

ZEPHYR

YACHTING



ZEPHYR YACHTING

SHORT RANGE CERTIFICATE

RADIO NOTES

Licensing requirements.

- a) SRC radio operators license
- b) Ships radio license (annual renewal)

Phonetic alphabet and numerals

A alpha	B bravo	C charlie	D delta	E echo
F foxtrot	G golf	H hotel	I india	J juliet
K kilo	L lima	M mike	N november	O oscar
P papa	Q quebec	R romeo	S sierra	T tango
U uniform	V victor	W whisky	X x-ray	Y yankee
Z zulu				

1 wun 2 too 3 tree 4 fower 5 fife 6 six 7 seven 8 ait 9 nin-er 0 zero
(for example 150 is pronounced wun fife zero)

Duplex mode of operation.

Transmissions in both directions can occur simultaneously. Two frequencies are required. Normal telephone type conversations can be held. Ship to shore working channels are allocated on 2 frequencies to allow duplex to be used.

Simplex mode of operation

Transmission is only possible in one direction at a time. Transmitting or receiving is selected by pressing the button on the hand piece, Only one aerial is required which is selected by the press to transmit button (PTT). When listening release the button.

Dual watch

Equipment capable of monitoring two channels at once (example- port operations channel and channel 16)

Squelch

To reduce background noise to an acceptable level

Power output

Maximum permitted is 25 watts. Mandatory setting of 1 watt for working in close.

Aerials

The choice of VHF aerial is an important decision as a good transmitting aerial is also a good receiving aerial, but the converse is not true. Any old aerial will give reception of sorts but the same ariel may prove useless for transmitting. Site the aerial at the mast head for best line of sight otherwise the rigging may screen signals. Special feeder cable from the set to the aerial will theoretically give us the full 25 watts.

Types of aerial

A high gain 2 meters long. This will concentrate the power along an axis at right angles to the aerial, thus making longer distances achievable. This is fine as long as the aerial is kept nearly vertical as on a motor yacht. A sailing yacht heeled over has a problem and due to this a unity gain aerial is recommended for a sailing yacht.

(Discuss emergency aerial)

Siting of equipment

Out of damp, away from engine noise, vibration and heat.
(Discuss the effects on compass)

Other equipment

MF radio telegraph – greater range than VHF (up to 250 miles)
Units are more expensive than VHF and require a larger aerial.

Silent period

Every half-hour a three-minute silent period is observed to facilitate distress and safety working. During these two periods, three minutes past the hour and three minutes past the half-hour. No transmissions should be made. Always check the time before transmitting.

Who can you talk to?

Other vessels
Coastguard
Harbourmasters
Marinas/yacht clubs.

Avoidance of interference (Capture effect)

Before transmitting, first listen on the channel to make sure that your transmission will not interfere with any other communications already in progress. If it is occupied, just wait until it is clear. Having taken this precaution, if you do cause interference you must comply with any request from a coast radio station to stop transmitting.

Control of communication

Ship to shore – coastal station has control except in cases of distress, urgency and safety.
Inter ship – called station has control.
You should bear in mind that the coast station has much more powerful equipment than most ships, thus the area covered by its transmission and reception is greater.

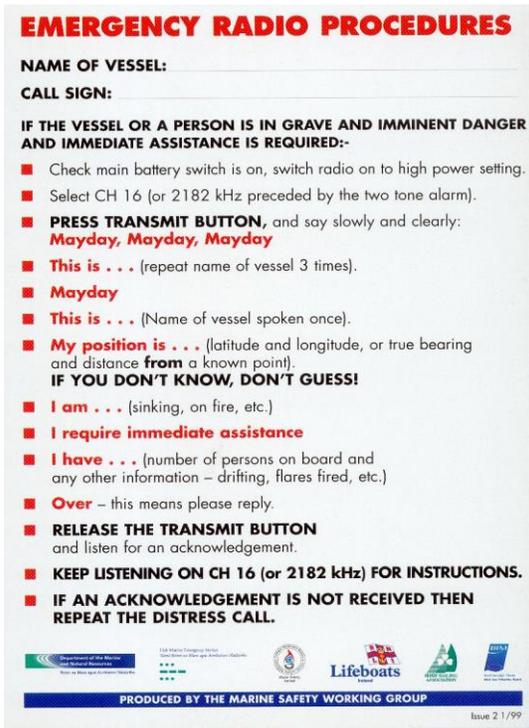
Transmission rules

The following are *strictly forbidden*

- a) Transmissions not authorised by the Master (Skipper)
- b) Operation by unauthorised persons
- c) Transmission without identification
- d) Circulation of false information about safety
- e) Use of Christian names
- f) Closing down before finishing all operations (Saying “out”)
- g) General broadcasting (except all stations by the coast)
- h) Making unnecessary or superfluous transmissions
- i) Transmissions outside the licence
- j) Broadcasting of music

