appropriate action, which should be as follows:

- (1) transmit the distress call,
- (2) transmit the distress message,
- (3) listen for acknowledgments of receipt,
- (4) exchange further distress traffic as applicable.

3.6.1 Immediately prior to total abandonment of the ship, the radio transmitter should, if circumstances permit, be set on continuous transmission, and so left.

3.7 **Action by a Ship other than the Vessel in Distress.** A ship becoming aware that another ship is in distress, should transmit the distress message when:—

- (1) the ship in distress is not itself in a position to transmit the message, or

- (2) the master or person in command of the ship which intervenes believes that further help is necessary.

- (3) although not in a position to render assistance, it has heard a distress message which has not been acknowledged.

3.7.1 Ships which receive a distress message from a ship which, beyond any possible doubt, is not in their vicinity, shall allow a short interval of time to elapse before acknowledging receipt of the message, in order to permit ships nearer the ship in distress to acknowledge receipt without interference.

3.7.2 A distress message repeated by a ship other than the vessel in distress shall be preceded by a call comprising:

- (1) the signal **MAYDAY RELAY** (three times),
- (2) the words **THIS IS**,
- (3) the name and call sign of the station repeating the message (three times).

3.8 **Action by Coast Stations.** A coast station shall acknowledge receipt of a distress message after a pause sufficient to allow ships which might be able to provide immediate assistance to answer. If it is reasonable to assume that ships cannot provide assistance (for example in the case of a ship running ashore) a coast station shall wait for a reasonable time to give the coast station nearest to the reported position of the distressed ship, an opportunity to answer. A coast station acknowledging receipt of a distress message shall not require a reply from the ship in distress if it is known that a reply has already been given to another coast station.

3.8.1 A coast station acknowledging receipt of a distress message shall take the following action:

- (1) forward the information immediately to appropriate agencies (Search and Rescue Organizations, etc),

- (2) continue to guard the frequency on which the distress message was received. Under no circumstances shall this frequency be left unguarded unless it is known that distress traffic has been established on another frequency. If the distress message has been received on other than the international distress frequency (2182 kc/s), immediately establish guard on the frequency involved,
- (3) cease all transmissions which may interfere with the distress traffic.

**3.9 Acknowledgment of Receipt of a Distress Message.** The acknowledgment of receipt of a distress message shall be given in the following form:

- (1) the name of ship in distress (three times)
- (2) the words **THIS IS**
- (3) the name of the ship or station acknowledging receipt (three times)
- (4) the word **RECEIVED**
- (5) the word **MAYDAY**
- (6) the word **OUT**

**3.10 Imposition of Silence.** The ship in distress shall be permitted to impose silence either on all stations of the maritime mobile service in the area or on any station which interferes with distress traffic. It shall address these instructions to **ALL STATIONS** or to specific stations only, according to circumstances. For this purpose it shall use the words **SEELONCE MAYDAY**.

**3.10.1** If it believes it to be essential, any station of the maritime mobile service near a ship in distress or near an interfering station shall also impose silence. For this purpose it shall use the words **SEELONCE DISTRESS** followed by its own name and call sign.

**3.11 Distress Traffic.** Distress traffic consists of all messages relative to the immediate assistance required by the ship in distress.

**3.11.1** In distress traffic, the distress signal shall be sent before the call and at the beginning of the preamble of any message.

**3.11.2** The control of distress traffic is the responsibility of the ship in distress or of the station which sent the distress message (see 3.7). These stations may, however, delegate the control of distress traffic to another station.

**3.11.3** Any station of the maritime mobile service which has knowledge of distress traffic shall follow the progress of such traffic, even though it does not take part in it.

**3.11.4** For the entire duration of distress traffic, stations which are aware of this traffic and which are not taking part in it shall not transmit on the frequencies on which the distress traffic is taking place.

**3.11.4.1** A station of the maritime mobile service which, while following the progress of distress traffic is able to continue its normal service, may do so when distress traffic is well established, on condition that it does not transmit on frequencies used for the distress traffic or otherwise interfere with such traffic.

**3.12 Cancellation of Distress.** When the ship is no longer in distress, it or the station which transmitted the distress message shall transmit, on the distress frequency (2182 kc/s) or on the frequencies on which the distress was sent, a message cancelling the state of distress.

**3.12.1** When it is no longer necessary to observe silence, or when distress traffic is ended, the station which has controlled the distress traffic shall send on the distress frequency (2182 kc/s), or on the frequencies used for distress traffic, a message addressed to **ALL STATIONS**, indicating that the distress traffic has ended.

3.12.2 The cancellation of distress messages shall take the following form:

- (1) the distress signal MAYDAY
- (2) the words ALL STATIONS (three times)
- (3) the words THIS IS
- (4) the name of the station transmitting the message
- (5) the filing time of the message
- (6) the name of the ship which was in distress
- (7) the words SEELONCE FEENEE
- (8) the word OUT

3.13 Examples of Distress Traffic.

3.13.1 Distress Message from a Ship in Distress.

MAYDAY MAYDAY MAYDAY THIS IS TUG HAPLESS VGKA TUG HAPLESS VGKA TUG HAPLESS VGKA POSITION EIGHT MILES NORTH WEST SHOAL POINT, TOW LINE FOULED IN PROPELLER, DRIFTING ASHORE WITH SCOW, REQUIRE TOW, TUG HAPLESS, OVER.

3.13.2 Acknowledgment of Receipt by Another Ship.

TUG HAPLESS VGKA TUG HAPLESS VGKA TUG HAPLESS VGKA THIS IS PRINCESS JOAN VGCL PRINCESS JOAN VGCL PRINCESS JOAN VGCL, RECEIVED MAYDAY, OUT.

