Algilez
International Language



Standard Marine Communication Phrases (SMCP)
ʌlgɪlɛz frʌsɪ ɪnfɛdʌ mɛrɛsʌ (ʌfɪm)

See Notes on the translation at the end of this document for more information about this translation.

ENGLISH	ʌlgɪlɛz
GENERAL	ɹɛn
1 Procedure When it is necessary to indicate that the SMCP are to be used, the following message may be sent: "Please use Standard Marine Communication Phrases." "I will use Standard Marine Communication Phrases."	**1 ʌkdo** ¢ɛtɛ ɣu ψɪsɪz ʌfɪm ʌdɣɪz, oɹʌsuz sɛ ɪnfod: “ʔk, ɣuz ʌlgɪlɛz frʌsɪ ɪnfʌ mɛrɛsʌ” “mɛ ɣuz ʌlgɪlɛz frʌsɪ ɪnfʌ mɛrɛsʌ”
2 Spelling When spelling is necessary, only the following spelling table should be used: **A = Alfa** / **N= November** **B = Bravo** / **O = Oscar** **C = Charlie** / **P = Papa** **D = Delta** / **Q = Quebec** **E = Echo** / **R = Romeo** **F = Foxtrot** / **S = Sierra** **G = Golf** / **T = Tango** **H = Hotel** / **U = Uniform** **I = India** / **V = Victor** **J = Juliet** / **W = Whisky** **K = Kilo** / **X = X-ray** **L = Lima** / **Y = Yankee** **M = Mike** / **Z = Zulu**	**2 Posɛb** ɣuz lɪs folʌ ɪf nɛs. ʌlgɪlɛz hɛp posɛbʌ ɣɪz ψodɪ ʌb ʌtɪ bodʌ, kolɪ ψɛ ψodɪ sʌmʌ dɪfʌ. ɳ = ɳm / m = mof ɴ = ɴmɴd / n = nos ʌ = ʌɪn / o = orʌn b = bʌk / p = pɴp ¢ = ¢ɛs / ɵ = ɵɛ d = dɪɹ / r = rur ɛ = ɛtɢut / s = stom f = fut / t = tʌm ɢ = ɢrɪn / u = uɹum h = hʌn / ʏ = ʏʏ ɪ = ɪr / ψ = ψut ɹ = ɹɛɹ / ʃ = ʃud k = knɛ / ɣ = ɣɛl l = lɛɢ / ʒ = ʒʌhɛr
Spelling of digits and numbers A few digits and numbers have a modified pronunciation compared to general English: **0 zero *ZEERO*** **1 one *WUN*** **2 two *TOO*** **3 three *TREE*** **4 four *FOWER*** **5 five *FIFE*** **6 six *SIX***	**Numɪ** num / posɛbɪz 0 ʒʌ 1 ʌn 2 du 3 trɪ 4 fɴr 5 fʌʏ 6 sɪs 7 sɛʏ 8 ok

7	**seven**	***SEVEN***
8	**eight**	***AIT***
9	**nine**	***NINER***
1000	**thousand**	***TOUSAND***

9	nɪn
10	ʌʃ
100	sɛn
1000	kɪl

3 Message Markers

In shore-to-ship and ship-to-shore communication or radio communication in general, the following eight Message Markers may be used (also see "Application of Message Markers" given in PART AI/6 "Vessel Traffic Service (VTS) Standard Phrases"):

(i) Instruction
(ii) Advice
(iii) Warning
(iv) Information
(v) Question
(vi) Answer
(vii)Request
(viii)Intention

3 Mɔkɪ ɪnfodʌ

Ɒo ʃʏr ʊ ʃɪp ɯɛ ʃɪp ʊ ʃʏr ɪnfɛdɪz rʏ ɪnfɛd rɔdʌ ɟɛnʌ, ɣʊz ʃɛɪ ok mɔkɪ ɪnfodʌ folʌ (sʊz ɯʊʌ "ɣɪz ʌb Mɔkɪ ɪnfodʌ" ɪn Ʌdʏ ʃɪpɪMoʌ, frʌsɪ Πʏmʌ, Ʌt Ʌɪ/6)

3.1 Ɣd
3.2 Vʌs
3.3 ɯʏn
3.4 ɪnf
3.5 Ko
3.6 ɾɛp
3.7 ʔk
3.8 tɛn

4 Responses

4.1 When the answer to a question is in the affirmative, say: "Yes, ... " - followed by the appropriate phrase in full.
4.2 When the answer to a question is in the negative, say: "No, ..." - followed by the appropriate phrase in full.
4.3 When the information requested is not immediately available, say: "Stand by ..." - followed by the time interval within which the information will be available.
4.4 When the information requested cannot be obtained, say: "No information."
4.5 When an INSTRUCTION (e.g. by a VTS-Station, Naval vessel or other fully authorized personnel) or an ADVICE is given, respond if in the affirmative: "I will/can ... " - followed by the instruction or advice in full; and, if in the negative, respond: "I will not/cannot ... " - followed by the instruction or advice in full.
Example:
"ADVICE. Do not overtake the vessel to the North of you." Respond: "I will not overtake the vessel to the North of me."
4.6 Responses to orders and answers to questions of special importance both in external and on-board communication are given in wording in the phrases concerned.

4 ɾɛpɪ

4.1 ¢ɛtɛ ɾɛp ʌb ko bɛz ɣɛʏkʌ, ¢ʊz "ɣɛ, ...", ʌdfolɪz frʌs propʌ fʊʌ.

4.2 ¢ɛtɛ ɾɛp ʌb ko bɛz opɣɛʏkʌ, ¢ʊz "*No*, ...", ʌdfolɪz frʌs propʌ fʊʌ.

4.3 ¢ɛtɛ ɪnf ʌdɪkʌ nobɛz bʌsʌ, ¢ʊz "ɯʌtʊz, ...", ʊztɛ dʊr ʃʌ ɪnf bʊz bʌsʌ.

4.4 ¢ɛtɛ ɪnf ʌdɪkʌ noɪbʌdtɪz, ¢ʊz "Zʌ ɪnf."

4.5 ¢ɛtɛ Ɣd (zɪm: ʌd ʃʌs Vts; ʃɪp mɛrmɪltʌ rʏ pɛɪ ɣmʌ dɪfʌ) rʏ VʌS ʌdɕɛvɪz, ɾɛpʊz ɪf ɣɛʏkʌ "Mɛ ɪb ..." ʌdfolɪz Ɣd rʏ vʌs fʊʌ,
ɯɛ
ɪf opɣɛʏkʌ, ɾɛpʊz "Mɛ noɪb ..." ʌdfolɪz Ɣd rʏ vʌs fʊʌ.
Zɪm:
"Vʌs. Nopɪsʊz ʃɪp nɣrʌ ʌb ɣʊ."
ɾɛpʊz "Mɛ nopɪsʊz ʃɪp nɣrʌ ʌb mɛ."

4.6 ɾɛpɪ ʌb ɣdɪ ɯɛ ɾɛpɪ ʌb koɪ pɣtʌ spɛʃʌ, ʌldʊ ɪnfɛdɪ osɛʃʌ ɯɛ onʃɪpʌ, ʌdɕɛvɪz ɪn frʌsɪ propʌ.

5 Distress, urgency and safety signals

5.1 MAYDAY to be used to announce a distress message
5.2 PAN - PAN to be used to announce an urgency message
5.3 SÈCURITÈ to be used to announce a safety message

5 Sɪɕɪ trobʌ, hɪspɣtʌ ɯɛ sʌfʌ

5.1 MɅIdɅI ʌdɟɪz pɣ ɪnfod trobʌ.

5.2 pɅn-pɅn ʌdɟɪz pɣ ɪnfod hɪspɣtʌ.

5.3 sɛkʊrɪtɛ ʌdɟɪz pɣ ɪnfod sʌfʌ

6 Standard organizational phrases

6.1 "How do you read (me)?"
6.1.1 "I read you ...
bad/one = with signal strength one (i.e. barely perceptible)
poor/two = with signal strength two (i.e. weak)

6 frʌsɪ ɣɕʌ nɣmʌ

6.1 ɾɔd, ʃɛn sɪɕʌ: "K ʃɛn sɪɕʌ
6.1.1 "ʃɛn sɪɕʌ ...
bʌdʌ / ʌn"

bʌdɛtʌ / dʊ"

fair/three = with signal strength three (i.e. fairly good) good/four= with signal strength four (i.e. good) excellent/five = with signal strength five (i.e. very good) 6.2 When it is advisable to remain on a VHF Channel / frequency say: "Stand by on VHF Channel ... / frequency ... " 6.2.1 When it is accepted to remain on the VHF channel / frequency indicated, say: "Standing by on VHF Channel ... / frequency ... " 6.3 When it is advisable to change to another VHF Channel / frequency, say: "Advise (you) change to/ try VHF Channel ... / frequency ... ." 6.3.1 When the changing of a VHF Channel / frequency is accepted, say: "Changing to VHF Channel ... / frequency .. ."	sʌtʌ / trɪ ɢudʌ / fʏr ɢudemʌ / fʌv 6.2 ɪf ju ɯɪfɛz sɪpɛ zʌɟɪz ¢ʌn ɛrf / fɛomʌ, ¢uz "ɯʌtuz ɛ ¢ʌn / fɛom ..." 6.2.1 ¢ɛtɛ ju ɢrɪɯʌtɪz ɛ ¢ʌn / fɛom ʌdʏkʌ, ¢uz "mɛ ɯʌtɛz ɛ ¢ʌn / fɛom ... 6.3 ¢ɛtɛ ju ɯɪfɪʌsɪz ¢ɪɟ u ¢ʌn ɛrf / fɛom dɪfʌ ¢uz "mɛ ɾʌsɛz ¢ɪɟ / tɛs u ¢ʌn ɛrf ... / fɛom ..." 6.3.1 ¢ɛtɛ ju ɢrɪ¢ɪɟɪz u ¢ʌn ɛrf nuʌ ¢uz "mɛ ¢ɪɟuz u ¢ʌn ɛrf ... / fɛom ..."
7 Corrections When a mistake is made in a message, say: "Mistake ..." - followed by the word: "Correction ... " plus the corrected part of the message. Example: "My present speed is 14 knots - mistake. Correction, my present speed is 12, one-two, knots."	**7 Unerɪ** ¢ɛtɛ ɪnfod ɾɪz ɛr, ¢uz "Ɛr", ʌdfolɪz ¢uz "Unɛr ..." ɯɛ ɪnfod unɛrʌ. ʒɪm: "ɾɛl ɛztɛʌ mɛɾʌ bɛz 14 notɪ, ɛr ... "Unɛr, ɾɛl ɛztɛʌ mɛɾʌ bɛz 12 notɪ."
8 Readiness "I am / I am not ready to receive your message".	**8 Prepʏk** "mɛ bɛz / nobɛz prepʌ sɪɾɪz ɪnfod jurʌ".
9 Repetition 9.1 If any part of the message are considered sufficiently important to need safeguarding, say: "Repeat ... " - followed by the corresponding part of the message. Example: "My draft is 12.6 repeat one-two decimal 6 metres." "Do not overtake - repeat - do not overtake." 9.2 When a message is not properly heard, say: "Say again (please)."	**9 Rɪpɪz** 9.1 ɪf ɛn ʌt ʌb ɪnfod nɪdrɪpɪz, ¢uz "Rɪpɪz ..." ʌdfolɪz ¢ɛ ʌt ʌb ɪnfod. ʒɪm: "ʃɪpdɪp mɛɾʌ bɛz 12.6 – ɾɪpɛz – ʌn, du jʌt sɪs mɛt." "Nopʌsuz – ɾɪpɛz – nopʌsuz." 9.2 ɪf ɪnfod noʌdhɪz krɛkʌ, ¢uz "ʔk, ɾɪpuz."
10 Numɪ Numbers are to be spoken in separate digits: "One-five-zero" for 150 "Two decimal five" or "Two point five" for 2.5 Note: Attention! When rudder angles e.g. in wheel orders are given, say: "Fifteen" for 15 or "Twenty" for 20 etc	**10 Numɪ** puz numɪ yɪz numsɛbɪ opɟonʌ, ʒɪm "ʌn-fʌv-zʌ" pʏ 150, "du jʌt fʌv" pʏ du ɯɛ duʌt. hɪd: ¢ɛtɛ ɢʌlɪ stɪrbʏbʌ ʌdɢɛvɪz, ¢uz "ʌʃfʌv" pʏ 15 ɾʏ "duʌʃ" pʏ 20, tɪʌm.
11 Positions 11.1 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. Example: "WARNING. Dangerous wreck in position 15 degrees 34 minutes North 061 degrees 29 minutes West." 11.2 When the position is related to a mark, the mark shall be a well-defined charted object. The bearing shall be in the 360 degrees notation from true north and shall be that of the position FROM the mark. Example: "Your position bearing 137 degrees from Big Head lighthouse distance 2.4 nautical miles."	**11 Asʏkɪ** 11.1 ¢ɛtɛ nʏɾɢʌl/sudɢʌl ɯɛ ɯɛsɢʌl/ɪstɢʌl ʌdɟɪz, ¢uz ¢ɛɪ yɪz dʌɢɪ ɯɛ mʏmɪ (ɯɛ ʌʃʌtɪ ɪf nɛs). Nʏɾ ɾʏ sud ʌb mɪdlɪn ɯɛ ɪst ɾʏ ɯɛs ʌb ɢrɛnɪ¢. ʒɪm: "ɯɪn. ɾuɢ dʌnɛʃʌ ɛ ʌsʏk nʏɾɢʌl 15 dʌɢ 34 mʏm, ɯɛsɢʌl 61 dʌɢ 29 mʏm." 11.2 ¢ɛtɛ ʌsʏk rɛlɪz mɪk, mɪk nɛsbɪz ɛf ɪnfmʌpʌ ɯɛ dɪtɪz ɢudʌ. Ber nɛsyɪz sɛbhu 360 dʌɢʌ o nʏɾ truʌ ɯɛ bɪz ʌsʏk O mɪk. ʒɪm: "Asʏk jurʌ bɛz Ber 137 dʌɢ o lʌttɪr hɛd Sɪzɛmʌ, dɪs 2 jʌt 4 mɪɬ mɛrɛʃʌ.
12 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. Example: "Pilot boat is bearing 215 degrees from you."	**12 Berɪ** Berɪ ʌb mɪk ɾʏ ʃɪp nɛsyɪz sɛbhu 360 dʌɢʌ o nʏɾ truʌ, zos ɪf berɪ rɛlʌ. Berɪ ʌdlɛbɪz O mɪk ɾʏ O ʃɪp. ʒɪm: "But ʃɪpɢɪdɪrʌ bɛz ber 215 dʌɢ o ju".

Note: Vessels reporting their position should always quote their bearing FROM the mark, as described in paragraph 11.2 of this section. 12.1 Relative bearings can be expressed in degrees relative to the vessel's head. More frequently this is in relation to the port or starboard bow. Example: "Buoy 030 degrees on your port bow." (Relative D/F bearings are more commonly expressed in the 360 degree notation.)	Nɪd: ʃɪpɪ ʃʌ ɪnfodɪz ʌsʏk olʏʌ nesyɪz bɛr olʏʌ O mɔk, ʌm frʌsɛmʌq 11.2 o ʃɛ ʌt. 12.1 Bɛrɪ rɛlʌ ʌdlɛqɛʏɪz ʌy dʌq rɛl ʌb fʌsdɪr ʃɪpʌ. Ʃɛ bɛz omfɛʌ rɛl ʌb ʃɪpfʌs lɛfʌ rɔ rɛtʌ. Zɔm: "Merkɪt 030 dʌqʌ ʃɪpfʌs lɛfʌ". (Bɛrɪ rɛlʌ dɪrfɔnʏr yɪz nʏmʌ sɛbhu 360 dʌqʌ)
13 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.	**13 Dɪrɪ** Yuz ʌltɛʌ sɛbhu 360 dʌqʌ o nʏr trʊʌ. Cuz ɪf ʃɛ bɛz U rɔ O mɔk.
14 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.	**14 Dɪsɪ** Yuz mɔɪl rɔ ʌʃʌtɪ merɛʃʌ, rɔ yuz kɪlmɛt ɯɛ mɛt. Cuz ʌltɛʌ mɛshu.
15 Speed To be expressed in knots: without further notation meaning speed through the water; or, "ground speed" meaning speed over the ground.	**15 Vɛl** Yuz notɪ. ʃɛ mɪnɪz vɛl ɪn ɯʏt rɔ vɛl on qron.
16 Times Times should be expressed in the 24 hour UTC notation; if local time will be used in ports or harbours it should clearly be stated.	**16 Urɪ** Yuz mɛshu Ur dɛnɛmʌ ʌqdɔrʌ (UJʌ), 24 urorɪ. If ur nɪrʌsʌ ʌdyɪz ɛ qoʌsɪ rɔ hɔbɪ, ʃʌ nɛs ʌdcuz spɪkʌ
17 Geographical names Place names used should be those on the chart or in Sailing Directions in use. Should these not be understood, latitude and longitude should be given.	**17 Nʌmɪ Joqʌ** Nʌmɪ ʌsʌ ʌdyɪz nɛsbɪz cɛɪ on ɪnfmʌp rɔ qɪd mɛrɪzʌ ʌdyɪz. If cɛɪ noʌdstɛnɪz, qɛʏuz nʏrqʌl ɯɛ ɯɛsqʌl
18 Ambiguous words Some words in English have meanings depending on the context in which they appear. Misunderstandings frequently occur, especially in VTS communications, and have produced accidents. Such words are: 1. The Conditionals "May", "Might", "Should" and "Could". ***May:*** Do not say: "May I enter the fairway?" Say: "QUESTION. Do I have permission to enter fairway?" Do not say: "You may enter the fairway." Say: "ANSWER. You have permission to enter the fairway." ***Might:*** Do not say: "I might enter the fairway." Say: "INTENTION. I will enter the fairway." ***Should***: Do not say: "You should anchor in anchorage B 3." Say: "ADVICE. Anchor in anchorage B 3." ***Could***: Do not say: "You could be running into danger." Say: "WARNING. You are running into danger." The word ***"Can"*** either describes the possibility or the capability of doing something. In the SMCP the situations where phrases using the word ***"Can"*** appear make it clear whether a possibility is referred to. In an ambiguous context, however, say, for example: "QUESTION. Do I have permission to use the shallow draft fairway at this time?", do not say: "Can I use the shallow draft fairway at this time?", if you ask for a permission. (The same applies to the word "May") *Note: In all cases the radiotelephone procedures as set out in the ITU - Radio Regulations have to be observed.*	**18 Ɯodɪ mɪnomʌ** Ʌlqɪlɛz norɛz ʌm ɯodɪ mɪnomʌ kom Enqlʌndpo. Oprɛ, yuz ʌltɛʌ mɔkɪ ɪnfodʌ o frʌsɛmʌq 3. Zɔmɪ: Noɕuz "K mɛ ʌdlɛɪnqɛz ʃɪprut." Cuz "Ko. K mɛ ʌdlɛɪnqɛz ʃɪprut." Noɕuz "Yu ʌdlɛɪnqɛz ʃɪprut." Cuz "Rɛp. Yu ʌdlɛɪnqɛz ʃɪprut." Noɕuz "Mɛ pʏsɪnquz ʃɪprut." Cuz "Ten. Mɛ ɪnquz ʃɪprut." Noɕuz "Yu rʏtyokʏruz ɛ yokʏrʌs B3." Cuz "Vʌs. Yokʏruz ɛ yokʏrʌs B3." Noɕuz "Yu pʏsqɛz u dʌn." Cuz "Ɯɔn. Yu qɛz u dʌn."
GLOSSARY	**Tekdɪk**

The GLOSSARY also includes a limited number of technical terms which do not appear in the text of the SMCP but might be useful in case the content of a given standard Phrase requires modification. ***Note that some definitions in the English language glossary are required because the words may have two separate meanings or that the idiomatic meanings of the words are not obvious (e.g. 'Drop back' meaning 'decrease speed' etc).***	ʃɛ tɛkdɪk ʏɛz sɪ ψodɪ tɛkʌ ʃʌ nobɛz ɪn **ΛfɪM** kψʌ pʏsbɪz yɛʃʌ ɪf frʌs nʏmʌ nɪduz propɕɪȷ. Mɪn ʌb ψodɪ ȷonmɪʃʌ Λlɕɪlɛzʌ bɛz nɪfʌ o mɪn ʌb ψodɪ rʌtʌ. Λl ψodɪ Λlɕɪlɛzʌ ʏɛz ʌn mɪn.
1 General terms **Abandon vessel** To evacuate crew and passengers from a vessel following a distress **Accommodation ladder** Ladder attached to platform at vessel's side with flat steps and handrails enabling persons to embark / disembark from water or shore **Adrift** Floating, not controlled, without a clearly determinable direction **Air draft** The height from the waterline to the highest point of the vessel **Assembly station** Place on deck, in mess rooms, etc., assigned to crew and passengers where they have to meet according to the muster list when the corresponding alarm is released or announcement made **Backing (of wind)** Shift of wind direction in an anticlockwise manner, in time (opposite of veering) **Beach (to)** To run a vessel up on a beach to prevent its sinking in deep water **Berth 1**: A sea room to be kept for safety around a vessel, rock, platform, etc. **Berth 2:** The place assigned to a vessel when anchored or lying alongside a pier, etc. **Blast** A sound signal made with the whistle of the vessel **Blind sectors** Areas which cannot be scanned by the radar of the vessel because they are shielded by parts of its superstructure, masts, etc, or shore obstructions. **Boarding arrangements** All equipment, such as pilot ladder, accommodation ladder, hoist, etc., necessary for a safe transfer of the pilot **Boarding speed** The speed of a vessel adjusted to that of a pilot boat at which the pilot can safely embark / disembark **Bob-cat** A mini-caterpillar with push-blade used for the careful distribution of loose goods in cargo holds of bulk carriers **Briefing** Concise explanatory information to crew and/or	1 Ψodɪ ȷɛnʌ **Kɪʃɪz ʃɪp** Vokɪz krɯ ψɛ ɢopɛɪ o ʃɪp, ɯzʌ trob. **Lʌdʏr ɪnɢɪzʌ** Lʌdʏr ȷonɪz ɯ ɢodɛk ɛ sɛd ʃɪpʌ, ʌɣ fɯtʌsɪ flʌtʌ ψɛ hʌnrʌlɪ, ʃʌ dʌɪbɪz pɛɪ ɪnɢɪz rɤ oɢɪz ʃɪp o ψʏt rɤ ʃʏr. **Mɛrlɯs** flotɪz, noʌdtrolɪz, zʌ ɛn dɪr nɪfʌ. **ʃɪphɛt** hɛt ʃɪpʌ o ψʏt ɯ ʌs hɛtɯmʌ ʌv ʃɪp. **ΛɢɪdʌS** Λs on dɛk rɤ ɪn rɯmɪ, ʃʌ krɯ ψɛ ɢopɛɪ nɛsmɪtɪz kɪf lɪs ʌɢɪdʌs, ɯzʌ lɪm rɤ pɯbɪnf. **Ψʌnlɛfɪz** ɕɪȷ opklokdɪrʌ ʌb dɪr ψʌnʌ, dɯr sɪ tɛ. (Op ʌb ψʌnrɛtɪz). **Dɪɕɪz** Gɪz ʃɪp on bɪɕ pɤ ɢɪnkʏɪz dɪrɒɕ ɪn ψʏt dɪpɛmʌ. **ɾom** Λrɪ sʌfʌ sʏn ʃɪp, rok, ψɪkdɛk tɪʌm. **ʃɪpʃʌS, Dutstɛ** Λs ʃɪp stɛɪz ɕɛtɛ ɛ ʃʌs rɤ hɪb rɤ ȷokʏrɪz. **Ψɪs** Sɯn ʌddɪz ψɪsʏr rɤ nʏnʏr ʌb ʃɪp. **ZʌsɪzzOn** Zonɪ ʃʌ bɛz noskʌnɪbʌ ʌd rɪdʏr ʃɪpʌ rɛ olɪ bɛz ʃɪdʌ ʌd ʌtɪ ʃɪpʌ, bɪʏbɯd, pɯsɪ tɪʌm, rɤ hɪnɪ ʃʏrʌ. **Dɪrhu ɯʃɪpɪzʌ** Λl ʏrʌp, zɪm lʌdʏr ʃɪpɢɪdɪrʌ, lʌdʏr ɪnɢɪzʌ, krɪn tɪʌm, ɕʌ bɪz nɛsʌ pɤ ȷʌs sʌfʌ ʌb ʃɪpɢɪdɪr. **Vɛl ɯʃɪpɪzʌ** Vɛl ʌb ʃɪp propɕɪȷɪz ʌb bɯt ʃɪpɢɪdɪrʌ, pɤ ʃɪpɢɪdɪr ɯʃɪpɪz / oʃɪpɪz sʌfʌ. **Dob-KʌT** ɾʌmʏɪk ɛtʌ ʌdɣɪz pɤ mɪz ʌpɪ lɯsʌ ɪn ʃɪpstʏrʌs ɢoʌpomʌ ʌb ʃɪpɪ omȷɛʌ. **ɪnfɪz** Gɛʏɪz ɪnf ɯ krɯ rɤ ɢopɛɪ

passengers

Cable

1:Chain, wire or rope connecting a vessel to her anchor(s)

2: (measurement),185.2 metres, i.e. one tenth of a nautical mile

Capsizing

Turning of a vessel upside down while on water

Cardinal buoy

A seamark, i.e. a buoy, indicating the North, East, South or West, i.e. the cardinal/half cardinal points from a fixed point. such as a wreck, shallow water, banks, etc.

Cardinal points

The four main points of the compass, i.e. North, East, South and West; for the purpose of the SMCP the intercardinal points, i.e. Northeast, Southeast, etc., are also included

Casualty

here: Case of death in an accident or shipping disaster

Check (to)

1: To make sure that equipment etc. is in proper condition or that everything is correct and safe **2:** To regulate motion of a cable, rope or wire when it is running out too fast

Close-coupled towing

A method of towing vessels through polar ice by means of icebreaking tugs with a special stern notch suited to receive and hold the bow of the vessel to be towed

Close up (to)

To decrease the distance to the vessel ahead by increasing one`s own speed

Compatibility(of goods)

states whether different goods can be stowed together in one hold

Convoy

A group of vessels which sail together, e.g. through a canal or ice

Course

The intended direction of movement of a vessel through the water

Course made good

That course which a vessel makes good over ground, after allowing for the effect of currents, tidal streams, and leeway caused by wind and sea

COW

Crude Oil Washing: A system of cleaning the cargo tanks by washing them with the cargo of crude oil during discharge

CPA/TCPA

Closest Point of Approach /Time to Closest Point of Approach limit as defined by the observer to give warning when a tracked target or targets will close to within these limits

Crash-stop

An emergency reversal operation of the main engine(s) to avoid a collision

Damage control team

A group of crew members trained for fighting flooding in the vessel

Datum

Jonrop

Ꞓɛn , ѡɪr rʏ rop ſʌ Jonɪz ſɪp ᴜ yokʏr (ɪ).

Kʌɪbl / ʌſʌtmermɪɹl

Mɛs – 185.2 mɛt, ʌn ʌſʌt mermɪɹlʌ

tʏnoꞒɪz

Optʏnɪz ʌb ſɪp on ѡʏt.

Merkɪt kʏsdɪrʌ

Merkɪt ſʌ kɪtɪz nʏr, ɪst, sud rʏ ѡɛs ʌsɪ (kʏsdɪrɪ pʏtʌ/ɪntpʏtʌ) o ɛf zɪm ruꞒ, ѡʏt dɪpetʌ, rɪvɛJɪ tɪʌm.

Kʏsdɪrɪ pʏtʌ

fʏr dɪrɪ pʏtʌ ʌb kʏs bɪz Nor, ɪst, Sud, Ѡɛs. pʏ ΛfɪM, kʏsdɪrɪ ɪntpʏtʌ, Nʏrɪst, Sudɪst, Sudѡɛs ѡɛ Nʏrѡɛs bɛz ѡɛɪdʌ.

Ɗɛdpɛ

Pɛ dɛdʌ ʌdkʏɪz optɛnod rʏ duꞒʏk ſɪpʌ

Kɪdetɪz

Sɛtɪz ſʌ ʏrʌpɪ stɪtɛz propʌ ѡɛ ʌlɛf bɛz krɛkʌ ѡɛ sʌfʌ.

Vɛltʏɪz

Vɛltʏɪz Ꞓɛn, rop, Jonrop rʏ ѡɪr ſʌ Gɪz mom vɛlɛmʌ.

Pulɪz nɪrJonʌ

hu ʌb pulɪz ſɪpɪ kʏr ɪɪs ʌd pulſɪpɪ ɪɪsbrɛkʌ yɪz noꞒ speſʌ ſɪpbʌkʌ, pʏ hodɪz ſɪpfʌs ʌb ſɪp ʌdpulʌ.

Nɪrmʏɪz

tʏɪz dɪs ʌb ſɪp fronʌ ʌdkʏ sʏvɛlmʏɪz.

Gɪʏk (ʌb ʌpɪ)

Ꞓɪz zʌɪf ʌpɪ dɪfʌ ɪbʌdstʏrɪz ʌGʌ ɪn ʌn ſɪpstʏrʌs.

ſɪpʌG

ΛG Jɛ ſɪpɪ Ꞓʌ Gɪz ʌGʌ, zɪm kʏr Ꞓʌn rʏ ɪɪs.

tɛndɪr

Ɗɪr tɛnʌ ʌb ſɪp kʏr ѡʏt.

Ɗɪr rɪlʌ

Ɗɪr rɪlʌ ʌb ſɪp, uzʌ krɛkɪz ɛrɪ ʌdkʏɪz mɛrfloɪ, mɛrmofloɪ ѡɛ ѡʌn ѡɛ mɛr.

Ѡoſɪz ʏlʌ zʌpurɪdʌ (ѠʏZ)

hu ʌb klɪnɪz ſɪpstʏrʌsɪ ʏlʌ ʌb ѡoſɪz olɪ yɪz ʏl zʌpurɪdʌ dur osfʏs.

ΛNG / ɗΛNG

Λs Nɪrumʌ ʌb Gɪz / Ɗur u Λs Nɪrumʌ ʌb Gɪz.

Λddɪtɪz sopɛ pʏ ѡɪnɪz tɛ ſʌ tɪG buz ɛtu ſɛ lɪmɪ.

Sɛs krɪshɪpʌ

SɛsGɪz ʌb ſɪp pʏ vodɪz krʌſ

ɗoʌG flodʌ

ɗoʌG o kru ʌddotɪꞒɪz ʌb Gɪnɪz flod ɪn ſɪp.

Λs pɾʌbʌ

1. The most probable position of a search target at a given time **2.** The plane of reference to which all data as to the depth on charts are referenced.	Ʌs ɯmprʌbʌ ʌb tɪɋ sɪ¢ʌ ɛ tɛ ʌdɋɛvɪz.
Derelict Goods or any other commodity, specifically a vessel abandoned at sea	**Mɛshu dɪpʌ** rɛlɪdɪz ʌl ɪnf ʌb dɪpɪ on ɪnfmʌp. **Kɪʃod** ʃɪp, ʌpɪ tɪʌm kɪʃoz ɛ mɛr.
Destination Port which a vessel is bound for	**tɛnʌs** Goʌs ʃʌ ʃɪp ɯɋɪz. **Unɪbɋɪz** ʃɪp ʃʌ bɛz dɪmʌ rʏ o¢ʌ ψɛ noɪbɪz tɪɪz ɋo.
Disabled A vessel damaged or impaired in such a manner as to be incapable of proceeding on its voyage	
Disembark (to) To go from a vessel	**Unʃɪpɪz** Gɪz o ʃɪp.
Distress alert (GMDSS) A radio signal from a distressed vessel automatically directed to an MRCC giving position, identification, course and speed of the vessel as well as the nature of distress	**Lɛkɪnfɛd trobʌ ((dtsm)** ɪnfod rɪdʌ o sɪp trobʌ, ¢ʌ ʌdoʃʌs ʏtʌ ɯ ʃSʌM, ɪnfodɪz ʌsʏk, dɛn, dɪr ψɛ ʋɛl ʌb ʃɪp ψɛ sɛ trobʌ.
Distress/ Urgency traffic here: The verbal exchange of information on radio from ship to shore Urgency traffic and/or ship to ship/ air craft about a distress / urgency situation as defined in the relevant ITU Radio Regulations	**ɪnfodɪ trobʌ / hɪspʏtʌ** ɪnfodɪ trobʌ poʌ ʌʃ rɪd o ʃɪp ɯ ʃʏr ψɛ ɪnfodɪ trobʌ / hɪspʏtʌ ɪnt ʃɪpɪ, ʃʏr ψɛ flɪtʃɪnɪ ʌb hɪp trobʌ / hɪspʏtʌ, ʌm dɪtɪz ɪn tLO Lʏrɛtɪ rɪdʌ rɛlɛʃʌ.
Draft The depth of water which a vessel draws	**ʃɪpdɪp** dɪp ʌb ʃɪp ond sur ψʏtʌ.
Dragging (of anchor) Moving of an anchor over the sea bottom involuntarily because it is no longer preventing the movement of the vessel	**fʏspulɪz ʌb ɣokʏr** Mɪz optɛnʌ ʌb ɣokʏr ros bom mɛrʌ rɛ ol nosɛsmɪz ʃɪpʌ.
Dredging (of anchor) Moving of an anchor over the sea bottom to control the movement of the vessel	**Bommɪz ʌb ɣokʏr** Mɪz tɛnʌ ʌb ɣokʏr ros bom mɛrʌ pʏ trolɪz mo ʌb ʃɪp.
Drifting Floating, caused by winds and current with a determinable direction	**Mɛrɋɪz** flotɪz, kʏɪz ʌb ψʌnɪ ψɛ mɛrflo ʋɪz dɪr nɪfʌ.
Drop back (to) To increase the distance to the vessel ahead by reducing one's own speed	**Nɪrtɯɪz** Mɯɪz dɪs ʌb ʃɪp fronʌ ʌdkʏ suʋɛltɯɪz.
DSC Digital Selective Calling (in the GMDSS system)	LnC Lɛkɪnfɛd Nɯmɛʃʌ ¢osʏkʌ
Embark (to) To go aboard a vessel	**Onʃɪpɪz** Gɪz on ʃɪp
EPIRB Emergency Position Indicating Radio Beacon	**OKʌK** Oʃʌsʏr, Krɪshɪpʌ, Ʌsʏk Kɪtʌ,
Escape route A clearly marked way in the vessel which has to be followed in case of an emergency	**Kʌprut** rut, ʌdmɪkoz ɛpsoɪbʌ ɪn ʃɪp, ¢ʌ nɛs ʌdfolɪz dur krɪshɪp
Escort Attending a vessel, to be available in case of need, e.g. ice-breaker, tug, etc..	**ʋɛkdɛf** ʋɛkɋɪz ʃɪp ʃʌ bɛz bʌsʌ ɪf ʌdnɪdɪz zɪm ɪsbrɛkʃɪp, pulʃɪp tɪʌm.
ETA Estimated Time of Arrival	**Utɛ** Ur tʌʃɛʃʌ Ɛbuɪz
ETD Estimated Time of Departure	**UtO** Ur tʌʃɛʃʌ OɋɪZ
Fire patrol A crew member of the watch going around the vessel at certain intervals so that an outbreak of fire may be promptly detected; mandatory in vessels carrying more than 36 passengers	**Sʌfdʏɋo furʌ** Krupɛ ʃʌ ɋɪz sʏn ʃɪp ɛ tɛɪ rɛɋʌ, pʏ koʋɪz fur. Dutɛʃ ɪn ʃɪpɪ tɪkɪz mu 36 ɋopɛɪ.