Procedure card

Commercial vessels are required by law to carry VHF sets along with a procedure card easily visible from the operating position. The card should set out the procedure for Distress, Urgency and Safety messages. Lives may depend on the ability to send a distress message correctly – everyone onboard should know how to operate the VHF set. Similarly any member of the crew may receive a distress call and other peoples' lives may depend on the correct action being taken.



EMERGENCY RADIO PROCEDURES

NAME OF VESSEL: _____
 CALL SIGN: _____

IF THE VESSEL OR A PERSON IS IN GRAVE AND IMMINENT DANGER AND IMMEDIATE ASSISTANCE IS REQUIRED:-

- Check main battery switch is on, switch radio on to high power setting.
- Select CH 16 (or 2182 kHz preceded by the two tone alarm).
- **PRESS TRANSMIT BUTTON**, and say slowly and clearly:
Mayday, Mayday, Mayday
- **This is . . .** (repeat name of vessel 3 times).
- **Mayday**
- **This is . . .** (Name of vessel spoken once).
- **My position is . . .** (latitude and longitude, or true bearing and distance **from** a known point).
IF YOU DON'T KNOW, DON'T GUESS!
- **I am . . .** (sinking, on fire, etc.)
- **I require immediate assistance**
- **I have . . .** (number of persons on board and any other information – drifting, flares fired, etc.)
- **Over** – this means please reply.
- **RELEASE THE TRANSMIT BUTTON** and listen for an acknowledgement.
- **KEEP LISTENING ON CH 16 (or 2182 kHz) FOR INSTRUCTIONS.**
- **IF AN ACKNOWLEDGEMENT IS NOT RECEIVED THEN REPEAT THE DISTRESS CALL.**








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The purpose of standard procedure

To pass messages accurately, a standard procedure and familiar words or phrases should be used, giving a common pattern understood by radio operators of most nationalities. These standard words and phrases when used in an expected order are much easier to discern against a background of radio and weather interference. When the standard procedure is not used, the result could lead to confusion, reduced reliability and speed of action, if necessary.

Procedure words

- a) Repeat important words
- b) Give course and bearings in three-figure notation, (e.g. - 080 degrees.)
- c) Position of vessel must be given as bearing and distance from land or
- d) navigation mark navigation mark
- e) distance must be given in nautical miles
- f) speed must be given in knots

- g) time must be given in 24 hour notation (e.g.- 17 00hours not 5pm)
- h) the word “over” invites reply
- i) the word “out” ends transmission
- j) numbers are to be spoken (e.g.- 152 is pronounced as “one fife zero”)

VHF main purpose- safety

Types of call listed in order of importance

- 1/ Distress “MAYDAY”
- 2/ Distress relay “MAYDAY RELAY”
- 3/ Urgent message “PAN PAN”
- 4/ Rendering assistance to others
- 5/ Securite messages – navigation and weather warnings

Pro words and their definitions

MAYDAY	Distress call on your own behalf
MAYDAY RELAY	Distress call on behalf of someone else
PAN PAN	Indicates call concerning the safety of ship or person
PAN PAN	Precedes a call requesting urgent medical advice
SEELONCE MAYDAY	Radio silence on CH16 is imposed by the station controlling distress communications using this phrase
SEELONCE DISTRESS	Radio silence on CH16 is imposed by any station other than the one controlling distress communications
PRUDONCE	A concession at the discretion of the controlling station, to allow the most important signals through on CH16, before announcing the end of radio silence and resumption of normal working on CH16
SEELONCE FEENEE	End of radio silence
SECURITE	Safety signal to indicate that a message of navigational importance is about to be sent
ALL AFTER	Used after the pro word “say again” to request a repetition of a portion a message.
ALL BEFORE	Used after the pro word “say again” to request repetition of a portion of a message
CORRECT	Reply to a message that has being preceded by the pro words “read back for check” when it has being correctly repeated
CORRECTION	Spoken during a message when an error has being made in the transmission. Cancel the last word or group, the correct word or group follows
IN FIGURES	The following numerals are to be written as figures
IN LETTERS	The following are to be written in letters as spoken
I READ BACK	If the receiving stations in doubt of accuracy of the whole or part of a message, they may repeat it back



