

RECOMMENDATION ITU-R M.1171*

**RADIOTELEPHONY PROCEDURES IN THE
MARITIME MOBILE SERVICE**

(1995)

The ITU Radiocommunication Assembly,

considering

a) that there is a need to describe standard procedures for radiotelephony in the maritime mobile service,

recommends

1 that radiotelephony in the maritime mobile service should be performed in accordance with Annex 1.

ANNEX 1

Section I. Introduction

§ 1. 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.

§ 2. (1) 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.

(2) To facilitate radiocommunications the service abbreviations given in Recommendation ITU-R M.1172 may be used.

Section II. Calls by Radiotelephony

§ 3. The provisions of this Section relating to the intervals between calls are not applicable to a station operating under conditions involving distress, urgency or safety.

§ 4. (1) As a general rule, it rests with the ship station to establish communication with the coast station. For this purpose the ship station may call the coast station only when it comes within the service area of the latter, that is to say, that area within which, by using an appropriate frequency, the ship station can be heard by the coast station.

(2) However, a coast station having traffic for a ship station may call this station if it has reason to believe that the ship station is keeping watch and is within the service area of the coast station.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO), and the Telecommunication Standardization Sector (ITU-T)

Note by the Secretariat: The references made to the Radio Regulations (RR) in this Recommendation refer to the RR as revised by the World Radiocommunication Conference 1995. These elements of the RR will come into force on 1 June 1998. Where applicable, the equivalent references in the current RR are also provided in square brackets.

§ 5. (1) In addition, each coast station shall, so far as practicable, transmit its calls in the form of “traffic lists” consisting of the call signs or other identification in alphabetical order of all ship stations for which it has traffic on hand. These calls shall be made at specified times fixed by agreement between the administrations concerned and at intervals of not less than two hours and not more than four hours during the working hours of the coast station.

(2) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. The transmission shall be preceded by a general call to all stations.

(3) The general call to all stations announcing the traffic lists may be sent on a calling frequency in the following form:

- “Hello all ships” or CQ (spoken as CHARLIE QUEBEC) not more than three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- “. . . Radio” not more than three times;
- “Listen for my traffic list on . . . kHz”.

In no case may this preamble be repeated.

(4) However, in the bands between 156 MHz and 174 MHz when the conditions for establishing contact are good, the call described in § 5.(3) above may be replaced by:

- “Hello all ships” or CQ (spoken as CHARLIE QUEBEC), once;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- “. . . Radio”, twice;
- “Listen for my traffic list on channel . . .”.

In no case may this preamble be repeated.

(5) The provisions of § 5.(3) are obligatory when 2 182 kHz or 156.8 MHz is used.

(6) The hours at which coast stations transmit their traffic lists and the frequencies and classes of emission which they use for this purpose shall be stated in the List of Coast Stations.

(7) Ship stations should as far as possible listen to the traffic lists transmitted by coast stations. On hearing their call sign or other identification in such a list they must reply as soon as they can do so.

(8) When the traffic cannot be sent immediately, the coast station shall inform each ship station concerned of the probable time at which working can begin, and also, if necessary, the frequency and class of emission which will be used.

§ 6. When a coast station receives calls from several ship stations at practically the same time, it decides the order in which these stations may transmit their traffic. Its decision shall be based on the priority (see RR No. S53.1 [No. 4441]) of the radiotelegrams or radiotelephone calls that the ship stations have on hand and on the need for allowing each calling station to clear the greatest possible number of communications.

§ 7. (1) When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease.

(2) However, when a station called does not reply, the call may be repeated at three-minute intervals.

(3) In areas where reliable VHF communication with a called coast station is practicable, the calling ship station may repeat the call as soon as it is ascertained that traffic has been terminated at the coast station.

(4) In the case of a communication between a station of the maritime mobile service and an aircraft station, calling may be renewed after an interval of five minutes.

(5) Before renewing the call, the calling station shall ascertain that the station called is not in communication with another station.

(6) If there is no reason to believe that harmful interference will be caused to other communications in progress, the provisions of § 7.(4) above are not applicable. In such cases the call, sent three times at intervals of two minutes, may be repeated after an interval of not less than three minutes.

