

B. Ústní zkouška – osnovy

Průkazy odborné způsobilosti podle § 2 písm. e) a j) Vyhlášky:

- e) **všeobecný průkaz radiotelefonisty (námořní) pohyblivé radiotelefonní služby,**
- j) **všeobecný průkaz operátora námořní pohyblivé služby (LRC),**

I. Komunikace v anglickém jazyce:

- a) četba a překlad textu z angličtiny do českého jazyka a naopak. Tato znalost se prověřuje z vybraných kapitol anglického vydání Radiokomunikačního řádu (RŘ) nebo Příručky pro námořní pohyblivou službu (*Manual for use by the Maritime Mobile and Maritime Mobile-Satellite Services*). Přehled vybraných článků je k dispozici v **příloze** těchto osnov;
- b) základní znalost anglického jazyka na úrovni dostatečné pro účinné vedení tísňové, pilnostní a bezpečnostní komunikace, správně porozumění jednoduché komunikaci v anglickém jazyce mezi radiostanicemi z náslechu a vytvoření jednoduché zprávy, spočívající zejména v navázání radiotelefonního spojení, vedení tísňové komunikace, zrušení falešného tísňového volání apod.;
- c) námořní terminologie, frazeologie a významu signálů a zkratk používaných v námořní pohyblivé službě, hláskování vybraných slov v anglické hláskovací abecedě.

Pro přípravu na tuto část zkoušky (pro fráze, zkratky a radiotelefonní postupy) je vhodné použít následující publikace:

- Radiotelefonní provoz – Oldřich Straka, 3. vydání aktualizované o GMDSS
- Palubní radiooperátor pro námořní pohyblivou službu – Milan Říha a kol., 4. přepracované a doplněné vydání, ISBN: 978-80-87103-37-1
- RYA VHF Příručka: [RYA kompletní průvodce VHF a SRC] - Tim Bartlett, 1. vydání, ISBN:978-80-904360-3-9
- Námořní radiokomunikace II – Radiotelefonie a GMDSS (Vladislav Strych) – ISBN: 80 903551-1-0
- Slovník námořní terminologie „[Standard Marine Navigational Vocabulary](#)“.

Požadavky pro průkaz odborné způsobilosti podle § 2 písm. e) Vyhlášky jsou uvedeny v Dodatku č. 13 Radiokomunikačního Řádu.

Požadavky pro průkaz odborné způsobilosti podle § 2 písm. j) Vyhlášky vycházejí z Doporučení CEPT/ERC/REC 10(03).

Dokumenty CEPT jsou k dispozici na internetových stránkách ERO:

<http://www.erodocdb.dk/Docs/doc98/official/pdf/REC1003.PDF> (LRC)

II. Hodnocení ústní zkoušky:

Uchazeč o výše uvedené průkazy námořní pohyblivé služby musí prokázat znalost výše uvedených předpisů a náležitostí. Neprokáže-li správnou požadovanou znalost u více než jednoho bodu označeného jako „znalost nezbytná“, bude hodnocen stupněm neprospěl(a). Při ústní zkoušce musí uchazeč prokázat správnou znalost následující problematiky:

Zkoušená látka	Požadovaná znalost
Vysvětlení účelu a dalších souvislostí příkladu konkrétní zprávy (např. komunikace mezi lodní a pobřežní stanicí)	nezbytná
Čtení a překlad anglického textu do češtiny (články z Přílohy 1)	nezbytná

Mezinárodní Hláskovací abeceda	nezbytná
Praktické předvedení navázání rádiového spojení (lod'-lod', lod'-pobřežní stanice)	nezbytná
Pořadí zpráv dle důležitosti v angličtině, včetně znalosti příslušných signálů	nezbytná
Ustálené fráze z námořní frazeologie a terminologie (AJ, ČJ, význam)	nezbytná
Sestavení tísňové/pilnostní/bezpečnostní zprávy	nezbytná
Mezinárodní odúčtovna telekomunikačních poplatků (měna, druhy zpráv)	
Zrušení falešného tísňového/pilnostního volání	nezbytná
Doplňující otázka v případě potřeby	

Přehled článků, ze kterých může být ověřována schopnost správně přečíst a přeložit odborný text z angličtiny do češtiny a naopak.