I SAY AGAIN	I am repeating transmission or portion indicated
I SPELL	I shall spell the next word or group of letters
phonetically	
RADIO CHECK	Please tell me the strength and clarity of my
transmission	
RECEIVED	Used to acknowledge receipt of message
SAY AGAIN	Repeat your message or portion of
STATION CALLING	Used when a station received a call but is uncertain of the identification of the calling station
THIS IS	Transmission from the station whose call sign follows
WAIT	Used if a station called is unable to take traffic immediately, followed by number of minutes

Channels

CH16 Mandatory – distress, safety and calling

CH16 Mandatory _ primary inter ship channel

VHF radios have 67 channels including private channels. Some are for particular purposes and are internationally agreed.

VHF is from 156 to 174 MHz and is termed Maritime Mobile Band.

Each channel is allocated to one of the following specific purposes

- **Distress, Safety and Calling - CH16**

Most calling or answering (initial contact) is made on CH16, which is also used, as the INTERNATIONAL DISTRESS FREQUENCY.

All VHF sets must have CH16.

- **Inter ship channels**

CH 6, 8, 72, 77, 9, 10, 13, 73

CH 6 is the primary inter ship channel and is also mandatory. Initial contact is made on CH16 before switching to inter ship. Use CH 6, 8, 72, and 77 in preference, as these are solely inter ship channels.

- **Port operations and Ships Movements**

CH12 and CH14 are most common. These channels are usually arranged so that minimal interference occurs between harbours within VHF range of each other.

- **Small Craft Safety Channel (UK only)**

CH67 For the exchange of safety information that does not warrant the use of distress or emergency procedures.

- **Marine Safety Information**

Weather forecasts, navigation warnings, sub facts etc.

Types of transmissions

Distress	“MAYDAY”	CH 16
Urgent	“PAN PAN”	CH 16
Navigation warnings	“SECURITE”	CH 16 then nominated channel
Routine	Ship to ship	CH16 then nominated channel



Routine

Ship to shore

CH16 then nominated channel

EXAMPLES OF CALLS

Calling the coastguard from your vessel

Call him to exchange small craft safety information (TR) or to get a weather forecast

- Check the time (silent period)
- Tune to CH16
- Transmit "Dublin Coastguard, Dublin Coastguard, Dublin Coastguard, This is motor yacht Endurance, Endurance, Endurance. Over"
- Dublin Coastguard will reply on CH16 as follows
"Endurance, Endurance. This is Dublin Coastguard. Go to CH83 and stand by, Over"
- You reply – "Dublin Coastguard, this is Endurance. Going to CH83 and standing by. Over"
- BOTH STATIONS WILL NOW SWITCH TO CHANNEL 83. You should wait and listen for Dublin Coastguard to call you. There may be a queue.
- "Endurance, this is Dublin Coastguard. Over."
- "Dublin Coastguard this is Endurance. My position is two miles SE of Carlingford Fairway buoy. My intention is to enter Carlingford Lough. Could you give me the latest Ice report for the Lough Over"
- "Endurance, this is Dublin Coastguard. The latest report for Carlingford Lough issued at 10 00hrs today is for pack ice in the upper reaches of the Lough extending from the base of the glacier out as far as No 18 buoy, with small amounts of brash ice in the entrance. Over"
- "Dublin Coastguard. This is Endurance. Thank you. Listening on CH16. Out"
- "Endurance this is Dublin Coastguard. Listening on CH16. Out"

Calling harbour authorities

Call them to receive information about berthing, entrance to the harbour, channels etc. Harbour authorities listen on dual watch (their working frequency and Ch16) so you should mention in your initial call which channel you are transmitting on.