(7) However, before renewing the call, the calling station shall ascertain that further calling is unlikely to cause interference to other communications in progress and that the station called is not in communication with another station.

(8) Ship stations shall not radiate a carrier wave between calls.

§ 8. When the name and address of the administration or private operating agency controlling a ship station are not given in the appropriate list of stations or are no longer in agreement with the particulars given therein, it is the duty of the ship station to furnish as a matter of regular procedure, to the coast station to which it transmits traffic, all the necessary information in this respect.

§ 9. (1) The coast station may, by means of the abbreviation TR (spoken as TANGO ROMEO), ask the ship station to furnish it with the following information:

- a) position and, whenever possible, course and speed;
- b) next port of call.

(2) The information referred to in § 9.(1) above, preceded by the abbreviation TR, should be furnished by ship stations, whenever this seems appropriate, without prior request from the coast station. The provision of this information is authorized only by the master or the person responsible for the ship.

Section III. Method of Calling, Reply to Calls and Signals Preparatory to Traffic when Using Calling Methods Other than Digital Selective Calling

A. Method of Calling

§ 10. (1) The call consists of:

- the call sign or other identification of the station called, not more than 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 calling station, not more than three times.

(2) However, in the bands between 156 MHz and 174 MHz when the conditions for establishing contact are good, the call described in § 10.(1) above may be replaced by:

- the call sign of the station called, once;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station, twice.

(3) When calling a VHF coast station operating on more than one channel, a ship station calling on a working channel should include the number of that channel in the call.

(4) When contact is established, the call sign or other identification may thereafter be transmitted once only.

(5) When the coast station is fitted with equipment for selective calling in accordance with Recommendation ITU-R M.541, and the ship station is fitted with equipment for receiving such selective calls, the coast station shall call the ship by transmitting the appropriate code signals. The ship station shall call the coast station by speech in the manner given in § 10.(1) (see also Annex 2 to Recommendation ITU-R M.257).

§ 11. Calls for internal communications on board ship when in territorial waters shall consist of:

- a) From the master station:
 - the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc.) indicating the sub-station not more than three times;
 - the words THIS IS;
 - the name of the ship followed by the word CONTROL;

b) From the sub-station:

- the name of the ship followed by the word CONTROL not more than three times;
- the words THIS IS;
- the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc.) indicating the sub-station.

*B. Frequency to Be Used for Calling
and for Preparatory Signals*

B1. Bands Between 1 605 kHz and 4 000 kHz

§ 12. (1) A radiotelephone ship station calling a coast station should use for the call, in order of preference:

- a) a working frequency on which the coast station is keeping watch;
- b) the carrier frequency 2 182 kHz;
- c) in Regions 1 and 3 and in Greenland, the carrier frequency 2 191 kHz (assigned frequency 2 192.4 kHz) when a carrier frequency of 2 182 kHz is being used for distress;
- d) in Region 2 except for Greenland, the carrier frequency 2 191 kHz as a supplementary calling frequency in those areas of heavy usage of 2 182 kHz.

(2) A radiotelephone ship station calling another ship station should use for the call:

- a) the carrier frequency 2 182 kHz;
- b) an intership frequency, whenever and wherever traffic density is high and prior arrangements can be made.

(3) Subject to the provisions of § 12.(6), coast stations shall, in accordance with the requirements of their own country, call ship stations of their own nationality either on a working frequency or, when calls to individual ships are made, on the carrier frequency 2 182 kHz.

(4) However, a ship station which keeps watch simultaneously on the carrier frequency 2 182 kHz and a working frequency should be called on the working frequency.

(5) As a general rule, coast stations should call radiotelephone ship stations of another nationality on the carrier frequency 2 182 kHz.

(6) Coast stations may call ship stations equipped to receive selective calls in accordance with Recommendations ITU-R M.257 and ITU-R M.541.