Terms and definitions:

- *Maritime mobile service:* A mobile service between coast stations and ship stations, or between ship stations, or between associated on-board communication stations, survival craft stations and emergency position-indicating radio-beacon stations may also participate in this service.
- *Maritime mobile-satellite service:* A mobile-satellite service in which mobile earth stations are located on board ships; survival craft stations and emergency position-indicating radio-beacon stations may also participate in this service.
- *Station:* One or more transmitters or receivers or combination of transmitters and receivers, including the accessory equipment, necessary at one location for carrying on a radiocommunication service.
- *Earth station:* A station located on the Earth's surface and intended for communication with one or more space stations.
- *Space station:* A station located on an object which is beyond the major portion of the Earth's atmosphere.
- *Ship station:* A mobile station in the maritime mobile service located on board vessel which is not permanently moored, other than a survival craft station.
- *Ship earth station:* A mobile earth station in the maritime mobile-satellite service located on board ship.
- *On-board communication station:* A low-powered mobile station in the maritime mobile service intended for use for internal communications on board a ship, or between a ship and its lifeboats and life-rafts during lifeboat drills or operations, or for communication within a group of vessels being towed or pushed, as well as for line handling and mooring instructions.
- *Emergency position-indicating radiobeacon station:* A station in the mobile service the emissions of which are intended to facilitate search and rescue operations.
- *Simplex operation:* Operating method in which transmission is made possible alternately in each direction of a telecommunication channel, for example, by means of manual control.

General provisions

- No provisions of these Regulations prevent the use by a mobile station in distress of any means at its disposal to attract attention, make known its position, and obtain help.
- Ship earth stations located at rescue coordination centres may be authorized by an administration to communicate for distress and safety purposes with any other station using bands allocated to the maritime mobile-satellite service, when special circumstances make it essential, notwithstanding the methods of working provided for in these Regulations.
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- Mobile stations of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall normally be made on the frequencies authorized, and under the conditions specified in Section I of Article 31.

Frequencies for the global maritime distress and safety system (GMDSS)

- The frequencies to be used for the transmission of distress and safety information under the GMDSS are contained in Appendix 15. In addition to the frequencies listed in Appendix 15, coast stations should use other appropriate frequencies for the transmission of safety messages.
- Before transmitting for other than distress purposes on any of the frequencies identified in Appendix

15 for distress and safety, a station shall, where practicable, listen on the frequency concerned to make sure that no distress transmission is being sent.

- Equipment for radiotelephony use in survival craft stations shall, if capable of operating on any frequency in the bands between 156 MHz and 174 MHz, be able to transmit and receive on 156.8 MHz and at least one other frequency in these bands.
- Ship stations, where so equipped, shall, while at sea, maintain an automatic digital selective calling watch on the appropriate distress and safety calling frequencies in the frequency bands in which they are operating. Ship stations, where so equipped, shall also maintain watch on the appropriate frequencies for the automatic reception of transmissions of meteorological and navigational warnings and other urgent information to ships. However, ship stations shall also continue to apply the appropriate watch-keeping provisions of Appendix 13.