Flooding Major flow of seawater into the vessel	**flodɪz** flo ɛmʌ ʌb mɛrѱvt ʊɪn ʃɪp.
Fire monitor Fixed foam/powder/water cannon shooting fire extinguishing agents on tank deck, manifold etc.	**ʃɪn ʊnbvnʌ** ʃɪn ʃʌ dʌflɪtɪz mvtɪ ʊnbvnʌ (bobom, pod, gʌnɛm ѱvtʌ) on sur fyʊlvʌtʌ tɪʌm.
Foul (of anchor) Anchor has its own cable twisted around it or has fouled an obstruction	**ɣokvr oɕʌ** ɣokvr vɛz ɟonrop sʊʌ tѱɪsɪz sɪkʌ ol, rv ol ɣokɪz hɪn.
Foul (of propeller) A line, wire, net, etc., is wound round the propeller	**Prɛl oɕʌ** Sɪɛf (rop, nɛt tɪʌm) bɛz sɪkʌ prɛl.
Full speed Highest possible speed of a vessel	**Vɛlumʌ** Vɛl ʊmʌ ʌb ʃɪp
Fume Often harmful gas produced by fires, chemicals, fuel, etc.	**Vʌpoɕ** Gʌs dɪmʌ ʌddvɪz fʊrɪ, kɛmɪ, fyʊl tɪʌm.
General emergency alarm A sound signal of seven short blasts and one prolonged blast given with the vessel´s sound system	**ʟɪm krɪshɪpʌ ɟɛnʌ** Sɪq sʊnʌ ʌy sɛv ѱɪs dʊrɛtʌ ѱɛ ʌn ѱɪs dʊrɛmʌ o dvvr sʊnʌ ʃɪpʌ
GMDSS Global Maritime Distress and Safety System	**dtsm** Dɪrhʊ troboʌ ѱɛ Sʌfʌ Mɛrɛʃʌ
(D)GPS (Differential)Global (satellite) Positioning System	**dʌp** Dɪrhʊ Asvkʌ plɪtɛtʌ
Hampered vessel A vessel restricted by her ability to manoeuvre by the nature of her work or her deep draft	**ʃɪp Adhɪnɪz** ʃɪp ʌdrʌɕvkɪz moɪb olʌ rɛ sɛ ѱɪkʌ olʌ rv ɛm ʃɪpdɪp olʌ.
Hatch rails Ropes supported by stanchions around an open hatch to prevent persons from falling into a hold	**hʌnrʌl Kʊrdvrʌ** ropɪ ʌdsʌpɪz pʊsɪ, rɪm kʊrdvr pɛmʌ, pv qɪnkvɪz pɛɪ fvlɪz ʊɪn stvrʌs.
Heading The horizontal direction the vessel's bows at a given moment measured in degrees clockwise from north	**fʌsdɪr** Dɪr fʌsɪz ʌd ʃɪp, ʌy dʌq klokdɪr o nvr.
Hoist here: A cable used by helicopters for lifting or lowering persons in a pick-up operation	**Uprop** rop ʌdyɪz tvnѱɛnʃɪn pv upɪz rv dunɪz pɛɪ.
Icing Coating of ice on an object, e.g. the mast or superstructure of a vessel	**ʅɪsɪz** Oskʊr ɪɪsʌ on ɛf, zɪm pʊs rv bɪrbʊd ʌb ʃɪp.
IMO-Class Group of dangerous or hazardous goods, harmful substances or marine pollutants in sea transport as classified in the International Maritime Dangerous Goods Code (IMDG Code)	**ʟOMʌd** Ʌq ʌb ʌpɪ dʌnɛʃʌ, ɛfɪ dɪmʌ rv puɕɛtɪ mɛrɛʃʌ, ɕʌ bɛz on ʟɪs Ʌpɪʌ Omnʌʃʌ Mɛrɛʃʌ dʌnɛʃʌ.
Inert (to) To reduce the oxygen in an oil tank by inert gas to avoid an explosive atmosphere	**Ƶʌvɪqqʌsɪz** tʊɪz oks ɪn vʌt vlʌ ʌy qʌs ƶʌvɪqʌ, pv qɪnkvɪz lʊfɛm plosɛʃʌ.
Initial course Course directed by the OSC or other authorized person to be steered at the beginning of a search	**tɛndɪr qɪʌ** tɛndɪr ɛ qɪ ʌb sɪɕ, ʌdvdɪz ΛƐh rv pɛ vmʌ dɪfʌ.
Inoperative Not functioning	**Ƶʌdʌvɪz** Ɛfɪ nodʌvɪz
Jettison (to) (of cargo) Throwing overboard of goods in order to lighten the vessel or improve its stability in case of an emergency	**Osfvsɪz (ʌb qoʌpom)** froɪz osʌ qoʌpom pv ѱɪtɛtɪz ʃɪp rv ɪmpɪz ɛkvk, ɪfhɪp krɪshɪp.
Launch (to) To lower, e.g. lifeboats to the water	**Gɪѱvtɪz (bʊtɪ)** hɛtɛtɪz sʊrbʊtɪ tɪʌm, ʊ ѱvt
Leaking Escape of liquids such as water, oil, etc., out of pipes, boilers, tanks, etc., or a minor inflow of seawater into the vessel due to damage to the hull	**flooɕɪz** Kʌpɪz ʌd lɪkɪ ƶɪm ѱvt, vl tɪʌm, os pɪpɪ, bɪlvrɪ, vʌtɪ, tɪʌm, rv ɪnflo ɛtʌ ʌd mɛrѱvt ʊɪn ʃɪp ʌdkvɪz dɪm ʌb ʃɪpbod.
Leeward	**Ѱʌndɪr**

The general direction to which the wind blows; opposite of windward	**Dɪr ʃʌ ψʌn ubloɪz.**
Leeway The angular effect on the vessel's course caused by the prevailing wind	**Ψʌnvk** **Vk ʌb tɛndɪr ʃɪpʌ ʌdkvɪz ψʌn.**
Let go (to) To set free, let loose, or cast off (of anchors, lines, etc.)	**Lusɪz** **Lusɪz ɣokvrɪ, ropɪ tɪʌm.**
Lifeboat station Place assigned to crew and passengers where they must gather before being ordered into the lifeboats	**ʃʌs surbut** **Ʌqɪdʌs pv kru ψɛ qopɛɪ ¢ʌ ulɪ nɛsψʌtɪz oƶʌ ʌdvdɪz uɪn surbutɪ.**
List here: Inclination of the vessel to port side or starboard side	**Dɪqpoʃ** **Poʃ dɪqʌ u lɛf rv rɛt.**
Located In navigational warnings: Position of object confirmed	**Ʌdfɪnɪz** **¢ɛtɛ ʌs ʌb ɛf bɪz ɣɛvkvɪdʌ**
Make water (to) Seawater flowing into the vessel due to hull damage, or hatches awash and not properly closed	**Ψvt ɪnfloɪz** **Mɛrψvt floɪz uɪn ʃɪp ʌdkvɪz dɪm ʃɪpbodʌ rv kurdvrɪ ʌdtopfloɪz ψɛ nopɛmɪz propʌ.**
MMSI Maritime Mobile Service Identity number	**NdΛqM** **Num dɛnʌ Ʌdvʌ Qoɪdʌ Mɛrɛʃʌ**
Moor (to) To secure a vessel in a particular place by means of wires or ropes made fast to the shore, to anchors, or to anchored mooring buoys, or to ride with both anchors down	**ʃɪpstɛɪz** **Jonvkɪz ʃɪp ɛ ʌs ɣɪz ψɪrɪ rv ropɪ tɪʌm, Jonɪz u ʃvr, ɣokvrɪ, mɛrkɪtɪ ʃɪpstɛʌ ɣokvrʌ, rv ɣɪz ʌldu ɣokvrɪ dun.**
MRCC Maritime Rescue Co-ordination Centre: Land-based authority responsible for promoting efficient organization of maritime search and rescue and for co-ordinating the conduct of search and rescue operations within a search and rescue region	**ʃSʌM** **ʃʌs Surʌ Ʌqdɪrʌ Mɛrɛʃʌ. Vm lʌn-ʃʌsʌ, dutvkɪz pv mupvtɪz dɪr dvɛʃʌ ʌb sɪ¢ ψɛ sur mɛrɛʃʌ ψɛ pv ʌqdɪrɪz hɯɪ ʌb sɪ¢ ψɛ sur doɪ ɛ rɪJ sɪ¢ ψɛ surʌ.**
Muster (to) To assemble crew, passengers or both in a special place for purposes of checking	**Ʌqɪdɪz** **Ʌqɪdɪz kru, qopɛɪ rv ʌldu ɪn ʌs spɛʃʌ pv kɪdɛtɪz.**
Muster list List of crew, passengers and all on board and their functions in a distress or drill	**Lɪs ʌqɪdʌ** **Lɪs ʌb kru, qopɛɪ ψɛ ʌl on ʃɪp ψɛ ψɪk ulɪʌ dur trob rv prɛpdo.**
Not under command (abbr. NUC) A vessel which through exceptional circumstances is unable to manoeuvre as required by the COLREGs	**NoʌdtroIʌ** **ʃɪp ʃʌ nobɪz moɪbʌ kɪfɪz LOSKƐM.**
Obstruction An object such as a wreck, net, etc., which blocks a fairway, route, etc.	**hɪnɛm** **Ɛf zɪm ruq rv nɛt tɪʌm, ¢ʌ hɪnɛmɪz ʃɪprut tɪʌm.**
Off air When the transmissions of a radio station etc., have broken down, been switched off or suspended	**Norɪdʃʌs** **¢ɛtɛ rɪdʃʌs ʌb ʃʌs rɪdʌ bɛz sɛsoqʌ, opdʌvʌ rv untɪʌ.**
Off station (of buoys) Not in charted position	**Noɛʌs (mɛrkɪtɪ)** **Mɛrkɪt no ɛ ʌs ɪnfmʌpʌ.**
Oil clearance Oil skimming from the surface of the water	**Klɪnɪz Vl** **Klɪnɪz vl o sur ʌb ψvt.**
Operational Ready for immediate use	**Dʌvɪbʌ** **Prɛpʌ pv ɣo tʌtɛɛʃʌ**
Ordnance exercise Naval firing practice	**do QʌnɛmʌI** **prɛpdo qʌnɛmʌ mɛrmɪltʌ**
OSC On-Scene Co-ordinator: A person designed to co-ordinate search and rescue operations within a specified area	**ʌqɪrɪr Ɛ hɪpʌs (ʌƐh)** **Pɛ ʌdqʌtɪz pv ʌqɪrɪz sɪ¢ ψɛ sur ɛ ʌrɪ spɛʃʌ.**
Overflow Accidental escape of oil from a tank which is full because pumping was not stopped in time	**Momfloɪz** **Kʌp vlʌ o vʌt ¢ʌ bɛz fuʌ rɛ pupɪz nosɛsoz ɛ tɛ.**

Pick-up Operation	**ɹʌs tʌnΨɛnʃɹnʌ**
	Gotɹz ʌb pɛ o ʃɹp ʌʏ tʌnΨɛnʃɹn.
Polluter	**Puɕɛtʃɹp**
A vessel emitting harmful substances into the air or spilling oil into the sea	ʃɹp ʃʌ osfʌsɹz mʌt dɹmʌ uɪn luf rʌ ʌl uɪn mɛr.
Preventers	**Sʌpropɹ**
Ropes or wires attached to derricks to prevent them from swinging during cargo handling operations	ʳopɹ ɹonɹz ɹmɹ krɹnʌ pʌ gɹnkʌɹz olɹ sΨɹnɹz dur mɹz ʌb goʌpom.
Proceed (to)	**Guz (u)**
To sail or head for a certain position or to continue with the voyage	Gɹz u rʌ tɛndɹɹz u ʌsʌk sɛtʌ rʌ tɹɪz go.
PA-system	**ʏrʌp pubɹnfʌ**
Public address system (equipment): Loudspeakers in the vessel's cabins, mess rooms, etc., and on deck through which important information can be broadcast from a central point, mostly from the navigation bridge	Sunʌrɹ ɹn rumɹ Ψɛ dɛkɹ ʃɹpʌ pʌ lɛkblɪʃɹz ɹnf pʌtʌ, o ʌs mɹdʌ, ɹɛn o trolrum.
Recover (to)	**Gotɹz**
Here: To pick up shipwrecked persons	ʳɪtɹz pɛɹ ʃɹpruɕʌ
Refloat (to)	**ʳɪflotɹz**
To pull a vessel off after grounding; to set afloat again	Pulɹz ʃɹp pʌ buflotɹz uzʌ gronɹz; ɹɪflotɹz ʃɹp.
Rendezvous	**Mɹtɹz**
An appointment between vessels normally made on radio to meet in a certain area or position	Mɹttɛ ʌb ʃɹpɹ, dɹz nʌmʌ ʌʏ rɹd, mɹtɹz ɛ ʌrɹ spɛʃʌ rʌ ʌsʌk.
Reported	**ɹnfodɹz**
in navigational warnings: Position of object unconfirmed	Ɏɹz ɹn Ψɹnɹ goʌ. ʌsʌk ʌb ɛf zʌɏɛʌkʌɹd.
Restricted area	**Zon ɾʌɕʌkʌ**
A deck, space, area, etc., in vessels, where for safety reasons, entry is only permitted for authorized crew members	ʌs, ʌrɹ rʌ dɛk ɹn ʃɹpɹ, ɕʌ ɹngɹz bɹz ʌdlɛ pʌ kru ʌdʌmʌ zʌmuʌ, pʌ rɛɹ sʌfʌ.
Resume (to)	**ʳɹsɹz**
here: To re-start a voyage, service or search	ʳɪgɹɹz go, sʌʌ rʌ sɹɕ.
Retreat signal	**Sɹg ungɹzʌ**
Sound, visual or other signal to a team ordering it to return to its base	Sɹg, sunʌ, ʌuʌ rʌ sɹg dɹfʌ u doʌg, ʌdɹz ol ungɹz u ʃʌs.
Rig move	**Mɹz ʌb Ψɹkdɛk**
The movement of an oil rig, drilling platform, etc., from one position to another	Mɹz ʌb Ψɹkdɛk ʌlʌ, drɪldɛk tɹʌm, o ʌn ʌsʌk u ʌsʌk dɹfʌ.
Roll call	**Nʌmɹkɹlɹz**
The act of checking who of the passengers and crew members are present, e.g. at assembly stations, by reading aloud a list of their names	Kɹdɛtɹz gopɛɹ Ψɛ kru ɕʌ bʌsɹz, zɹm ɛ ʌgɹdʌs, ʌd ɹɹdpoɹz lɹs ʌb nʌmɹ ulɹʌ.
Safe speed	**ʌɛl sʌfʌ**
That speed of a vessel allowing the maximum possible time for effective action to be taken to avoid a collision and to be stopped within an appropriate distance	ɕɛ ʌɛl ʌb ʃɹp ɕʌ lɛɹz tɛ umpʌsʌ pʌ do pʌ ʌodɹz krʌʃ Ψɛ sɛsɹz ɛtu dɹs propʌ.
Safety load	**Ψɹt sʌfʌ**
The maximum permissible load of a deck, etc.	Ψɹtum on dɛk tɹʌm.
Safe working pressure	**Pres sʌfʌ**
The maximum permissible pressure in cargo hoses	Pɾesum ɹn flɛkpɹp ʃɹpʌ
SAR	**SΨS**
Search and Rescue	Sɹɕ Ψɛ suʌ
Scene	**hɹpʌs**
The area or location where the event, e.g. an accident has happened	ʌs ʃʌ hɹp, zɹm opɾɛnod hɹpoz.
Search pattern	**tɹdɹn sɹɕʌ**
A pattern according to which vessels and/or aircraft may conduct a co-ordinated search (the IMOSAR offers seven search patterns)	tɹdɹn ʃʌ ʃɹpɹ Ψɛ flɪtʃɹnɹ duz sɹɕ ʌgdɹrʌ. (ʌOMSΨS ʌɛz sɛʌ tɹdɹnɹ sɹɕʌ).
Search speed	**ʌɛl Sɹɕʌ**

The speed of searching vessels directed by the OSC	**Vɛl ʌb ʃɪpɪ sɪ¢ɪzʌ ¢ʌ ʌdʏdɪz Λqdɪrɪr Ɛ hɪpʌs**
Seemark An elevated object on land or sea serving as a guide.	**Mɛrmɪk** Ɛf hɛtɛmʌ on lʌn rʏ mɛr ¢ʌ ʌdɣɪz bɪz qɪd.
Segregation(of goods) Separation of goods which for different reasons must not be stowed together	**Sɛpʏk ʌb ʌpɪ** Sɛpʏkɪz ʌb ʌpɪ ¢ʌ nɛs noʌdstʏrɪz ʌqʌ.
Shackle Standard length (15 fathoms) of an anchor cable	**ʃʌkl** Lɛn nʏmʌ (15 fʌθomɪ, 30 mɛt) ʌb ɟonrop ɣokʏrʌ.
Shifting cargo Transverse movement of cargo, especially bulk, caused by rolling or a heavy list	**Qoʌpom moo¢ʌ** Mo sɛddɪrʌ ʌb qoʌpom, omɟɛ spɛʃʌ, ʌdkʏɪz rʏlɪz rʏ dɪqpoʃ ɛmʌ.
Slings Ropes, nets, and any other means for handling general cargoes	**Ʌptɪk** ʳopɪ, nɛtɪ tɪʌm pʏ mɪz qoʌpom ɟɛnʌ.
Speed of advance The speed at which a storm centre moves	**Vɛl stʏmqo** Vɛl ʌb qo mɪdstʏmʌ.
Spill (to) The accidental escape of oil, etc., from a vessel, container, etc., into the sea	**fʏlo¢ɪz** Kʌp optɛnʌ ʌb ʏl tɪʌm, o ʃɪp, ʏʌt tɪʌm ɯn mɛr.
Spill control gear Special equipment for fighting accidental oil spills at early stages	**Ɣrʌp fʏlo¢ trolʌ** Ɣrʌp spɛʃʌ pʏ dʏkɪz fʏlo¢ɪ ʏlʌ optɛnʌ dur tɛ qɪʌ.
Spreader here: Step of a pilot ladder which prevents the ladder from twisting	**Opɟonʏr** fɯtʌs ʌb lʌdʏr ʃɪpqɪdɪrʌ ¢ʌ sɛsqɪɪz tѱɪs ʌb lʌdʏr.
Stand by (to) To be in readiness or prepared to execute an order; to be readily available	**tɪprɛpʏkɪz** Ɒrɛpʏkɪz ʌb do rʏ pʏ ʏd.
Stand clear (to) here: To keep a boat away from the vessel	**Unbʌsɪz** Oqɪz but o ʃɪp.
Standing orders Orders of the Master to the officer of the watch which s/he must comply with	**Ydɪ tɪʌ** Ydɪ ʌd Ȼɪf u ʏmɪr dɯtʌ ¢ʌ ɯl nɛs fomɪz.
Stand on (to) To maintain course and speed	**tɪɪz** tɪɪz tɛndɪr ѱɛ vɛl
Station The allotted place or the duties of each person on board	**dɯtʃʌs** Ʌs ѱɛ dɯt ʌb ɪ¢ pɛ ɪn krɯ.
Stripping Draining tanks of the remaining cargo, water, etc.	**Vokɪz** Vokɪz vʌtɪ ʌb qoʌpom, ѱʏt rɛmʌ tɪʌm.
Survivor A person who continues to live in spite of being in an extremely dangerous situation, e.g. a shipping disaster.	**Vɪrkʌppɛ** Pɛ ʃʌ vɪvɪz qɪnrɛ bɪz ɪn stʌs ɛm dʌnʌ, zɪm du¢ʏk ʃɪpʌ.
Take off (to) A helicopter lifts off from a vessel's deck	**Gɪflɪtɪz** tʏnѱɛnʃɪn qɪflɪtɪz o dɛk ʃɪpʌ.
Target The echo generated e.g. by a vessel on a radar screen	**Korʏk** Mɪrbɪm kvɪz zɪm ʌd ʃɪp on srɪn rɪdʏr.
Tension winch A winch which applies tension to mooring lines to keep them tight	**Pulʃɪn vtʌ** Pulʃɪn ʃʌ tɛtpulɪz ropɪ ʃɪpstɛʌ.
TEU Twenty Foot Equivalent Unit (standard container dimension)	**ΛMdɛ** Ʌt Mɛshu dɯʌʃfootʌ Ɛkɛfʌ (lɛn nʏmʌ qoʌpɯsʌ)
Track The path followed, or to be followed, between one position and another	**trɯrut** ʳut ʌdqoz rʏ ʌdqɯz, ɪnt du ʌsʏkɪ.
Transit here: The passage of a vessel through a canal, fairway, etc.	**Kvrɪz** Go ʌb ʃɪp kʏr ѱʏt¢ʌn, ʃɪprut tɪʌm.
Transit speed Speed of a vessel required for the passage through a	**Vɛl kvrʌ** Vɛl ʌb ʃɪp ʌdnɪdɪz pʏ qo kʏr ѱʏt¢ʌn rʏ ʃɪprut tɪʌm.

canal, fairway, etc.

Trans shipment (of cargo)
here: The transfer of goods from one vessel to another outside harbours

Underway
A vessel which is not at anchor, or made fast to the shore, or aground

Union purchase
A common method of cargo handling by combining two derricks, one of which is fixed over the quay, the other over the hatchway

Unlit
When the light characteristics of a buoy or a lighthouse are inoperative

UTC
Universal Time Co-ordinated (ex GMT)

Variable (of winds)
When a wind is permanently changing the direction from which it blows

Veering (of winds)
Shifting of wind direction in a manner, in time; opposite of backing

Veer out (to)(of anchors)
To let out a greater length of cable

VHF
Very High Frequency (30 - 300 MHz)

Walk out (to) (of anchors)
To reverse the action of a windlass so as to ease the cable

Way point
A position a vessel has to pass or at which she has to alter course according to her voyage plan

Windward
The general direction from which the wind blows; opposite of leeward

Wreck
A vessel which has been destroyed or sunk or abandoned at sea

Gɒʌpʝʌs
ʝʌsɪz ʌb gɒʌpɪ ɪnt du ʃɪpɪ, ɒs hɪbɪ.

Gɪz, Lus
ʃɪp ʃʌ nobɛz ɣokʏrɪzʌ, ʝonɪzʌ u ʃʏr rʏ gronɪzʌ

Duokrɪnɪz
ʝonmɪʃ ʌb du krɪnɪ, ʌn ɒn ʃɪpʃʌs ɯɛ ʌn bɪʏ kuʏdʏr ɒn ʃɪp.

Ƶʌlʌtɪz
¢ɛtɛ lʌt ʌb merkɪt rʏ lʌttɪʏ nodʌʏɪz.

UJʌ
Ur ʝɛnɛmʌ Ʌgdɪrʌ.

Dɪfɪʃʌ (ʌb ɯʌnɪ)
¢ɛtɛ ɯʌn ¢ɪʝɪz ʌltɛʌ dɪr ʃʌ ɒl ɒblɒɪz.

ɯʌnrɛtɪz
¢ɪʝ klokdɪrʌ ʌb dɪr ɯʌnʌ, dur sɪ tɛ (ɒp ʌb ɯʌnlɛfɪz).

Lɛnmuɪz ʝonrɒp ɣokʏrʌ
Muɪz lɛn ʌb ʝonrɒp ɣokʏrʌ.

ɛrf
Ɛm ʳɪdfɛɒm (3O - 3OO mhz)

Lɛnmuɪz ʝonrɒp ɣokʏrʌ
Undɪz do ʌb pulʃɪn pʏ lɛnmuɪz ʝonrɒp.

ʳutʌs
Ʌs ʃʌ ʃɪp nɛspʌsɪz rʏ ¢ɪʝɪz tɛndɪr, kɪfɪz gɒplʌn.

Opɯʌndɪr
Dɪr ʃʌ ɯʌn ɒblɒɪz (ɒp ɯʌndɪr).

ʳuɕ
ʃɪp ʃʌ ʌddu¢ɒz, dɪrɒ¢ɒz rʏ kɪʃɒz ɛ mɛr.

2. VTS (Vessel Traffic Service) special terms

Fairway
Navigable part of a waterway

Fairway speed
Mandatory speed in a fairway

ITZ
Inshore Traffic Zone (of a TSS): A routing measure comprising a designated area between the landward boundary of a TSS and the adjacent coast

Manoeuvring speed
A vessel's reduced rate of speed in restricted waters such as fairways or harbours

Receiving point
A mark or place at which a vessel comes under obligatory entry, transit, or escort procedure

Reference line
A fictive line displayed on the radar screens in VTS Centres and/or electronic sea-charts separating the fairway for inbound and outbound vessels so that they can safely pass each other

2. ʌdʏ ʃɪpɪ mɒʌ (ʌʃm) frʌsɪ spɛʃʌ

ʃɪprut
Ʌt ɯʏtrut gɒɪbʌ (pʏ ʃɪpɪ)

Vɛl ʃɪprutʌ
Vɛl dutɛʃʌ ɛ ʃɪprut.

ƶmn
Ƶɒn ʃɪpɪmɒʌ Nɪrʃʏrʌ (ʌb dʃs). hu rutɪzʌ ʌb ʌrɪ ɪnt lɪm lʌndɪrʌ ʌb dʃs ɯɛ ʃʏrrɪj nɪrʌsʌ.

Vɛl mɒɪzʌ
Vɛl tuɪzʌ ʌb ʃɪp ɛ ɯʏtɪ rʌ¢ʏkʌ, ƶɪm ʃɪprutɪ rʏ hɪbɪ.

Ʌsʏk sɪrʌ
Mɪk rʏ ʌs ʃʌ ʃɪp nɛsfomɪz ʌkdo dutɛʃʌ pʏ ɪnqɪzʌ, rosɪzʌ, rʏ vɛkdɛfʌ.

Lɪn rɛlɪdʌ
Lɪn dʌsɪz ɒn srɪn rɪdʏrʌ ɪn ʃʌsɪ ʌʃmʌ ɯɛ ɪnfmʌpɪ lɛkɛtʌ, ¢ʌ sɛpɪz ʃɪprut pʏ ʃɪpɪ ɪnqɪzʌ ɯɛ ɒqɪzʌ, pʏ ɒlɪ ɪbpʌsɪz sʌfʌ ɪ¢dɪf.

Reporting point A mark or position at which a vessel is required to report to the local VTS-Station to establish her position **Separation zone / line** A zone or line separating the traffic lanes in which vessels are proceeding in opposite or nearly opposite directions; or separating a traffic lane from the adjacent sea area; or separating traffic lanes designated for particular classes of vessels proceeding in the same direction **Traffic clearance** VTS authorization for a vessel to proceed under conditions specified **Traffic lane** An area within defined limits in which one-way traffic is established **TSS** Traffic Separation Scheme: A routing measure aimed at the separation of opposing streams of traffic by appropriate means and by the establishment of traffic lanes **VTS** Vessel Traffic Services: Services, designed to improve safety and efficiency of vessel traffic and to protect the environment **VTS-area** Area controlled by a VTS-Centre or VTS-Station	**As ɪnfodɪzʌ** Mɔk rʏ ʌs ʃʌ ʃɪp nɛs ɪnfodɪz ʃʌs ΛʃM nɪrʌsʌ pʏ ɪnfodɪz ʌsʏk olʌ. **Zon / Lɪn Sɛpɪdʌ** Zon rʏ lɪn ʃʌ sɛpɪz ʋɪkrʊtɪ ʃʌ ʃɪpɪ ɢɪz ɛ dɪrɪ opʌ (rʏ nɪr dɪrɪ opʌ), rʏ ¢ʌ sɛpɪz ʋɪkrʊt o ʌrɔ mɛrʌ nɪrʌsʌ, rʏ ¢ʌ sɛpɪz ʋɪkrʊtɪ ʌd¢osʏkɪz pʏ sɛɪ ʃɪpʌ dɪfʌ, ɢɪz ɪn ʌm dɪr. **Ymɪd ʃɪpmoʌ** Ymɪd ΛʃMʌ pʏ ʃɪp ɢɪz, ʌy stɪpɪ ʌdɢɛvɪz **ʋɪkrʊt** Ʌrɔ ɪn lɪmɪ dɪtʌ, ɛ ʌs ʃɪpɪmoʌ ʌndɪr bɪz. **dʃs** Dɔrhu ʃɪpɪMoʌ Sɛpʌ. hu rʊtɪzʌ pʏ sɛpɪz ʃɪpɢoɪ opʌ yɪz hʊɪ propʌ ɯɛ krʌtɪz ʋɪkrʊtɪ. **ΛʃM** Ʌdʏ ʃɪpɪMoʌ. Ʌdʏɪ ʌddɪnɪz pʏ ɪmpɪz sʌf ɯɛ dʏɛʃ ʌb moɪ ʃɪpɪʌ ɯɛ sʌfdʏɪz nʌtɯɔl **Ʌrɔ ΛʃMʌ** Ʌrɔ ʌdtrolɪz ʃʌs ΛʃMʌ
STANDARD MARINE COMMUNICATION PHRASES PART A *PART A covers Phrases applicable in external communications from ship to shore, shore to ship and ship to ship as required by STCW 1978, as revised, Table A-II/1, as well as Phrases applicable on board vessels in conversations between Pilots and bridge teams as required by Regulation 14(4) of Chapter V of SOLAS 1974, as revised.*	**Ʌlɢɪlɛz frʌsɪ ɪnfɛdʌ Mɛrɛʃʌ (ΛfɪM), Ʌt Ʌ** Ʌt Ʌ ɯɛɪdɪz frʌsɪ ʃʌ bɛz rɛlɛʃʌ ʌb ɪnfɛdɪ osɛʃʌ o ʃɪp u ʃʏr, ʃʏr u ʃɪp ɯɛ ʃɪp u ʃɪp, ʌdnɪdɪz Ktsd 1978, ɪmp¢ɔjɛz, Gredlɪs Ʌ-ɪɪ/1, ɯɛ frʌsɪ rɛlɛʃʌ on ʃɪpɪ ʌdyɪz dur ompɪz ɪnt ʃɪpɢɪdrɔ ɯɛ krʊ trolrumʌ, ʌddutɪz Lʋrɛt 14(4) ʌb bukʌt V ʌb SVM 1974, ɪmp¢ɔjɛz.
AI - EXTERNAL COMMUNICATION PHRASES Attention: The use of Standard Phrases in vessels' external communication does not in any way exempt from applying the radiotelephone procedures as set out in the ITU - Radio Regulations.	**Ʌɪ frʌsɪ ɪnfɛdʌ osɛʃʌ** hɪd: Lʋrɛtɪ rɔdʌ tLOʌ rɛlɛʃɪz ʌmozʌ ¢ɛtɛ frʌsɪ nʏmʌ pʏ ɪnfɛdɪ osɛʃʌ ʃɪpʌ ʌdyɪz.
AI/1 - DISTRESS TRAFFIC The distress traffic controlling station/other stations may impose radio silence on any interfering stations by using the term: ***"Seelonce Mayday / Distress"*** unless the latter have messages about the distress.	**Ʌɪ/1 ɾɔdɪnfodɪ trobʌ** ʃʌs trolʌ ʌb rɔdɪnfodɪ trobʌ pʋs ʋdɪz rɔdsɪl u ɛn ʃʌs rɔdʌ ʃʌ ɪntpoɪz, yɪz frʌs “Sɪlʊz Mʌɪdʌɪ / trobʌ”, zos olɪ vɛz ɪnfodɪ ʌb ¢ɛ trob.
AI/1.1 Distress communications Note: A distress traffic has always to commence with stating the position of the vessel in distress as specified in "GENERAL 11 Positions /13 Bearings" if it is not included in the DSC distress alert.	**Ʌɪ/1.1 ɪnfɛdɪ trobʌ** hɪd: ɪnfɛd trobʌ nɛsɢɪɪz ʌltɛʌ ɪnfɪz ʌsʏk ʌb ʃɪp trobʌ ʌm ɪn “Jɛn 11, Ʌsʋkɪ / 13 Bɛrɪ” ɪf ol nobɛz ɯɛɪdʌ ɪn LnC hɪdod trobʌ.
1 - Fire, explosion 1 I am / MV ... on fire (- after explosion). 2 Where is the fire? . 2.1 Fire is ~ on deck. ~ in engine-room.	**1 fʊr, Plosɪd** 1 Mɛ bɛz / Motʃɪp ... fʊrɛz (ʊzʌ plosɪd) 2 K ʌs fʊr 2.1 fʊr bɛz ~ on dɛk ~ ɪn motrʊm