- Select port operations frequency. (details given in the nautical almanac) e.g. CH14
- Transmit "Holyhead Harbour, Holyhead Harbour, Holyhead Harbour. This the sailing yacht Lady Elizabeth, Lady Elizabeth, Lady Elizabeth on CH14 Over"
- "Lady Elizabeth, this is Holyhead Harbour. Over"
- "Holyhead Harbour this is Lady Elizabeth. I am a 12-meter sailing yacht approaching the outer breakwater. Will you advise me of local berthing arrangements. Over"
- "Lady Elizabeth, this is Holyhead Harbour. After rounding the breakwater, pass between it and the Anglesey Aluminium jetty into the outer harbour. The moorings are five cables in front of you. Over"
- "Holyhead Harbour this is Lady Elizabeth. Instructions understood. Thank you, over"
- "Lady Elizabeth this is Holyhead Harbour. Out"

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Calling marinas yacht clubs etc.

Call them up too find out about berthing availability, radio checks and weather forecasts. Call on working channel, which can be found in the nautical almanac.

- Tune to working channel – e.g. CH80
- Transmit “Malahide marina, Malahide marina, Malahide marina, This is yacht Willing Lass, Willing Lass, Willing Lass. Over.
- “Willing Lass this is Malahide marina, what can I do for you. Over”
- “Malahide marina this is Willing Lass. I am a 10 meter sailing yacht and require a bert for two nights please. Over”
- “Willing Lass, there is a bert available for you on the North side of B leg, bert number 15. Please contact the marina office when you have tied up, Over.
- “Malahide marina this is yacht Willing Lass, thank you for your help. I will see you in about 20 minuets. Out”
- “Willing Lass, this is Malahide marina. Listening out on CH80. Out”

All stations broadcast – may be transmitted by Coastguard

The initial call will be on CH16

- “All stations, all stations, all stations. This is Belfast Coastguard, Belfast Coastguard, Belfast Coastguard. For weather forecast and navigational warnings listen channel 68.

All interested should now change to channel 68. The broadcast will take a similar format to that above.

DISTRESS Signal – “MAYDAY”

To qualify for a distress the situation must be that a life, or many lives are in GRAVE AND IMMINENT DANGER. Any decision to make a distress call must be made by the master. (Skipper or Captain)

When making a MAYDAY call the sequence is as follows:

C	Call
I	Identify
P	Position
T	Troubles
A	Assistance requires
P	Persons on board
O	Other information
O	Over

Example of a distress call

Check main battery switch is on. Switch radio on. Select HIGH power (25 watt output), turn volume to high, select CH16, adjust the squelch, press the transmit button and say -

Call “Mayday, Mayday, Mayday, this is Pegasus, Pegasus, Pegasus.”

IDENTIFY “Mayday, Pegasus”

POSITION “I am one mile south of the Rockabill Light house”



TROUBLES	"I have struck a semi submerged object and I am sinking"	
ASSISTANCE	"I require immediate assistance"	REQUIRED
PERSONS	"There are four persons on board"	
OTHER INFO	"WE have a liferaft"	
OVER	"Over"	

During a MAYDAY call all vessels should continue listening on channel 16 and write down the message – at least the vessels name, call sign and position. Refrain from using the radio during a MAYDAY. Always pre-fix any messages concerning the distress with the word MAYDAY

There are two ways you could assist during a distress

1. Acknowledgement of a distress message
2. MAYDAY RELAY

Before deciding to render assistance to a distressed vessel you should think about where you are in relation to the vessel and in relation to the authorities. Is your boat equipped to render assistance, even if you are very close.

If you do think that you can give help to the vessel in distress, transmit on channel 16

"MAYDAY
PEGASUS, PEGASUS, PEGASUS.
This is FAST MOVER. FAST MOVER, FAST MOVER
Received MAYDAY.
I am 2 miles East of the Rockabill light and proceeding to your assistance at 12 knots
My ETA at your location 16 30hrs, Over"

You would hope to receive an acknowledgement from the vessel in distress
"MAYDAY, FAST MOVER, this is PEGASUS. 6
Received your message and will fire a flare to pinpoint my position. Over."

If you are not able to render assistance you may still be able to help with a MAYDAY RELAY call. If the vessel in distress is out of radio contact with the shore and you are able to contact both them and the shore you can relay a distress message to the shore authorities.

There is no need to relay a message if the shore authorities are already in communication with the distress vessel
Transmit on Channel 16

"MAYDAY RELAY, MAYDAY RELAY, MAYDAY RELAY.
This is FAST MOVER, FAST MOVER, FAST MOVER.
MAYDAY PEGASUS"
You then repeat the message that you heard from the vessel in distress.