Operational procedures for distress and safety communications in the global maritime distress and safety system (GMDSS):

General

- Distress and safety communications rely on the use of terrestrial MF, HF and VHF radiocommunications and communications using satellite techniques.
- The distress alert (see No. 32.9) shall be sent through a satellite either with absolute priority in general communication channels or on exclusive distress and safety frequencies or, alternatively, on the distress and safety frequencies in the MF, HF and VHF bands using digital selective calling.
- The distress alert (see No. 32.9) shall be sent only on the authority of the person responsible for the ship, aircraft or other vehicle carrying the mobile station or the mobile earth station.
- All stations which receive a distress alert transmitted by digital selective calling shall immediately cease any transmission capable of interfering with distress traffic and shall continue watch until the call has been acknowledged.
- Digital selective calling shall be in accordance with the relevant ITU-R Recommendations.
- Each administration shall ensure that suitable arrangements are made for assigning and registering identities used by ships participating in the GMDSS, and shall make registration information available to rescue coordination centres on a 24-hour day, 7-day week basis. Where appropriate, administrations shall notify responsible organizations immediately of additions, deletions and other changes in these assignments.
- Any GMDSS shipboard equipment which is capable of transmitting position coordinates as part of a distress alert message and which does not have an integral electronic position-fixing system receiver shall be interconnected to a separate navigation receiver, if one is installed, to provide that information automatically.
- Transmissions by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.
- The phonetic alphabet and figure code in Appendix 14 and the abbreviations and signals in accordance with the most recent version of Recommendation ITU-R M.1172 should be used where applicable.

Distress alerting

- The transmission of a distress alert indicates that a mobile unit or person is threatened by grave and imminent danger and requests immediate assistance. The distress alert is a digital selective call using a distress call format in the bands used for terrestrial radiocommunication or a distress message format, in which case it is relayed through space stations.
- Ship-to-shore distress alerts are used to alert rescue coordination centres via coast stations or coast earth stations that a ship is in distress. These alerts are based on the use of transmissions

via satellites (from a ship earth station or a satellite EPIRB) and terrestrial services (from ship stations and EPIRBs).

- Ship-to-ship distress alerts are used to alert other ships in the vicinity of the ship in distress and are based on the use of digital selective calling in the VHF and MF bands. Additionally, the HF band may be used.
- A station or a rescue coordination centre which receives a distress alert shall initiate the transmission of a shore-to-ship distress alert relay addressed, as appropriate, to all ships, to a selected group of ships or to a specific ship by satellite and/or terrestrial means.
- The distress alert relay shall contain the identification of the mobile unit in distress, its position and all other information which might facilitate rescue.
- Acknowledgement by radiotelephony of receipt of a distress alert from a ship station or a ship earth station shall be given in the following form:
 - the distress signal MAYDAY;
 - the call sign or other identification of the station sending the distress message, spoken three times;
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the station acknowledging receipt, spoken three times;
 - the word RECEIVED (or RRR spoken as ROMEO ROMEO ROMEO in case of language difficulties);
 - the distress signal MAYDAY.
- Ship or ship earth stations in receipt of a distress alert shall, as soon as possible, inform the master or person responsible for the ship of the contents of the distress alert.

Distress traffic

- Distress traffic consists of all messages relating to the immediate assistance required by the ship in distress, including search and rescue communications and on-scene communications. The distress traffic shall as far as possible be on the frequencies contained in Article 31.
- The distress signal consists of the word MAYDAY, pronounced in radiotelephony as the French expression "m'aider".
- For distress traffic by radiotelephony, when establishing communications, calls shall be prefixed by the distress signal MAYDAY. In radiotelephony, the signal SEELONCE MAYDAY, pronounced as the French expression "silence, m'aider";
- When distress traffic has ceased on frequencies which have been used for distress traffic, the rescue coordination centre controlling a search and rescue operation shall initiate a message for transmission on these frequencies indicating that distress traffic has finished.
- In radiotelephony, the message referred to in No. 32.51 consists of:
 - the distress signal MAYDAY;
 - the call "Hello all stations" or CQ (spoken as CHARLIE QUEBEC) spoken three times;
 - the words THIS IS (or DE spoken as DELTA ECHO in the case of language difficulties);
 - the call sign or other identification of the station sending the message;
 - the time of handing in of the message;
 - the name and call sign of the mobile station which was in distress;
 - the words SEELONCE FEENEE pronounced as the French words "silence fini".