~ in hold(s).	~ ɪn stʏrʌs
~ in superstructure / accommodation /	~ ɪn bɹʏbud / ʃoɛd
3 Are dangerous goods on fire?	3 K ɢoʌpɪ dʌnʌ furɛz.
3.1 Yes, dangerous goods are on fire.	3.1 Ɣɛ, ɢoʌpɪ dʌnʌ furɛz.
3.2 No, dangerous goods are not on fire.	3.2 Ño, ɢoʌpɪ dʌnʌ nofurɛz.
4 Is there danger of explosion?	4 K pʏs ʌb plosɪd.
4.1 Yes, danger of explosion.	4.1 Ɣɛ pʏs ʌb plosɪd.
4.2 No danger of explosion.	4.2 Ño pʏs ʌb plosɪd.
5 I am / MV ... not under command.	5 Mɛ bɛz / Moʧɹp ... noʌdtroɭɛz.
6 Is the fire under control?	6 K fur ʌdtroɭɛz.
6.1 Yes, fire is under control.	6.1 Ɣɛ, fur ʌdtroɭɛz.
6.2 No, fire is not under control.	6.2 Ño, fur noʌdtroɭɛz.
7 What kind of assistance is required?	7 K sɛ hɛp bɛz ʌdnɪdʌ.
7.1 I do not / MV ... does not require assistance.	7.1 Mɛ / Moʧɹp ... nonɪdɛz hɛp.
7.2 I require / MV ... requires	7.2 Mɛ / Moʧɹp ... nɪdɛz:-
~ fire fighting assistance.	~ hɛp ʊnbʏnʌ.
~ breathing apparatus - smoke is toxic.	~ ɹrʌp brɛfɪdʌ – smuk bɛz puɕɛʃʌ.
~ foam extinguishers / CO2 extinguishers.	~ ʊnbʏnʏrɪ bobomʌ / kɪbduoksʌ (KO2).
~ fire pumps.	~ pupɪ furʌ.
~ medical assistance /	~ hɛp dotʌ.
.8 Report injured persons.	8 ɻnfuz ʌb pɛɪ dɪmʌ
.8.1 No persons injured.	8.1 Ƶʌpɛdɪmʌ
.8.2 Number of injured persons / casualties:	8.2 ... dɪmpɛɪ
2 Flooding	**2 flodɪz**
.1 I am/ MV ... is flooding below water line.	1 Mɛ bɛz / Moʧɹp ... ʌdflodɛz ond ψʏtlɪn.
.2 I / MV ... cannot control flooding.	2 Mɛ / Moʧɹp ... noɪbtroɭɛz flodɪz.
.3 What kind of assistance is required?	3 K sɛ hɛp ʌdnɪdɛz
.3.1 I require / MV ... requires pumps / divers, ...	3.1 Mɛ / Moʧɹp ... nɪdɛz pupɪ / dɪɹʏrɪ
.3.2 I will send pumps / divers /	3.2 Mɛ oʃʌsuz pupɪ / dɪɹʏrɪ
.3.3 I cannot send pumps / divers ...	3.3 Mɛ noɪbʃʌsuz pupɪ / dɪɹʏrɪ
. .4 I have / MV ... has dangerous list to port side / starboard.	4 Mɛ / Moʧɹp ... dɪɢpoʃɛz dʌnɛʃʌ u sɛd lɛfʌ / rɛtʌ.
.5 I am / MV ... in critical condition.	5 Mɛ / Moʧɹp ... stɪtɛz dʌnɛʃʌ.
.6 Flooding is under control.	6 flodɪz bɛz troɭʌ
.7 I / MV ... can proceed without assistance.	7 Mɛ / Moʧɹp ... ɻbɢɛz zʌhɛpʌ
.8 I require / MV ... requires escort / tug assistance /... .	8 Mɛ / Moʧɹp ... nɪdɛz ɾɛkdɛf / hɛp puʃɹpʌ
.3 Collision	**3 Krʌʃʃʃ

.6.1 Warning! Do not jettison IMO-Class cargo!	6.1	Ψɹn! Noosfʏsuz qoʌpom se LOMʌdʌ
.7 When do you / does MV ... expect to refloat?	7	K ur ɟu / Motʃɹp ... pekez ɪɾflotuz.
.7.1 I expect / MV ... expects to refloat	7.1	Me / Motʃɹp ... pekez ɪɾflotuz
~ at ... UTC.		~ e ... UJʌ.
~ when tide rises.		~ ¢etɛ mermo upqɹz.
~ when weather improves.		~ ¢etɛ ψeʏ ɪmpuz.
~ when draft decreases.		~ ¢etɛ ʃɹpdɹp tuuz.
~ with tug assistance /		~ ɟɪz hep pulʃɹpʌ
.8 Can you / can MV ... beach?	8	K ɟu / Motʃɹp ... ɪbbɪ¢uz.
.8.1 I / MV ... can / will beach in position	8.1	Me / Motʃɹp ... bɪ¢uz e ʌsʏk ... .
.8.2 I / MV ... cannot beach.	8.2	Me / Motʃɹp ... noɪbbɪ¢ez.
.5 List - danger of capsizing	5	**Dɪqpoʃ – dʌn ʌb tʏno¢ɪz**
.1 I have / MV ... has dangerous list to port / starboard.	1	Me / Motʃɹp ... dɪqpoʃez dʌneʃʌ u lef / ret.
.2 I / MV ... will	2	Me / Motʃɹp ...
~ transfer cargo / bunkers to stop listing.		~ ɟʌsuz qoʌpom / fɟul pʏ sesɪz dɪqpoʃ.
~ jettison cargo to stop listing.		~ Osfʏsuz qoʌpom pʏ sesɪz dɪqpoʃ.
.3 I am / MV ... in danger of capsizing (- list increasing).	3	Me / Motʃɹp ... ʌddʌnez ʌb tʏno¢ɪz (dɪqpoʃ muɪez)
.6 Sinking .	6	**Dɪvo¢ɪz**
1 I am / MV ... sinking after collision / grounding / flooding / explosion / ...	1	Me / Motʃɹp ... dɪvo¢ez uzʌ krʌʃ / qronoz / flodɪz / plosɪdoz.
.2 I require / MV ... requires assistance.	2	Me / Motʃɹp ... nɪdez hep.
.3 I am / MV ... proceeding to your assistance.	3	Me / Motʃɹp ... qez pʏ hepɪz ɟu.
.4 ETA at distress position within ... hours / at ... UTC.	4	Ute e ʌsʏk trobʌ etu ... uroɪ / e ... UJʌ
.7 Disabled and adrift	7	**Unɪbʌ ψe merlus**
.1 I am / MV ...	1	Me bez / Motʃɹp ...
~ not under command.		~ noʌdtrolez.
~ adrift.		~ merlusez.
~ drifting at ... knots to ... (cardinal/half cardinal points).		~ merlusez e ... notɪ u ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ)
.2 I require / MV ... requires tug assistance.	2	Me / Motʃɹp ... nɪdez hep pulʃɹpʌ
.8 Armed attack / piracy	8	**tʌk ψepʌ / merstol**
.1 I am / MV ... under attack by pirates.	1	Me / Motʃɹp ... ʌdtʌkez merstolʌq.
.1.1 I / MV ... was under attack by pirates.	1.1	Me / Motʃɹp ... ʌdtʌkoz merstolʌq.
.2 I require / MV ... requires assistance.	2	Me / Motʃɹp ... nɪdez hep.
.3 What kind of assistance is required?	3	K se hep bez nɪdʌ.
.3.1 I require / MV ... requires	3.1	Me / Motʃɹp ... nɪdez
~ medical assistance.		~ hep dotʌ.
~ navigational assistance.		~ hep dɪredʌ.
~ military assistance.		~ hep mɪltʌ.
~ tug assistance.		~ hep pulʃɹpʌ.
~ escort /		~ ʏekdef.
.4 Report damage.	4	ɪnfuz ʌb dɪm.
.4.1 I have / MV .. has	4.1	Me / Motʃɹp ... ʏez
~ no damage.		~ zʌdɪmʌ.
~ damage to navigational equipment /		~ dɪm ʌb ʏɪʌp dɪredʌ / ... .
.4.2 I am / MV ... not under command.	4.2	Me / Motʃɹp ... noʌdtrolez.
.5 Can you / can MV ... proceed?	5	K ɟu / Motʃɹp ... ɪbqɹz.
.5.1 Yes, I / MV ... can proceed.	5.1	Ɉe me / Motʃɹp ... ɪbqɹz.
.5.2 No, I / MV ... cannot proceed.	5.2	No, me / Motʃɹp ... noɪbqɹz.
.9 Undesignated distress	9	**trob zʌspeʃʌ**
.1 I have / MV ... has problems with cargo / engine(s) / navigation /	1	Me / Motʃɹp ... ʌdprobez ʌb qoʌpom / motɪ / dɪredʌ / ... .
.2 I require / MV ... requires	2	Me / Motʃɹp ... nɪdez ... .
.10 Abandoning vessel	10	**Kɪʃɪz ʃɹp**
.1 I / crew of MV ... must abandon vessel ... after explosion / collision / grounding / flooding / piracy / armed attack /	1	Me / kru ʌb Motʃɹp ... nɪdkɪʃuz ʃɹp uzʌ plosɪd / krʌʃ / qronoz / flodoz / merstoloz / tʌk ψepʌ / ...

.11 Person overboard	**11 Pɛ mɛrfʌlʌ**
. 1 I have / MV ... has lost person overboard in position	1 Mɛ / Motɹɪp ... vɛz pɛ mɛrfʌlʌ ɛ ʌsʌk ... .
. 2 Assist with search in vicinity of position	2 hɛpuz ʌb sɪ¢ sʌn ʌsʌk ... .
. 3 All vessels in vicinity of position ... keep sharp lookout and report to	3 Al ɹɪpɪ sʌn ʌsʌk ... ruz sʌn ɯɛ ɪnfoduz u ... .
. 4 I am / MV.. is proceeding for assistance (to assist?) - ETA at ... UTC / within ... hours.	4 Mɛ / Motɹɪp ... ɢɛz pʌ hɛpɪz ju. Utɛ (Ur tʌjɛjʌ ɛbuɪz) ɛ ... UJʌ / ɛtu ... uroɪ.
. 5 Search in vicinity of position	5 Sɪ¢uz sʌn ʌsʌk ... .
. 5.1 I am / MV ... is searching in vicinity of position	5.1 Mɛ / Motɹɪp ... sɪ¢ɛz sʌn ʌsʌk ... .
. 6 Aircraft ETA at ... UTC / within ... hours to assist in search.	6 fʟɪtɹɪn Utɛ ɛ ... UJʌ / ɛtu ... uroɪ pʌ hɛpɪz ʌb sɪ¢.
. 7 Can you continue search?	7 K ju ɪbtɪuz sɪ¢
. 7.1 Yes, I can continue search.	7.1 Jɛ, mɛ ɪbtɪuz sɪ¢.
. 7.2 No, I cannot continue search.	7.2 No, mɛ noɪbtɪuz sɪ¢.
. 8 Stop search.	8 Sɛsuz sɪ¢.
. 8.1 Return to	8.1 Unɢuz u ... .
. 8.2 Proceed with your voyage.	8.2 tɪuz ɢo jurʌ.
.10.1 The result of search is negative.	10.1 Ƶʌɛf ʌdfɪnoz.
.11 I / MV ... located / picked up person(s) in position	11.1 Mɛ / Motɹɪp ... fɪnoz / ɢotoz pɛ(ɪ) ɛ ʌsʌk ... .
.12 Person picked up is crewmember / passenger of MV	12 Pɛ ʌdɢotoz bɛz krupɛ / ɢopɛ ʌb Motɹɪp ... .
.13 What is condition of person(s)?	13 K pɛ stɪtɛz.
.13.1 Condition of person(s) bad / good.	13.1 Pɛ stɪtɛz bʌdʌ / ɢudʌ.
.13.2 Person(s) dead.	13.2 Pɛ bɛz dɛdʌ.
AI/1.2 - SEARCH AND RESCUE COMMUNICATION	**ʌɪ/1.2 – LɛKɪnfɛd sɪ¢ʌ ɯɛ surʌ**
.1 SAR communications (specifying or supplementary to 1.1)	**1 Lɛkɪnfɛdɪ SɯS (speɹkɪz rʌ ɯuʌ u 1.1)**
. 1 I require / MV ... requires assistance.	1 Mɛ / Motɹɪp ... nɪdɛz hɛp.
. 2 I am / MV ... proceeding to your assistance.	2 Mɛ / Motɹɪp ... ɢɛz pʌ hɛpɪz ju.
.3 What is your MMSI number?	3 K ɛf bɛz ndʌɢm jurʌ.
.3.1 My MMSI number is …. .	3.1 ndʌɢm mɛrʌ bɛz ... .
.4 What is your position? .	4 K ɛf bɛz ʌsʌk jurʌ.
.4.1 My position	4.1 Ʌsʌk mɛrʌ bɛz ... .
. 5 What is your present course and speed?	5 K ɛf bɛz ɛztɛʌ tɛndɪr ɯɛ vɛl jurʌ.
. 5.1 My present course ... degrees, my speed ... knots.	5.1 tɛndɪr ɛztɛʌ mɛrʌ bɛz ... dʌɢ, vɛl ... not.
. 6 Report number of persons on board?	6 K ɹɛ pɛɪ ʌn ɹɪp.
. 6.1 Number of persons on board:	6.1 ... pɛɪ bɛz ʌn ɹɪp.
. 7 Report injured persons.	7 K ɹɛ pɛɪ bɛz dɪmʌ.
. 7.1 No person injured	7.1 Ƶʌ pɛɪ bɛz dɪmʌ.
. 7.2 Number of injured persons / casualties:	7.2 ... pɛɪ bɛz dɪmʌ / dɛdʌ.
. 8 Will you abandon vessel?	8 K ju kɪɹuz ɹɪp.
. 8.1 I will not abandon vessel.	8.1 Mɛ nokɪɹuz ɹɪp.
. 8.2 I will abandon vessel at ... UTC.	8.2 Mɛ kɪɹuz ɹɪp ɛ ... UJʌ.
.9 Is your EPIRB switched on?	9 K OKʌK jurʌ dʌvɛz.
.9.1 Yes, my EPIRB is switched on/inadvertently switched on.	9.1 Jɛ, OKʌK mɛrʌ dʌvɛz / dʌvɛz optɛnʌ.
.10 Did you transmit a DSC distress alert?	10 K ju ojʌsoz hɪdod LN¢ trobʌ.
.10.1 Yes, I did transmit.	10.1 Jɛ, mɛ ojʌsoz.
.10.2 No, I inadvertently transmitted.	10.2 No, mɛ ojʌsoz optɛnʌ.
. 11 How many lifeboats / life rafts (with how many persons) will you launch?	11 K ɹɛ surbutɪ / surɾʌfɪ (vɛk K ɹɛ pɛɪ) ju ɢɳɯtuz.
. 11.1 I will launch ... lifeboats / life rafts (with ... persons).	11.1 Mɛ ɢɳɯtuz ... surbutɪ / surɾʌfɪ (vɛk ... pɛɪ)
. 12 How many persons will stay on board?	12 K ɹɛ pɛɪ rɛmuz ʌn ɹɪp.
. 12.1 No person will stay on board.	12.1 Ƶʌ pɛ stɛuz ʌn ɹɪp.
. 12.2 ... persons will stay on board.	12.2 ... pɛɪ stɛuz ʌn ɹɪp.

. 13 What is the weather situation in your position? . 13.1 Wind ...(cardinal points) force Beaufort ... . . 13.2 Visibility good/moderate/poor. . 13.3 Smooth/moderate/rough/high Sea / slight/moderate/heavy swell …(cardinal/half cardinal points). . 13.4 Current ... knots, to …(cardinal points). . 14 Are there dangers to navigation? . 14.1 No dangers to navigation. . 14.2 Warning! Uncharted rocks / ice / abnormally low tides. mines /	13 K stɪtɛz ɯɛr ɛ ʌsʏk ɣurʌ. 13.1 ɯʌn … (kʏsdɪrɪ pʏtʌ), bofʏt … . 13.2 Soɪb qudʌ / mɪdʌ / bʌdʌ 13.3 Stɪt mɛrʌ, smurʌ, mɪdʌ, rof, hɛtɛm / ɯɛfod ɛtʌ / mɪdʌ / ɛmʌ (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) 13.4 Mɛrflo … notɪ u … (kʏsdɪrɪ pʏtʌ) 14 K bɛz dʌn ʌb qoɪz. 14.1 Ƶʌdʌnʌbqoɪz. 14.2 ɯʃn! ʃokɪ zʌɪnfmʌpʌ / ɾɪs / mɛrmo ɛm hɛtɛtʌ / mɛrplosodɪ
.2 Acknowledgement and / or relay of SAR - messages . 1 Received MAYDAY from MV ... at UTC on VHF Channel.../ frequency .... . 2 Vessel in position ... ~ on fire ~ had explosion. ~ flooded. ~ in collision (with ..). ~ listing / in danger of capsizing. ~ sinking. ~ disabled and adrift. ~ abandoned / ... . . 3 Vessel requires assistance. . 4 Received your MAYDAY. . 4.1 My position ... . . 4.2 I / MV ... will proceed to your assistance. . 4.3 ETA at distress position within ... hours / at .. UTC.	**2 ʃɛp ɯɛ / rʏ rɪoʃʌs ʌb ɪnfodɪ SɯSʌ** 1 Mɛ sɪʏoz Mʌɪdʌɪ o Motʃɪp … ɛ … ɯJʌ ʌɣ ɛrf ¢ʌn / fɛ … . 2 ʃɪp ɛ ʌsʏk … . ~ furɛz ~ ʏoz plosɪd ~ flodoz ~ krʌʃoz (qɪn) ~ dɾqpoʃɛz / dʌn ʌb tʏnoɛɪz ~ dɪʏoɛɛz ~ unɪbʌ ɯɛ mɛrlus ~ ʌdkɪʃoz 3 ʃɪp nɪdɛz hɛp 4 Mɛ sɪʏoz Mʌɪdʌɪ ɣurʌ 4.1 Ʌsʏk mɛʏʌ bɛz … . 4.2 Mɛ / Motʃɪp … quz pʏ hɛpɪz ɣu. 4.3 ɯtɛ ɛ ʌsʏk trobʌ ɛtu … uroɪ / ɛ … ɯJʌ
.3 Performing / co-ordinating SAR - operations The questions are normally asked and advice is given by the On-scene Co-ordinator (OSC). For further information see IAMSAR Manual, London/ Montreal,1998. . 1 I will act as On-scene Co-ordinator. . 1.1 I will show following signals / lights: ... . . 2 Can you proceed to distress position? . 2.1 Yes, I can proceed to distress position. . 2.2 No, I cannot proceed to distress position. . 3 What is your ETA at distress position? . 3.1 My ETA at distress position within ... hours / at ... UTC. . 4 MAYDAY position is not correct. . 4.1 Correct MAYDAY position is ... . . 5 Vessels are advised to proceed to position ... to start rescue. . 6 Carry out search pattern ... starting at ... UTC. . 7 Initial course ... degrees, search speed ... knots. . 8 Carry out radar search. . 9 MV ... allocated track number ... . .10 MV / MVs ... adjust interval between vessels to ...kilometres / nautical miles. .11 Adjust track spacing to ...kilometres / nautical miles. .12 Search speed now ... knots. .13 Alter course ~ to ... degrees (- at ... UTC). ~ for next leg of track now / at ... UTC. .14 We resume search in position	**3 Dɪz / ʌqdɾɪɪz doɪ SɯSʌ** Koɪ ʌdkɪz nʏmʌ ɯɛ ʏʌs ʌdqɛʏɪz nʏmʌ ʌd Ʌqdɾɪɾɪ ɛ hɾpʌs (ɅɛH). pʏ ɪnf ɯuʌ ruz qɪdbuk SɯSfmO, London/Montrɛʌl 1998. 1 Mɛ buz Ʌqdɾɪɾɪ ɛ hɾpʌs. 1.1 Mɛ dʌsuz sɪqɪ / lʌtɪ folʌ… . 2 K ɣu ɪbquz u ʌsʏk trobʌ. 2.1 Ɣɛ, mɛ ɪbquz u ʌsʏk trobʌ. 2.2 No, mɛ noɪbquz u ʌsʏk trobʌ. 3 K ɯtɛ ɣurʌ ɛ ʌsʏk trobʌ. 3.1 ɯtɛ mɛʏʌ ɛ ʌsʏk trobʌ ɛtu … uroɪ / ɛ … ɯJʌ. 4 Mʌɪdʌɪ ʌsʏkʌ nobɛz krɛkʌ. 4.1 Mʌɪdʌɪ ʌsʏkʌ krɛkʌ bɛz … . 5 ʃɪpɪ quz u ʌsʏk … pʏ qɾɪz sur. 6 Duz tɪdɪn sɪ¢ʌ … qɾɪz ɛ … ɯJʌ. 7 tendɪr qɾɪʌ … dʌq, ʏɛl sɪ¢ʌ … notɪ. 8 Duz sɪ¢ ɾɪdʏɪʌ. 9 Motʃɪp … ʌdqɛʏɛz num truɾutʌ … . 10 Motʃɪp / motʃɪpɪ ¢ɾɟuz qʌp ɪnt ʃɪpɪ u … kɪlmɛt / mɾɪl mɛrɛʃʌ. 11 ¢ɾɟuz qʌp truɾutʌ u … kɪlmɛt / mɾɪl mɛrɛʃʌ. 12 ʏɛl sɪ¢ʌ ʃɛtɛ bɛz … notɪ. 13 ¢ɾɟuz tendɪr ~ u … dʌq (ɛ … ɯJʌ). ~ pʏ ʌt uzʌ ʌb truɾut ʃɛtɛ / ɛ … ɯJʌ. 14 Mɪ rɪqɾuz sɪ¢ ɛ ʌsʏk … . 15 Kru kɪʃoz ʃɪp / Motʃɪp … .

.15 Crew has abandoned vessel / MV ... . .16 Keep sharp lookout for lifeboats / life rafts / persons in water /	16 ʃuz sʏn pʏ surbutɪ / surrʌfɪ / peɪ ɪn ψʏt.
.4 Finishing with SAR - operations	**4 fɪnɪz SΨS doɪ**
.1 What is the result of search?	1 K ɛf bɛz ʏk ʌb sɪ¢.
.1.1 The result of search is negative.	1.1 ʏk ʌb sɪ¢ bɛz zʌɛf.
.2 Sighted	2 Mɛ soz
~ vessel in position	~ ʃɪp ɛ ʌsʏk ... .
~ lifeboats / life rafts in position	~ surbutɪ / surrʌfɪ ɛ ʌsʏk ... .
~ persons in water / ... in position	~ peɪ ɪn ψʏt / ɛ ʌsʏk ... .
.3 Continue search in position	3 tɪuz sɪ¢ ɛ ʌsʏk ... .
.4 Can you pick up survivors?	4 K ju ɪbqotuz rɪrkʌppeɪ.
.4.1 Yes, I can pick up survivors.	4.1 Yɛ, mɛ ɪbqotuz rɪrkʌppeɪ.
.4.2 No, I cannot pick up survivors.	4.2 No, mɛ noɪbqotuz rɪrkʌppeɪ.
.5 MV ... / I will proceed to pick up survivors.	5 Mɛ / Motʃɪp ... qotuz rɪrkʌppeɪ.
.5.1 Stand by lifeboats / life rafts.	5.1 tɪprɛpʏkuz surbutɪ / surrʌfɪ
.6 Picked up	6 Mɛ qotoz
~ ... survivors in position	~ rɪrkʌppeɪ ɛ ʌsʏk ... .
~ ... lifeboats / life rafts (with ... persons / casualties) in position	~ surbutɪ / surrʌfɪ (rɛk ... peɪ / dɪmpeɪ) ɛ ʌsʏk ... .
~ ... persons / casualties in lifejackets in position	~ peɪ / dɪmpeɪ ɪn surʃʌkɛtɪ ɛ ʌsʏk ... .
.7 Survivors in bad / good condition.	7 Rɪrkʌppeɪ stɪtɛz qudʌ / bʌdʌ
.8 Do you require medical assistance?	8 K ju nɪdɛz hɛp dotʌ.
.8.1 Yes, I require medical assistance.	8.1 Yɛ, mɛ nɪdɛz hɛp dotʌ.
.8.2 No, I do not require medical assistance.	8.2 No, mɛ nonɪdɛz hɛp dotʌ.
.9 Try to obtain information from survivors.	9 trɪtuz ɪnf o rɪrkʌppeɪ.
.10 There are	10 ... surbutɪ / surrʌfɪ rɛk rɪrkʌppeɪ bɛz ʌmozʌ.
~ still ... lifeboats / life rafts with survivors.	~ zʌ surbutɪ / surrʌfɪ rɛk rɪrkʌppeɪ bɛz.
~ no more lifeboats / life rafts.	
.11 Total number of persons on board was	11 Peɪ sumʌ on ʃɪp boz ... .
.12 All persons / ... persons rescued.	12 Ʌl peɪ surɔz
.13 You / MV ... may stop search and proceed with voyage.	13 Yu / Motʃɪp ... ʌdlɛsɛsuz sɪ¢ ψɛ tɪuz qo.
.14 There is no hope to rescue more persons.	14 zʌ hop bɛz pʏ surɪz mu peɪ.
.15 We finish with SAR - operations.	15 SΨS bɛz fɪnʌ.
AI/1.3 Requesting medical assistance	**ΛI/1.3 ʔkɪz hɛp dotʌ**
. 1 I require / MV ... requires medical assistance.	1 Mɛ / Motʃɪp ... nɪdɛz hɛp dotʌ.
. 2 What kind of assistance is required?	2 K sɛ hɛp bɛz nɪdʌ.
. 2.1 I require / MV ... requires	2.1 Mɛ / Motʃɪp ... nɪdɛz
~ boat for hospital transfer.	~ but pʏ ʃʌsɪz u dotbud.
~ radio medical advice.	~ rʌs dotʌ rɪdʌ.
~ helicopter with doctor (to pick up person(s)).	~ tʏnψɛnʃɪn rɛk dotɪr (pʏ qotɪz ... peɪ)
. 3 I / MV ... will	3 Mɛ / Motʃɪp ...
~ send boat.	~ oʃʌsuz but.
~ send helicopter with doctor	~ oʃʌsuz tʏnψɛnʃɪn rɛk dotɪr.
~ send helicopter to pick up person(s).	~ oʃʌsuz tʏnψɛnʃɪn pʏ qotuz peɪ.
~ arrange for radio medical advice on VHF Channel ... / frequency	~ kʏuz rʌs dotʌ rɪdʌ ɛ ƐrF ¢ʌn ... / fɛ ... .
. 4 Boat / helicopter ETA at ... UTC / within ... hours.	4 Ute ʌb but / tʏnψɛnʃɪn ɛ ... ɯʃʌ / ɛtu ... ɯroɪ.
. 5 Do you have doctor on board?	5 K ju rɛz dotɪr on ʃɪp.
. 5.1 Yes, I have doctor on board.	5.1 Yɛ, mɛ rɛz dotɪr on ʃɪp.
. 5.2 No, I have no doctor on board.	5.2 No, mɛ norɛz dotɪr on ʃɪp.
. 6 Can you make rendezvous in position ... ?	6 K ju ɪbmɪtuz ɛ ʌsʏk ... .
. 6.1 Yes, I can make rendezvous in position at ... UTC / within ... hours.	6.1 Yɛ, mɛ ɪbmɪtuz ɛ ʌsʏk ... ɛ ... ɯʃʌ / ɛtu ... ɯroɪ.
. 6.2 No, I cannot make rendezvous.	6.2 No, mɛ noɪbmɪtuz.
. 7 I / MV ... will send boat / helicopter to transfer doctor.	7 Mɛ / Motʃɪp ... oʃʌsuz but / tʏnψɛnʃɪn pʏ ʃʌsɪz dotɪr.
. 8 Transfer person(s) to my vessel / to MV ... by boat /	8 ʃʌsuz peɪ u ʃɪp mɛrʌ / u Motʃɪp ... ʌy but /

helicopter. . 9 Transfer of person(s) not possible.	tʏnΨɛnʃɹn. 9 ʤʌsɪz pɛɪ nobɛz ɹbʌ.
AI/2 - URGENCY TRAFFIC Safety of a vessel (other than distress). Note: An urgency traffic has always to commence with stating the position of the calling vessel if it is not included in the DSC alert.	**ʌɪ/2 ɹnfodɪ hɪspʏtʌ** ʌb sʌf ʃɹpʌ (zos trob) hɪd: ɹnfodɪ hɪspʏtʌ nɛs ʌltɛ ɢɪɹnfɪz ʌsʏk ʌb ʃɹp ɹnfodɪzʌ ɹf ol nobɛz Ψuʌ ɹn hɪd Lnɕʌ.
.1 Technical failure . 1 I am / MV ... not under command. . 2 What problems do you have / does MV ... have? . 2.1 I have / MV ... has problems with engine(s) / steering gear / propeller / ... . . 3 I am / MV ...is manoeuvring with difficulty. . 4 Keep clear of me / MV ... . . 5 Navigate with caution. . 6 I require / MV ... requires tug assistance / escort / ... . . 7 I try / MV ... tries to proceed without assistance. . 8 Stand by on VHF Channel ... / frequency ... . .8.1 Standing by on VHF Channel ... / frequency	**1 Sɛsoɕ tɛkʌ** 1 Mɛ bɛz / Motʃɹp ... noʌdtrolɛz. 2 K ɛf probɪ ɣu / Motʃɹp ... ʏɛz. 2.1 Mɛ / Motʃɹp ... ʏɛz probɪ ʌb motɪ / ʏrʌp stɪrʌ / prɛl / ... . 3 Mɛ / Motʃɹp ... ʏɛz probɪ ʌb moɪb. 4 ʏoduz mɛ / Motʃɹp ... . 5 Guz kʏʃʌ. 6 Mɛ / Motʃɹp ... nɪdɛz hɛp puʃɹpʌ / ʏɛkdɛf / . 7 Mɛ / Motʃɹp ... trɪɢuz zʌ ʌdhɛpʌ. 8 Ψʌtuz ɛ ƐrF ɕʌn ... / fɛom ... . 8.1 Mɛ ψʌtɛz ɛ ƐrF ɕʌn ... / fɛom ... .
.2 Cargo . 1 I have / MV has ... lost dangerous goods of IMO-Class ... in position ... . . 2 Containers / barrels / drums / bags / ... with dangerous goods of IMO-Class ... adrift near position .. . . 3 I am / MV ... is spilling ~ dangerous goods of IMO-Class ... in position ... ~ crude oil / ... in position ... . . 4 I require / MV… requires oil clearance assistance - danger of pollution. . 5 I am / MV ... is dangerous source of radiation.	**2 Goʌpom** 1 Mɛ / Motʃɹp ... losoz ɢoʌpom dʌnɛʃʌ o LOMʌd ... ɛ ʌsʏk ... . 2 Goʌpusɪ / brʌlɪ / bʌgɪ / ... usʏkɪz ɢoʌpom dʌnɛʃʌ o LOMʌd ... mɛrlus nɪr ʌsʏk ... . 3 Mɛ / Motʃɹp ... fʏlo¢ɛz ~ ɢoʌpom dʌnɛʃʌ o LOMʌd ... ɛ ʌsʏk ... . ~ ʏl zʌpuɪɪdʌ / ... ɛ ʌsʏk ... . 4 Mɛ / Motʃɹp ... nɪdɛz hɛp ʏl klɪnɪz – dʌn ʌb pu¢ɛt. 5 Mɛ / Motʃɹp ... bɛz ɢɪkʏ dʌnɛʃʌ ʌb bɪmʏk.
.3 Ice damage . 1 I have / MV ... has damage above / below waterline. . 2 What kind of assistance is required? . 2.1 I require / MV ... requires ~ tug assistance. ~ ice-breaker assistance / escort / ... . . 3 I have / MV ... has stability problems due to heavy icing. . 4 Can you proceed without assistance? . 4.1 Yes, I can proceed without assistance. . 4.2 No, I cannot proceed without assistance. . 5 Stand by on VHF Channel ... / frequency ... . . 5.1 Standing by on VHF Channel ... / frequency	**3 Ɗɪm ɹɪsʌ** 1 Mɛ / Motʃɹp ... ʏɛz dɪm bɪʏ / ond ΨʏtlɪN 2 K sɛ hɛp bɛz nɪdʌ. 2.1 Mɛ / Motʃɹp ... nɪdɛz ~ hɛp puʃɹpʌ ~ hɛp ɹɪsbrɛkʃɹp / ʏɛkdɛf / 3 Mɛ / Motʃɹp ... ʏɛz prob ɛkʏkʌ ʌdkʏɪz ɛm ɹɪsɪz. 4 K ɣu ɹbɢuz zʌʌdhɛpɪz. 4.1 ɣɛ, mɛ ɹbɢuz zʌʌdhɛpɪz. 4.2 No, mɛ noɪbɢuz zʌʌdhɛpɪz. 5 Ψʌtuz ɛ ƐrF ɕʌn ... / fɛom ... . 5.1 Mɛ ψʌtɛz ɛ ƐrF ɕʌn ... / fɛom ... .
AI/3 - SAFETY COMMUNICATIONS	**ʌɪ/3 ɹnfɛdɪ sʌfʌ**
AI/3.1 Meteorological and hydrological conditions .1 Winds, storms, tropical storms, sea state . 1 What is wind direction and force in your position / in position ... ? . 1.1 Wind direction ...(cardinal/half cardinal points), force Beaufort ... in my position / in position ... . . 2 What wind is expected in my position / in position ... ? . 2.1 The wind in your position / in position ... is expected ~ from direction... (cardinal/half cardinal points), force Beaufort ... . ~ to increase / decrease.	**ʌɪ/3.1 Stɪtɪ Ψɛʏoʃʌ Ψɛ Ψʏtoʃʌ** (Ψʌnɪ, stʏmɪ, stʏmɪ tropʌ, stɪt mɛrʌ) 1 K dɪr Ψɛ fʏs Ψʌnʌ ɛ ʌsʏk ɣuʏʌ / ɛ ʌsʏk ... ‘ 1.1 Ɗɪr Ψʌnʌ ... (kʏsdɪrɪ pʏtʌ/ɹntpʏtʌ), fʏs Ɓofʏt ... ɛ ʌsʏk mɛʏʌ / ɛ ʌsʏk ... . 2 K ɛf Ψʌn bɛz pɛkʌ ɛ ʌsʏk mɛʏʌ / ɛ ʌsʏk ... . 2.1 Ψʌn ɛ ʌsʏk ɣuʏʌ / ʌsʏk ... bɛz pɛkʌ ~ o dɪr (kʏsdɪrɪ pʏtʌ/ɹntpʏtʌ), fʏs Ɓofʏt ... . muɪz / tuɪz