SAFETY

Signal – “PAN PAN”

This signal has priority over all signals except a MAYDAY. It can be used when you require immediate assistance but the situation is not grave and imminent to life or vessel. It is addressed to all stations.

Transmit on CH16

“PAN PAN, PAN PAN, PAN PAN,
All stations, all stations, all stations,
This is Happy Captain, Happy Captain, Happy Captain,
We are 8 miles East of the Kish light house. Our engine has failed and we require t tow urgently. There are four persons on board.
Over.

MEDICAL EMERGENCY

SIGNAL- “PAN PAN ”

This call has priority over all calls except MAYDAY and PAN PAN. It can be used when you require medical advice for an injured or sick crewmember. The Coastguard will direct your call through to a doctor in the casualty unit of a local Hospital. Is addressed to all stations. The transmission should be made on CH16.

“PAN PAN, PAN PAN, PAN PAN
all stations, all stations, all stations.
This is Happy bear, Happy bear, Happy bear,
I require medical assistance, Over.

You will be asked to transfer to a working channel and the Coastguard will get in touch with a doctor so that you may receive information regarding the casualty.

WEATHER OR NAVIGATIONAL WARNING

Signal – “Securite”

The initial broadcast will be on CH16

“SECURITE SECURITE SECURITE
All stations, all stations, all stations,



This is Dublin coastguard, Dublin coastguard, Dublin coastguard.
For gale warning listen CH83”

When you change to CH83 you will hear a message such as this

“SECURITE SECURITE SECURITE

All stations all stations all stations

This is Dublin coastguard

Report 0700, fourteenth May, there are warnings of SW Gales on coasts from Fair head to Howth Head and the Irish Sea North of Angelsey. Out.

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM (GMDSS)

Basic procedures

- A worldwide communications and search and rescue system.
- Designed by IMO and supported by ITU.
- Introduced in February 2002
- Full implimation by February 1999
- Vessels requested to monitor CH16 until February 2005
- Dedicated headset watch on CH16 until February 2005 after which a loudspeaker watch will be maintained by MRCC/MRSC.

Applies to vessels of more than 300 GRT and some passenger/fishing vessels. Optional for voluntary fit vessels.

Basic concept

Every vessel to:

1. Carry radio equipment that will enable it to communicate via two independent means with a rescue co-ordination centre ashore.
2. Be able to receive safety information.
3. Carry location devices.

Radio equipment

- HF/MF/VHF radio.
- Immarsat terminals (A.B.C.D)
- EPIRB (Emergency Position Indicating Radio Beacon)
- NAVTEX- to receive maritime safety information (MSI)
- SART (Search and Rescue Transponder)- survival craft location.

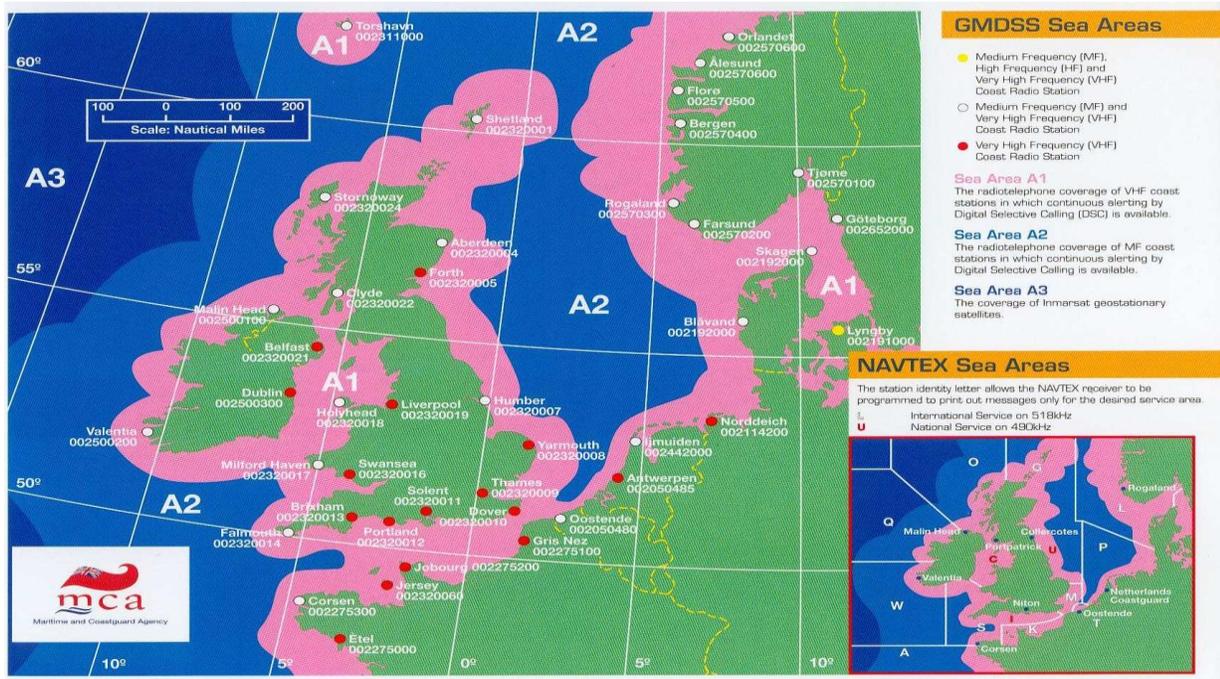
Equipment required refers to area of operation