Operational procedures for urgency and safety communications in the global maritime distress and safety system (GMDSS)

General

- Urgency and safety communications include:
 - navigational and meteorological warnings and urgent information;
 - ship-to-ship safety of navigation communications;
 - ship reporting communications;
 - support communications for search and rescue operations;
 - other urgency and safety messages; and
 - communications relating to the navigation, movements and needs of ships and weather observation messages destined for an official meteorological service

Urgency communications

- The urgency signal and message shall be transmitted on one or more of the distress and safety traffic frequencies specified in Section I of Article 31, or via the maritime mobile- satellite service or on other frequencies used for this purpose.
- The urgency signal consists of the words PAN PAN. In radiotelephony each word of the group shall be pronounced as the French word "panne".
- The urgency call format and the urgency signal indicate that the calling station has a very urgent message to transmit concerning the safety of a mobile unit or a person.
- In radiotelephony, the urgency message shall be preceded by the urgency signal (see No. 33.10), repeated three times, and the identification of the transmitting station.
- The urgency call format or urgency signal shall be sent only on the authority of the master or the person responsible for the mobile unit carrying the mobile station or mobile earth station.

Safety communications

- The safety signal consists of the word SECURITE. In radiotelephony, it shall be pronounced as in French.
- The safety call format or the safety signal indicates that the calling station has an important navigational or meteorological warning to transmit.
- In radiotelephony, the safety message shall be preceded by the safety signal (see No. 33.33) repeated three times, and the identification of the transmitting station.

Transmission of maritime safety information

- Messages from ship stations containing information concerning the presence of cyclones shall be transmitted, with the least possible delay, to other mobile stations in the vicinity and to the appropriate authorities at the first point of the coast with which contact can be established. These transmissions shall be preceded by the safety signal.
- Messages from ship stations containing information on the presence of dangerous ice, dangerous wrecks, or any other imminent danger to marine navigation, shall be transmitted as soon as possible to other ships in the vicinity, and to the appropriate authorities at the first point of the coast with which contact can be established. These transmissions shall be preceded by the safety signal.

Authority of the person responsible for the station

- The service of a mobile station is placed under the supreme authority of the person responsible for the aircraft or other vehicle carrying the mobile station.

- The person holding this authority shall require that each operator comply with these Regulations and that the mobile station for which the operator is responsible is used, at all times, in accordance with these Regulations.
- Except as otherwise provided for in these Regulations, the person responsible, as well as all the persons who may have knowledge of any information whatever obtained by means of the radiocommunication service, are placed under the obligation of observing and ensuring the secrecy of correspondence.

Operator's certificates

- The service of every ship radiotelephone station, ship earth station and ship station using the frequencies and techniques prescribed in Chapter VII shall be controlled by an operator holding a certificate issued or recognized by the government to which the station is subject. Provided the station is so controlled, other persons besides the holder of the certificate may use the equipment.
- Each administration shall take the necessary steps to prevent, to the maximum extent possible, the fraudulent use of certificates. For this purpose, such certificates shall bear the holder's signature and shall be authenticated by the issuing administration. Administrations may employ, if they wish, other means of identification such as photographs, fingerprints, etc.

Personnel

- Administrations shall ensure that the personnel of ship stations and ship earth stations are adequately qualified to enable efficient operation of the station, and shall take steps to ensure the operation availability and maintenance of equipment for distress and safety communications in accordance with the relevant international agreements.
- An adequately qualified person shall be available to act as a dedicated communications operator in cases of distress.
- The personnel of ship stations and ship earth stations for which a radio installation is compulsory under international agreements and which use the frequencies and techniques prescribed in Chapter VII shall, with respect to the provisions of Article 47, include:
 - for stations on board ships which sail beyond the range of VHF coast stations, taking into account the provisions of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended: a holder of a first- or second-class radio electronic certificate or a general operator's certificate;
 - for stations on board ships which sail solely within the range of VHF coast stations, taking into account the provisions of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended: a holder of a first- or second-class radio electronic certificate or a general operator's certificate or a restricted operator's certificate.