B2. Bands Between 4 000 kHz
and 27 500 kHz

§ 13. (1) A ship station calling a coast station by radiotelephony shall use either one of the calling frequencies mentioned in RR No. S52.221 [No. 4375] or the working frequency associated with that of the coast station, in accordance with RR Appendix S17, Part B Section I, [Appendix 16, Section A]

(2) A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in RR No. S52.222 [No. 4376], one of its working frequencies shown in the List of Coast Stations, or the carrier frequency 4 125 kHz or 6 215 kHz, in accordance with the provisions of RR Nos. S52.221.2 and S52.221.3 [Nos. 4375.2 and 4375.3].

(3) The preliminary operations for the establishment of radiotelephone communications may also be carried out by radiotelegraphy using the procedure appropriate to radiotelegraphy (see Recommendation ITU-R M.1170 § 17).

(4) The provisions of § 13.(1) and § 13.(2) do not apply to communications between ship stations and coast stations using the simplex frequencies specified in RR Appendix S17, Part B, Section I [Appendix 16, Section B].

B3. Bands Between 156 MHz and 174 MHz

§ 14. (1) In the bands between 156 MHz and 174 MHz, intership and coast station to ship calling should, as a general rule, be made on 156.8 MHz. However, coast station to ship calling may be conducted on a working channel or on a two-frequency calling channel which has been implemented in accordance with RR No. S52.236 [No. 4391]. Except for distress, urgency or safety communications, when 156.8 MHz should be used, ship to coast station calling should, whenever possible, be made on a working channel or on a two-frequency calling channel which has been implemented in accordance with RR No. S52.236 [No. 4391]. Ships wishing to participate in a port operations service or ship movement service should call on a port operations or ship movement working frequency, indicated in heavy type in the List of Coast Stations.

(2) When 156.8 MHz is being used for distress, urgency or safety communications, a ship station desiring to participate in the port operations service may establish contact on 156.6 MHz, or another port operations frequency indicated in heavy type in the List of Coast Stations.

B4. Procedure for Calling a Station
Providing Pilot Service

§ 15. A radiotelephone ship station calling a station providing pilot service should use for the call, in order of preference:

- a) an appropriate channel in the bands between 156 MHz and 174 MHz;
- b) a working frequency in the bands between 1 605 kHz and 4 000 kHz;
- c) the carrier frequency 2 182 kHz, and then only to determine the working frequency to be used.

C. Form of Reply to Calls

§ 16. The reply to calls consists of:

- the call sign or other identification of the calling station, not more than 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 called, not more than three times.

D. Frequency for Reply

D1. Bands Between 1 605 kHz and 4 000 kHz

§ 17. (1) When a ship station is called on the carrier frequency 2 182 kHz, it should reply on the same carrier frequency unless another frequency is indicated by the calling station.

(2) When a ship station is called by selective calling in accordance with Recommendation ITU-R M.257 it shall reply on a frequency on which the coast station keeps watch.

(3) When a ship station is called on a working frequency by a coast station of the same nationality, it shall reply on the working frequency normally associated with the frequency used by the coast station for the call.

(4) When calling a coast station or another ship station, a ship station shall indicate the frequency on which a reply is required if this frequency is not the normal one associated with the frequency used for the call.

(5) A ship station which frequently exchanges traffic with a coast station of another nationality may use the same procedure for reply as ships of the nationality of the coast station, where this has been agreed by the administrations concerned.

- (6) As a general rule a coast station shall reply:
- a) on the carrier frequency 2 182 kHz to calls made on the carrier frequency 2 182 kHz, unless another frequency is indicated by the calling station;
 - b) on a working frequency to calls made on a working frequency;
 - c) on a working frequency to calls made in Regions 1 and 3 and in Greenland on the carrier frequency 2 191 kHz (assigned frequency 2 192.4 kHz).

D2. Bands Between 4 000 kHz
and 27 500 kHz

§ 18. (1) A ship station called by a coast station shall reply either on one of the calling frequencies mentioned in RR No. S52.221 [No. 4375] or on the working frequency associated with that of the coast station, in accordance with RR Appendix S17, Part B, Section I [Appendix 16, Section A].

(2) A coast station called by a ship station shall reply on one of the calling frequencies mentioned in RR No. S52.222 [No. 4376], or on one of its working frequencies shown in the List of Coast Stations.