~ variable.	dɪfɪʃʌ
. 3 What is the latest gale / storm warning?	3 K ɛf bɛz ψɪn nɯmʌ ψʌnɛmʌ / stʏmʌ.
. 3.1 The latest gale / storm warning is as follows: Gale / storm warning. Winds at ... UTC in area ... (met. area) from direction ...(cardinal/half cardinal points) and force Beaufort ... backing/veering to ... (cardinal/half cardinal points).	3.1 Ψɪn nɯmʌ ψʌnɛmʌ / stʏmʌ bɛz: ψɪn ψʌnɛmʌ / stʏmʌ. Ψʌnɪ ɛ ... ɯJʌ ɛ ʌrɪ ... (ʌrɪ ψɛrʊʃʌ) ʊ dɪr ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ψɛ fʏs ɓofʏt ... opkʟokdɪr / kʟokdɪr ɯ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ).
. 4 What is the latest tropical storm warning?	4 K ɛf bɛz ψɪn nɯmʌ stʏm tropʌ.
. 4.1 The latest tropical storm warning is as follows: Tropical storm warning at ... UTC. Hurricane... (name) / tropical cyclone /tornado/ willy-willy / typhoon ... (name) with central pressure of ... millibars /hPascals located in position ... Present movement... (cardinal/half cardinal points) at ... knots. Winds of ... knots within radius of ... miles of centre. Seas smooth/ moderate /rough/ high. Further information on VHF Channel ... / frequency	4.1 Ψɪn nɯmʌ stʏm tropʌ bɛz: ψɪn stʏm tropʌ ɛ ... ɯJʌ. Sɪkstʏm ... (nʌm) / tʏnɛmψʌn ʁɪz prɛs mɪdʌ ... kɪʟʌtbɪr / hpʌ ɛ ʌsʏk ... . Ꞡo ɛztɛʌ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ɛ ... notɪ. Ψʌnɪ ... notɪ ɛtɯ rʌd ... mɪɻɪ ʊ mɪd. Stɪt mɛrʌ smɯr / mɪd / rof / hɛtɛmʌ. ɱɯ ɪnf ɛ ƐrF ¢ʌn ... / fɛom ... .
. 5 What is the atmospheric pressure in your position / in position ... ?	5 K ɛf bɛz prɛs lɯfɛmʌ ɛ ʌsʏk ɣɯʁʌ / ɛ ʌsʏk ...
. 5.1 The atmospheric pressure in my position / in position ... is ... millibars/hPascals.	5.1 ƥrɛs lɯfɛmʌ ɛ ʌsʏk mɛʁʌ / ɛ ʌsʏk ... bɛz kɪʟʌtbɪr / hpʌ.
. 6 What is the barometric change in my position / in position ... ?	6 K ɛf ¢ɪɟ bɪrmɛsʏrʌ bɛz ɛ ʌsʏk mɛʁʌ / ʌsʏk ...
. 6.1 The barometric change in your position / in position ... is ... millibars/hPascals per hour / within the last ... hours.	6.1 ¢ɪɟ bɪrmɛsʏrʌ ɛ ʌsʏk ɣɯʁʌ / ʌsʏk ... bɛz ... kɪʟʌtbɪr / hpʌ ɪ¢ ʊrʊ / ɛtɯ ... ʊrʊɪ ʊzʌ.
. 6.2 The barometer is steady / dropping (rapidly) / rising (rapidly).	6.2 ƥrɛs bɪrmɛsʏrʌ bɛz stɛdʌ / tɯɛz / mɯɛz (ʁɛlɛmʌ).
. 7 What maximum winds are expected in the storm area?	7 K ɛf ʁɛl ɯmʌ ψʌnʌ ʌdpɛkɛz ɛ ʌrɪ stʏmʌ.
. 7.1 Maximum winds of ... knots are expected ~ in the storm area. ~ within a radius of ... kilometres / miles of the centre. ~ in the safe / dangerous semicircle.	7.1 ʁɛl ɯmʌ ψʌnʌ ... ʌdpɛkɛz ~ ɛ ʌrɪ stʏmʌ. ~ ɛtɯ rʌd ... km / mɪɻɪ ʊ mɪd. ~ ɛ dɯʌtsɪk sʌfʌ / dʌnʌ.
.8 What is sea state in your position / in position ... ?	8 K stɪt mɛrʌ ɛ ʌsʏk ɣɯʁʌ.
.8.1 The smooth/moderate/rough/high sea/ slight/moderate/heavy swell in my position / in position ... is ... metres from... (cardinal/half cardinal points).	8.1 Stɪt mɛrʌ ɛ ʌsʏk mɛʁʌ / ɛ ʌsʏk ... bɛz smɯr / mɪd / rof / hɛtɛmʌ; ψɛfod ɛtʌ / mɪdʌ / ɛmʌ / ... mɛtɪ ʊ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ).
.9 Is the sea state expected to change (- within the next hours)?	9 K ɣɯ pɛkɛz stɪt mɛrʌ ¢ɪɟɪz ~ ɛtɯ ... ʊrʊɪ ʊzʌ.
.9.1 No, the sea state is not expected to change (- within the next hours).	9.1 ɴo, mɛ nopɛkɛz stɪt mɛrʌ ¢ɪɟɪz (ɛtɯ ... ʊrʊɪ ʊzʌ).
.9.2 Yes, a sea / swell of ... metres from ...(cardinal/half cardinal points) is expected (- within the next hours).	9.2 Ɣɛ, stɪt mɛrʌ / ψɛfod ... mɛt ʊ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌdpɛkɛz (ɛtɯ ... ʊrʊɪ ʊzʌ).
.10 A tsunami / an abnormal wave is expected by ... UTC.	10 ɱoɛmψɛf / ψɛfɛm ʌdpɛkɛz ɛtɯ ... ɯJʌ.
.2 Restricted visibility	**2 Soɪb tɯʌ**
. 1 What is visibility in your position / in position ... ?	1 K ɛf bɛz soɪb ɛ ʌsʏk ɣɯʁʌ / ɛ ʌsʏk ... .
. 1.1 Visibility in my position / in position is ... metres / nautical miles	1.1 Soɪb ɛ ʌsʏk ... / mɛʁʌ bɛz ... mɛt / mɪɻɪ mɛrɛʃʌ.
. 1.2 Visibility is restricted by mist / fog / snow / dust / rain.	1.2 Soɪb bɛz tɯʌ ʌd mɪs / mɪsɛm / sno / dɪs / rɪn.
. 1.3 Visibility is increasing / decreasing / variable.	1.3 Soɪb mɯɛz / tɯɛz / bɛz dɪfɪʃʌ
. 2 Is visibility expected to change in my position / in position ... (within the next hours)?	2 K soɪb ʌdpɛkɛz ¢ɪɟɪz ɛ ʌsʏk ... / mɛʁʌ (ɛtɯ ... ʊrʊɪ ʊzʌ).
. 2.1 No, visibility is not expected to change in your position / in position... (- within the next hours).	2.1 ɴo, soɪb noʌdpɛkɛz ¢ɪɟɪz ɛ ʌsʏk ... / ɣɯʁʌ (ɛtɯ ... ʊrʊɪ ʊzʌ).
. 2.2 Yes, visibility is expected to increase / decrease to ... metres / nautical miles in your position / in position ... (within the next hours).	2.2 Ɣɛ, soɪb ʌdpɛkɛz mɯɪz / tɯɪz ɯ ... mɛt / mɪɻɪ mɛrɛʃʌ ɛ ʌsʏk ... / ɣɯʁʌ (ɛtɯ ... ʊrʊɪ ʊzʌ).

. 2.3 Visibility is expected to be variable between ... metres / nautical miles in your position / in position ... (within the next hours).	2.3 soɹb ʌdpɛkɛz bɪz dɪfɪjʌ ɪnt ... mɛt / mɹɪʟɪ mɛɾɛjʌ ɛ ʌsʏk ... / ɣuʏʌ (ɛtu ... uɾoɪ uzʌ).
.3 Ice . 1 What is the latest ice information? . 1.1 Ice warning. Ice / iceberg(s) located in position ... / reported in area around ... . 1.2 No ice located in position ... / reported in area around ... . . 2 What ice situation is expected in my position / area around ... ? . 2.1 Ice situation is ~ not expected to change in your position / area around ... . ~ expected to improve / deteriorate in your position / area around ... . . 2.2 Thickness of ice is expected to increase / decrease in your position / area around ... . . 3 Navigation is dangerous in area around ... due to floating ice / pack ice / iceberg(s). . 4 Navigation in area around ... is only possible ~ for high-powered vessels of strong construction . ~ with ice-breaker assistance. . 5 Area around ... temporarily closed for navigation. . 6 Danger of icing in area around	**3 ʅɪs** 1 K ɛf bɛz ɪnf ɪɪsʌ nuumʌ. 1.1 Ψɪn ɪɪsʌ. ʅɪs / ɪɪsmontɪ ɛ ʌsʏk ... / ɪnfodoz sʏn ... . 1.2 Ƶʌɪɪsʌsʏkoz ɛ ʌsʏk ... / ɪnfodoz sʏn ... . 2 K stɪt ɪɪsʌ ʌdpɛkɛz ɛ ʌsʏk ... / mɛɾʌ. 2.1 Stɪt ɪɪsʌ ~ noʌdpɛkɛz ɕɪjɪz ɛ ʌsʏk ɣuɾʌ / sʏn ... . ~ ʌdpɛkɛz ɪmpɪz / boɕɪz ɛ ʌsʏk ... / ɣuɾʌ ɛ 2.2 fɪk ɪɪsʌ ʌdpɛkɛz muɪz / tuɪz ɛ ʌsʏk ... / ɣuɾʌ. 3 Go bɛz dʌnʌ sʏn ... ʌdkʏoz ɪɪs flotʌ / tɪɪɪs / ɪɪsmontɪ. 4 Go sʏn ... bɛz pʏsʌ ʌnoʌ - ~ ʌd ʃɪpɪ pɾɪɛmʌ ʌɾ mʌk ʃɛnʌ. ~ ʌɣ hɛp ɪɪsbɾɛkʃɪpʌ. 5 ʌɾɪ sʏn ... bɛz ʃut tʌdurʌ pʏ go. 6 dʌn ʌb ɪɪsɪz ɛ ʌɾɪ sʏn ... .
.4 Abnormal tides . 1 The present tide ... is metres above / below datum in position ... . . 2 The tide ... is metres above/below prediction. . 3 The tide is rising / falling. . 4 Wait until high / low water. . 5 Abnormally high / low tides are expected in position ... at about ... UTC / within ... hours. . 6 Is the depth of water sufficient in position ... ? . 6.1 Yes, the depth of water is sufficient in position ... . . 6.2 No, the depth of water is not sufficient in position ... . . 6.3 The depth of water is ... metres in position ... . . 7 My draft ... is metres - can I enter / pass ... (charted name of place)? . 7.1 Yes, you can enter / pass (charted name of place). . 7.2 No, you cannot enter / pass (charted name of place) - wait until ... UTC. . 8 The charted depth of water is increased / decreased by ... metres due to sea state / winds.	**4 Mɛɾmoɪ opnʏmʌ** 1 Mɛɾmo ɛzɪɛʌ bɛz ... mɛt bɪɾ / ond gɪzʌ ɛ ʌsʏk ... . 2 Mɛɾmo bɛz ... mɛt bɪɾ/ond ɾʏɪnf. 3 Mɛɾmo upgɛz / dungɛz. 4 Ψʌtuzutɛmɛɾmohɛtɛmʌ / hɛtɛtʌ. 5 Mɛɾmoɪ opnʏmʌ hɛtɛmʌ / hɛtɛtʌ ʌdpɛkɛz ɛ ʌsʏk ... ɛ ... ʊJʌ / ɛtu ... uɾoɪ. 6 K dɪp Ψʏtʌbɛznofɛʌsʏk ... . 6.1 Yɛ, dɪp Ψʏtʌbɛznofɛʌsʏk ... . 6.2 No, dɪp Ψʏtʌnobɛznofɛʌsʏk ... . 6.3 dɪp Ψʏtbɛzmɛtɛʌsʏk ... . 7 ʃɪpdɪp mɛɾʌbɛz ... mɛt. K mɛ ɪbɪnguz / pɪsuz (nʌm ʌsʌ ɪnfmʌpʌ). 7.1 Yɛ, yu ɪbɪnguz / pɪsuz (nʌm ʌsʌ ɪnfmʌpʌ). 7.2 No, yu noɪbɪnguz / pɪsuz (nʌm ʌsʌ ɪnfmʌpʌ). ΨʌtuzutɛʌʊJʌ. 8 dɪp Ψʏtʌɪnfmʌpʌbɛzmuʌ / tuʌ ... mɛt ʌdkʏ stɪt mɛɾʌ / Ψʌnɪɪ.
AI/3.2 Navigational warnings involving	**ʌI/3.2 Ψɪnɪ goʌ ΨɛɪdɪƵ:**
.1 Land- or seamarks **Defects** .1 ...(charted name of light / buoy) in position ... ~ unlit / unreliable / damaged / destroyed / off station / missing. **Alterations** .2 ... (charted name of light buoy / buoy) in position ... ~ (temporarily) changed to ...(full characteristics). ~ (temporarily) removed. ~ (temporarily) discontinued. **New and moved** .3 ...(charted name of light / buoy) ...(full characteristics)	**1 Mɪkɪ lʌnʌ ɾʏ mɛɾʌ** **ʌɕɪ** 1 ... (nʌm lʌtʌ ɪnfmʌpʌ) ɛ ʌsʏk ... ~ Ƶʌlʌtɛz / opɾɛbʌ / dɪmʌ / duɕʌ / ɛɾʌsʏkɪz / Ƶʌbʌsʌ **ɕɪjɪ** 2 ... (nʌm lʌtʌ ɪnfmʌpʌ) ɛ ʌsʏk ... ~ ɕɪjoz (tʌdurʌ) u ... (boɛjɪ fuʌ). ~ unʌsoz (tʌdurʌ). ~ untɪoz (tʌdurʌ). **Nuʌ ψɛ nuʌsʏkʌ** 3 ... (nʌm lʌtʌ / mɛɾkɪtʌ ɪnfmʌpʌ) ... (boɛjɪ fuʌ)

~ established in position ... . ~ re-established in position ... . ~ moved ... kilometres / nautical miles in ... (direction) to position ... . .4 (Note: Only for major fog signal stations.) Fog signal ...(charted name of light / buoy) in position ... inoperative.	~ ɟɪnoz ɛ ʌsʏk ... . ~ rɪɟɪnoz ɛ ʌsʏk ... . ~ ʌdɋoz ... km / mɪɪlɪ mɛrɛsʃʌ dɪr ... ʊ ʌsʏk ... . 4 (hɪd: Þʏ ʃʌsɪ pʏtʌ sɪɋ mɪsɛmʌ ʌnoʌ) Sɪɋ mɪsɛmʌ ... (nʌm lʌtʌ / mɛrkɪtʌ ɪnfmʌpʌ) ɛ ʌsʏk ... nodʌʏɛz.
.2 Drifting objects .1 Super buoy / mine / unlit derelict vessel / ... (number) container(s) adrift in vicinity ...(position) at ...(date and time if known).	**2 Ɛfɪ mɛrlʊsʌ** 1 Mɛrkɪtɛm / mɛrplosod / ʃɪp kɪʃodʌ ƶʌlʌtʌ / ... ɋoʌpʊs mɛrlʊsɪz nɪr ... (ʌsʏk) ɛ ... (dʌt ψɛ ʊr, ɪf ʌdnɛz)
.3 Electronic navigational aids .1 GPS Satellite ...(number) unusable from ... (date and time) to ...(date and time). Cancel one hour after time of restoration. .2 LORAN station ...(name or number of master / secondary) off air from ...(date and time) to ... (date and time). Cancel one hour after time of restoration. .3 RACON ... (name of station) in position ... off air from ...(date and time) to... (date and time). Cancel one hour after time of restoration.	**3 Ɦɛpɛfɪ dɪredʌ Lɛkɛtʌ** 1 dʌp plɪtɛt ... (nʊm) noʏɪzɪbʌ o ... (dʌt ψɛ ʊr) ʊ ... (dʌt ψɛ ʊr). Ʊnplʌnʊz ʃɛ ɪnfod ʌn ʊro ʊz ʊr ʌb rɪdʌʏɪz. 2 drL ʃʌs ... (nʌm rʏ nʊm ʌb ʃʌs pʏtʌ / pʏtɛtʌ) nodʌʏɪz o ... (dʌt ψɛ ʊr) ʊ ... (dʌt ψɛ ʊr). Ʊnplʌnʊz ʃɛ ɪnfod ʌn ʊro ʊz ʊr ʌb rɪdʌʏɪz. 3 ɾɔdkɪt ... (nʌm ʌb ʃʌs) ɛ ʌsʏk ... ƶʌoɟʌs o ... (dʌt ψɛ ʊr) ʊ ... (dʌt ψɛ ʊr). Ʊnplʌnʊz ʃɛ ɪnfod ʌn ʊro ʊz ʊr ʌb rɪdʌʏɪz.
.4 Sea bottom characteristics, wrecks Use REPORTED when position is unconfirmed, and use LOCATED when position has been confirmed by survey or other means .1 Uncharted reef / rock / shoal / dangerous wreck / obstruction reported / located in position ... . .2 Dangerous wreck in position... marked by ... (type)buoy ...(distance in kilometres/nautical miles) ...(direction).	**4 Ɒoɛʃɪ mɛrflʏrʌ, ʃɪpruɋɪ** ʏʊz "ɪnfodɪz" ɋɛtɛ ʌsʏk nobɛz ɣɛʏkʏɪd ψɛ ɣʊz "Ʌsʏkɪz" ɋɛtɛ ʌsʏk ʌdɣɛʏkʏɪdoz kɪdmɛs rʏ hʊ dɪfʌ. 1 Mɛrmont / rok / ψʏt dɪpɛtʌ / ʃɪpruɋ dʌnʌ / hɪnɛm ɪnfodoz / ʌsʏkɛz ɛ ... . 2 ʃɪpruɋ dʌnʌ ɛ ʌsʏk ... mɪkɛz ʌd ... mɛrkɪt (sɛʌ) ... (dɪs ʌɣ km / mɪɪlɪ mɛrɛsʃʌ) ... (dɪr).
.5 - Miscellaneous	**5 ƶʌkɪfʌ**
5.1 Cable, pipeline and seismic / hydrographic operations .1 Cable / pipeline operations by ... (vessel) in vicinity / along line joining ... (positions) from ...(date and time) to ...(date and time). Wide berth requested (if requested). Contact via VHF Channel ... (if requested). .2 Seismic survey / hydrographic operations by ...(vessel) from ...(date and time) to... (date and time) in ...(position). Wide berth requested. (if requested). Contact via VHF Channel ... (if requested). .3 Survey vessel ...(name) towing ...(length) seismic cable along line joining / in area bounded by / in vicinity ...(position) from ...(date and time) to ...(date and time). Wide berth requested (if requested). Contact via VHF Channel ... (if requested). .4 Hazardous operations by ...(vessel) in area bounded by / in vicinity ... (position) from ... (date and time) to ...(date and time). Wide berth requested (if requested). Contact via VHF Channel ... (if requested). .5 Current meters / hydrographic instruments moored in ...(position). Wide berth requested (if requested).	**5.1 Dɒɪ kɛbʌ / pɪplɪnʌ / ɾfʃʌkoʃʌ / ψʏtoʃʌ** 1 Dɒɪ kɛbʌ / pɪplɪnʌ ʌd ... (ʃɪp) nɪr / lon lɪn ɟonɪz ... (ʌsʏkɪ) o ... (dʌt ψɛ ʊr) ʊ ... (dʌt ψɛ ʊr). ɾomɛm ʌdɔkɪz (ɪf ɔkoz). ɪnfɪz ʌɣ Ɛrf ɋʌn ... (ɪf ʌdɔkoz). 2 Dɒɪ ɾfʃʌkoʃʌ / ψʏtoʃʌ ʌd ... (ʃɪp) o ... (dʌt ψɛ ʊr) ʊ ... (dʌt ψɛ ʊr) ɛ ... (ʌsʏk) . ɾomɛm ʌdɔkɪz (ɪf ɔkoz). ɪnfɪz ʌɣ Ɛrf ɋʌn ... (ɪf ʌdɔkoz). 3 ʃɪp kɪdmɛsʌ ... (nʌm) pʊlɪz ... (lɛn) kɛb ɾfʃʌkoʃʌ lon lɪn ɟonɪz / ɛ ʌrɔ lɪmɛz ʌd / nɪr ...(ʌsʏk) o ... (dʌt ψɛ ʊr) ʊ ... (dʌt ψɛ ʊr). ɾomɛm ʌdɔkɪz (ɪf ɔkoz). ɪnfɪz ʌɣ Ɛrf ɋʌn ... (ɪf ʌdɔkoz). 4 Dɒɪ dʌnɛʃʌ ... ʌd ... (ʃɪp) ɛ ʌrɔ lɪmɛz ʌd / nɪr ...(ʌsʏk) o ... (dʌt ψɛ ʊr) ʊ ... (dʌt ψɛ ʊr). ɾomɛm ʌdɔkɪz (ɪf ɔkoz). ɪnfɪz ʌɣ Ɛrf ɋʌn ... (ɪf ʌdɔkoz). 5 Mɛsʏrɪ mɛrflʘʌ / ɴrʌpɪ ψʏtoʃʌ ʃɪpstɛɪz ɛ ... (ʌsʏk). ɾomɛm ʌdɔkɪz (ɪf ɔkoz).
.5.2 - Diving, towing and dredging operations .1 Diving/dredging operations by vessel ... (name) from ...(date and time) to ...(date and time) in position ... . Wide berth requested (if requested). .2 Difficult tow from ...(port of departure)on ... (date) to ...(destination)on ...(date). Wide berth requested.	**5.2 Dɒɪ dɪʏɪzʌ, pʊlɪzʌ ψɛ ψʏtdɪɋɪzʌ** 1 Dɒɪ dɪʏɪzʌ / ψʏtdɪɋɪzʌ ʌd ʃɪp ... (nʌm) o ... (dʌt ψɛ ʊr) ʊ ... (dʌt ψɛ ʊr) ɛ ʌsʏk ... . ɾomɛm ʌdɔkɪz (ɪf ɔkoz). 2 Þʊl probʌ o ... (ɋoʌs sɛpɋoʌ) ɛ ... (dʌt) ʊ ... (tɛnʌs) ɛ ... (dʌt). ɾomɛm ʌdɔkɪz (ɪf ɔkoz).

.5.3 - Tanker transhipment .1 Transhipment of ...(kind of cargo) in position... . Wide berth requested. .2 I am / MT ... spilling oil / chemicals /... in position....Wide berth requested. .3 I am / LNG-tanker ... leaking gas in position... - do not pass to windward (leeward). .4 Oil clearance operations near MT ... in position ... . Wide berth requested.	**5.3 ʤʌs ɪnt ʌlʃɪpɪ** 1 ʤʌs ʌb ... (sɛ ɢoʌpomʌ) ɛ ʌsʏk ... . ɾomɛm ʌdɹkɪz (ɪf ɹkoz). 2 Mɛ bɛz / Motʃɪp ... fʏlo¢ɛz ʏl / kɛmɪ ... ɛ ʌsʏk ... . ɾomɛm ʌdɹkɪz (ɪf ɹkoz). 3 Mɛ bɛz / ʃɪp ɢLnʌ ... fʏlo¢ɛz ɢʌs ɛ ʌsʏk ... nopʌsuz sɛd ψʌndɪrʌ. 4 ʤoɪ ʏl klɪnɪz nɪr Motʃɪp ... ɛ ʌsʏk ... . ɾomɛm ʌdɹkɪz (ɪf ɹkoz).
.5.4 - Off-shore installations, rig moves .1 Platform ...(name/number if available) reported / established in position... at ... (date and time).Wide berth requested (if requested). .2 Platform ...(name/number if available) removed from ...(position) on ... (date). .3 Pipeline / platform ...(name/number if available) in position ... spilling oil / leaking gas. Wide berth requested. .4 Derelict platform ...(name/number if available) being removed from ...(position) at ... (date and time).Wide berth requested.	**5.4 ʏrʌpɪ mɛrɛʃʌ, ɢoɪ ψɹkdɛkʌ** 1 ψɹkdɛk ... (nʌm/num ɪf ʌdnɪz) ɪnfodoz / ʌsʏkoz ɛ ... ɛ ... (dʌt ψɛ ur). ɾomɛm ʌdɹkɪz (ɪf ɹkoz). 2 ψɹkdɛk ... (nʌm/num ɪf ʌdnɪz) unʌsoz o ʌsʏk ... ɛ ... (dʌt ψɛ ur). 3 pɪplɪn / ψɹkdɛk ... (nʌm/num ɪf ʌdnɪz) ɛ ʌsʏk ... fʏlo¢ɪz ʏl / flɔo¢ɪz ɢʌs. ɾomɛm ʌdɹkɪz. 4 ψɹkdɛk bo¢ƶʌɣʌ ... (nʌm/num ɪf ʌdnɪz) unʌsuz ɛ ʌsʏk ... ɛ (dʌt ψɛ ur). ɾomɛm ʌdɹkɪz.
.5.5- Defective locks or bridges .1 Lock ...(name) defective. .1.1 For entering ...(charted name of place) use lock ...(name). .2 Lock / bridge ... (name) defective. .2.1 Avoid this area - no possibility for vessels to turn.	**5.5 ψʏtɪntʏrɪ rʏ brɪʤɪ ʌ¢ɛʃʌ** 1 ψʏtɪntʏr ... (nʌm) bɛz ʌ¢ɛʃʌ. 1.1 pʏ ɪnɢɪz ... (nʌm ɪnfmʌpʌ) ɣuz ψʏtɪntʏr ... (nʌm). 2 ψʏtɪntʏr / brɪʤ ... (nʌm) bɛz ʌ¢ɛʃʌ. 2.1 Vodɯz ʃɛ ʌrɹ. Ƶʌ pʏs pʏ ʃɪpɪ tʏnɪz.
.5.6 - Military operations .1 Gunnery / rocket firing / missile / torpedo / underwater ordnance exercises in area bounded by ... (positions) from ... (date and time) to... (date and time). Wide berth requested (if requested). .2 Mine clearing operations from ...(date time) to ...(date and time) in area bounded by ...(positions).Wide berth requested. Contact via VHF channel ... (if requested).	**5.6 ʤoɪ mɬtʌ** 1 ʤoɪ ɢʌnɛmʌ / rʏkʌ / sʊpʊʃʏrʌ / mɛrrʏkʌ / plosod ondψʏtʌ ɛ ʌrɹ lɪmɪz ʌd ... (ʌsʏkɪ) o ... (dʌt ψɛ ur) ʊ ... (dʌt ψɛ ur). ɾomɛm ʌdɹkɪz (ɪf ɹkoz). 2 ʤoɪ unʌsɪdʌ mɛrplosodʌ o ... (dʌt ψɛ ur) ʊ ... (dʌt ψɛ ur) ɛ ʌrɹ lɪmɪz ʌd ... (ʌsʏkɪ). ɾomɛm ʌdɹkɪz. ɪnfɪz ʌɣ ƐrF ¢ʌn ... (ɪf ʌdɹkoz).
.5.7- Fishery .1 Small fishing boats in area around ... - navigate with caution. .2 Is fishing gear ahead of me? .2.1 No fishing gear ahead of you. .2.2 Yes, fishing gear with buoys / without buoys in position .../ area around ... - navigate with caution. .3 Fishing gear has fouled my propeller(s). .4 You have caught my fishing gear. .5 Advise you to recover your fishing gear. .6 Fishing in area ... prohibited.	**5.7 fɛʃɪdʌs** 1 fɛʃbutɪ ɛtʌ ɛ ʌrɹ sʏn ... ɢuz kɛfʌ. 2 K ʏrʌpɪ fɛʃɪdʌ bɛz fronʌ mɛ. 2.1 No, ƶʌ ʏrʌpɪ fɛʃɪdʌ bɛz fronʌ ʤu. 2.2 ʤɛ, ʏrʌp fɛʃɪdʌ vɛk mɛrkɪtɪ / ƶʌ mɛrkɪtɪ ɛ ʌsʏk ... / ʌrɹ sʏn ... ɢuz kɛfʌ. 3 ʏrʌpɪ fɛʃɪdʌ ɛƶhɪnoz prɛl mɛvʌ 4 ʤu ɛƶkɛ¢oz ʏrʌp fɛʃɪdʌ mɛvʌ. 5 Mɛ vʌsuz ʤu rɪvɪz ʏrʌp fɛʃɪdʌ ɣuvʌ. 6 fɛʃɪz ɛ ʌrɹ ... bɛz bʌnʌ.
AI/3.3- Environmental protection communications	**ʌɪ/3.3 ɪnfedɪ sʌfdʏʌ nʌtψɪlʌ**
.1 Located oil spill in position ... (cardinal/half cardinal points) extending ... (length and width in metres) to ... (cardinal/half cardinal points). .2 Located oil spill ~ in your wake. ~ in the wake of MV ... . .3 I have / MV ... has accidental spillage of oil / ... . .4 Can you / MV ... stop spillage? .4.1 Yes, I / MV ... can stop spillage. .4.2 No, I / MV ... cannot stop spillage.	1 Mɛ ʌsʏkoz fʏlo¢ ʏlʌ ɛ ʌsʏk ... lɛn ... (lɛn ψɛ ψɪf ʌɣ mɛt) ʊ ... (kʏsdɪrɪ pʏtʌ/ɪntpʏtʌ). 2 Mɛ ʌsʏkoz fʏlo¢ ʏlʌ ~ ɛ prɛlʏrʏr ɣuvʌ. ~ ɛ prɛlʏrʏr ʌb Motʃɪp ... . 3 Mɛ / Motʃɪp ... fʏlo¢oz ʏl / ... . 4 K ʤu / Motʃɪp ... ɪbsɛsuz fʏlo¢. 4.1 ʤɛ, mɛ / Motʃɪp ... ɪbsɛsuz fʏlo¢. 4.2 No, mɛ / Motʃɪp ... noɪbsɛsuz fʏlo¢.