Conditions to be observed in the maritime services

- The energy radiated by receiving apparatus shall be reduced to the lowest practical value and shall not cause harmful interference to other stations.
- Administrations shall take all practicable steps necessary to ensure that the operation of any electrical or electronic apparatus installed in ship stations does not cause harmful interference to the essential radio services of stations which are operating in accordance with the provisions of these Regulations.
- Changes of frequency in the sending and receiving apparatus of any ship station shall be capable of being made as rapidly as possible.
- Installations of any ship station shall be capable, once communication is established, of changing from transmission to reception and vice versa in as short a time as possible.
- The operation of a broadcasting service by a ship station at sea is prohibited

Order of priority of communications

- All stations in the maritime mobile service and the maritime mobile-satellite service shall be capable of offering four levels of priority in the following order:
 1. Distress calls, distress messages, and distress traffic.
 2. Urgency communications.
 3. Safety communications.
 4. Other communications.

APPENDIX 13 : Distress and safety communications (non-GMDSS)

- The provisions specified in this Appendix are obligatory in the maritime mobile service for stations using the frequencies and techniques prescribed in this Appendix and for communications between those stations and aircraft stations. However, stations of the maritime mobile service, when additionally fitted with any of the equipment used by stations operating in conformity with the provisions specified in Chapter VII shall, when using that equipment, comply with the appropriate provisions of that Chapter. The provisions of this Appendix are also applicable to the aeronautical mobile service except in the case of special arrangements between the governments concerned.
- No provision of these Regulations prevents the use by a mobile station or mobile earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.
- No provision of these Regulations prevents the use by stations on board aircraft or ships engaged in search and rescue operations, in exceptional circumstances, of any means at their disposal to assist a mobile station or mobile earth station in distress.
- No provision of these Regulations prevents the use by a land station or coast earth station, in exceptional circumstances, of any means at its disposal to assist a mobile station or mobile earth station in distress.
- In cases of distress, urgency or safety, transmissions by radiotelephony, shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.
- The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony for stations of the maritime mobile service when they use frequencies in the authorized bands between 156 MHz and 174 MHz. It is used for the distress signal, the distress call and distress traffic, as well as for the urgency signal, urgency traffic and the safety signal. Safety messages shall be transmitted where practicable on a working frequency after a preliminary announcement on 156.8 MHz
 - However, ship stations which cannot transmit on 156.8 MHz should use any other available frequency on which attention might be attracted.
 - The frequency 156.8 MHz may be used by aircraft stations for safety purposes only.

Distress communications

- The distress call shall have absolute priority over all other transmissions. All stations which hear it shall immediately cease any transmission capable of interfering with the distress traffic and shall continue to listen on the frequency used for the emission of the distress call. This call shall not be addressed to a particular station and acknowledgement of receipt shall not be given before the distress message which follows it is sent.
- The distress call and message shall be sent only on the authority of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station or ship earth station.
- The radiotelephone distress signal consists of the word MAYDAY pronounced as the French expression "m'aider".
- The radiotelephone distress message consists of the distress signal MAYDAY, name or other identification of the station in distress, particulars of its position, the nature of the distress and the kind of assistance desired and any other information which might facilitate the rescue.

- The radiotelephone distress procedure shall consist of:
 - the alarm signal (whenever possible); followed by:
 - the distress call;
 - the distress message.
- After the transmission by radiotelephony of its distress message, the mobile station may be requested to transmit suitable signals followed by its call sign or other identification, to permit direction-finding stations to determine its position. This request may be repeated at frequent intervals if necessary.