(3) When a station is called on the carrier frequency 4 125 kHz it should reply on the same frequency unless another frequency is indicated for that purpose by the calling station.

(4) When a station is called on the carrier frequency 6 215 kHz it should reply on the same frequency unless another frequency is indicated for that purpose by the calling station.

(5) The provisions of § 18.(1) and § 18.(2) do not apply to communication between ship stations and coast stations using the simplex frequencies specified in RR Appendix S17, Part B, Section I [Appendix 16, Section B].

D3. Bands Between 156 MHz and 174 MHz

§ 19. (1) When a station is called on 156.8 MHz it should reply on the same frequency unless another frequency is indicated by the calling station.

(2) When a coast station open to public correspondence calls a ship either by speech or by selective calling in accordance with Annex 2 to Recommendation ITU-R M.257, using a two-frequency channel, the ship station shall reply by speech on the frequency associated with that of the coast station; conversely, a coast station shall reply to a call from a ship station on the frequency associated with that of the ship station.

E. Indication of the Frequency to Be Used for Traffic

E1. Bands Between 1 605 kHz and 4 000 kHz

§ 20. If contact is established on the carrier frequency 2 182 kHz, coast and ship stations shall transfer to working frequencies for the exchange of traffic.

E2. Bands Between 4 000 kHz
and 27 500 kHz

§ 21. After a ship station has established contact with a coast station, or another ship station, on the calling frequency of the band chosen, traffic shall be exchanged on their respective working frequencies.

E3. Bands Between 156 MHz and 174 MHz

§ 22. (1) Whenever contact has been established between a coast station in the public correspondence service and a ship station either on 156.8 MHz or on a two-frequency calling channel (see RR No. S52.237 [No. 4392]), the stations shall transfer to one of their normal pairs of working frequencies for the exchange of traffic. The calling station should indicate the channel to which it is proposed to transfer by reference to the frequency in MHz or, preferably, to its channel designator.

(2) When contact on 156.8 MHz has been established between a coast station in the port operations service and a ship station, the ship station should indicate the particular service required (such as navigational information, docking instructions, etc.) and the coast station shall then indicate the channel to be used for the exchange of traffic by reference to the frequency in MHz, or, preferably, to its channel designator.

(3) When contact on 156.8 MHz has been established between a coast station in the ship movement service and a ship station, the coast station shall then indicate the channel to be used for the exchange of traffic by reference to the frequency in MHz or, preferably, to its channel designator.

(4) A ship station, when it has established contact with another ship station on 156.8 MHz, should indicate the intership channel to which it is proposed to transfer for the exchange of traffic by reference to the frequency in MHz or, preferably, to its channel designator.

(5) However, a brief exchange of traffic not to exceed one minute concerning the safety of navigation need not be transmitted on a working frequency when it is important that all ships within range receive the transmission.

(6) Stations hearing a transmission concerning the safety of navigation shall listen to the 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.

F. Agreement on the Frequency to Be Used for Traffic

§ 23. (1) If the station called is in agreement with the calling station, it shall transmit:

- a) an indication that from that moment onwards it will listen on the working frequency or channel announced by the calling station;
- b) an indication that it is ready to receive the traffic of the calling station.

(2) If the station called is not in agreement with the calling station on the working frequency or channel to be used, it shall transmit an indication of the working frequency or channel proposed.

(3) For communications between a coast station and a ship station, the coast station shall finally decide the frequency or channel to be used.

(4) When agreement is reached regarding the working frequency or channel which the calling station shall use for its traffic, the station called shall indicate that it is ready to receive the traffic.

G. Indication of Traffic

§ 24. When the calling station wishes to exchange more than one radiotelephone call, or to transmit one or more radiotelegrams, it should indicate this when contact is established with the station called.

H. Difficulties in Reception

§ 25. (1) If the station called is unable to accept traffic immediately, it should reply to the call as indicated in § 16 followed by "Wait . . . minutes" (or \overline{AS} spoken as ALFA SIERRA . . . (minutes) in case of language difficulties), indicating the probable duration of waiting time in minutes. If the probable duration exceeds ten minutes the reason for the delay shall be given. Alternatively the station called may indicate, by any appropriate means, that it is not ready to receive traffic immediately.