.5 What kind of assistance is required? .5.1 I require / MV ... requires - oil clearance assistance. - floating booms / oil dispersants / ... . .5 Stay in vicinity of pollution and co-operate with oil clearance team. .6 ... (number) barrels / drums / containers with IMDG - Code marks reported adrift near position..... . .7 Located a vessel dumping chemicals / waste / ... in position ... . .7.1 Located a vessel incinerating chemicals / waste / ... in position ... . .8 Can you identify the polluter? .8.1 Yes, I can identify the polluter - polluter is MV ... . .8.2 No, I cannot identify the polluter. .9 What is course and speed of the polluter? .9.1 Course of the polluter ... degrees, speed ... knots. .9.2 The polluter left the scene.	5 K sɛ hɛp bɛz nɪdʌ. 5.1 Mɛ / Motɹɪp ... nɪdɛz – hɛp ʏl klɪnɪzʌ. – ʏlfensɪ flotʌ / ɹʌtdʏɪ ʏlʌ / ... . 5.2 Steuz sʏn puȼɛt ɯɛ ʌgheɹuz doʌg ʏl klɪnɪzʌ. 6 ... (num) brʌlɪ / brʌlɛmɪ / goʌɹusɪ ʏʌ mɔkɪ lOMʌdʌ ɪnfodoz mɛrlusʌ nɪr ʌsʏk ... . 7 Mɛ ʌsʏkoz ɹɪp kɪɹɪoz kɛmɪ / ɯos / ... ɛ ʌsʏk ... . 7.1 Mɛ ʌsʏkoz ɹɪp bʏnɛmɪoz kɛmɪ / ɯos / ... ɛ ʌsʏk ... . 8 K ɣu ɪbdɛnɛz puȼɛtʏr 8.1 Yɛ, mɛ ɪbdɛnɛz puȼɛtʏr – puȼɛtʏr bɛz MɹɹJ ... 8.2 No, mɛ noɪbdɛnɛz puȼɛtʏr. 9 K ɛf bɛz tɛndɪr ɯɛ ʏɛl ʌb puȼɛtʏr 9.1 tɛndɪr ʌb puȼɛtʏr bɛz ... dʌg, ʏɛl ... notɪ. 9.2 puȼɛtʏr sɛpgoz sʏn.
AI/4 - PILOTAGE	**ʌɪ/4 ɹɪpgɪd**
AI/4.1 - Pilot request See AI/6 - .4.3 "Pilot request"	**ʌɪ/4.1 ʔk pʏ ɹɪpgɪdɪr, ɾuz ʌɪ/6 – 4.3 “ʔk pʏ ɹɪpgɪdɪr”**
AI/4.2 Embarking / disembarking pilot .1 Stand by pilot ladder. .2 Rig the pilot ladder on port side / starboard side ... metres above water. .3 The pilot ladder is rigged on port side / starboard side. .4 You must rig another pilot ladder .5 The pilot ladder is unsafe. .6 What is wrong with the pilot ladder? .6.1 The pilot ladder ~ has broken / loose steps. ~ has broken spreaders. ~ has spreaders too short. ~ is too far aft / forward. .7 Move the pilot ladder ~ ... metres aft / forward. ~ clear of discharge. .8 Rig the accommodation ladder in combination with the pilot ladder. .9 Rig the pilot ladder alongside hoist. .10 Put lights on at the pilot ladder. .11 Man ropes are required / not required. .12 Have a heaving line ready at the pilot ladder. .13 Correct the list of the vessel. .14 Make a lee on your port side / starboard side. .15 Steer ... degrees to make a lee. .16 Keep the sea on your port quarter / starboard quarter. .17 Make a boarding speed of ... knots. .18 Stop engine(s) until pilot boat is clear. .19 Put helm hard to port / starboard. .20 Alter course to … (cardinal/half cardinal points) - the pilot boat cannot clear the vessel. .21 Put engine(s) ahead / astern. .22 Embarkation is not possible. .22.1 Boarding arrangements do not comply with SOLAS - Regulations. .22.2 Vessel is not suited for the pilot ladder.	**ʌɪ/4.2 ɪnɢɪz ɯɛ oɢɪz ɹɪpgɪdɪr** 1 tɪprɛpʏkuz lʌdʏr ɹɪpgɪdɪrʌ. 2 Prɛpuz lʌdʏr ɹɪpgɪdɪrʌ on sɛd lɛfʌ / rɛtʌ, ... mɛt bɪr ɯʏt. 3 lʌdʏr ɹɪpgɪdɪrʌ bɛz prɛpʌ on sɛd lɛfʌ / rɛtʌ. 4 ɣu nɛsprɛpuz lʌdʏr ɹɪpgɪdɪrʌ dɪfʌ. 5 lʌdʏr ɹɪpgɪdɪrʌ bɛz opsʌfʌ. 6 K ɛf bɛz prob ʌb lʌdʏr ɹɪpgɪdɪrʌ. 6.1 lʌdʏr ɹɪpgɪdɪrʌ ~ ʏɛz futʌsɪ ʌdbrɛkʌ / lusʌ. ~ ʏɛz opɟonʏrɪ ʌdbrɛkʌ. ~ ʏɛz opɟonʏrɪ mom lɛnɛtʌ. ~ bɛz mom fɪ rɪrʌ / fronʌ 7 Mouz lʌdʏr ɹɪpgɪdɪrʌ ~ rɪrʌ / fronʌ ... mɛt. ~ o osɪd. 8 Prɛpuz lʌdʏr ɪnɢɪzʌ ɟonmɪɹɪz lʌdʏr ɹɪpgɪdɪrʌ. 9 Prɛpuz lʌdʏr ɹɪpgɪdɪrʌ bɛs uprop. 10 dʌʏruz lʌtɪ ɛ lʌdʏr ɹɪpgɪdɪrʌ. 11 ɾopɪ pɛʌ bɛz nɪdʌ / nobɛz nɪdʌ. 12 Prɛpuz ropɛt froʌ ɛ lʌdʏr ɹɪpgɪdɪrʌ. 13 Undɪgpoɹuz ɹɪp. 14 Ɯʌnfuɟuz ɛ sɛd lɛfʌ / rɛtʌ ʌrɣu. 15 Stɪruz ... dʌg pʏ doɪz ɯʌnfuɟ. 16 tɪuz ɯɛfɪ ɛ ɹɪpbʌk lɛfʌ / rɛtʌ. 17 duz ʏɛl uɹɪpɪzʌ ɟɛ ... notɪ. 18 Undʌʏruz motɪ utɛ but ɹɪpgɪdʌ unbʌsuz. 19 Stɪruz fu lɛf / rɛt. 20 ȼɪɟuz tɛndɪr u ... (kʏsdɪrʌ pʏtʌ / ɪntpʏtʌ), but ɹɪpgɪdɪr noɪbɛz unbʌsɪz ɹɪp. 21 duz motɪ fʌsgɪzʌ / bʌkgɪzʌ 22 ɪnɢɪz nobɛz pʏsʌ 22.1 dɪrʏk uɹɪpɪzʌ nofomɛz lʏrɛtɪ SOLʌSʌ. 22.2 ɹɪp nobɛz propʌ pʏ lʌdʏr ɹɪpgɪdɪrʌ.
AI/4.3 - TUG REQUEST .1 Must I take tug(s)? .1.1 Yes, you must take ... tug(s).	**ʌɪ/4.3 ʔk pʏ pulɹɪp** 1 K mɛ nɛsɣuz pulɹɪpɪ. 1.1 Yɛ, ɣu nɛsɣuz ... pulɹɪpɪ.

.1.2 No, you need not take tug(s).	1.2 No, ɣu nonɛsɣuz pulʃɹpɪ.
.2 How many tugs must I take?	2 K ɹɛ pulʃɹpɪ mɛ nɛsɣuz.
.2.1 You must take ... tug(s) according to Port Regulations.	2.1 Ɣɛ, ɣu nɛsɣuz … pulʃɹpɪ kɪfɪz lʌrɛtɪ qoʌsʌ.
.2.2 You must take ... tug(s) fore and ... tug(s) aft.	2.2 Ɣu nɛsɣuz … pulʃɹpɪ fronʌ ᴡɛ … pulʃɹpɪ rɪrʌ.
.3 I require ... tug(s).	3 Mɛ nɪdɛz … pulʃɹpɪ.
.4 In what position will the tug(s) meet me?	4 K sɛ ʌsvk pulʃɹpɪ mɪtuz mɛ.
.4.1 The tug(s) will meet you in position ... at ...UTC.	4.1 Pulʃɹpɪ mɪtuz ɣu ɛ ʌsvk … ɛ … ɯɹʌ.
.4.2 Wait for the tug(s) in position	4,2 Ᏺʌtuz pulʃɹpɪ ɛ ʌsvk … .
.5 Must I use the towing lines of my vessel?	5 K mɛ nɛsɣuz pulropɪ ʌr ʃɹp mɛrʌ.
.5.1 Yes, you must use the towing lines.	5.1 Ɣɛ, ɣu nɛsɣuz pulropɪ ɣurʌ.
.5.2 No, you must use the towing lines of the tug.	5.2 No, ɣu nɛsɣuz pulropɪ pulʃɹpʌ
AI/5 - SPECIALS	**ʌɪ/5 Spɛʃɪ**
AI/5.1 Helicopter operations (H: = from helicopter V: = from vessel)	**ʌɪ/5.1 ɑoɪ tvnᴡɛnʃɪn**
	(t = o tvnᴡɛnʃɪn: ʃ = o ʃɹp)
.1 V: I require a helicopter.	1 ʃ Mɛ nɪdɛz tvnᴡɛnʃɪn
~ to pick up persons.	~ pv qotɪz pɛɪ
~ with doctor.	~ rɛk dotɪr
~ with life raft /	~ rɛk surrʌf
.1.1 MRCC: I will send a helicopter with	1.1 mr¢¢ Mɛ kvquz tvnᴡɛnʃɪn rɛk … .
.2 H: MV ... , I will drop	2 t Motʃɹp … , mɛ lɛfvluz … .
.3 H: MV ... , are you ready for the helicopter?	3 t Motʃɹp … . K ɣu bɛz prɛpʌ pv tvnᴡɛnʃɪn.
.3.1 V: Yes, I am ready for the helicopter.	3.1 ʃ Ɣɛ, mɛ bɛz prɛpʌ pv tvnᴡɛnʃɪn.
.3.2 V: No, I am not ready for the helicopter (yet).	3.2 ʃ No, mɛ nobɛz prɛpʌ pv tvnᴡɛnʃɪn (ɯɛtɛ).
.3.3 V: Ready for the helicopter in ... minutes.	3.3 ʃ Mɛ buz prɛpʌ pv tvnᴡɛnʃɪn uztɛ … mɛnɪ.
.4 H: MV ... , helicopter is on the way to you.	4 t Motʃɹp … . tvnᴡɛnʃɪn qɛz u ɣu.
.5 H: MV ... , what is your position.	5 t Motʃɹp … . K ʌsvk ɣurʌ.
.5.1 V: My position is	5.1 ʃ ʌsvk mɛrʌ bɛz … .
.6 H: MV ... , what is your present course and speed.	6 t Motʃɹp … . K tɛndɪr ᴡɛ rɛl ɣurʌ.
.6.1 V: My present course is ... degrees, speed is ... knots.	6.1 ʃ tɛndɪr mɛrʌ bɛz … dʌq, rɛl mɛrʌ bɛz … notɪ.
.7 H: MV ... , make identification signals.	7 t Motʃɹp … , duz sɪqɪ dɛnʌ.
.8 V: I am making identification signals by smoke (buoy) / search light / flags / signalling lamp /	8 ʃ Mɛ sɪqɛz dɛnʌ ɣɪz smuk (mɛrkɪt) / sɪ¢lʌm / flʌqɪ / sɪqlʌm / …
.9 H: MV ... , you are identified.	9 t Motʃɹp … , ɣu bɛz dɛnʌ
.10 H: MV ... , what is the relative wind direction in degrees and knots.	10 t Motʃɹp … , K ɛf bɛz dɪr ᴡʌnʌ rɛlɛʃʌ ʌɣ dʌqɪ ᴡɛ notɪ.
.10.1 V: The relative wind direction is ... degrees and ... knots.	10.1ʃ ɑɪr ᴡʌnʌ rɛlɛʃʌ bɛz … dʌq ᴡɛ … not.
.11 H: MV ... , keep the wind on port / starboard bow.	11 t Motʃɹp … . tɪuz ᴡʌn ɛ ʃɹpfʌs lɛfʌ / rɛtʌ.
.12 H: MV ... , keep the wind on port / starboard quarter.	12 t Motʃɹp … . tɪuz ᴡʌn ɛ ʃɹpbʌk lɛfʌ / rɛtʌ.
.13 H: MV ... , indicate the landing / pick-up area.	13 t Motʃɹp … . Kɪtuz ʌrɪ lʌnɪdʌ / qotɪzʌ
.13.1 V: The landing / pick-up area is	13.1ʃ ʌrɪ lʌnɪdʌ / qotɪzʌ bɛz … .
.14 H: MV ... , can I land on deck?	14 t Motʃɹp … . K mɛ ɹblʌnɪduz on dɛk.
.14.1 V: Yes, you can land on deck.	14.1ʃ Ɣɛ, ɣu ɹblʌnɪduz on dɛk.
.14.2 V: No, you cannot land on deck (yet).	14.2ʃ No, ɣu noɹblʌnɪduz on dɛk (ɯɛtɛ).
.14.3 V: You can land on deck in ... minutes.	14.3ʃ Ɣu ɹblʌnɪduz on dɛk uztɛ … mɛn.
.15 H: MV ... , I will use hoist / rescue sling / rescue basket / rescue net / rescue litter / rescue seat / double lift.	15 t Motʃɹp … . Mɛ ɣuz uprop / tʌk surʌ / bʌsk surʌ / nɛt surʌ / surbɛd / surSɪt / rɛkupɪz
.16 V: I am ready to receive you.	16 ʃ Mɛ bɛz prɛpʌ sɪrɪz ɣu
.17 H: MV ... , I am landing.	17 t Motʃɹp … . Mɛ lʌnɪdɛz
.18 H: MV ... , I am starting operation.	18 t Motʃɹp … . Mɛ qɪɛz do.
.19 H: MV ... , do not fix the hoist cable	19 t Motʃɹp … . Nojonuz uprop.
. .20 H: MV ... , operation finished.	20 t Motʃɹp … . ɑo bɛz fɪnʌ.
.21 H: MV ... , I am taking off.	21 t Motʃɹp … . Mɛ qɪflɪtɛz.
AI/5.2 Ice breaker operations	**ʌɪ/5.2 ɑoɪ ɪsbrɛkʃɹpʌ**
.1 Ice - breaker request	1 ʔk pɪ ɪsbrɛkʃɹp
.1 I am / MV is ... fast in ice in position	1 Mɛ bɛz / Motʃɹp … ʌdqɹɪpɛz ɪs ɛ ʌsvk … .

.2 I require / MV ... requires ice-breaker assistance to reach ... . .3 Ice-breaker assistance ~ will arrive at ... UTC / within ... hours. ~ is not available until ... UTC. ~ is available only up to latitude... longitude.... ~ is suspended until...(date and time). ~ is suspended after sunset. ~ is suspended until favourable weather conditions. ~ will be resumed at ... UTC.	2 Mɛ / Motʃɹp ... nɹdɛz hɛp ɹɪsbrɛkʃɹp pɤ ɢɪz ʉ ... . 3 hɛp ɹɪsbrɛkʃɹp ~ ɛbuuz ɛ ... ꓤJΛ / ɛtu ... uroɪ. ~ nobʌsuz utɛ ... ꓤJΛ ~ ɹbbʌsuz ʌnoʌ ʉ nɤrɢʌl ... ɯɛsɢʌl ... . ~ bɛz untɪʌ ʉ ... (dʌt ɯɛ ur). ~ bɛz untɪʌ uztɛ soldun. ~ bɛz untɪʌ utɛ stɪt ɯɛɤ ɢudʌ. ~ rɪɢɪuz ɛ ... ꓤJΛ
.2 Ice - breaker assistance for convoy Ice-breaker commands applying to all the vessels in a convoy have to be immediately confirmed (acknowledged /agreed?) consecutively by each vessel in turn and executed according to the pattern given in GENERAL 4.6. Ice-breaker commands applying to a single vessel are confirmed and executed only by that vessel, this applies also for close coupled towing. When being assisted by an ice-breaker it is important to maintain a continuous listening watch on the appropriate VHF Channel and to maintain a proper lookout for sound and visual signals. .1 Ice breaker assistance for convoy will start now / at ... UTC. .2 Your place in convoy is number ... . .3 MV ... will follow you. .4 You will follow MV ... . .5 Go ahead and follow me. .5.1 Do not follow me. .6 Proceed along the ice channel. .7 Increase / reduce your speed. .8 Reverse your engines. .9 Stop engines. .10 Keep a distance of ... metres /cables between vessels. .11 Increase / reduce the distance between vessels to ... metres / cables. .12 Stand by for receiving towing line. .12.1 Stand by for letting go towing line. .13 Switch on the bow / stern search light .14 Stop in present position. .15 Ice-breaker ... will escort you. .16 Ice-breaker assistance for convoy finished . .16.1 Open water / light ice conditions ahead. .17 Proceed by yourself (to area ...).	2 **hɛp ɹɪsbrɛkʃɹpʌ pɤ ʃɹpʌɢ** Ɣdɪ ɹɪsbrɛkʃɹpʌ pɤ ʌl ʃɹpɪ ɪn ʃɹpʌɢ nɛsbɪz hɪdrɛpɪz tʌtɛɛʃʌ uztɪʌ ʌd ɪ¢ ʃɹp ɯɛ fomɪz dɪrhu ɪn ɟƐN 4.6. Ɣdɪ ɹɪsbrɛkʃɹpʌ pɤ ʌn ʃɹp nɛsbɪz hɪdrɛpɪz ɯɛ doɪz ʌnoʌ ʌd ¢ɛ ʃɹp. ʃɛ rɛlɛʃɪz ɯuʌ pɤ puliz nɪrʃonʌ. ¢ɛtɛ ʌdhɛpɪz ɹɪsbrɛkʃɹp, tɪluz ɛ ƐrF ¢ʌn propʌ ɯɛ tɪrɪz pɤ sɪgɪ sunʌ ɯɛ soɪbʌ. 1 hɛp ɹɪsbrɛkʃɹpʌ pɤ ʃɹpʌɢ ɢɹuz ɛztɛʌ / ɛ ... ꓤJΛ. 2 ꝑʌs ɣuɤʌ ɪn ʃɹpʌɢ bɛz num ... . 3 Motʃɹp ... foluz ɣu. 4 ɣu foluz Motʃɹp ... . 5 fʌsɢuz ɯɛ foluz mɛ. 5.1 No foluz mɛ. 6 ɢuz lon ¢ʌn ɹɪsʌ. 7 Muuz / tuuz ɤɛl ɣuɤʌ. 8 ꝑʌkɢuz motɪ ɣuɤʌ 9 Sɛsuz motɪ. 10 tɪuz dɪs ɟɛ ... mɛt / kʌɪbl ɪnt ʃɹpɪ. 11 Muuz / tuuz dɪs ɪnt ʃɹpɪ ʉ ... mɛt / kʌɪbl. 12 tɪprɛpʏkuz pɤ sɪɤɪz pulrop. 12.1 tɪprɛpʏkuz pɤ unsɪɤɪz pulrop. 13 ꝺʌɤuz sɪ¢lʌm fronʌ / rɪɤʌ 14 Sɛsuz ɛ ʌsʏk ɛztɛʌ. 15 ɹɪsbrɛkʃɹp ... ɤɛkdɛfuz ɣu. 16 hɛp ɹɪsbrɛkʃɹpʌ pɤ ʃɹpʌɢ bɛz sɛsʌ. 16.1 Ɯʏt ophɪnʌ / stɪt ɹɪstuʌ bɛz fronʌ 17 ɢuz ʌnoʌ (ʉ ʌrɪ ...)
.3 Ice - breaker assistance in close-coupled towing .1 Stand by for close coupled towing. .2 Slack out your anchors under the hawse-pipes. .3 Pass heaving lines through the hawse-pipes. .4 Receive towing line on deck. .5 Lash together the eyes of the towing line with manila lashing. .6 Fasten towing line on your bitts. .7 I start to draw your bow into the stern notch of the ice-breaker. .8 Stand by for cutting the manila lashing if required. .9 Keep yourself in the centre-plane of the ice-breaker.	2 **hɛp ɹɪsbrɛkʃɹpʌ pɤ puliz nɪrʃonʌ** 1 tɪprɛpʏkuz pɤ puliz nɪrʃonʌ. 2 Lusuz ɣokɤɪ ond pɹpɪ ɣokɤɪʌ. 3 Kɤruz ropɪ froʌ kɤr pɹpɪ ɣokɤɪʌ. 4 Sɪɤuz rop pulʌ on dɛk. 5 ʌɢfɪsuz lupɪ ʌɤ pulrop ʌɣ tʌɟɪ mʌnɪlʌ. 6 fɪsuz pulrop on roppus ɣuɤʌ. 7 Mɛ ɢɪpulɛz ʃɹpfʌs ɣuɤʌ ɯɪn noɢ ʃɹpbʌkʌ ʌɤ ɹɪsbrɛkʃɹp. 8 tɪprɛpʏkuz pɤ kutɪz tʌɟɪ mʌnɪlʌ ɪf nɛs. 9 tɪuz ʃɹp ɣuɤʌ ɪn mɪd poʃ ʌɤ ɹɪsbrɛkʃɹp.
AI/6 VESSEL TRAFFIC SERVICE (VTS)	**ʌI/6 ʌdɤ ʃɹpɪ Moʌ (ʌʃM) frʌsɪ nɤmʌ**

STANDARD PHRASES

Application of Message Markers

In order to especially facilitate shore-to-ship and ship-to-shore communication or when one of the Standard Marine Communication Phrases will not fit the meaning desired, one of the following eight message markers may be used to increase the probability of the purpose of the message being properly understood.

It is at the discretion of the shore personnel or the ship´s officer whether to use one of the message markers and if so which of them to apply depending on the user`s qualified assessment of the situation.
If used the message marker is to be spoken preceding the message or the corresponding part of the message.
The IMO VTS Guidelines recommend that in any message directed to a vessel it should be clear whether the message contains **information, advice, warning, or instruction** and IMO Standard Marine Communication Phrases should be used where practicable (appropriate).

For further standardized VTS communications, also see other sections of PART AI. For VTS Standard Reporting Procedures see IMO Resolution A. 851 (20) on "General Principles for Ship Reporting Systems and Ship Reporting Requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and / or marine pollutants".

Note: All of the following phrases must come as the culmination (message content) of a radio message exchange between stations covered by the ITU Radio Regulations, and the relevant calling procedures have to be observed.

Message Markers

(i) INSTRUCTION
This indicates that the following message implies the intention of the sender to influence others by a Regulation.
Comment: This means that the sender, e.g. a VTS - Station or a naval vessel, must have the full authority to send such a message. The recipient has to follow this legally binding message unless s/he has contradictory safety reasons which then have to be reported to the sender.
Example: "INSTRUCTION. Do not cross the fairway."

(ii) ADVICE
This indicates that the following message implies the intention of the sender to influence others by a Recommendation.
Comment: The decision whether to follow the ADVICE still stays with the recipient. ADVICE does not necessarily have to be followed but should be considered very carefully.
Example: "ADVICE. (Advise you) stand by on VHF Channel six nine."

(iii) WARNING
This indicates that the following message implies the intention of the sender to inform others about danger.
Comment: This means that any recipient of a

WARNING should pay immediate attention to the danger mentioned. Consequences of a WARNING will be up to the recipient. Example: "WARNING. Obstruction in the fairway." **(iv) INFORMATION** This indicates that the following message is restricted to observed facts, situations, etc.. Comment: This marker is preferably used for navigational and traffic information, etc.. Consequences of INFORMATION will be up to the recipient. Example: "INFORMATION. MV Noname will overtake to the West of you ." **(v) QUESTION** This indicates that the following message is of interrogative character. Comment: The use of this marker removes any doubt on whether a question is being asked or statement being made, especially when interrogatives such as What, Where, Why, Who, How are additionally used at the beginning of the question. The recipient is expected to return an answer. Example: "QUESTION.(What is) your present maximum draft?" **(vi) ANSWER** This indicates that the following message is the reply to a previous question. Comment: Note that an answer should not contain another question. Example: "ANSWER. My present maximum draft is zero seven metres." **(vii) REQUEST** This indicates that the following message is asking for action from others with respect to the vessel. Comment: The use of this marker is to signal: I want something to be arranged or provided, e.g. ship´s stores requirements, tugs, permission, etc.. Note: REQUEST must not be used involving navigation, or to modify COLREGS. Example: "REQUEST. I require two tugs." **(viii) INTENTION** This indicates that the following message informs others about immediate navigational action intended to be taken. Comment: The use of this message marker is logically restricted to messages announcing navigational actions by the vessel sending this message. Example: "INTENTION. I will reduce my speed."	ʌdɪnfoƶ. Ɣkhɔpɪ ʌb ψɔn buƶ dutʏk ʌb uʃʌsɪr. Ƶɔm: “ψɔn. hɪnɛm ɛ ʃɪprut.” **(ɪv) ɪnf** ʃɛ kɪtɪƶ ʃʌ ɪnfod uƶʌ usʏkɪƶ sɛtɪ ʌdsoʌ, stʌsɪ tɪʌm. ʃɛ mɔk bɛƶ prɛfʌ pʏ ɪnf ɋoʌ ψɛ ʃɪpɪmoʌ tɪʌm. Ɣkhɔpɪ ʌb ɪnf buƶ dutʏk ʌb uʃʌsɪr. Ƶɔm: “ɪnf. Motʃɪp Ƶʌnʌm pɔsuƶ ju ɛ ψɛs.” **(ʏ) Ko** ʃɛ kɪtɪƶ ʃʌ ɪnfod uƶʌ bɛƶ ko. ʃɛ mɔk ʌdjɪƶ oƶtɛ koɪ. Uʃʌsɪr ʌdpɛkɪƶ rɛpɪƶ. Ƶɔm: “Ko. K ɛf bɛƶ ʃɪpdɪp umʌ ʌʏju.” Ƶɔm: Ko. K ɛf bɛƶ ʃɪpdɪp ɛztɛʌ juʏʌ. **(ʏɪ) ʀɛp** ʃɛ kɪtɪƶ ʃʌ ɪnfod uƶʌ bɛƶ rɛp ʌb ko oƶʌ. hɪd: ʀɛp rʏt noψɛɪdɪƶ ko ψuʌ. Ƶɔm: “ʀɛp. ʃɪpdɪp mɛʏʌ bɛƶ ƶʌ sɛʏ mɛt.” **(ʏɪɪ) ɔk** ʃɛ kɪtɪƶ ʃʌ ɪnfod uƶʌ ɔkɪƶ do ʌd dɪfpɛɪ ʌb ʃɛ ʃɪp. ʃɛ mɔk bɛƶ pʏ sɪɋɪƶ: Mɛ ψɪʃɛƶ sɪɛf ʌdkʏɪƶ rʏ puʏɪƶ, ƶɔm: puʏʌpɪ ʃɪpʌ, pulʃɪpɪ, lɛɪ tɪʌm. hɪd: ɔK rʏt noʌdjɪƶ pʏ ɋo rʏ propɕɔʃɪƶ LOSKƐM Ƶɔm: “ɔk. Mɛ nɪdɛƶ du pulʃɪpɪ.” **(ʏɪɪɪ) tɛn** ʃɛ kɪtɪƶ ʃʌ ɪnfod uƶʌ ɪnfɪƶ dɪfpɛɪ ʌb do ɋoʌ tʌtɛɛʃʌ ʌdduƶ. ʃɛ mɔk bɛƶ pʏ ɪnfodɪ ʃʌ ɪnfɪƶ ʌb doɪ ɋɪƶʌ ʌd ʃɪp ʃʌ oʃʌsɪƶ ɪnfod. Ƶɔm: “tɛn. Mɛ tuuƶ ʏɛl mɛʏʌ.”
AI/6.1 Phrases for acquiring and providing data for a traffic image .	**ʌɪ/6.1 frʌsɪ pʏ tɪƶ ψɛ puʏɪƶ dɔt pʏ pɪɕ ʃɪpɪmoʌ.**
1 Acquiring and providing routine traffic data .1 What is the name of your vessel and call sign / identification? .1.1 The name of my vessel is ... , call sign ... / identification ... . .1.2 Spell the name of your vessel. .2 What is your flag state? .2.1 My flag state is ... . .3 What is your position?	**1 tɪƶ ψɛ puʏɪƶ dɔt ʃɪpɪmoʌ ʌkdoʌ** 1 K ɛf bɛƶ nʌm ʌʏ ʃɪp juʏʌ ψɛ sɪn lɛkɪnfɛdʌ / dɛn juʏʌ. 1.1 Nʌm ʌʏ ʃɪp mɛʏʌ bɛƶ ... , sɪn lɛkɪnfɛdʌ ... / dɛn ... . 1.2 Posɛbuƶ nʌm ʌʏ ʃɪp juʏʌ. 2 K ɛf bɛƶ ʃɪpnʌʃ juʏʌ. 2.1 ʃɪpnʌʃ mɛʏʌ bɛƶ ... . 3 K ɛf bɛƶ ʌsʏk juʏʌ.

.3.1 My position is	3.1 Asvk mervɅ bez ... .
.4 What is your present course and speed?	4 K ef bez tendɪr ɥe rel ɥurɅ.
.4.1 My present course is ... degrees, my speed is ... knots.	4.1 tendɪr mervɅ bez ... dɅq, rel mervɅ bez ... notɪ.
.5 From what direction are you approaching?	5 K ef dɪr ɥu oez.
.5.1 I am approaching from	5.1 Me oez ... .
.6 What is your port of destination / destination?	6 K ef bez qoɅs tenɅsɅ / tenɅs ɥurɅ
.6.1 My port of destination / destination is	6.1 qoɅs tenɅsɅ / tenɅs mervɅ bez ... .
.7 What was your last port of call?	7 K ef boz qoɅs ozfeɅ ɥurɅ.
.7.1 My last port of call was	7.1 qoɅs ozfeɅ mervɅ boz ... .
.8 What is your ETA in position ... ?	8 K ef bez utɛ ɥurɅ ɛ Asvk ... .
.8.1 My ETA is ... UTC.	8.1 utɛ mervɅ bez ... uJɅ.
.9 What is your ETD from ... ?	9 K ef bez utO o ... .
.9.1 My ETD from ... is ... UTC.	9.1 utO o ... bez ... uJɅ.
.10 What is your draft forward / aft?	10 K ef bez ɾɪpdɪp fronɅ / rɪrɅ ɥurɅ.
.10.1 My draft forward / aft is ... metres.	10.1 ɾɪpdɪp fronɅ / rɪrɅ mervɅ bez ... met.
.11 What is your present maximum draft ?	11 K ef bez ɾɪpdɪp umɅ ɛztɛɅ ɥurɅ.
.11.1 My present maximum draft is ... metres.	11.1 ɾɪpdɪp umɅ ɛztɛɅ mervɅ bez ... met.
.12 What is your freeboard?	12 K ef bez dɛkhɛt ɥurɅ.
.12.1 My freeboard is ... metres.	12.1 dɛkhɛt mervɅ bez ... .
.13 What is your air draft?	13 K ef bez ɾɪphɛt ɥurɅ.
.13.1 My air draft is ... metres.	13.1 ɾɪphɛt mervɅ bez ... met.
.14 Are you underway?	14 K ɥu qez.
.14.1 Yes, I am underway.	14.1 ɥɛ, me qez.
.14.2 No, I am not underway.	14.2 No, me noqez.
.14.3 I am ready to get underway.	14.3 Me bez prepɅ pv qɪz.
.15 What is your full speed / full manoeuvring speed?	15 K ef bez rel umɅ / rel moɪbɅ umɅ ɥurɅ.
.15.1 My full speed / full manoeuvring speed is ... knots.	15.1 rel umɅ / rel moɪbɅ umɅ mervɅ bez ... notɪ.
.16 What is your cargo?	16 K ef bez qoɅpom ɥurɅ.
.16.1 My cargo is	16.1 qoɅpom mervɅ bez ... .
.17 Do you carry any dangerous goods?	17 K ɥu rez en Ap1 dɅnɅ.
.17.1 Yes, I carry the following dangerous goods: ... kilogrammes / tonnes IMO Class	17.1 ɥɛ , me rez Ap1 dɅnɅ folɅ, ... kɪlqrɅm / ton Sɛ lOMɅd ... .
.17.2 No, I do not carry any dangerous goods.	17.2 No, me norez en Ap1 dɅnɅ.
.18 Do you have any deficiencies / restrictions?	18 K ɥu rez en Ac1 / rɅcvk1
.18.1 No, I have no deficiencies / restrictions.	18.1 No, me rez no Ac1 / rɅcvk1
.18.2 Yes, I have the following deficiencies / restrictions:	18.2 ɥes, me rez Ac1 / rɅcvk1 folɅ ... .
.19 I am / MV ... is constrained by draft.	19. Me / Motʃɪp ... AdrɅcvkez ɾɪpdɪp
.20 The maximum permitted draft is ... metres.	20 ɾɪpdɪp umɅ AdlɛɪZ bez ... met.
.21 Do you have any list?	21 K ɥu rez en dɪqpoʃ.
.21.1 Yes, I have a list to port / starboard of ... degrees.	21.1 ɥɛ, me rez dɪqpoʃ u lef / ret ʝe ... dɅq.
.21.2 No, I have no list.	21.2 No, me rez zAdɪqpoʃ.
.22 Are you on even keel?	22 K ɥu rez ɾɪpbeʃ zelɅ.
.22.1 Yes, I am on even keel.	22.1 ɥɛ, me rez ɾɪpbeʃ zelɅ.
.22.2 No, I am trimmed by the head / stern.	22.2 No, me dɪpmuez fronɅ / rɪrɅ.
.2 Acquiring and providing distress traffic data See AI/1.1 "Distress communications "	**2 tɪz ɥe purɪz dɪt ɾɪpɪmoɅ trobɅ** ruz Aɪ/1.1 “ɪnfedɪ trobɅ”
AI/6.2 Phrases for providing VTS services	**Aɪ/6.2 frAsɪ pv purɪz AdɪvɅ ɾɪpɪmoɅ**
.1 Information service These phrases are normally transmitted from the shore.	**1 AdɪvɅ ɪnfɅ** ʃe frAsɪ AdoʝAsɪz nɪvmɅ o ʃɪr.
.1.1 Navigational warnings	**1.1 ɯɪnɪ qoɅ**
.1 Unknown object(s) in position	1 nɪqef ɛ Asvk ... .
.2 Ice / iceberg(s) in position ... / area around	2 ɪɪs / ɪɪsmont ɛ Asvk ... / svn ... .
.3 Unlit derelict vessel adrift in vicinity ... at ... (date and time).	3 ɾɪp zAlAtɅ kɪɾodɅ merlusez svn ... ɛ ... (dAt ɥe ur).
.4 Dangerous wreck / obstruction located in position ... marked by ... (type) buoy.	4 ɾɪpruc dɅnɅ / hɪnem ɛ Asvk ... AdmɪkeZ ... merkɪt (sɛ).