Acknowledgement of receipt of a distress message

- Stations of the mobile service which receive a distress message from a mobile station which is, beyond any possible doubt, in their vicinity, shall immediately acknowledge receipt.
- Radiotelephony:
 - the distress signal MAYDAY;
 - the call sign or other identification of the station sending the distress message, spoken three times;
 - the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
 - the call sign or other identification of the station acknowledging receipt, spoken three times;
 - the word RECEIVED (or RRR spoken as ROMEO ROMEO ROMEO in case of language difficulties);
 - the distress signal MAYDAY.
- Every mobile station which acknowledges receipt of a distress message shall, on the order of the master or person responsible for the ship, aircraft or other vehicle, transmit, as soon as possible, the following information in the order shown:
 - its name;
 - its position in the form;
 - the speed at which it is proceeding towards, and the approximate time it will take to reach, the mobile station in distress;
- additionally, if the position of the ship in distress appears doubtful, ship stations should also transmit, when available, the true bearing of the ship in distress preceded by the abbreviation QTE.
- Before transmitting the message the station shall ensure that it will not interfere with the emissions of other stations better situated to render immediate assistance to the station in distress.

Distress traffic

- The station in distress or the station in control of distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions "to all stations" (CQ) or to one station only, according to circumstances. In either case, it shall use:
 - in radiotelephony, the signal SEELONCE MAYDAY, pronounced as the French expression "silence, m'aider".
- If it is believed to be essential, any station of the mobile service near the ship, aircraft or other vehicle in distress may also impose silence. It shall use for this purpose:
 - in radiotelephony, the word SEELONCE, pronounced as the French word "silence", followed by the word DISTRESS and its own call sign. In radiotelephony, the use of the signal SEELONCE MAYDAY shall be reserved for the mobile station in distress and for the station controlling distress traffic.

Transmission of a distress message by a station not itself in distress

A mobile station or a land station which learns that a mobile station is in distress shall transmit a distress message in any of the following cases:

- when the station in distress is not itself in a position to transmit the distress message;

- when the master or person responsible for the ship, aircraft or other vehicle not in distress, or the person responsible for the land station, considers that further help is necessary;
- when, although not in a position to render assistance, it has heard a distress message which has not been acknowledged.

This transmission of the distress message shall always be preceded by the call indicated below, which shall itself be preceded whenever possible by the radiotelegraph or radiotelephone alarm signal.

This call consists of in Radiotelephony:

- the signal MAYDAY RELAY pronounced as the French expression “m'aider relais”, spoken three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the transmitting station, spoken three times.

Urgency and safety transmissions, and medical transports

- In radiotelephony, the urgency signal consists of the group of words PAN PAN, each word of the group pronounced as the French word “panne”. The urgency signal shall be repeated three times before the call.
 - 1) The urgency signal shall be sent only on the authority of the master or the person responsible for the ship, aircraft or other vehicle carrying the mobile station or mobile earth station in the maritime mobile-satellite service.
 - 2) The urgency signal may be transmitted by a land station or an earth station in the maritime mobile-satellite service at specified fixed points only with the approval of the responsible authority.
- The urgency signal indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or the safety of a person.
- The urgency signal and message following it shall be sent on one or more of the international distress frequencies 500 kHz, 2 182 kHz, 156.8 MHz, the supplementary distress frequencies 4 125 kHz and 6 215 kHz, the aeronautical emergency frequency 121.5 MHz, the frequency 243 MHz, or on any other frequency which may be used in case of distress.

Safety signal and messages

- In radiotelephony, the safety signal consists of the word SÉCURITÉ pronounced clearly as in French. The safety signal shall be repeated three times before the call.
- The safety signal indicates that the station is about to transmit a message containing an important navigational or an important meteorological warning.
- The safety signal and call shall be sent on one or more of the international distress frequencies (500 kHz, 2 182 kHz, 156.8 MHz) or on any other frequency which may be used in case of distress.
- The safety message which follows the call should be sent on a working frequency. A suitable announcement to this effect shall be made at the end of the call.
- In the maritime mobile service, safety messages shall generally be addressed to all stations. In some cases, however, they may be addressed to a particular station.
- All stations hearing the safety signal shall listen to the safety message until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

Alarm and warning signals

- The essential purpose of the emergency position-indicating radiobeacon signals is to facilitate determining the position of survivors in search and rescue operations.
- These signals shall indicate that one or more persons are in distress, may no longer be on board a ship or an aircraft, and that receiving facilities may not be available.