3.13.3 Repetition of a Distress Message by another Ship.

MAYDAY RELAY MAYDAY RELAY MAYDAY RELAY THIS IS PRINCESS JOAN PRINCESS JOAN PRINCESS JOAN, MAYDAY TUG HAPLESS VGKA POSITION EIGHT MILES NORTHWEST SHOAL POINT, TOW LINE FOULED IN PROPELLER, DRIFTING ASHORE WITH SCOW, REQUIRE TOW, THIS IS PRINCESS JOAN, OVER.

3.13.4 Imposition of Silence on a Specific Station by Vessel in Distress.

MAYDAY STEAMER BURRARD STEAMER BURRARD STEAMER BURRARD THIS IS TUG HAPLESS, SEELONCE MAYDAY.

3.13.4.1 Imposition of Silence on all Stations by a Station other than Vessel in Distress.

MAYDAY ALL STATIONS ALL STATIONS ALL STATIONS THIS IS VANCOUVER RADIO, SEELONCE DISTRESS, VANCOUVER RADIO, OUT.

3.13.5 Cancellation of Distress.

MAYDAY, ALL STATIONS ALL STATIONS ALL STATIONS THIS IS TUG HAPLESS, TWO ZERO FOUR ZERO GREENWICH, TUG HAPLESS, SEELONCE FEENEE, TOW LINE CLEARED, OUT.

MAYDAY ALL STATIONS ALL STATIONS ALL STATIONS THIS IS VANCOUVER RADIO, TWO ZERO FOUR ZERO GREENWICH, TUG HAPLESS SEELONCE FEENEE, OUT.

4. URGENCY COMMUNICATIONS.

4.1 Urgency Signal. In radiotelephony, the urgency signal is the word PAN spoken three times. It is sent before the call.

4.1.1 The urgency signal indicates that the station calling has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle or of some person on board or within sight.

4.1.2 When used by a ship station the message preceded by the urgency signal should, as a general rule, be addressed to a specific station, and shall be used only on the authority of the master or person in command.

4.2 Priority. The urgency signal has priority over all other communications except distress.

- 4.2.1 Stations which hear the urgency signal shall continue to listen for at least three minutes on the frequency on which the signal is heard, after which, if no urgency message has been heard, they may resume normal service. All stations which hear the urgency signal must take care not to interfere with the urgency message which follows it.
- 4.2.2 Stations which are in communication on frequencies other than that used for the transmission of the urgency message, may continue normal work without interruption, provided that the urgency message is not addressed to ALL STATIONS.
- 4.3 **Urgency Message.** The urgency signal shall be followed by a message giving further information of the incident which necessitated the use of the signal. The message shall be in plain language.
- 4.3.1 When an urgency message does not contain a specific address and is acknowledged by a coast station, that station shall forward the information to the appropriate authorities. (Search and Rescue Organization).
- 4.4 **Cancellation of Urgency Message.** When the urgency signal has been used before a message addressed to ALL STATIONS and which calls for action by stations receiving the message, the station responsible for its transmission shall cancel it as soon as it knows that action is no longer necessary. The cancellation message shall be addressed to ALL STATIONS.
- 4.5 **Examples of Urgency Messages.**
- 4.5.1 **Message Addressed to ALL STATIONS.**  
PAN PAN PAN ALL STATIONS ALL STATIONS  
ALL STATIONS THIS IS SARNIA RADIO SARNIA

RADIO SARNIA RADIO, PLEASURE CRUISER CHARMING OVERDUE ENROUTE GEORGIAN BAY TO GODERICH, VESSEL THREE ZERO FEET PAINTED WHITE, SHIPS IN AREA KEEP SHARP LOOKOUT AND ADVISE, SARNIA RADIO OUT.

- 4.5.2 **Message Addressed to a Specific Station.**  
PAN PAN PAN SARNIA RADIO SARNIA RADIO SARNIA RADIO THIS IS STEAMER KEELHAUL STEAMER KEELHAUL STEAMER KEELHAUL, SIGHTED WHITE PLEASURE CRAFT ASHORE TWO ZERO MILES NORTH OF GODERICH, KEELHAUL OUT.
- 4.5.3 **Cancellation of an Urgency Message.**  
PAN PAN PAN ALL STATIONS ALL STATIONS ALL STATIONS THIS IS SARNIA RADIO SARNIA RADIO, PLEASURE CRUISER CHARMING LOCATED, URGENCY CANCELLED, SARNIA RADIO, OUT.
5. **SAFETY COMMUNICATIONS.**
- 5.1 **Safety Signal.** In radiotelephony, the safety signal is the word SECURITY spoken three times. It is sent before the call.
- 5.1.1 The safety signal indicates that the station calling is about to transmit a message concerning the safety of navigation or giving important meteorological warnings.
- 5.2 **Priority.** The safety signal has priority over all other communications except distress and urgency.
- 5.2.1 All stations hearing the safety signal shall continue to listen on the frequency on which the signal has been transmitted, until they are satisfied that the message is of no interest to them.



5.2.2 All stations which hear the safety signal must take care not to interfere with the message which follows it.

5.3 **Safety Message.** The safety message may be addressed to one or more specific stations or to ALL STATIONS.

5.3.1 **Example of Safety Message.**

SECURITY SECURITY SECURITY ALL STATIONS ALL STATIONS ALL STATIONS THIS IS TUG WOEFUL TUG WOEFUL TUG WOEFUL, LOG BOOM ADRIFT AND BREAKING UP SIX MILES SOUTH OF MERRY ISLAND, DANGEROUS TO NAVIGATION, TUG WOEFUL, OUT.