.5 Hazardous mine adrift in vicinity ... at ... (date and time).	5 Mɛrplosod dʌnʌ sʏn ... ɛ ... (dʌt ψɛ ur).
.6 Uncharted reef / rock / shoal reported in position	6 Mɛrmont / rok / ψʏt dɪpɛtʌ ƶʌɪnfmʌpʌ ɪnfodoƶ ɛ ʌsʏk ... .
.7 Pipeline is leaking gas / oil in position ... - wide berth requested.	7 Pɪplɪn flooɕɛƶ ɢʌs / ʏl ɛ ʌsʏk ... ɾomɛm ʌdɾkɪƶ.
.8 Depth of water not sufficient in position	8 Dɪp ψʏtʌ nonof ɛ ʌsʏk ... .
.9 Navigation closed in area	9 Go ʃɪpʌ bɛƶ bʌnʌ ɛ ʌrɪ ... .
.1.2 Navigational information	1.2 Inf ɢoʌ
.1 Oil spill in position	1 fʏloɕ ʏlʌ ɛ ʌsʏk ... .
.2 Current meters / hydrographic instruments moored in position ...- wide berth requested.	2 Mɛsʏrɪ mɛrfloʌ / ʏrʌpɪ ψʏtoʃʌ ʃɪpstɛɪƶ ɛ ... (ʌsʏk). ɾomɛm ʌdɾkɪƶ.
.3 Platform ...(name / number) reported / established in position ... - wide berth requested.	3 Ψɾkdɛk ... (nʌm/num) ɪnfodoƶ / ʌsʏkoƶ ɛ ... ɛ ... . ɾomɛm ʌdɾkɪƶ.
.4 ...(charted name of light / buoy) in position ... ~ unlit / unreliable / damaged / destroyed / off station / missing.	4 ... (nʌm lʌtʌ / mɛrkɪtʌ ɪnfmʌpʌ) ɛ ʌsʏk ... ~ ƶʌlʌtɛƶ / opɾɛbʌ / dɪmʌ / duɕʌ / ɛrʌsʏkɪƶ / ƶʌbʌsʌ
~ (temporarily) changed to ...(full characteristics).	~ ɕɪʝoƶ (tʌdurʌ) u ... (boɛʃɪ fuʌ).
~ (temporarily) removed.	~ unbʌsoƶ (tʌdurʌ).
~ (temporarily) discontinued.	~ notɪoƶ (tʌdurʌ).
.5 ...(charted name of light / buoy) ...(full characteristics)	5 ... (nʌm lʌtʌ / mɛrkɪtʌ ɪnfmʌpʌ) ... (boɛʃɪ fuʌ)
~ established in position	~ ʝɪnoƶ ɛ ʌsʏk ... .
~ re-established in position	~ rɪʝɪnoƶ ɛ ʌsʏk ... .
~ moved ... kilometres / nautical miles in ... (direction) to position	~ ʌdɢoƶ ... km / mɪɪlɪ mɛrɛʃʌ dɪr ... u ʌsʏk ... .
.6 (Note: Only for major fog signal stations.) Fog signal ...(charted name of light / buoy) in position ... inoperative.	6 (Nɪd: Dʏ ʃʌsɪ pʏtʌ mɪsɛmʌ ʌnoʌ) Sɪɢ mɪsɛmʌ ... (nʌm lʌtʌ / mɛrkɪtʌ ɪnfmʌpʌ) ɛ ʌsʏk ... nodʌrɛƶ.
.1.3 Traffic information	1.3 Inf ʃɪpɪmoʌ
.1 Gunnery / rocket firing / missile / torpedo / underwater ordnance exercises in area bounded by ...(positions) and ... from ... (date and time) to ... (date and time). Wide berth requested.	1 Doɪ ɢʌnɛmʌ / rʏkʌ / supuʃʏrʌ / mɛrrʏkʌ / plosod ondψʏtʌ ɛ ʌrɪ lɪmɪƶ ʌd ... (ʌsʏkɪ) ψɛ ... o ... (dʌt ψɛ ur) u ... (dʌt ψɛ ur). ɾomɛm ʌdɾkɪƶ.
.2 Cable / pipeline operations by... (vessel) in vicinity ... / along a line joining ...(position) from ... (date and time) to... (date and time) - wide berth requested. Contact via VHF Channel ...	2 Doɪ kɛbʌ / pɪplɪnʌ ʌd ... (ʃɪp) nɪr ... / lon lɪn ʝonɪƶ ... (ʌsʏkɪ) o ... (dʌt ψɛ ur) u ... (dʌt ψɛ ur). ɾomɛm ʌdɾkɪƶ. Infɪƶ ʌʝ ƐrF ɕʌn ... .
.3 Salvage operations in position ... from ... (date and time) to ... (date and time) - wide berth requested. Contact via VHF Channel	3 Doɪ mɛrrɪtɪƶʌ ɛ ʌsʏk ... o ... (dʌt ψɛ ur) u ... (dʌt ψɛ ur) - ɾomɛm ʌdɾkɪƶ. Infɪƶ ʌʝ ƐrF ɕʌn ... .
.4 Seismic / hydrographic operations by ... (vessel)... from ... (date and time) to ...(date and time) in position ... - wide berth requested. Contact via VHF Channel	4 Doɪ ɾfʃʌkoʃʌ / ψʏtoʃʌ ʌd ... (ʃɪp) o ... (dʌt ψɛ ur) u ... (dʌt ψɛ ur) ɛ ... (ʌsʏk) . ɾomɛm ʌdɾkɪƶ. Infɪʃ ʌʝ ƐrF ɕʌn ... .
.5 Oil clearance operations near MT ... in position ... - wide berth requested.	5 Doɪ ʏl klɪnɪƶ nɪr Motʃɪp ... ɛ ʌsʏk ... . ɾomɛm ʌdɾkɪƶ.
.6 Transhipment of ...(kind of cargo) in position ... - wide berth requested.	6 ʝʌs ʌb ... (sɛ ɢoʌpomʌ) ɛ ʌsʏk ... . ɾomɛm ʌdɾkɪƶ.
.7 Difficult tow from ...(port of departure) to ...(destination) on ...(date) - wide berth requested.	7 Pul probʌ o ... (ɢoʌs sɛpɢoʌ) u ... (tɛnʌs) ɛ ... (dʌt). ɾomɛm ʌdɾkɪƶ.
.8 Vessel not under command in position ... / area	8 ʃɪp noʌdtrolɛƶ ɛ ʌsʏk ... / ʌrɪ ... .
.9 Hampered vessel in position ... area ... (course ... degrees, speed ... knots).	9 ʃɪp ʌdhɪnɛƶ ɛ ʌsʏk ... / ʌrɪ ... (tɛndɪr ... dʌɢ, rɛl ... notɪ).
.10 Vessel in position ... on course ... and speed ... is not complying with traffic regulations.	10 ʃɪp ɛ ʌsʏk ... , tɛndɪr ... ψɛ rɛl ... nofomɛƶ lʏrɛtɪ ʃɪpɪmoʌ.
.11 Vessel is crossing ... traffic lane on course ... and speed ... in position	11 ʃɪp rosɛƶ ... ʏɪkrutɪ ɛ tɛndɪr ... ψɛ rɛl ... ɛ ʌsʏk ... .
.12 Small fishing boats in area around ... - navigate with caution.	12 fɛʃbutɪ ɛtʌ ɛ ʌrɪ sʏn ... - ɢuƶ kɛfʌ.
.13 Submarines operating in sea area around ... surface	13 Ondmɛrbutɪ dɛƶ ɛ ʌrɪ mɛrʌ sʏn ... ʃɪpɪ surʌ

vessels are in attendance.	bʌsɛz.
.1.4 Route information .1 Route .../ Traffic Lane ... has been suspended / discontinued / diverted.	**1.4 ɨnf rutʌ** 1 rut / vɪkrutɪ ... bɛz unttɪʌ / sɛsʌ / ɕɪjrutoz.
.1.5 Hydrographic information .1 Tidal prediction for ... (name of station(s)) / area ... : .1.1 A tide of ... metres above / below datum is expected in position ... / area ... at about ... UTC. .1.2 Abnormally high / low tides are expected in position ... / area ... at about ... UTC. .2 The tide is rising - ~ it is ... hours before high water / after low water. ~ it is ... metres below high water / above low water. .3 The tide is falling - ~ it is ... hours after high water / before low water. ~ it is ... metres below high water / above low water. .4 The tide is slack. .5 Present tide is ... metres above / below datum ... in position ... .. .6 The tide is ... metres above / below prediction .7 The tidal stream / current is ... knots in position ... . .8 The tide is setting in direction ... degrees. .9 The depth of water is / is not sufficient in position ... . .10 Charted depth has increased / decreased by ... metres due to winds / sea state.	**1.5 ɨnf Ψvtoʃʌ** 1 Vvɨnf mɛrmoʌ pv ... (nʌm ʃʌsʌ / ʌrɪ ...). 1.1 Mɛrmo ɟɛ ... mɛt bɪr / ond qɪzʌ ʌdpɛkɛz ɛ ʌsvk ... / ʌrɪ ... nɪr ... ɯɟʌ. 1.2 Mɛrmoɪ hɛtɛmʌ / hɛtɛtʌ opnvmʌ ʌdpɛkɛz ɛ ʌsvk ... / ʌrɪ ... nɪr ... ɯɟʌ. 2 Mɛrmo hɛtmuɛz – ~ ol bɛz ... urɒɪ ɒzʌ mɛrmo hɛtɛmʌ / uzʌ mɛrmo hɛtɛtʌ. ~ ol bɛz ... mɛt ond mɛrmo hɛtɛmʌ / bɪr mɛrmo hɛtɛtʌ. 3 Mɛrmo hɛttuɛz - ~ ol bɛz ... urɒɪ uzʌ mɛrmo hɛtɛmʌ / ɒzʌ mɛrmo hɛtɛtʌ. ~ ol bɛz ... mɛt ond mɛrmo hɛtɛmʌ / bɪr mɛrmo hɛtɛtʌ. 4 Mɛrmo nomɪz. 5 Mɛrmo ɛztɛʌ bɛz ... mɛt bɪr / ond qɪzʌ ... ɛ ʌsvk ... . 6 Mɛrmo bɛz ... mɛt bɪr / ond vvɨnf. 7 Mɛrmoflo vɛlɛz ... notɪ ɛ ʌsvk ... . 8 Mɛrmoflo dɪrɛz ... dʌq. 9 Dɪp ψvtʌ bɛz / nobɛz nof ɛ ʌsvk ... . 10 Dɪp ɨnfmʌpʌ muɛz / tuɛz ɟɛ ... mɛt ʌdkvoz ψʌnɪ / stɪt mɛrʌ.
.1.6 Electronic navigational aids information .1 GPS Satellite ...(number) unusable from ...(date and time) to ... (date and time). Cancel one hour after time of restoration. .2 LORAN station ...(name number of master / slave) off air from .... (date and time) to .... (date and time). Cancel one hour after time of restoration. .3 RACON ... (name of station) in position ... off air ... from ... (date and time) to ... (date and time).	**1.6 ɨnf ʌb hɛpɛfɪ Dɪrɛdʌ Lɛkɛtʌ** 1 dʌp plɪtɛt ʌsɪnfʌ ... (num) noɟɪzɪbʌ o ... (dʌt ψɛ ur) u ... (dʌt ψɛ ur). Unplʌnuz ʃɛ ɨnfod ʌn urɒ uz ur ʌb rɪdʌvɪz. 2 drl ʃʌs ... (nʌm rv num ʌb pvt / pvtɛt) nodʌvɪz o ... (dʌt ψɛ ur) u ... (dʌt ψɛ ur). Unplʌnuz ʃɛ ɨnfod ʌn urɒ uz ur ʌb rɪdʌvɪz. 3 Rɔdkɪt ... (nʌm ʃʌsʌ) ɛ ʌsvk ... zʌoɟʌs o ... (dʌt ψɛ ur) u ... (dʌt ψɛ ur).
.1.7 Meteorological warnings .1 Gale warning / storm warning was issued at ... UTC starting at ... UTC . .1.1 Gale warning / storm warning. Wind at ... UTC in area ... (met. area) from direction ... (cardinal/half cardinal points) and force Beaufort ... backing / veering to ... (cardinal/half cardinal points). .2 Tropical storm warning was issued at ... UTC starting at ... UTC. .2.1 Tropical storm warning at ... UTC. Hurricane ... (name) / tropical cyclone / tornado / willy-willy / typhoon / ... with central pressure of ... millibars/hPascals located in position ... . Present movement ... (cardinal points) at ... knots. Winds of ... knots within radius of ... nautical miles of centre. Seas over ... metres. Further information on VHF Channel ... / frequency ... (at ... UTC).	**1.7 Ψɾnɪ ψɛvoʃʌ** 1 Ψɾn ψʌnɛmʌ / stvmʌ ʌdoɟʌsoz ɛ ... ɯɟʌ, qɪɪz ɛ ... ɯɟʌ. 1.1 Ψɾn ψʌnɛmʌ / stvmʌ. Ψʌn ɛ ... ɯɟʌ ɛ ʌrɪ ... (ʌrɪ ψɛvoʃʌ) o dɪr ... (kvsdɪrɪ pvtʌ / ɨntpvtʌ) ψɛ fvs Bofvt ... ψʌnlɛfɪz / ψʌnrɛtɪz u ... (kvsdɪrɪ pvtʌ / ɨntpvtʌ). 2 Ψɾn stvm tropʌ ʌdoɟʌsoz ɛ ... ɯɟʌ, qɪɪz ɛ ... ɯɟʌ. 2.1 Ψɾn stvm tropʌ ɛ ... ɯɟʌ. Sɪkstvm ... (nʌm) / tvnɛmψʌn vɪz prɛs mɪdʌ ... klʌtbɪr / hPʌ ɛ ʌsvk ... . Go ɛztɛʌ ... (kvsdɪrɪ pvtʌ) ɛ ... notɪ. Ψʌnɪ ... notɪ ɛtu rʌd ... mɪɬɪ o mɪd. Ψɛfod bɪr ... mɛt. Mu ɨnf ɛ ɛrf ɕʌn ... / fɛom ... (ɛ ɯɟʌ).
.1.8 Meteorological information .1 Position of tropical storm ... (name) ..., path ...	**1.8 ɨnf ψɛvoʃʌ** 1 Ʌsvk ʌb stvm tropʌ ... (nʌm) ..., rut ...

(cardinal/half cardinal points), speed of advance ... knots. .2 Wind direction ...(cardinal/half cardinal points), force Beaufort ... in position ... . .3 Wind is backing / veering and increasing / decreasing. .4 Wind is expected to increase / decrease in position ... to force Beaufort ... within the next... hours. .5 Visibility in position ... ~ ... metres / nautical miles. ~ reduced by mist / fog / snow / dust / rain / ... . ~ expected to increase / decrease to ... metres / nautical miles within the next ... hours. .6 Sea / swell in position ... ~ ... metres from ...(cardinal/half cardinal points). ~ expected to increase / decrease within the next ... hours. .7 Icing is expected / not expected in area	(kʏsdɪʀ pʏtʌ / ɪntpʏtʌ), ʏɛl ɢoʌ ... notɪ. 2 Dɪr ψʌnʌ ... (kʏsdɪʀ pʏtʌ / ɪntpʏtʌ), fʏs Bofʏt ... ɛ ʌsʏk ... . 3 Ψʌnlɛfɛƶ / ψʌnrɛtɛƶ ψɛ muɛƶ / tuɛƶ. 4 Ψʌn ʌdpɛkɛƶ muɪƶ / tuɪƶ ɛ ʌsʏk ... u fʏs Bofʏt ... ɛtu ... uroɪ uƶʌ. 5 Soɪb ɛ ʌsʏk ... ~ ... mɛt / mɪɻɪ mɛrɛʃʌ ~ tuoƶ ʌd mɪs / mɪsɛm / sno / dɪs / rɪn / ... ~ ʌdpɛkɛƶ muɪƶ / tuɪƶ u ... mɛt / mɪɻɪ mɛrɛʃʌ ɛtu ... uroɪ uƶʌ. 6 Ψɛfod ɛ ʌsʏk ... ~ ... mɛt o ... (kʏsdɪʀ pʏtʌ / ɪntpʏtʌ). ~ ʌdpɛkɛƶ muɪƶ / tuɪƶ ɛtu ... uroɪ uƶʌ. ϝ ʅsɪƶ bɛƶ / nobɛƶ pɛkʌ ɛ ʌrɪ ... .
.1.9 Meteorological questions and answers See AI/3.1 "Meteorological and hydrological conditions"	**1.9 Koɪ ψɛ rɛpɪ ψɛʏoʃʌ** ʃuƶ ΛI/3.1 “Stɪtɪ ψɛʏoʃʌ ψɛ ψʏtoʃʌ”.
.2 Navigational assistance service Shore based pilotage by Navigational Assistance Service: also see AI/6.4 .3.18 to .3.21	**2 Ʌdʏ hɛp dɪrɛdʌ** ʃɪpɢɪd ʃʌs ʃʏrʌ ʌd Ʌdʏ hɛp dɪrɛdʌ: ruƶ ψuʌ ΛI/6.4, 3.18 u 3.21
.2.1 Request and identification .1 Is shore based radar assistance available? .1.1 Yes, shore based radar assistance is available. .1.2 No, shore based radar assistance is not available. .2 Shore based radar assistance is available from ... to ... UTC. .3 Do you require navigational assistance to reach ... ? .3.1 Yes, I require navigational assistance. .3.2 No, I do not require navigational assistance .4 What is your position? .4.1 My position is bearing ... degrees ..., distance ... kilometres / nautical miles from ... . .5 How was your position obtained? .5.1 My position was obtained by GPS / RADAR / cross-bearing / astronomical observation / ... .6 Say again your position for identification. .7 I have located you on my radar screen. .7.1 Your position is bearing ... degrees, distance ... kilometres / nautical miles from ... . .8 I cannot locate you on my radar screen. .9 What is your present course and speed? .9.1 My present course is ... degrees, my speed is ... knots. .10 What is the course to reach you? .10.1 The course to reach me is ... degrees. .11 Is your radar in operation? .11.1 Yes, my radar is in operation. .11.2 No, my radar is not in operation. .12 What range scale are you using? .12.1 I am using ... miles range scale. .12.2 Change to a larger / smaller range scale. .13 You are leaving my radar screen. .14 Change to radar ... (name) VHF Channel ... . .15 I have lost radar contact.	**2.1 ʔk ψɛ dɛn** 1 K hɛp rɪdʏrʌ ʃʌs ʃʏrʌ bɛƶ. 1.1 Ɣɛ, hɛp rɪdʏrʌ ʃʌs ʃʏrʌ bɛƶ. 1.2 Ño, hɛp rɪdʏrʌ ʃʌs ʃʏrʌ nobɛƶ. 2 Hɛp rɪdʏrʌ ʃʌs ʃʏrʌ bɪƶ o ... ɯʌ. 3 K ɣu nɪdɛƶ hɛp dɪrɛdʌ pʏ ɢɪƶ u ... . 3.1 Ɣɛ, mɛ nɪdɛƶ hɛp dɪrɛdʌ. 3.2 Ño, mɛ noɴɪdɛƶ hɛp dɪrɛdʌ. 4 K ɛf bɛƶ ʌsʏk ɣurʌ. 4.1 Ʌsʏk mɛrʌ bɛƶ bɛr ... dʌɢ, dɪs ... kɪlmɛt / mɪɻ mɛrɛʃʌ o ... . 5 K hu ɣu toƶ ʌsʏk ɣurʌ. 5.1 Ʌsʏk mɛrʌ ʌdtoƶ ʌɣ ɑʌp / rɪdʏr / bɛr krosʌ / so stɪoʃʌ. 6 Ʀpuƶ ʌsʏk ɣurʌ pʏ dɛnɪƶ. ϝ Mɛ ʌsʏkɛƶ ɣu on srɪn rɪdʏrʌ mɛrʌ. ϝ.1 Ʌsʏk ɣurʌ bɛƶ bɛr ... dʌɢ, dɪs ... kɪlmɛt / mɪɻ mɛrɛʃʌ o ... . 8 Mɛ noɪbfɪnɛƶ ɣu on srɪn rɪdʏrʌ. 9 K ɛf bɛƶ tɛndɪr ψɛ ʏɛl ɣurʌ. 9.1 Tɛndɪr mɛrʌ bɛƶ ... dʌɢ, ʏɛl mɛrʌ bɛƶ ... notɪ. 10 K ɛf bɛƶ tɛndɪr pʏ ɢɪƶ u ɣu. 10.1 Tɛndɪr pʏ ɢɪƶ u mɛ bɛƶ ... dʌɢ. 11 K rɪdʏr ɣurʌ dʌʏɛƶ. 11.1 Ɣɛ, rɪdʏr mɛrʌ dʌʏɛƶ. 11.2 Ño, rɪdʏr mɛrʌ nodʌʏɛƶ. 12 K ɛf skɪl rʌʃʌ ɣu ɣɛƶ. 12.1 Mɛ ɣɛƶ ... mɪɻ skɪl rʌʃʌ. 12.2 Ȼɪʃuƶ u skɪl rʌʃʌ ɛmʌ / ɛtʌ. 13 Ɣu oɢɛƶ srɪn rɪdʏrʌ mɛrʌ. 14 Ȼɪʃuƶ u rɪdʏr ... (nʌm) ƐrF ȼʌn ... . 15 Mɛ losoƶ ɪnf rɪdʏrʌ.
.2.2 Position .1 You are entering	**2.2 Ʌsʏk** 1 Ɣu ɪnɢɛƶ ... .

.2 Your position is .../ bearing ... degrees, distance ... kilometres / nautical miles from ... . .3 You are passing ... . You are ~ in the centre of the fairway. ~ on / not on the radar reference line (of the fairway). ~ on the ... (cardinal/half cardinal points) side of the fairway. .4 You are approaching the ... (cardinal/half cardinal points) limit of the fairway. .5 Your position is buoy number ... distance ... metres / cables to the ... (cardinal/half cardinal points) of the radar reference line .6 Your position is distance ... metres / cables from the intersection of radar reference line ... and radar reference line ... and distance ... metres / cables to the ... (cardinal/half cardinal points) of radar reference line ... . .7 MV ... has reported at reporting point ... . .8 You are getting closer to the vessel to the … (cardinal/half cardinal points) of you. .9 Vessel on opposite course is passing to the ... (cardinal/half cardinal points) of you . 10 MV ... is metres / cables ... (cardinal points) of you ~ is ingoing / outgoing. ~ has stopped. ~ is at anchor. ~ is on a reciprocal course ~ will overtake to the ... (cardinal/half cardinal points) of you .11 Vessel has anchored ... metres / cables to the ... (cardinal/half cardinal points) of you in position ... . .12 Vessel to the ... (cardinal/half cardinal points) of you is obstructing your movements. .13 You will meet crossing traffic in position ... . .14 Vessel is entering / leaving the fairway at ... . .15 Buoy ... distance ... metres / cables to the ... (cardinal/half cardinal points). .16 Vessel to the ... (cardinal/half cardinal points) of you is ~ turning. ~ anchoring. ~ increasing / decreasing speed. ~ overtaking you. ~ not under command.	2 Λsʏk ɣuʏʌ bɛz ... / bɛr ... dʌɋ, dɪs ... kɪlmɛt / mɪɻl mɛrɛʃʌ o... . 3 ɣu pɪsɛz ... . 3.1 ɣu bɛz – ~ ɛ ʃɪprʊt mɪdʌ. ~ ɛ / no ɛ lɪn rɛlɪdʌ rɪdʏrʌ (o ʃɪprʊt). ~ ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) sɛd ʌb ʃɪprʊt. 4 ɣu ɯɋɛz ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) lɪm ʌb ʃɪprʊt. 5 Λsʏk ɣuʏʌ bɛz mɛrkɪt nʊm ... , dɪs ... mɛt / kʌɪbl ʊ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb lɪn rɛlɪdʌ rɪdʏrʌ. 6 Λsʏk ɣuʏʌ bɛz dɪs ... mɛt / kʌɪbl o krosʏk ʌb lɪn rɛlɪdʌ rɪdʏrʌ ... ɯɛ lɪn rɛlɪdʌ rɪdʏrʌ ... ɯɛ dɪs ... mɛt / kʌɪbl ʊ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb lɪn rɛlɪdʌ rɪdʏrʌ ... . 7 Motʃɪp ... ɪnfoz ɛ ʌs ɪnfʌ ... . 8 ɣu nɪrmʊɛz ʊ ʃɪp ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu. 9 ʃɪp ɛ tɛndɪr opʌ pɪsɛz ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu. 10 Motʃɪp ... bɛz ... mɛt / kʌɪbl ... (kʏsdɪrɪ pʏtʌ) ʌb ɣu ~ bɛz ɯɋɪz / oɋɪz. ~ sɛsoz. ~ bɛz ɣokʏrʌ. ~ bɛz ɛ tɛndɪr opʌ. ~ ʏɛlpɪsʊz ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu. 11 ʃɪp ɛzɣokʏroz ... mɛt / kʌɪbl ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu ɛ ʌsʏk ... . 12 ʃɪp ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu hɪnɛz moɪ ɣuʏʌ. 13 ɣu mɪtʊz ʃɪpɪmoʌ rosʌ ɛ ʌsʏk ... . 14 ʃɪp ɪnɋɛz / osɋɛz ʃɪprʊt ɛ ... . 15 Mɛrkɪt ... dɪs ... mɛt / kʌɪbl ʊ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ). 16 ʃɪp ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu - tʏnɛz. ɣokʏrɛz. mʊɛz / tʊɛz ʏɛl. ʏɛlpɪsɛz ɣu. noʌdtrolɛz.
.2.3 Course Note: The user of this phrase should be fully aware of the implications of words such as "track", "heading" and "course made good". .1 Your track is ~ parallel with the reference line. ~ diverging from the reference line. ~ converging to the reference line. .2 What is your present course / heading? .2.1 My present course / heading is ... degrees .3 You are steering a dangerous course. .4 Course to make good is ... degrees. .5 Vessel to the ... (cardinal points) of you is on same course ... degrees. .5.1 Advise you	**2.3 tɛndɪr** hɪd: ɣɪzpɛ ʌb ʃɛ frʌs nɛstɪsɛz plɪkɪ ʌb ɯodɪ zɪm “trʊrʊt”, “fʌsdɪr” ɯɛ “dɪr rɪlʌ”. 1 trʊrʊt ɣuʏʌ - ~ bɛz prʌlʌ ʌb lɪn rɛlɪdʌ ~ oɋɛz lɪn rɛlɪdʌ ~ ɯɋɛz lɪn rɛlɪdʌ 2 K ɛf bɛz tɛndɪr / fʌsdɪr ɣuʏʌ. 2.1 tɛndɪr / fʌsdɪr mɛʏʌ bɛz ... dʌɋ. 3 ɣu ʏɛz tɛndɪr dʌnɛʃʌ. 4 tɛndɪr ɋʊdmʊʌ bɛz ... dʌɋ. 5 ʃɪp ɛ ... (kʏsdɪrɪ pʏtʌ) ʌb ɣu tɛndɪrɛz ʌmʌ ... dʌɋ. 5.1 Mɛ ʏʌsɛz ɣu -

~ keep your present course. ~ steer a new course of … degrees. .6 Have you altered course? .6.1 Yes, I have altered course - my new course is ... degrees. .6.2 No, I have not altered course - my course is ... degrees. .7 You are running into danger - ~ shallow water to the ... (cardinal points) of you. ~ submerged wreck to the ... (cardinal points) of you. ~ fog bank to the ... (cardinal points) of you. ~ risk of collision (with a vessel bearing ... degrees, distance ... kilometres / nautical miles). ~ bridge is defective /	~ tɪɛz tɛndɪr ɛztɛʌ ɣurʌ. ~ stɪruz tɛndɪr nuʌ … dʌɋ. 6 K ɣu ɕɪɻoz tɛndɪr. 6.1 Ɣɛ, mɛ ɕɪɻoz tɛndɪr – tɛndɪr nuʌ mɛrʌ bɛz … dʌɋ. 6.2 Nо, mɛ noɕɪɻoz tɛndɪr - tɛndɪr mɛrʌ bɛz … dʌɋ. 7 Ɣu uɋɛz dʌn – ~ ψʏt dɪpɛtʌ ɛ … (kʏsdɪr pʏtʌ) ʌb ɣu. ~ ɻɪpruɕ dɪrоɕʌ ɛ … (kʏsdɪr pʏtʌ) ʌb ɣu. ~ mɪsɛm ɛ … (kʏsdɪr pʏtʌ) ʌb ɣu. ~ dʌn ʌb krʌʃ (ʌb ɻɪp bɛr … dʌɋ, dɪs … kɪlmɛt / mɪɻl mɛrɛɻʌ). ~ brɪɻ bɛz ʌɕʌ
.3 Traffic organization service **.3.1 Clearance, forward planning** .1 Traffic clearance is required before entering ... . .2 Do not enter the traffic lane / ... . .3 Proceed to the emergency anchorage. .4 Keep clear of .../ avoid ... . .5 You have permission ~ to enter the traffic lane / route - traffic clearance granted. ~ to enter traffic lane / route in position ... at ... UTC. .6 Do not pass the reporting point ... until ... UTC. .7 Report at the next way point / way point ... / at ... UTC. .8 You must arrive at way point ... at ... UTC - your berth is clear. .9 Do not arrive in position ... before / after ... UTC. .10 The tide is with you / against you.	**3 Ʌdʏ dɪrɛdʌ ʃɪpɪmoʌ** **3.1 Lɛɪ, plʌnɪz** 1 Lɛɪ ɻɪpɪmoʌ bɛz nɪdʌ oztɛ ɪnɋɪz … . 2 Noɪnɋuz ʏɪkrut … . 3 Ɋuz u ɣokʏrʌs krɪshɪpʌ 4 ʏoduz … . 5 Ɣu ʏɛz lɛ – ~ pʏ ɪnɋuz ʏɪkrut / rut – lɛɪ ɻɪpɪmoʌ bɛz ɣɛʏkʌ. ~ pʏ ɪnɋɪz ʏɪkrut / rut ɛ ʌsʏk … ɛ … ɯJʌ. 6 Nopɪsuz ʌs ɪnfʌ … utɛ … ɯJʌ. 7 ɪnfuz ɛ rutʌs uzʌ / rutʌs … ɛ … ɯJʌ 8 Ɣu nɛsɛbuuz ɛ rutʌs … ɛ … ɯJʌ – ɻɪpʃʌs ɣurʌ bɛz zʌɣɪzʌ. 9 Noɛbuuz ɛ ʌsʏk … uztɛ/ oztɛ …ɯJʌ. 10 Mɛrmoflo ɋɛz ʏɛkʌ / ɋɪnʌ ɣu
.3.2 Anchoring .1 You must anchor ~ at ... UTC. ~ until the pilot arrives. ~ in a different position. ~ clear of fairway. .2 Do not anchor in position ... . .3 Anchoring is prohibited. .6 You must heave up anchor. .7 You are at anchor in a wrong position. .8 Have your crew on stand by for heaving up anchor when the pilot embarks. .9 You have permission to anchor (at ... UTC) ~ in position ... . ~ until the pilot arrives. ~ until the tugs arrive. ~ until sufficient water. .10 You are obstructing the fairway / other traffic. .11 Are you dragging / dredging anchor? .11.1 Yes, I am dragging / dredging anchor. .11.2 No, I am not dragging / dredging anchor. .12 Do not dredge anchor.	**3.2 Ɣokʏrɪz** 1 Ɣu nɛs ɣokʏrɪz – ~ ɛ … ɯJʌ – utɛ ɻɪpɋɪdɪr ɛbuuz. ~ ɛ ʌsʏk dɪfʌ. ~ zʌs ɻɪprut. 2 Noɣokʏruz ɛ ʌsʏk … . 3 ɣokʏrɪz bɛz bʌnʌ. 6 Ɣu nɛsunɣokʏruz. 7 Ɣu bɛz ɣokʏrʌ ɛ ʌsʏk ɛrʌ. 8 ƫɪprɛpʏkuz kru ɣurʌ pʏ unɣokʏrɪz ɕɛtɛ ɻɪpɋɪdɪr oɋɪz. 9 Ɣu ʌdlɛɣokʏrɛz (ɛ … ɯJʌ) ~ ɛ ʌsʏk … . ~ utɛ ɻɪpɋɪdɪr ɛbuuz. ~ utɛ pulɻɪpɪ ɛbuuz. ~ utɛ ψʏtdɪp buz nof 10 Ɣu hɪnɛz ɻɪprut / ɻɪpɪ dɪfʌ. 11 K ɣu fʏspulɛz / bommɛz ɣokʏr. 11.1 Ɣɛ, mɛ fʏspulɛz / bommɛz ɣokʏr. 11.2 Nо, mɛ nofʏspulɛz / nobommɛz ɣokʏr. 12 Nо bommuz ɣokʏr.
3.3 Arrival, berthing and departure .1 Your orders are to berth on ... . .2 Your orders are changed to proceed to ... . .3 Proceed to ... for orders. .4 You have permission to enter / to proceed at ... UTC. .5 Vessel is turning / manoeuvring in position ... . .6 MV ...	**3.3 Ɛbuɪz, ɻɪpʃʌsɪz ψɛ sɛpɋɪz** 1 ʏdɪ ɣurʌ bɛz ɻɪpʃʌsɪz ɛ … . 2 ʏdɪ ɣurʌ bɛz ɕɪɻʌ, ɋuz u … . 3 Ɋuz u … pʏ ʏdɪ. 4 Ɣu ʌdlɛɛz ɪnɋɪz / ɋɪz ɛ … ɯJʌ. 5 ɻɪp tʏnɛz / moɛz ɛ ʌsʏk … . 6 Motɻɪp …