All ships selective call

- The characteristics of the “all ships call” in the selective calling system, which is reserved for alarm purposes only, are given in Recommendation ITU-R M.257-3.

Special services relating to safety

Meteorological messages Meteorological messages comprise:

- messages addressed to meteorological services officially entrusted with weather forecasts, more specifically for the protection of maritime and air navigation;
- messages from these meteorological services intended specially for:
 - ship stations;
 - protection of aircraft;
 - the public.

The information contained in these messages may be:

- observations taken at fixed times;
- warnings of dangerous phenomena;
- forecasts and warnings;
- statements of the general meteorological situation.
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- The various national meteorological services mutually agree to prepare common transmission programmes so as to use the transmitters best situated to serve the regions concerned.
- During the transmission “to all stations” of meteorological messages intended for stations of the maritime mobile service, all stations of this service whose transmission might interfere with the reception of these messages shall keep silent in order to permit all stations which desire to do so to receive these messages.

Notices to mariners

- Messages containing information concerning the presence of dangerous ice, dangerous wrecks, or any other imminent danger to marine navigation, shall be transmitted as soon as possible to other ship stations in vicinity, and to the appropriate authorities at the first point of the coast with which contact can be established. These transmissions shall be preceded by the safety signal.

Narrow-band direct-printing telegraphy system for transmission of navigational and meteorological warnings and urgent information to ships (NAVTEX)

- In addition to existing methods, navigational and meteorological warnings and urgent information shall be transmitted by means of narrow-band direct-printing telegraphy, with forward error correction, by selected coast stations.
- In the maritime mobile service the frequency 518 kHz shall be used for the automatic narrow-band direct-printing telegraphy system for transmission of navigational and meteorological warnings and urgent information to ship stations in the MF band.

Cancelling of false distress alerts

- If a distress alert is inadvertently transmitted, the following steps shall be taken to cancel the distress alert.

VHF digital selective calling

- 1) Reset the equipment immediately;
- 2) Set to channel 16; and
- 3) Transmit a broadcast message to “All Stations” giving the ship’s name, call sign and maritime mobile service identity (MMSI), and cancel the false distress alert.

OPERATIONAL PROCEDURES FOR THE USE OF DIGITAL SELECTIVE-CALLING EQUIPMENT IN THE MARITIME MOBILE SERVICE

- The terrestrial elements of the Global Maritime Distress and Safety System (GMDSS) adopted by the 1988 amendments to the International Convention for the Safety of Life at Sea, 1974, are based on the use of digital selective calling (DSC) for distress and safety communications.

DSC distress call and message

- The DSC "distress call" provides for alerting, self-identification, ship's position including time, nature of distress and contains both the distress call and the distress message as defined in the RR.

RADIOTELEPHONY PROCEDURES IN THE MARITIME MOBILE SERVICE

- Radiotelephone stations should, as far as possible, be equipped with devices for instantaneous switching from transmission to reception and vice versa. This equipment is necessary for all stations participating in communication between ships and subscribers of the land telephone system.
- Stations equipped for radiotelephony may transmit and receive radiotelegrams by means of radiotelephony. Coast stations providing such service and open for public correspondence shall be indicated in the List of Coast Stations.

Method of Calling

- Method of calling, radiotelephone call: The call consists of the call sign or other identification of station called (not more than three times), the word THIS IS (or DE spoken as DELTA ECHO in case of language difficulties), the call sign or other identification of the calling station (not more than three times).