Area A1 Within range of shore-based VHF/DSC stations. (30-50 miles)

Area A2 Within range of shore-based MF DSC stations. (100-300 miles)

Area A3 Within range of IMMARSAT

Area A4 Polar regions VHF MF HF



Maritime Mobile Server Identity (MMSI)

MID- Maritime Identification Digit IRELAND 250 UK 232/233 FRANCE 227
 Single vessel MID+6 digits
 Group of vessels OMID+5 digits
 Coast station OOMID+4 digits

Single vessel MMSI obtained with Ship Radio Licence and installed by authorised dealer.
 Group MMSI obtained from Department of Marine Radio section phone No 01 8049621

MARS

Maritime mobile access and retrieval system. This is a searchable list of MMSI numbers and is available at <http://www.itu.int/MARS/>

DSC PROCEDURES

DISTRESS

WHEN A VESSEL OR PERSON IS IN GRAVE AND IMMINENT DANGER AND REQUIRES IMMEDIATE ASSISTANCE.
 MAN OVERBOARD – SKIPPERS DECISION (IMO November 1999)

DISTRESS ALERT

1. Lift flap and press red button – This will access the distress menu
2. Chose nature of your distress from – Undesignated, Fire, Flooding, Collision, Grounding, Listing, Sinking, Disabled, Abandoning, Piracy, Man overboard.
3. Hold red button down for 5 seconds – transmits a burst of data on Ch 70. This includes MMSI, Time, Position (GPS or Manuel input) and the nature of distress.
4. After 15 seconds transmit your Mayday call and message on Ch 16
 Mayday, Mayday, Mayday,
 This is (name of vessel X 3)
 MMSI



Mayday (vessel name)
My position is.....
Nature of distress
Number of persons on board
Other information
Over.

ACKNOWLEDGEMENT

Acknowledgement of a DSC alert can only be made with class A and B controllers.

Class D controllers cannot acknowledge.

It is intended that Marine Rescue Co-ordination Centres (MRCC) should acknowledge if within range, otherwise it will be a ship station.

Acknowledgement will cancel all alarms and display the MMSI number of the station acknowledging.

Voice acknowledgement on Ch 16

Mayday

Name?MMSI of distress vessel X 3

This is MRCC/name of vessel X 3

RECEIVED MAYDAY

State the assistance you can give

Over

Only acknowledge if you can give assistance to the vessel in distress.

Action

Cease all transmissions, listen on Ch 16, write down the Mayday message, send Mayday relay if no acknowledgement is heard.

MAYDAY RELAY

Mayday relay and message should be made when:

- The station in distress cannot transmit a distress message
- On sighting a non-radio distress signal, i.e. flares.
- You are not in a position to assist and have heard a distress message, which has not been acknowledged.

1. Transmit URGENCY alert by DSC

2. After 15 seconds transmit the following on Ch 16

Mayday relay X 3

This is MMSI and name of your vessel

Received the following from MMSI and name of vessel in distress

At time/date

Message begins- position, nature of distress, assistance required, persons on board, over

FALSE ALERTS

90% OF GMDSS ALERTS ARE FALSE!!