~ will turn in position ... . ~ will leave ... at ... UTC. ~ is leaving ... . ~ has left ... . ~ entered fairway in position ... . .7 Your berth is not clear (until ... UTC) .7.1 Your berth will be clear at ... UTC. .8 You will berth / dock at ... UTC . .9 Berthing has been delayed by ... hours. .10 Be ready to get underway. .10.1 I am ready to get underway .11 Get underway. .12 Are you underway? .12.1 Yes, I am underway. .12.2 No, I am not underway. .13 Move ahead / astern ... metres. .14 Your vessel is in position - make fast.	~ tʏnuz ɛ ʌsʏk ... . ~ sɛpɢuz ... ɛ ... ꓤJʌ. ~ sɛpɢɛz ... . ~ sɛpɢoz ... . ~ ɪnɢoz ʃɪprut ɛ ʌsʏk ... . 7 ʃɪpʃʌs ɣuʏʌ nobɛz zʌɣɪzʌ (utɛ ...ꓤJʌ). 7.1 ʃɪpʃʌs ɣuʏʌ buz zʌɣɪzʌ ɛ ... ꓤJʌ. 8 ɣu ʃɪpʃʌsuz ɛ ... ꓤJʌ. 9 ʃɪpʃʌsɪz bɛz dɛlʌ ɟɛ ... uroɪ. 10 ꝑrɛpuz pʏ ɢɪz. 10.1 Mɛ bɛz prɛpʌ pʏ ɢɪz. 11 ɢuz. 12 K ɣu ɢɛz. 12.1 ɣɛ, mɛ ɢɛz. 12.2 No, mɛ noɢɛz. 13 Muz fronʌ / rɪrʌ ... mɛt. 14 ʃɪp ɣuʏʌ bɛz ɛ ʌs – ɟonʏkuz.
3.4 Enforcement .1 According to my radar, your course does not comply with Rule 10 of COLREGS. .2 Your actions will be reported to the Authorities. .3 You are ~ not complying with traffic regulations. ~ not keeping to the correct traffic lane. .4 Have all navigational instruments in operation before entering this area / area ... . .5 Your navigation lights are not visible. .6 Recover your fishing gear. .6.1 You are fishing in the fairway. .7 Fishing gear is to the ... (cardinal/half cardinal points) of you. .8 Fishing in area ...is prohibited. .9 You are approaching a prohibited fishing area. .10 Fairway speed is... knots.	**3.4 Lʏrpɛl** 1 ʳʌdʏr mɛʏʌ dʌsɛz ʃʌ tɛndɪr ɣuʏʌ nofomɛz ʌb Lʏrɛt 10 ʌb LɪSKƐM. 2 ꓷoɪ ɣuʏʌ ʌdɪnfuz u ʏmpɛɪ. 3 ɣu – ~ nofomɛz Lʏrɛtɪ ʃɪpɪmoʌ. ~ nofomɛz ʏɪkrut krɛkʌ. 4 ꓷʌʏuz ʌl ʏrʌpɪ dɪrɛdʌ ozte ɪnɢɪz ʃɛ ʌrɪ / ʌrɪ ... . 5 Lʌmɪ dɪrɛdʌ ɣuʏʌ nobɛz soɪbʌ. 6 ʳɪtuz ʏrʌpɪ fɛʃɪzʌ ɣuʏʌ. 6.1 ɣu fɛʃɛz ɛ ʃɪprut 7 ʏrʌpɪ fɛʃɪzʌ bɛz ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu. 8 fɛʃɪz ɛ ʌrɪ ... bɛz bʌnʌ. 9 ɣu uɢɛz ʌrɪ fɛʃɪzʌ bʌnʌ. 10 ʃɪprut ʏɛl bɛz ... notɪ.
3.5 Avoiding dangerous situations, providing safe movements .1 It is dangerous ~ to anchor in your present position. ~ to remain in your present position. ~ to alter course to the ... (cardinal points). .2 Large vessel is leaving the fairway- keep clear of the fairway approach. .3 Nets with buoys / without buoys in this area - navigate with caution. .4 Collision in position ... . .5 MV ... is aground / on fire / ... in position ... . .6 Stand by for assistance. .7 Vessels must ~ keep clear of this area / area ... . ~ avoid this area / area ... . ~ navigate with caution. .8 Keep clear of ... - search and rescue in progress. .9 Your present course is too close ~ to ingoing / outgoing vessel. ~ to the vessel that you are overtaking. ~ to the ... (cardinal/half cardinal points) limit of the fairway. .10 Your course is deviating from the radar reference line. .11 You are running into danger	**3.5 ʏodɪz hɪpɪ dʌnɛʃʌ, puʏɪz moɪ sʌfʌ** 1 ~ ɣokʏrɪz ɛ ʌsʏk ɣuʏʌ bɛz dʌnɛʃʌ. ~ Steɪz ɛ ʌsʏk ɣuʏʌ bɛz dʌnɛʃʌ. ~ ¢ʔɟɪz tɛndɪr u ... (kʏsdɪrɪ pʏtʌ) bɛz dʌnɛʃʌ. 2 ʃɪp ɛmʌ oɢɛz ʃɪprut - ʏoduz urut ʃɪprutʌ. 3 Nɛtɪ ʏɛk mɛrkɪtʌ / zʌmɛrkɪtʌ ɛ ʃɛ ʌrɪ – ɢuz kʏʃʌ. 4 Krʌʃɛʌsʏk ... . 5 Motʃɪp ... bɛz ɢronʌ / furʌ / ... ɛ ʌsʏk ... . 6 ʇɪprɛpʏkuz pʏ ʌdhɛpɪz. 7 ʃɪpɪ nɛs – ~ ʏoduz ʃɛ ʌrɪ / ʌrɪ ... . ~ ʏoduz ʃɛ ʌrɪ / ʌrɪ ... . ~ ɢɪz kʏʃʌ. 8 ʏoduz ... – sɪ¢ ɯɛ suʏ ʌddɛz. 9 ʇɛndɪr ɣuʏʌ bɛz mom nɪr – ~ ʃɪp ɪnɢɛzʌ / oɢɛzʌ. ~ u ʃɪp ʃʌ ɣu pɪsɛz. ~ u lɪm ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ʃɪprut. 10 ʇɛndɪr ɣuʏʌ ɛrdɪrɛz o lɪn rɛlɪdʌ rɪdʏrʌ 11 ɣu uɢɛz dʌn –

~ shallow water to the .... (cardinal/half cardinal points) of you. ~ submerged wreck to the ... (cardinal/half cardinal points) of you. ~ fog bank to the ... (cardinal/half cardinal points) of you. ~ risk of collision (with vessel bearing ... degrees, distance ... kilometres / nautical miles). ~ bridge is defective. .12 You are proceeding at a dangerous speed. .13 You must ~ proceed by the fairway / route ... . ~ keep to the ... (cardinal/half cardinal points) of the fairway line / radar reference line. ~ stay clear of the fairway. .14 You must wait for MV ... to cross ahead of you. .15 You must wait for MV ... to clear ... before ~ entering the fairway. ~ getting underway. ~ leaving the berth. .16 Do not ~ overtake. ~ cross the fairway. .17 Alter course to the ...(cardinal/half cardinal points) of you. .18 Pass to the ... (cardinal/half cardinal points) of ~ ingoing /outgoing / anchored / disabled vessel. ~ of ... mark / ... . .19 Stop engines. .20 MV ... ~ wishes to overtake to the … (cardinal points) of you. ~ agrees / does not agree to be overtaken. . ~ is approaching an obscured area ... - approaching vessels acknowledge.	ψʏt dɪpetʌ ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu. ~ ʃɪpruɕ dɪʏoɕʌ ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu. ~ mɪsɛm ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu. ~ dʌn ʌb krʌʃ (ʌb ʃɪp bɛr ... dʌɢ, dɪs ... kɪlmɛt / mɪɪl mɛrɛʃʌ). ~ brɪj bɛz ʌɕʌ 12 ɣu ɢɛz ɛ ʏɛl dʌnɛʃʌ. 13 ɣu nɛs - ɢuz ʌɣ ʃɪprut / rut ... . tɪuz ɛ ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ʃɪprut / lɪn rɛlɪdʌ rɪdʏrʌ. tɪuz zʌsʌ ʃɪprut. 14 ɣu nɛsψʌtuz pʏ Motʃɪp ... rosɪz fronʌ ɣu. 15 ɣu nɛsψʌtuz pʏ Motʃɪp ... zʌsɪz uztɛ - ~ ɪnɢɪz ʃɪprut. ~ ɢoɪz. ~ sɛpɢɪz ʃɪpʃʌs. 16 ~ Noʏɛlpɪsuz. ~ Norosuz ʃɪprut. 17 ɕɪɟuz tɛndɪr u ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɣu. 18 pɪsuz u ... (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb - ~ ʃɪp ɪnɢɪzʌ / oɢɪzʌ / ɣokʏrɪzʌ / luɪbʌ. ~ mɪk ... . 19 Sɛsuz motɪ. 20 Motʃɪp ... - ~ ψɪʃpɪsuz u ... (kʏsdɪrɪ pʏtʌ) ʌb ɣu. ~ Gɪɪɛz ʌdʏɛlpɪsɪz / Noɢɪɛz ʌdʏɛlpɪsɪz. ~ uɢɛz ʌrɪ sʌkɛtʌ ... – ʃɪpɪ uɢɛzʌ hɪdrɛpuz.
3.6 Canal and lock operations .1 You must ~ close up on the vessel ahead of you. ~ drop back from the vessel ahead of you. ~ wait at ... . ~ moor at ... . ~ wait for lock clearance at ... until ... UTC. .2 Convoy ... must wait / moor at ... . .3 You will ~ join convoy ... at ... UTC. ~ enter canal / lock at ... UTC. .4 Transit will begin at ... UTC. .5 Your place in convoy is number ... . .6 Transit / convoy speed is ... knots. .7 Convoys / vessels will pass in area ...	**3.6 Dɒɪ ψʏtɕʌn ψɛ ψʏtɪntʏr** 1 ɣu nɛs – ~ nɪrmuuz u ʃɪp fronʌ ɣu. ~ fɪmuuz o ʃɪp fronʌ ɣu. ~ ψʌtuz ɛ ... . ~ ʃɪpstɛuz ɛ ... . ~ ψʌtuz pʏ lɛ ψʏtɪntʏrʌ ɛ ... utɛ ...ɯɹʌ. 2 ʃɪpʌɢ ... nɛsψʌtuz / ʃɪpstɛuz ɛ ... . 3 ɣu ~ ɹonuz ʃɪpʌɢ ... ɛ ... ɯɹʌ. ~ ɪnɢuz ψʏtɕʌn / ψʏtɪntʏr ɛ ...ɯɹʌ. 4 Kʏrɪz ɢɪuz ɛ ... ɯɹʌ. 5 pʌs ɣuʏʌ ɪn ʃɪpʌɢ bɛz num ... . 6 ʏɛl kʏrɪzʌ / ʃɪpʌɢʌ bɛz ... notɪ. 7 ʃɪpʌɢɪ / ʃɪpɪ pɪsuz ɛ ʌrɪ ... .
. AI/6.3 Handing over to another VTS .1 ... VTS this is ... VTS: MV ... position is bearing... degrees, distance ... kilometres / nautical miles from ... . working frequency is VHF Channel ... . Your target. Please confirm. .2 ... VTS this is ... VTS: MV ... position bearing is ... degrees, distance ... kilometres / nautical miles from ... . I confirm. My target. .3 .... VTS this is ... VTS: MV ... position is bearing... degrees, distance ... kilometres / nautical miles from ... . I am unable to take over this target.	**ʌI/6.3 Gɛʏɪz dutʏk u ʌʃm dɪfʌ** 1 ʌdʏ ʃɪpmoʌ ... . mɛ bɛz ʌdʏ ʃɪpmoʌ ... . Motʃɪp ... , ʌsʏk bɛz bɛr ... dʌɢ, dɪs ... kɪlmɛt / mɪɪl mɛrɛʃʌ o ... . fɛ rɪdʌ bɛz ɛrf ɕʌn ... . dutʏk ɕɪɟɛz u ɣu, ɪk hɪdrɛpuz. 2 ʌʃm ... . mɛ bɛz ʌʃm ... . Motʃɪp ... ʌsʏk bɛz bɛr ... dʌɢ, dɪs ... kɪlmɛt / mɪɪl mɛrɛʃʌ o ... . mɛ hɪdrɛpɛz dutʏk mɛʏʌ. 3 ʌʃm ... . mɛ bɛz ʌʃm ... . Motʃɪp ... ʌsʏk bɛz bɛr ... dʌɢ, dɪs ... kɪlmɛt / mɪɪl mɛrɛʃʌ o ... . mɛ noɪbsɪʏɛz ʃɛ dutʏk.

AI/6.4 Phrases for communication with emergency services and allied services	ʌɪ/6.4 frʌsɪ pʏ ɪnfɛd ʀɛk ʌdʏ krɪshɪpʌ ɰɛ ʌdʏɪ sɪmʌ
.1 Emergency services (SAR, fire fighting, pollution fighting) See AI/1 "Distress Communication"	1 ʌdʏ krɪshɪpʌ (SɰS, fɯr ɯnbʏnɪzʌ, pɯ¢ɛt dʏkɪzʌ) ʀɯz ʌɪ/1 “ɪnfɛd trobʌ”
.2 Tug services Also see AII/3.6 "Tug assistance" .1 How many tugs do you require? .1.1 I require ... tug(s). .2 You must take ~ ... tug(s) according to port regulations. ~ ... tug(s) fore and ... tug(s) aft. .3 Wait for the tug(s) in position ... . . 4 The tugs will meet you in position ... at ... UTC. .6 Tug services have been suspended until ...(date and time) / resumed on...(date and time).	2 ʌdʏ pɯlʃɪpʌ ʀɯz ɰɯʌ ʌɪɪ/3.6 “ɪnfɛd trobʌ” 1 K ɟɛ pɯlʃɪpɪ ʌdnɪdɛz ɟɯ. 1.1 Mɛ nɪdɛz … pɯlʃɪpɪ. 2 ɟɯ nɛstɯz ~ … pɯlʃɪpɪ fomɪz lʏrɛtɪ ɢoʌsʌ. ~ … pɯlʃɪpɪ fronʌ ɰɛ … pɯlʃɪpɪ rɪrʌ. 3 ɰʌtɯz pʏ pɯlʃɪpɪ ɛ ʌsʏk … . 4 Pɯlʃɪpɪ mɪtɯz ɟɯ ɛ ʌsʏk … ɛ …ɯJʌ. 5 ʌdʏ pɯlʃɪpɪ bɛz ɯntɪʌ ɯ … (dʌt ɰɛ ɯr) / ɾɪtɪoz ɛ … (dʌt ɰɛ ɯr).
.3 Pilot request .1 Must I take a pilot? .1.1 Yes, you must take a pilot - pilotage is compulsory. .1.2 No, you need not take a pilot. .2 Do you require a pilot? .2.1 Yes, I require a pilot. .2.2 No, I do not require a pilot - I am holder of Pilotage Exemption Certificate (No. ...). .3 You are exempted from pilotage. .4 Do you require a pilot at ...(name) Pilot Station? .4.1 Yes, I require a pilot at ...(name) Pilot Station. .4.2 No, I do not require a pilot at ...(name) Pilot Station - I require a pilot in position ... .5 What is your ETA at ...(name) Pilot Station in local time? .5.1 My ETA at...(name) Pilot Station is ... hours local time. .6 What is local time? .6.1 Local time is ... hours. .7 What is your position? .7.1 My position is ... . .8 What is your distance from ...(name) Pilot Station? .8.1 My distance from ...(name) Pilot Station is ... kilometres / nautical miles. .9 Is the pilot boat on station? .9.1 Yes, the pilot boat is on station. .9.2 No, the pilot boat is not on station. .9.3 The pilot boat will be on station at ... hours local time. .10 In what position can I take the pilot? .10.1 Take the pilot at ...(Pilot Station) / near ... at ... hours local time. .11 When will the pilot embark? .11.1 The pilot will embark at ... hours local time. .12 The pilot boat is coming to you. .13 Stop in present position and wait for the pilot. .14 Keep the pilot boat to the … (cardinal/half cardinal points) of you. .15 What is your freeboard? .15.1 My freeboard is ... metres. .16 Change to VHF Channel ... for pilot transfer. .17 Stand by on VHF Channel ... until pilot transfer is completed.	3 ʔk ʃɪpɢɪdɪr 1 K mɛ nɛsɟɯz ʃɪpɢɪdɪr. 1.1 ɟɛ, ɟɯ nɛsɟɯz ʃɪpɢɪdɪr. ʃɪpɢɪd bɛz dɯtɛʃʌ. 1.2 No, ɟɯ nonɛsɟɯz ʃɪpɢɪdɪr. 2 K ɟɯ nɪdɛz ʃɪpɢɪdɪr. 2.1 ɟɛ, mɛ nɪdɛz ʃɪpɢɪdɪr. 2.2 No, mɛ nonɪdɛz ʃɪpɢɪdɪr – mɛ ʀɛz stɛf ʃɪpɢɪdʌ zʌdutʌ (nɯm …). 3 ɟɯ bɛz zʌdutʌ ʌb ʃɪpɢɪd. 4 K ɟɯ nɪdɛz ʃɪpɢɪdɪr ɛ … (nʌm) ʃɪpɢɪdʃʌs. 4.1 ɟɛ mɛ nɪdɛz ʃɪpɢɪdɪr ɛ … (nʌm) ʃɪpɢɪdʃʌs. 4.2 No, mɛ nonɪdɛz ʃɪpɢɪdɪr ɛ … (nʌm) ʃɪpɢɪdʃʌs – mɛ nɪdɛz ʃɪpɢɪdɪr ɛ ʌsʏk … . 5 K ɛf ɯtɛ ɟɯʀʌ ɛ … (nʌm) ʃɪpɢɪdʃʌs ɟɪz tɛ nɪrʌsʌ. 5.1 ɯtɛ mɛʀʌ ɛ … (nʌm) ʃɪpɢɪdʃʌs bɛz … ɯr tɛ nɪrʌsʌ. 6 K ɛf bɛz tɛ nɪrʌsʌ. 6.1 tɛ nɪrʌsʌ bɛz … ɯr. 7 K ɛf bɛz ʌsʏk ɟɯʀʌ. 7.1 ʌsʏk mɛʀʌ bɛz … . 8 K ɛf dɪs ɟɯʀʌ o … (nʌm) ʃɪpɢɪdʃʌs. 8.1 dɪs mɛʀʌ o … (nʌm) ʃɪpɢɪdʃʌs bɛz … kɪlmɛt / mɪɪl mɛrɛʃʌ. 9 K bɯt ʃɪpɢɪdɪr bɛz ɛ ʃʌs. 9.1 ɟɛ, bɯt ʃɪpɢɪdɪr bɛz ɛ ʃʌs. 9.2 No, bɯt ʃɪpɢɪdɪr nobɛz ɛ ʃʌs. 9.3 bɯt ʃɪpɢɪdɪr bɯz ɛ ʃʌs ɛ … ɯr tɛ nɪrʌsʌ. 10 K sɛ ʌsʏk mɛ ɪbsɪʀɯz ʃɪpɢɪdɪr. 10.1 Sɪʀɯz ʃɪpɢɪdɪr ɛ … (ʃɪpɢɪdʃʌs) / nɪr … ɛ … ɯr tɛ nɪrʌsʌ. 11 K ɯr ʃɪpɢɪdɪr bɯtɯz. 11.1 ʃɪpɢɪdɪr bɯtɯz ɛ … ɯr tɛ nɪrʌsʌ. 12 bɯt ʃɪpɢɪdɪr ɢɛz ɯ ɟɯ. 13 Sɛsɯz ɛ ʌsʏk ɛztɛʌ ɰɛ ɰʌtɯz pʏ ʃɪpɢɪdɪr. 14 tɪɯz bɯt ʃɪpɢɪdɪr ɯ … (kʏsdɪrɪ pʏtʌ / ɪntpʏtʌ) ʌb ɟɯ. 15 K ɛf bɛz dɛkhɛt ɟɯʀʌ. 15.1 dɛkhɛt mɛʀʌ bɛz … mɛt. 16 ¢ɪɟɯz ɯ ƐrF ¢ʌn … pʏ ɟʌs ʃɪpɢɪdɪrʌ. 17 tɪprɛpʏkɯz ɛ ƐrF ¢ʌn … ɯtɛ ɟʌs ʃɪpɢɪdɪrʌ bɛz fɪnʌ.

.18 Pilotage at ...(name) Pilot Station has been suspended until ... (date and local time). .19 Pilotage at ...(name) Pilot Station has been resumed. .20 The pilot cannot embark at ... (name) Pilot Station due to ... . .21 Do you accept shore-based navigational assistance from VTS Centre? .21.1 Yes, I accept shore-based navigational assistance. .21.2 No, I do not accept shore-based navigational assistance. .21.3 I will stay in position ... until ... . .22 You have permission to proceed by yourself (or wait for the pilot at ... buoy). .23 Follow the pilot boat inward where the pilot will embark.	18 ʃɪpɋɪd ɛ ... (nʌm) ʃɪpɋɪdʃʌs bɛz ʊntɪʌ ʊ ... (dʌt ψɛ ʊr tɛ nɪrʌsʌ). 19 ʃɪpɋɪd ɛ ... (nʌm) ʃɪpɋɪdʃʌs bɛz rɪtɪʌ. 20 ʃɪpɋɪdɪr noɪbbʊtɛz ɛ ... (nʌm) ʃɪpɋɪdʃʌs ʌdkɤ ... . 21 K ɟu ɋrɪɛz hɛp dɪrɛdʌ ʃʏrʃʌsʌ o ʃʌs ΛʃMʌ. 21.1 Ɏɛ, mɛ ɋrɪɛz hɛp dɪrɛdʌ ʃʏrʃʌsʌ. 21.2 Ño, mɛ noɋrɪɛz hɛp dɪrɛdʌ ʃʏrʃʌsʌ. 21.3 Mɛ stɛʊz ɛ ʌsʏk ... ʊtɛ ... . 22 Ɏu ʌdlɛɛz ɋɪz sʊʌ (rʏ ψʌtɪz pʏ ʃɪpɋɪdɪr ɛ mɛrkɪt ... .) 23 foluz bʊt ʃɪpɋɪdɪrʌ ʊ ʌs ʃɪpɋɪdɪr bʊtʊz.
.4 Embarking / disembarking pilot See AI/4.2 "Embarking/disembarking pilot"	**4 Ɓʊtɪz / Unbʊtɪz ʃɪpɋɪdɪr** ɾʊz ΛI/4.2 “Ɓʊtɪz/unbʊtɪz ʃɪpɋɪdɪr”.
Appendix to AI - External Communication Phrases Standard GMDSS Messages For further details see: ITU MANUAL for use by the Maritime Mobile and Maritime Mobile-Satellite Services, Geneva.	**Ψuɛf ʌb ΛI – ɪnfɛd ɒsɛʃʌ frʌsɪ nʏmʌ pʏ ɪnfɒdɪ dtsMʌ** pʏ dɪtɪ ψʊʌ ɾʊz: ɋɪdbʊk tLOʌ pʏ ɟɪz ʌd ΛdʏMɛrɛʃʌ ɋɒɪdʌ ψɛ Mɛrɛʃʌɋɒɪdʌ pLɪtɛtʌ, ɹɛnɪʏʌ
1 STANDARD DISTRESS MESSAGE	**1 ɪnfɒd nʏmʌ trɒbʌ**
.1 Structure Upon receipt of a DSC Distress Alert acknowledgement, the vessel in distress should commence the distress traffic on one of the international distress traffic frequencies for telephony (VHF Channel 16 or 2182 kHz) as follows: MAYDAY THIS IS · the 9-digit Maritime Mobile Service Identity code (MMSI) plus name / call sign or other identification of the vessel calling - the position of the vessel - the nature of distress - the assistance required - any other information which might facilitate rescue.	**1 Mʌk** Ȼɛtɛ hɪdrɛp LnȻ trɒbʌ hɪdɒdʌ ʌdsɪʏɛz, ʃɪp trɒbʌ nɛs ɋɪʊz ɪnfɛd trɒbʌ ʌɟ ʌn ʌb fɛɪ ɪnfɛdʌ trɒbʌ ɒmnʌʃʌ pʏ rɪd (ɛrf ɋʌn 16 rʏ 2182 khz), ʌm fɒl: Mʌɪdʌɪɪɪdʌɪ ʃɛ bɛz 9 numsɛb Num dɛnʌ ʌdʏʌ GɒɪdʌMɛrɛʃʌ (ndʌGM), ψɛ nʌm / sɪn ɪnfɛdʌ rʏ dɛn dɪfʌ ʌb ʃɪp ɪnfɛdɪz, ʌsʏk ʌb ʃɪp sɛ ʌb trɒb hɛp ʌdnɪdɪz ɛn ɪnf dɪfʌ ʃʌ pʏs ɪsɪz sʊr.
.2 Example MAYDAY - THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO MOTOR VESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO - POSITION SIX TWO DEGREES ONE-ONE DECIMAL EIGHT MINUTES NORTH – ZERO-ZERO SEVEN DEGREES FOUR-FOUR MINUTES EAST - I AM ON FIRE AFTER EXPLOSION - I REQUIRE FIRE FIGHTING ASSISTANCE - SMOKE NOT TOXIC OVER	**2 Ƶɪm** Mʌɪdʌɪɪɪdʌɪ ʃɛ bɛz dʊ-ʌn-ʌn-dʊ-trɪ-nɪn-sɪs-ɒk-Ƶʌɪɪɪdʌɪ mɒtʃɪp “bɪrtɛ” sɪn ɪnfɛdʌ dɪJ-ʌɪn-mɒf-knɛ ʌsʏk sɪs-dʊ dʌɋ ʌn-ʌn ɟʌt ɒk mʏm nʏr – Ƶʌ-Ƶʌɪɪɪdʌɪ-sɛʏ dʌɋ fʏr-fʏr mʏm ɪst mɛ bɛz fʊrʌ ʊƵʌ plɒsɪd mɛ nɪdɛz hɛp ʊnbʏnɪƵʌ smʊk nɒbɛz pʊȻɛʃʌ fɪn
2. STANDARD URGENCY MESSAGE	**2 ɪnfɒd nʏmʌ hɪspʏtʌ**
.1 Structure After the transmission of a DSC Urgency Call switch the transmitter to VHF Channel 16 or frequency 2182 kHz (if not automatically controlled) and commence the urgency traffic as follows:	**1 Mʌk** Ʊztɛ ɟʌs ʌb ɪnfɛd hɪspʏtʌ LnȻʌ, ȻɪɟʊƵ rɪdɟʌsʏr ʊ ɛrf ɋʌn 16 rʏ 2182 khz (ɪf ɒl nɒbɛz trɒlɪz ʏtʌ) ψɛ ɋɪʊz ɪnfɒd hɪspʏtʌ ʌm fɒl:

PAN-PAN (repeated three times) ALL STATIONS (repeated three times) THIS IS - the 9-digit MMSI of the vessel plus name / call sign or other identification - the position of the vessel - the text of the urgency message.	pan-pan, pan-pan, pan-pan al ɾadʃas – al ɾadʃas – al ɾadʃas ʃɛ bɛz - ɋ numsɛb (ndacm) ab ʃɪp ɯɛ nam / sɪn ɪnfɛdə rɤ dɛn dɪfə asɤk ab ʃɪp ɪnfod hɪspɤtə.
.2 Example PAN-PAN, PAN-PAN, PAN-PAN ALL STATIONS ALL STATIONS ALL STATIONS - THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO MOTOR VESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO - POSITION SIX TWO DEGREES ONE-ONE DECIMAL EIGHT MINUTES NORTH ZERO-ZERO SEVEN DEGREES FOUR -FOUR MINUTES EAST - I HAVE PROBLEMS WITH ENGINES - I REQUIRE TUG ASSISTANCE - OVER	2 Ƶɾɪm pan-pan, pan-pan, pan-pan al ɾadʃas – al ɾadʃas – al ɾadʃas ʃɛ bɛz du-an-an-du-trɪ-nɪn-sɪs-ɒk-ƶa mɒtʃɪp “bɪrtɛ” sɪn ɪnfɛdə dɪj-aɪn-mɒf-knɛ asɤk sɪs-du dag an-an ɣat ɒk mɤm nɤr – ƶa-ƶa-sɛv dag fɤr-fɤr mɤm ɪst mɛ vɛz prɒb ab mɒtɪ mɛ nɪdɛz hɛp pɯlʃɪpə fɪn
3. STANDARD SAFETY MESSAGE	3 ɪnfod nɤmə safə
.1 Structure After the transmission of a DSC Safety Call switch the transmitter to VHF Channel 16 or frequency 2182 kHz (if not automatically controlled) and transmit the safety message as follows: SECURITE (repeated three times) ALL STATIONS (or all ships in a specific geographical area, or to a specific station) (repeated three times) THIS IS - the 9-digit MMSI of the vessel plus name / call sign or other identification - the text of the safety message.	1 mak Ʊƶtɛ ʝas ab ɪnfɛd safə lnɕa, ɕɪʝuƶ ɾɪdʝasɤɾ u ɛɾf ɕan 16 rɤ 2182 khz (ɪf ɒl nɒbɛz trɒlɪz ɤtə) ɯɛ uʝasuƶ ɪnfod safə am fɒl: sɛkurɪtɛ – sɛkurɪtɛ – sɛkurɪtɛ al ɾadʃas (rɤ ʃɪpɪ ɪn arɪ spɛʃa, rɤ u ɾadʃas spɛʃə) (ɾɪpuƶ trɪ fɛ). ʃɛ bɛz - ɋ numsɛb (ndacm) ab ʃɪp ɯɛ nam / sɪn ɪnfɛdə rɤ dɛn dɪfə ɪnfod safə.
.3 Example SECURITE – SECURITE - SECURITE ALL SHIPS ALL SHIPS ALL SHIPS IN AREA PETER REEF - THIS IS TWO-ONE-ONE-TWO-THREE-NINE-SIX-EIGHT-ZERO MOTOR VESSEL "BIRTE" CALL SIGN DELTA ALPHA MIKE KILO - DANGEROUS WRECK LOCATED IN POSITION TWO NAUTICAL MILES SOUTH OF PETER REEF OVER	2 Ƶɾɪm sɛkurɪtɛ – sɛkurɪtɛ – sɛkurɪtɛ al ʃɪpɪ – al ʃɪpɪ – al ʃɪpɪ ɛ arɪ pɪtɛr mɛrmɒnt ʃɛ bɛz du-an-an-du-trɪ-nɪn-sɪs-ɒk-ƶa mɒtʃɪp “bɪrtɛ” sɪn ɪnfɛdə dɪj-aɪn-mɒf-knɛ ʃɪpruɕ danɛʃa asɤkɛz du mɪɬ mɛrɛʃa sud ab pɪtɛr mɛrmɒnt. fɪn
AII - ON-BOARD COMMUNICATION PHRASES (A)	aɪɪ/1 ɒn ʃɪp frasɪ ɪnfɛdə (a)
AII/1 Standard Wheel Orders All wheel orders given should be repeated by the helmsman and the officer of the watch should ensure that they are carried out correctly and immediately. All wheel orders should be held until countermanded. The helmsman should report immediately if the vessel does not answer the wheel. When there is concern that the helmsman is inattentive s/he should be questioned: "What is your heading ?" And s/he should respond: "My heading is ... degrees."	aɪɪ/1 ɤdɪ stɪrə nɤmə al ɤdɪ stɪrə adɕɛvɪz nɛs adrɪpɪz stɪrɪr. ɤmɪr dutə nɛs sɛtɪz ʃa ɒlɪ addɪz krɛkə ɯɛ tatɛɛʃə. al ɤdɪ stɪrə nɛs adtɪɪz utɛ ɤd nuə. Stɪrɪr nɛs ɪnfodɪz tatɛɛʃə ɪf ʃɪp nɒfɒmɪz stɪrtrolɤr. ɕɛtɛ ɯɪrɛt bɛz ʃa stɪrɪr bɪz ƶahɪdə, ul nɛsadkɪz: “k ɛf bɛz fasdɪr ʝuɤə”. ɯɛ ul rɤt rɛpɪz “fasdɪr mɛɤə bɛz ...dag”.
Order .....**Meaning** 1. Midships .....Rudder to be held in the fore and aft position. 2. Port / starboard five .....5° of port / starboard rudder to be held. 3. Port / starboard ten .....10°of port / starboard	ɤd / mɪn 1. mɪdʃɪp — Stɪrbɤd adhodɪz ɛ pɒʃ frɒn-ɾɪr. 2. lɛf / rɛt fɤv — 5° lɛf / rɛɕ stɪrbɤd adhodɪz. 3. lɛf / rɛt aʃ — 10° lɛf / rɛɕ stɪrbɤd adhodɪz.