(2) When a station receives a call without being certain that such a call is intended for it, it shall not reply until the call has been repeated and understood.

(3) When a station receives a call which is intended for it, but is uncertain of the identification of the calling station, it shall reply immediately asking for a repetition of the call sign or other identification of the calling station.

Section IV. Forwarding (Routing) of Traffic

A. Traffic Frequency

§ 26. (1) Every station should transmit its traffic (radiotelephone calls or radiotelegrams) on one of its working frequencies in the band in which the call has been made.

(2) In addition to its normal working frequency, printed in heavy type in the List of Coast Stations, a coast station may use one or more supplementary frequencies in the same band, in accordance with the provisions of RR Article S52 [Article 60].

(3) The use of frequencies reserved for calling shall be forbidden for traffic, except distress traffic (see RR Appendix S13 [Chapter IX]).

(4) After contact has been established on the frequency to be used for traffic, the transmission of a radiotelegram or radiotelephone call shall be preceded by:

- the call sign or other identification of the station called;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station.

(5) The call sign or other identification need not be sent more than once.

B. Establishment of Radiotelephone Calls and Transmission of Radiotelegrams

B1. Establishment of Radiotelephone Calls

§ 27. (1) In setting up a radiotelephone call, the coast station should establish connection with the telephone network as quickly as possible. In the meantime, the ship station shall maintain watch on the appropriate working frequency as indicated by the coast station.

(2) However, if the connection cannot be quickly established, the coast station shall inform the ship station accordingly. The latter station shall then either:

- a)* maintain watch on the appropriate frequency until an effective circuit can be established; *or*
- b)* contact the coast station later at a mutually agreed time.

(3) When a radiotelephone call has been completed, the procedure indicated in § 29.(3) shall be applied unless further calls are on hand at either station.

B2. Transmission of Radiotelegrams

§ 28. (1) The transmission of a radiotelegram should be made as follows:

- radiotelegram begins: from . . . (name of ship or aircraft);
- number . . . (serial number of radiotelegram);
- number of words . . . ;
- date . . . ;
- time . . . (time radiotelegram was handed in aboard ship or aircraft);

- service indicators (if any);
- address . . . ;
- text . . . ;
- signature . . . (if any);
- radiotelegram ends, over.

(2) As a general rule, radiotelegrams of all kinds transmitted by ship stations shall be numbered in a daily series; number 1 shall be given to the first radiotelegram sent each day to each separate station.

(3) A series of numbers which has begun in radiotelegraphy should be continued in radiotelephony and vice versa.

(4) Each radiotelegram should be transmitted once only by the sending station. However, it may, when necessary, be repeated in full or in part by the receiving or the sending station.

(5) In transmitting groups of figures, each figure shall be spoken separately and the transmission of each group or series of groups shall be preceded by the words “in figures”.

(6) Numbers written in letters shall be spoken as they are written, their transmission being preceded by the words “in letters”.

B3. Acknowledgement of Receipt

§ 29. (1) The acknowledgement of receipt of a radiotelegram or a series of radiotelegrams shall be given by the receiving station in the following manner:

- the call sign or other identification of the sending station;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the receiving station;
- “Your No. . . . received, over” (or R spoken as ROMEO . . . (number), K spoken as KILO in case of language difficulties); *or*
- “Your No. . . . to No. . . . received, over” (or R spoken as ROMEO . . . (numbers), K spoken as KILO in case of language difficulties).

(2) The radiotelegram, or series of radiotelegrams, shall not be considered as cleared until this acknowledgement has been received.

(3) The end of work between two stations shall be indicated by each of them by means of the word “Out” (or VA spoken as VICTOR ALFA in case of language difficulties).

Section V. Duration and Control of Working

§ 30. (1) In communications between coast stations and ship stations, the ship station shall comply with the instructions given by the coast station in all questions relating to the order and time of transmission, to the choice of frequency, and to the duration and suspension of work.

(2) In communications between ship stations, the station called controls the working in the manner indicated in § 30.(1) above. However, if a coast station finds it necessary to intervene, the ship stations shall comply with the instructions given by the coast station.