Switch off DSC equipment after allowing the alert transmission to complete once. Switch back on and make the following call on Ch 16

All Stations X 3

This is name/call sign/MMSI

In position.....

Cancel my distress alert of Date/time UT

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Out

FALSE EPIRB ALERT

DO NOT SWITCH OFF THE 406 EPIRB

Report false alert to the nearest coastguard giving your position and serial number of the beacon. N.B. 406 MHz EPIRBs must be registered with the coastguard..

URGENCY

When a vessel has a very urgent message to transmit concerning the safety of a vessel, aircraft or person.

1. Transmit an ALL STATIONS URGENCY ALERT
2. Wait 15 seconds then make an urgency call and message.

Pan Pan X 3
All stations X 3 (or name of MRCC/MRSC)
This is MMSI/ Name of vessel X 1
In position.....
Nature of urgency
Assistance required
Number of persons on board
Over.

MEDICAL EMERGENCY

1. Transmit an ALL STATIONS URGENCY ALERT.
2. Wait 15 seconds then make an urgency call and message.

Pan Pan X 3
All stations X3 (or name of MRCC/MRSC)
This is MMSI/name of vessel X1.
In position.....
I require medical assistance
Over.

SAFETY

A station is about to transmit an important navigation or meteorological warning.

1. Transmit an ALL STATIONS SAFETY ALERT by DSC
2. Wait 15 seconds then make a safety call and message.

Securite X 3
All stations X 3
This is MMSI/name of vessel
Message
Date/Time UT
Out.

If a vessel has a safety message to broadcast – better to call the nearest MRCC/MRSC. Then will then put out a call to all stations.



Transmit an INDIVIDUAL call to MRCC/MRSC using the stations MMSI. MRCC/MRSC will acknowledge indicating the channel to use.

By pressing accept the DSC set will tune to this channel

INERSHIP CALLS

WHEN THE MMSI NUMBER IS KNOWN

Transmit an INDIVIDUAL call indicating the intership channel to use (6,8,72,77)

When the called station accepts the call the VHF re-tunes to the working channel.

WHEN THE MMSI NUMBER IS NOT KNOWN

Call on channel 16

If no response, try channel 13 (GMDSS Bridge to Bridge)

ROUTINE CALLS TO SHORE STATIONS

Transmit an INDIVIDUAL call using the MMSI number of the station

When the shore station accepts the call a working channel will be indicated on the DSC controller.

Ship stations cannot indicate a working channel.

VHF will re-tune when the accept is made.

Radio Practice

You are: Motor yacht "Overdraft" Your MMSI number is 230256845.

1. Turn the radio set on. Leave the GPS set switched off.
2. Enter manually the following position 51* 22'N 002* 27'E
3. Enter into your directory "Golden Girl" MMSI number 233179674
4. Enter the following group MMSI: 023201093
5. Switch on the GPS and make a routine call to "Golden Girl" Tell him (Nicely!) that you think he may be anchored very near an obstruction.
6. When you are on route to Port Saint Mary you lose a man overboard in the dark. Your position is displayed on the GPS. You have five people on board. Make the appropriate DSC alert and voice follow up
7. You hear a Mayday alert from the Yacht Tern.

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He is holed in position 49° 44'N 001° 48'W. His MMSI number is 233001981. There are three people on board.

No one answers the call – make the appropriate DSC alert and follow with the voice message.

Transmission Exercises:

You are motor vessel “Molly Malone”. Dimensions 24m x 5m x 1.8m. You are approaching the old port of Cannes. You require a berth for the night. You will reach the harbour entrance in 5 minutes. You require assistance berthing.

You are alone on your vessel “Lazy T”. You have hit a partially submerged object and are holed. You are taking in water and sinking. You are 15 nautical miles south of Mizen Head. There are 12 people on board, Epirb has been deployed.

You have heard the above transmission from “Lady T” but no one has replied. Transmit a Mayday relay from your vessel “Outside Edge”.

You are onboard your motor yacht “Diablo” in position 45° 46'.2 N 007° 56'.8 E. It's a beautiful summer's day, Forecast has very light winds and good visibility. Your engine has failed and you are one mile south of Cap D'Antibes. Please make the appropriate transmission.