rudder to be held. 4. Port / starboard fifteen .....15°of port / starboard rudder to be held. 5. Port / starboard twenty .....20° of port / starboard rudder to be held. 6. Port / starboard twenty-five .....25°of port / starboard rudder to be held. 7. Hard -a-port / starboard .....Rudder to be held fully over to port / starboard. 8. Nothing to port/starboard .....Avoid allowing the vessel's head to go to port/starboard . 9.Meet her .....Check the swing of the vessel´s head in a turn. 10. Steady .....Reduce swing as rapidly as possible. 11. Ease to five / ten .....Reduce amount of rudder to 5°/10°/15°/20° and hold. / fifteen / twenty 12. Steady as she goes .....Steer a steady course on the compass heading indicated at the time of the order. The helmsman is to repeat the order and call out the compass heading on receiving the order. When the vessel is steady on that heading, the helmsman is to call out: "Steady on ..." 13. Keep the buoy/ mark/ beacon/ ... on port side / starboard side. 14. Report if she does not answer the wheel. 15. Finished with wheel, no more steering. When the officer of the watch requires a course to be steered by compass, the direction in which s/he wants the wheel turned should be stated followed by each numeral being said separately, including zero, for example:	4. Lɛf / rɛt ʌʃfʌv 15° lɛf / rɛɋ stɪrbɤd ʌdhodɪz. 5. Lɛf / rɛt duʌʃ 20° lɛf / rɛɋ stɪrbɤd ʌdhodɪz. 6. Lɛf / rɛt duʌʃfʌv 25° lɛf / rɛɋ stɪrbɤd ʌdhodɪz. 7 Lɛf / rɛt fuʌ Stɪrbɤd ʌdhodɪz Lɛf / rɛt fuʌ 8 Zʌ Lɛf / rɛt Rʌ¢ɪz ʃɪpfʌs ɢɪz Lɛf / rɛt. 9 Rʌ¢uz momtɤn Rʌ¢ɪz ʃɪpfʌs uzʌ tɤn. 10 Stɛduz tuɪz ubtɛpɤsʌ momtɤn 11 tuuz u fʌv, ʌʃ, ʌʃfʌv, duʌʃ tuɪz stɪrbɤd u 5°, 10°, 15°, 20° ɯɛ tɪɪz. 12 tɪstɛduz Stɪrɪz tɛndɪr stɛdʌ ɛ fʌsdɪr kɤsʌ ʌb tɛ ɤdʌ. Stɪrɪr rɪpuz ɤd ɛ ¢ɪz fʌsdɪr kɤsʌ ¢ɛtɛ sɪvɪz ɤd. ¢ɛtɛ ʃɪp bɛz stɛdʌ ɛ ¢ɛ fʌsdɪr, stɪrɪr ¢uz “Stɛdɛz ɛ ... “ 13 tɪuz mɛrkɪt / mɪk / sɪɋkɪt / ... ɛ sɛd lɛfʌ / rɛtʌ. 14 ɪnfuz ɪf ʃɪp nofomɪz stɪrtrolɤr. 15 Mɪ bɛz fɪnʌ ʌb stɪrtrolɤr, zʌɯu stɪrɪz. ¢ɛtɛ ɤmɪr dutʌ ɯɪʃɪz tɛndɪr ʌdstɪrɪz ʌɣ kɤs, dɪr ʃʌ ul ɯɪʃɪz stɪrsɪk ʌdtɤnɪz nɛsʌd¢ɪz, ʌdfolɪz ɪ¢ numseb sɛpʌ, ɯɛɪdɪz zʌ. Zɪm:
Order .....Course to be steered Port, steer one eight two .....182° Starboard, steer zero eight two .....082° Port, steer three zero five .....305° On receipt of an order to steer, for example, 182°, the helmsman should repeat it and bring the vessel round steadily to the course ordered. When the vessel is steady on the course ordered, the helmsman is to call out: "Steady on one eight two". The person giving the order should acknowledge the helmsman's reply. If it is desired to steer on a selected mark the helmsman should be ordered to: "Steer on ... buoy / ... mark / ... beacon". The person giving the order should acknowledge the helmsman's reply.	**Ɤd tɛndɪr ʌdstɪrɪz** Lɛf, stɪruz ʌn ok du 182° Rɛt, stɪruz zʌ ok du 082° Lɛf, stɪruz trɪ zʌ fʌv 305° ¢ɛtɛ sɪvɪz ɤd stɪrɪz, zɪm, 182°, stɪrɪr nɛs rɪpɪz ol ɯɛ stɪr stɛdʌ ʃɪp u tɛndɪr ʌdvdɪz. ¢ɛtɛ ʃɪp bɛz stɛdʌ ɛ tɛndɪr ʌdvdɪz, stɪrɪr ¢uz: “Stɛdɛz ɛ ʌn ok du”. Þɛ ʃʌ pɪz ɤd rɤt hɪdrɛpɪz rɛp ʌd stɪrɪr. ɪf stɪrɪz u mɪk ¢osvkʌ bɛz ʌdɯɪʃɪz, stɪrɪr rɤt ʌdvdɪz: “Stɪruz u ... mɛrkɪt / mɪk / sɪɋkɪt”. Þɛ ʃʌ pɪz ɤd rɤt hɪdrɛpɪz rɛp ʌd stɪrɪr.
AII/2 Standard Engine Orders Any engine order given should be repeated by the person operating the bridge telegraph(s) and the officer of the watch should ensure the order is carried out correctly and immediately.	**ʌII/2 ɤdɪ motʌ nɤmʌ** Ɛn ɤd motʌ ʌdpɪz rɤt ʌdrɪpɪz ʌd pɛ ʃʌ dʌvɪz ɤdʤʌsvr trolruмʌ ɯɛ ɤmɪr dutʌ rɤt sɛtɪz ʃʌ ɤd ʌddɪz krɛkʌ ɯɛ tʌtɛɛʃʌ.
Order 1. (Port / starboard engines) Full ahead / astern 2. (Port / starboard engines) Half ahead / astern 3. (Port / starboard engines) Slow ahead / astern 4. (Port / starboard engines) Dead slow ahead / astern 5. Stop (port / starboard) engines 6. Emergency full ahead / astern 7. Stand by engine (Engine-room personnel fully ready	**Ɤd** 1 (Motɪ lɛfʌ / rɛtʌ) fʌsɋuz / bʌkɋuz vɛlumʌ. 2 (Motɪ lɛfʌ / rɛtʌ) fʌsɋuz / bʌkɋuz duʌtvɛlʌ. 3 (Motɪ lɛfʌ / rɛtʌ) fʌsɋuz / bʌkɋuz vɛlɛtʌ. 4 (Motɪ lɛfʌ / rɛtʌ) fʌsɋuz / bʌkɋuz vɛlutʌ. 5 Sɛsuz motɪ (lɛfʌ / rɛtʌ) 6 Krɪshɪp. Motɪ fʌsɋuz / bʌkɋuz vɛlumʌ 7 tɪprɛpvkuz mot (Kru motrumʌ rɤt bɪz prɛpʌ

to manoeuvre and bridge manned to relay engine orders.) 8. Finished with engines - no more manoeuvring. (Operation of engines no longer required.) In vessels fitted with twin propellers, the word "both" should be added to all orders affecting both shafts, e.g. "Full ahead both", and "Slow astern both", except that the words "Stop all engines" should be used, when appropriate. When required to manoeuvre twin propellers independently, this should be indicated, i.e. "Full ahead starboard", "Half astern port", etc. Where thrusters are used, the following orders are used: 9. Bow thruster full / half to port / starboard. 10. Stern thruster full / half to port / starboard. 11. Bow / stern thruster stop	pɤ mɪz ѱɛ trolrum ʌdkruɪz pɤ ʃʌsɪz ʏdɪ motʌ). 8 Mɛ bɛz fɪnʌ ʌb motɪ – zʌѱu moɪz. (dʌvɪz ʌb motɪ zʌѱu nɪdʌ). ʜn ʃɪpɪ ɣɪz du prɛlɪ, ѱod “ʌldu” rɤt ʌdѱuɪz u ʌl ʏdɪ ʌb ʌldu prɛlɪ, zɪm “fʌsquz rɛlumʌ ʌldu” ѱɛ “bʌkquz rɛlɛtʌ ʌldu”, zos ѱodɪ “Sɛsuz ʌl motɪ” rɤt ʌdɣɪz ɪf propʌ. Ȼɛtɛ dʌvɪz du prɛlɪ sɛpʌ, ʃʌ rɤt bɪz kɪtɪz zɪm- “fʌsquz rɛlumʌ rɛt”, “bʌkquz duʌtʌ lɛf” tɪʌm. Ȼɛtɛ sɛdprɛlɪ ʌdɣɪz, ʃɛɪ ʏdɪ ʌdɣɪz: 9 Sɛdprɛl fronʌ rɛlumuz / duʌtuz u lɛf / rɛt 10 Sɛdprɛl rɪrʌ rɛlumuz / duʌtuz u lɛf / rɛt 11 Sɛsuz sɛdprɛl fronʌ / rɪrʌ
AII/3 Pilot on the Bridge	**ʌʜ/3 ʃɪpqɪdɪr ɪn trolrum**
AII/3.1 Propulsion system . 1 Is the engine a diesel or a turbine? . 1.1 The engine is a diesel / turbine. . 2 Is the engine-room manned or is the engine on bridge control? . 2.1 The engine-room is manned. . 2.2 The engine is on bridge control. . 3 How long does it take to change the engines from ahead to astern? . 3.1 It takes ... seconds to change the engines (from ahead to astern). . 4 How long does it take to start the engines from stopped? . 4.1. It takes ... seconds to start the engines (from stopped). . 5 Is extra power available in an emergency? . 5.1 Yes, extra power is available. . 5.2 No, extra power is not available. . 6 Do you have a controllable or fixed pitch propeller? . 6.1 We have a controllable pitch propeller. . 6.2 We have a fixed pitch propeller. . 7 Do you have a right-hand or left - hand propeller? . 7.1 We have a right-hand / left-hand propeller. . 8 Do you have a single propeller or twin propellers? . 8.1 We have a single propeller / twin propellers. . 9 Do you have a bow thruster or stern thruster? . 9.1 We have one /two/.. bow thruster(s) / stern thruster(s). .10 What is the maximum manoeuvring power ahead / astern? .10.1 The maximum manoeuvring power ahead / astern is ... kilowatts. .11 What are the maximum revolutions ahead / astern? .11.1 The maximum revolutions ahead / astern are ... . .12 Do the twin propellers turn inward or outward when going ahead. .12.1 The twin propellers turn inward / outward (when going ahead).	**ʌʜ/3 Dɪrhu puʃʌ** 1 K mot bɛz dɪsʏlʌ rʏ oppɾɛlʌ. 1.1 Mot bɛz dɪsʏlʌ / oppɾɛlʌ. 2 K motrum bɛz kruʌ rʏ bɛz trol motʌ ɪn trolrum. 2.1 Motrum bɛz kruʌ. 2.2 trol motʌ bɛz ɪn trolrum. 3 K dur ȼɪʃɪz motɪ o fʌsqɪz u bʌkqɪz. 3.1 ȼɪʃ durɪz … sɛk o fʌsqɪz u bʌkqɪz. 4 K dur qɪɪz motɪ o sɛs. 4.1 Qɪɪz motɪ durɪz … sɛk (o sɛs). 5 K prɪ ѱumuʌ bɛz ɛ krɪshɪp 5.1 Yɛ, prɪ ѱumuʌ bɛz. 5.2 No, prɪ ѱumuʌ nobɛz. 6 K ʃu rɛz prɛl trolɪbʌ rʏ prɛl stɛdʏkʌ. 6.1 Mɪ rɛz prɛl trolɪbʌ. 6.2 Mɪ rɛz prɛl stɛdʏkʌ. 7 K ʃu rɛz prɛl rɛttʏnʌ rʏ lɛftʏnʌ. 7.1 Mɪ rɛz prɛl rɛttʏnʌ / lɛftʏnʌ 8 K ʃu rɛz ʌn prɛl rʏ du prɛlɪ. 8.1 Mɪ rɛz ʌn prɛl / du prɛlɪ. 9 K ʃu rɛz sɛdprɛl fronʌ rʏ sɛdprɛl rɪrʌ. 9.1 Mɪ rɛz ʌn / du / … sɛdprɛl fronʌ / rɪrʌ. 10 K ɛf bɛz prɪ umʌ moɪbʌ fʌsqɪzʌ / bʌkqɪzʌ. 10.1 Prɪ umʌ moɪbʌ fʌsqɪzʌ / bʌkqɪzʌ bɛz … kɪlѱot. 11 K ɛf bɛz tʏnrʌʃ umʌ fʌsqɪzʌ / bʌkqɪzʌ 11.1 tʏnrʌʃ umʌ fʌsqɪzʌ / bʌkqɪzʌ bɛz … . 12 K prɛlɪ duoʌ tʏnɪz ɪndɪr rʏ odɪr ȼɛtɛ fʌsqɪz. 12.1 Prɛlɪ duoʌ tʏnɪz ɪndɪr / odɪr (ȼɛtɛ fʌsqɪz).
AII/3.2 Manoeuvring . 1 I require the pilot card / manoeuvring data. . 2 What is the diameter of the turning circle? . 2.1 The diameter of the turning circle is ... metres. . 3 What is the advance and transfer distance in a crash-	**ʌʜ/3.2 Moɪz** 1 Mɛ nɪdɛz ɪnf ʃɪpqɪdɪr / dɪt moɪzʌ. 2 K ɛf bɛz dom ʌb sɪk tʏnʌ. 2.1 dom ʌb sɪk tʏnʌ bɛz … mɛt. 3 K ɛf bɛz dɪs fronmoʌ ѱɛ sɛdmoʌ dur sɛs

stop?	krɪshɪpʌ.
. 3.1 The advance distance is ... kilometres / nautical miles, the transfer distance is ... degrees (in a crash-stop).	3.1 Dɪs fronmoʌ bɛz … kɪlmɛt / mɪɹl mɛrɛʃʌ, dɪs sɛdmoʌ bɛz … dʌɢ (ɛ sɛs krɪshɪpʌ).
. 4 How long does it take from hard-a-port to hard-a-starboard?	4 K dur stɪrɪz o fu lɛf u fu rɛt.
. 4.1 It takes ... seconds (from hard-a-port to hard-a-starboard).	4.1 Ol durɪz … sɛkɪ (stɪrɪz o fu lɛf u fu rɛt).
. 5 Is the turning effect of the propeller very strong?	5 K ʏk tʏnʌ ʌb prɛl bɛz ɛm ʃɛnʌ.
. 5.1 Yes, the turning effect (of the propeller) is very strong.	5.1 Ɣɛ, ʏk tʏnʌ (ʌb prɛl) bɛz ɛm ʃɛnʌ.
. 5.2 No, the turning effect (of the propeller) is not very strong.	5.2 No, ʏk tʏnʌ (ʌb prɛl) nobɛz ɛm ʃɛnʌ.
. 6 Where is the whistle control?	6 K ʌs bɛz trolʏr ψɪsʏrʌ
. 6.1 The whistle control is on the console / on	6.1 trolʏr ψɪsʏr bɛz on ʏrbʏd / on… .
. 7 What notice is required to reduce from full sea speed to manoeuvring speed?	7 K dur bɛz nɪdʌ pʏ tuɪz o ʏɛl umʌ mɛrʌ u ʏɛl moɪzɛʌ.
. 7.1 ... minutes notice is required (to reduce from full sea speed to manoeuvring speed).	7.1 … mɛn dur bɛz nɪdʌ (pʏ tuɪz o ʏɛl umʌ mɛrʌ u ʏɛl moɪzɛʌ).
. 8 Do you have an automatic pilot?	8 K ɣu ʏɛz ɾɪpɢɪdɪr ʏtʌ.
. 8.1 Yes, we have an automatic pilot.	8.1 Ɣɛ mɪ ʏɛz ɾɪpɢɪdɪr ʏtʌ.
. 8.2 No, we do not have an automatic pilot.	8.2 No, mɪ noʏɛz ɾɪpɢɪdɪr ʏtʌ.
.9. Give ... short / prolonged blast(s) (on the whistle).	9 ψɪsʏrɪz durɛtʌ / durɛmʌ
.10 Stand by lookout.	10 tɪprɛpʏkɪz roɪr.
.11 Maintain a speed of ... knots.	11 tɪɪz ʏɛl ɟɛ … notɪ.
.12 What is the (manoeuvring) speed at full / half / slow / dead slow ahead?	12 K ɛf bɛz ʏɛl moɪzɛʌ ɛ fʌsɢɪz ʏɛlɛmʌ / duʌtʏɛlʌ / ʏɛlɛtʌ / ʏɛlɪtʌ.
.12.1 The (manoeuvring) speed at full / half / slow / dead slow ahead is ... knots.	12.1 ʏɛl moɪzɛʌ ɛ fʌsɢɪz ʏɛlɛmʌ / duʌtʏɛlʌ / ʏɛlɛtʌ / ʏɛlɪtʌ bɛz … notɪ.
.13 What is the full sea speed / fairway speed?	13 K ɛf bɛz ʏɛl umʌ mɛrʌ / ɾɪprutʌ
.13.1 The full sea speed / fairway speed is … knots.	13.1 ʏɛl umʌ mɛrʌ / ɾɪprutʌ bɛz … notɪ.
AII/3.3 Radar	**ΛII/3.3 ɾʏdʏr**
.1 Is the radar operational?	1 K ɾʏdʏr dʌʏɛz.
.1.1 Yes, the radar is operational.	1.1 Ɣɛ, ɾʏdʏr dʌʏɛz.
.1.2 No, the radar is not operational.	1.2 No, ɾʏdʏr nodʌʏɛz.
.2 Where is the radar antenna?	2 K ʌs bɛz ɾɪʌl ɾʏdʏrʌ.
.2.1 The radar antenna is on … .	2.1 ɾɪʌl ɾʏdʏrʌ bɛz on … .
.3 Does the radar have any blind sectors?	3 K ɾʏdʏr ʏɛz ɛn zʌsɪzzon.
.3.1 Yes, the radar has blind sectors from … to … degrees and from … to … degrees.	3.1 Ɣɛ, ɾʏdʏr ʏɛz zʌsɪzzonɪ o … u … dʌɢ ψɛ o … u … dʌɢ.
.3.2 No, the radar does not have any blind sectors.	3.2 No, ɾʏdʏr noʏɛz ɛn zʌsɪzzonɪ.
.4 Change the radar to	4 ₵ɾɟuz ɾʏdʏr u
~ … miles range scale.	~ skɪl … mɪɹl ɾʌɟʌ.
~ relative head-up / north-up / course-up.	~ rɛlɛʃ ɾɪpfʌs upʌ / nʏr upʌ / tɛndɪr upʌ
~ true-motion north-up / course-up.	~ Mo truʌ nʏr upʌ / tɛndɪr upʌ
AII/ 3.4 Draft and air draft	**ΛII/3.4 ʃɪpdɪp ψɛ ʃɪphɛt**
.1 What is your present maximum draft?	1 K ɛf bɛz ʃɪpdɪp umʌ ɣuʏʌ ɛztɛʌ.
.1.1 My present maximum draft is … metres.	1.1 ʃɪpdɪp umʌ mɛʏʌ ɛztɛʌ bɛz … mɛt.
.1.2 My draft forward / aft is … metres.	1.2 ʃɪpdɪp fronʌ / ɾɪɾʌ bɛz … mɛt.
.2 What is your air draft?	2 K ɛf bɛz ʃɪphɛt ɣuʏʌ.
. 2.1 My air draft is … metres.	2.1 ʃɪphɛt mɛʏʌ bɛz … mɛt.
AII/3.5 Anchoring	**ΛII/3.5 ɣokʏrɪz**
.1 Going to anchor	**1 Prepɪz pʏ ψɛ ɣokʏrɪz**
.1 Stand by port / starboard / both anchor(s) for letting go.	1 tɪprɛpʏkɪz ɣokʏr lɛfʌ / rɛtʌ / ʌldɯʌ pʏ lɪbkʏɪz.
.2 Walk out the anchor(s)	2 dunɯz ɣokʏr.
.3 We are going to anchorage.	3 Mɪ ɢɯz u ɣokʏrʌs.
.4 We will let go port / starboard / both anchor(s).	4 Mɪ lɪbkʏɯz ɣokʏr lɛfʌ / rɛtʌ / ʌldɯʌ.
.5 Put … shackles in the water / in the pipe / on deck.	5 Ʌsɯz … ɟonʏr ɪn ψʏt / ɪn pɪp / on dɛk

.6 Walk back port / starboard / both anchor(s) one / one and a half shackle(s).	6 Upuz yokvr lefʌ / retʌ / ʌlduʌ ʌn / ʌn ψɛ duʌt ɟonvr.
.7 We will let go port / starboard / both anchor(s) … shackle(s) and dredge it / them.	7 Mɪ ʟibkvuz yokvr lefʌ / retʌ / ʌlduʌ … ɟonvrɪ ψɛ bommuz ol.
.8 Let go port / starboard / both anchor(s).	8 ʟibkvuz yokvr lefʌ / retʌ / ʌlduʌ.
.9 Slack out the cable(s).	9 ʟusuz ropɪ.
.9.1 Check the cable(s).	9.1 Vɛltuuz ropɪ.
.9.2 Hold on the port / the starboard / both cable(s).	9.2 Hoduz rop lefʌ / retʌ / ʌlduʌ.
.10 How is the cable leading?	10 K stɪt yokvrrop hɛnɛz.
.10.1 The cable is leading ~ ahead / astern. ~ to port / to starboard. ~ round the bow. ~ up and down.	10.1 Rop hɛnɛz. ~ fronʌ / rɪrʌ. ~ lefʌ / retʌ. ~ tvnɛz ɾɪpfʌs. ~ up ψɛ dun.
.11 How is the cable growing?	11 K hu rop ¢ɾɟɛz.
.11.1 The cable is slack / tight / coming tight.	11.1 Rop bɛz lusʌ / tɛtʌ / buɛz tɛtʌ.
.12 Is / are the anchor(s) holding.	12 K lokvr hodɛz.
.12.1 Yes, the anchor(s) is / are holding.	12.1 Yɛ, lokvr hodɛz.
.12.2 No, the anchor(s) is / are not holding.	12.2 No, lokvr nohodɛz.
.13 Is she brought up?	13 K ɾɪp sɛsqoz
.13.1 Yes, she is brought up in position … .	13.1 Yɛ, ɾɪp sɛsqoz ɛ ʌsvk … .
.13.2 No, she is not brought up (yet).	13.2 No, ɾɪp nosɛsqɛz (uɟɛtɛ).
.14 Switch on the anchor light(s).	14 dʌvuz lʌmɪ yokvrʌ.
.15 Hoist the anchor ball.	15 Upuz bvl yokvrʌ
.16 Check the anchor position by bearings / by … .	16 Kɪdɛtuz ʌsvk yokvrʌ ʌy bɛrɪ / ʌy … .
.16.1 The anchor position is bearing … degrees, distance … kilometres / nautical miles to … .	16.1 Ʌsvk yokvrʌ bɛz bɛr … dʌq, dɪs … kɪlmɛt / mɪɪl mɛrɛʃʌ u … .
.16.2 Check the anchor position every … minutes.	16.2 Kɪdɛtuz ʌsvk yokvrʌ ɪ¢ … mɛnɪ.
.2 Leaving the anchorage	**2 Sɛpqɪz yokvrʌs**
.1 How much cable is out?	1 K ɟɛ yokvrrop bɛz os.
.1.1 … shackle(s) is / are out.	1.1 … ɟonvr bɛz os.
.2 Stand by for heaving up.	2 ʇɪprɛpvkuz pv upɪz yokvr.
.3 Put the windlass in gear.	3 Gɪruz pulʃɪn.
.3.1 The windlass is in gear.	3.1 Pulʃɪn bɛz qɪrʌ.
.4 How is the cable leading?	4 K stɪtɛz yokvrrop.
.4.1 The cable is leading ~ ahead / astern. ~ to port / to starboard. ~ round the bow. ~ up and down.	4.1 Yokvrrop hɛnɛz. ~ fronʌ / rɪrʌ. ~ lefʌ / retʌ. ~ tvnɛz ɾɪpfʌs. ~ up ψɛ dun.
.5 Heave up port / starboard / both cable(s).	5 Upuz yokvrrop lefʌ / retʌ / ʌlduʌ.
.6 How much weight is on the cable?	6 K ɟɛ ψɪt bɛz ɛ yokvrrop.
.6.1 Much / too much weight is on the cable.	6.1 Ɛm / Mom ɛm ψɪt bɛz ɛ yokvrrop.
.6.2 No weight is on the cable.	6.2 Ƶʌ ψɪt bɛz ɛ yokvrrop.
.7 Stop heaving.	7 Sɛspuluz
.8 How many shackles are left (to come in)?	8 K ɟɛ ɟonvrɪ nobɛz ɪn.
.8.1 ... shackles are left (to come in).	8.1 … ɟonvrɪ nobɛz ɪn.
.9 Attention! Turn in cable(s).	9 Hɪd. Puluz yokvrrop.
.10 The anchor(s) is / are aweigh..	10 Yokvr nohodɛz.
.10.1 The cables are clear.	10.1 Yokvrrop bɛz ophɪnʌ
.11 The anchor(s) is / are clear of the water / home / foul / secured.	11 Yokvr bɛz bɪv ψvt / ʃʌsʌ / hɪnʌ / yokɛz
AII/3.6 Tug assistance	**ΛII/3.6 Hɛp pulʃɪpʌ**
.1 We will take ... tug(s).	1 Mɪ vuz … pulʃɪpɪ.
.2 The tug(s) will pull / push.	2 Pulʃɪpɪ puluz / puʃuz.
.3 We use the towing line(s) of your vessel.	3 Mɪ yuz pulropɪ ʌb ɾɪp yuvʌ.
.3.1 We use the towing line(s) of the tug(s).	3.1 Mɪ yuz pulropɪ ʌb pulʃɪpɪ.
.4 Stand by for making fast the tug(s).	4 ʇɪprɛpvkuz pv ɟonvkɪz pulʃɪpɪ.
.5 Use the centre lead / panama lead.	5 Yuz ropqɪd mɪdʌ / pɪpʌ (pʌnʌmʌ)
.5.1 Use the fairlead	5.1 Yuz ropqɪd smuvʌ.

~ on port side / starboard side.	~ ɛ lɛf / rɛt sɛd.
~ amidships.	~ mɪdʃɪpʌ
~ on port bow / starboard bow.	~ ɛ lɛf / rɛt ʃɪpfʌs.
~ on port / starboard quarter.	~ ɛ lɛf / rɛt ʃɪpbʌk.
.6 Send heaving line(s) to the tug(s).	6 Ɔjʌsuz ropɛt froʌ u pulʃɪp
.7 Send two towing lines to the tug(s).	7 Ɔjʌsuz du pulropɪ u pulʃɪp
.8 Lower towing line(s)	8 Ɗunuz pulropɪ.
~ to the tug(s).	~ u pulʃɪpɪ.
~ ... metre(s) from the water.	~ … mɛt ɔ ψʌt.
.9 Slack away towing line(s).	9 Lusuz pulropɪ.
.10 Make fast the tug(s).	10 Jonʏkuz pulʃɪpɪ.
.10.1 Make fast the tug(s)	10.1 Jonʏkuz pulʃɪpɪ.
~ forward / aft.	~ ʃɪpfʌsʌ / ʃɪpbʌkʌ.
~ on port bow / starboard bow.	~ ʃɪpfʌsʌ lɛfʌ / rɛtʌ.
~ on port quarter / starboard quarter.	~ ʃɪpbʌk lɛfʌ / rɛtʌ.
.11 Make fast the forward / aft tug(s) alongside on port side / starboard side.	11 Jonʏkuz pulʃɪp froʌ, sɛdʌsʌ ɛ sɛd lɛfʌ / rɛtʌ.
.12 Make fast ... tug(s) on each bow / quarter.	12 Jonʏkuz … pulʃɪpɪ ɛ ɪ¢ ʃɪpfʌs / ʃɪpbʌk.
.13 Put the eyes of the towing line(s) on bitts.	13 Ʌsuz lupɪ pulropʌ on roppusɪ.
.14 The tug(s) is / are fast (on ...).	14 Pulʃɪp(ɪ) bɛz Jonʏkʌ ɛ / on … .
.15 Keep clear of towing line(s).	15 Ʀoduz pulropɪ.
.16 Stand by for letting go the tug(s).	16 Ꞇɪprɛpʏkuz pʏ ʟbkʏuz pulʃɪpɪ.
.17 Let go the tug(s).	17 ʟbkʏuz pulʃɪpɪ.
.18 Towing line(s) is/are broken.	18 Pulropɪ bɛz brɛkʌ
AII/3.7 Berthing and unberthing	**ΛII/3.7 ʃɪpfʌsɪz ψɛ unʃɪpfʌsɪz**
.1 General	**1 Jɛnʌ**
.1 Is/are the propeller(s) clear?	1 K prɛlɪ bɛz ophɪnʌ.
.1.1 Yes, the propeller(s) is clear.	1.1 Ɣɛ, prɛlɪ bɛz ophɪnʌ.
.1.2 No, the propeller(s) is not clear.	1.2 Ɲo, prɛlɪ nobɛz ophɪnʌ.
.1.3 Keep the propeller(s) clear.	1.3 Ꞇɪuz prɛlɪ ophɪnʌ.
.2 Are fenders on the berth?	2 K dɛfʏrɪ bɛz ɛ ʃɪpfʌs.
.2.1 Yes, fenders are on the berth.	2.1 Ɣɛ, dɛfʏrɪ bɛz ɛ ʃɪpfʌs.
.2.2 No, fenders are not on the berth.	2.2 Ɲo, dɛfʏrɪ nobɛz ɛ ʃɪpfʌs.
.3 Have fenders ready fore and aft.	3 Prɛpuz dɛfʏrɪ froʌ ψɛ rɪrʌ.
.2 Berthing	**2 ʃɪpfʌsɪz**
.1 We will berth port side / starboard side alongside.	1 Mɪ ʃɪpfʌsuz sɛdʌsʌ, sɛd lɛfʌ /rɛtʌ.
.2 We will moor	2 Mɪ ʃɪpstɛuz
~ to buoy(s) (ahead and astern).	~ ɛ mɛrkɪt (ʃɪpfʌs ψɛ ʃɪpbʌk)
~ alongside.	~ sɛdʌsʌ
~ to dolphins.	~ u pusɛmɪ
.3 Send out	3 Ɔjʌsuz
~ the head / stern / breast lines.	~ ropɪ froʌ / rɪrʌ / sɛdʌ
~ the ... spring(s) forward / aft.	~ dʒʀropɪ froʌ / rɪrʌ
.4 Do you have tension winches?	4 K ɣu ʏɛz pulʃɪnɪ ʏtʌ
.4.1 Yes, we have tension winches (forward and aft)	4.1 Ɣɛ, mɪ ʏɛz pulʃɪnɪ ʏtʌ (ʃɪpfʌsʌ ψɛ ʃɪpbʌkʌ)
. 4.2 No, we do not have tension winches.	4.2 Ɲo, mɪ noʏɛz pulʃɪnɪ ʏtʌ.
.5 Have the heaving lines ready forward and aft.	5 Prɛpuz ropɪ froʌ ɛ ʃɪpfʌs ψɛ ʃɪpbʌk
6 Send the heaving / head / stern / breast line(s) ashore.	6 Ɔjʌsuz u ʃʏr ropɪ froʌ/ ʃɪpfʌsʌ/ ʃɪpbʌkʌ/sɛdʌ
.7 The linesmen will use shackles / lashings for securing the mooring.	7 Ʀopɪrɪ ɣuz Jonʏrɪ / tʌɉɪ pʏ ɣokɪz ʃɪpstɛ.
.8 Use	8 Ɣuz
~ the centre lead / panama lead .	~ ropɋɪd mɪdʌ / pɪpʌ (pʌnʌmʌ).
~ the bow lead.	~ ropɋɪd ʃɪpfʌsʌ.
~ the port quarter / starboard quarter lead.	~ ropɋɪd ʃɪpbʌkʌ lɛfʌ / rɛtʌ
.9 Heave on the ... line(s) / ... spring(s)..	9 Puluz … ropɪ / dʒʀropɪ.
.10 Pick up the slack on the ... line(s) / ... spring(s)..	10 Ꞇɛtuz … ropɪ / dʒʀropɪ.
.11 Heave away.	11 Puluz.
.11.1 Stop heaving.	11.1 Sɛspuluz.
.12 Slack away / check the ... line(s) / ... spring(s)..	12 Lusuz / ʏɛltuuz … ropɪ / dʒʀropɪ.

.13 Hold on the ... line(s) / ... spring(s).	13 Hoduz ... ropɪ / dʒqropɪ.
.14 Heave in easy.	14 Puluz ʏɛlɛtʌ.
.14.1 Heave alongside.	14.1 Puluz sɛdʌsʌ.
.15 Keep the ... line(s) / ... spring(s) tight.	15 Tɪuz tɛtʌ ... ropɪ / dʒqropɪ.
.16 Report the forward / aft distance to	16 Infuz dɪs fronʌ / rɪrʌ u ... .
.16.1 The forward / aft distance to ... ... is metres.	16.1 Dɪs fronʌ / rɪrʌ u ... bɛz ... mɛt.
.17 We have to move ... metres ahead / astern.	17 Mɪ nɪdquz fronʌ / rɪrʌ ... mɛt.
.18 We are in position.	18 Mɪ bɛz ɛ ʌsʏk.
.19 Make fast fore and aft.	19 Jonʏkuz ʃɪpfʌsʌ ψɛ ʃɪpbʌkʌ.
.20 Finished with manoeuvring stations.	20 Mɪ bɛz fɪnʌ ʌb moɪz.
.3 Unberthing	**3 Unʃɪpʃʌsɪz**
.1 Stand by engine(s).	1 Tɪprɛpʏkuz motɪ.
.2 Are you ready to get underway?	2 K ju bɛz prɛpʌ pʏ qɪz.
.2.1 Yes, we are ready (to get underway).	2.1 Jɛ, mɪ bɛz prɛpʌ pʏ qɪz.
.2.2 No, we are not ready (yet) (to get underway).	2.2 No, mɪ nobɛz prɛpʌ (ʊʃɛtɛ) pʏ qɪz.
.2.3 We will be ready to get underway in ... minutes.	2.3 Mɪ buz prɛpʌ pʏ qɪz ʊzʌ ... mɛn.
.3 Stand by for letting go.	3 Tɪprɛpʏkuz pʏ lɪbkʏɪz.
.4 Single up the ... lines and ... springs fore and aft.	4 Ʌnouz ... ropɪ ψɛ dʒqropɪ fronʌ ψɛ rɪrʌ.
.5 Slack away / hold on / heave on the	5 Lusuz / hoduz / puluz
~ head / stern line.	~ rop ʃɪpfʌsʌ / ʃɪpbʌkʌ.
~ breast line.	~ rop sɛdʌ.
~ fore / aft spring.	~ dʒqrop fronʌ / rɪrʌ.
.6 Let go	6 Lɪbkʏuz
~ the head / stern line.	~ rop ʃɪpfʌsʌ / ʃɪpbʌkʌ.
~ the breast line.	~ rop sɛdʌ.
~ the fore / aft spring	~ dʒqrop fronʌ / rɪrʌ.
~ all (forward / aft).	~ ʌl (fronʌ / rɪrʌ).
.7 Let go the towing line(s).	7 Lɪbkʏuz pulropɪ.
.8 Stand by bow anchor(s).	8 tɪprɛpʏkuz jokʏr ʃɪpfʌsʌ.
.9 Finished with manoeuvring stations.	9 Mɪ bɛz fɪnʌ ʌb moɪz.

Notes on the translation

This document was chosen in order to assess the difficulty of translating a large amount of specialist text (about 17,000 words) into Algilez. The translation was time consuming due to the high grammatical level of the text (i.e. much of it was well above the GCSE level text previously translated) plus the need to create the specialist marine terms which did not exist at the time, in the Algilez vocabulary.

Although much of the text was fairly repetitive, the many specialist nautical expressions which required the creation of new root and compound words, did slow down the process. Also, although the difficulties of dealing with the English language, particularly with regard to words with dual meanings and the idioms was acknowledged in the Glossary, such situations are so common that native English speakers are probably not even aware that they are using them. Examples continued to appear throughout the text and needed special attention - e.g. "traffic" referring both to ship movements and to radio communications; "navigation" referring both to calculation of location and travelling at sea; the use of "position" instead of "location" etc. This may be something for the International Marine Organisation to think about. I have highlighted many of the problem words, which I think might cause confusion, above, in red (with suggested alternative in yellow or green).

I have then compared the English and Algilez texts and found, as in other English/Algilez translations, that Algilez uses less words with less characters per word. (I have omitted paragraphs above that have not been directly translated, such as Section 18 and the Glossary Heading paragraphs).

The Algilez vocabulary root words increased from 1,831 to 1,846 (15 new root words) and the number of compound words increased from 4,772 to 5,023 (251 new compound words).
It is really the issue of root word creation that is important with regard to dealing with specialised professional text. Algilez is designed so that the creation of new words is very simple and can ultimately be done by the users of the language themselves. However this does require that the appropriate building blocks (i.e. the root words) are in place. Once the root words are in place, the creation of the new compound words is straightforward.

The good news is that this exercise demonstrates the robustness of the existing Algilez vocabulary. Translating nearly 17,000 words of specialist maritime text only required an additional 15 new Algilez root words to be created, which was just 0.1% of the English text (**i.e. 99.9% of the necessary root vocabulary for a large specialist technical document already existed in Algilez**) and 251 new compound words (1.5% of the English text) to be created. Other new words created were simply grammatical variations of existing words e.g. with new adjectival or tense affixes.
Hence, for the Standard Marine Communication Phrases, the Algilez vocabulary could already cope with 98.5% of the translation and only 1.5% needed to be specially created.

	English		**Algilez**		
Words	**16,939**		ψodɪ	14,004	83%
Characters	**77,098**		Sɛbɪ	51,162	66%
	4.6 characters per word			3.7 sɛbɪ ɪ¢ ψod	
New words created (dictionary)		1,256 (13.5%)	ψodɪ nuʌ krʌtoz		1,256 (7.4%)
New root words		15 (0.1%)	ψodɪ rʌtʌ nuʌ		15 (1%)
New compound words		251 (1.5%)	ψodɪ ɟonmɪʃʌ nuʌ		251 (5%)

Alan Giles
27 May 2014