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| **CALL** | **MEANING** |
| **Send** | I have received your initial call; send me your message. |
| **Out** | This is the end of my transmission to you and no answer is required or expected. In amateur radio transmissions, the transmitting station's call sign followed by the word "clear" is usually used instead. |
| **Over** | This is the end of my transmission to you and a response *is* necessary. Go Ahead: transmit. Contrary to popular belief, "Over" and "Out" are never used at the same time, since their meanings are mutually exclusive. |
| **Roger Received Romeo Copy** | I have received your last transmission satisfactorily; radio check is loud and clear. Romeo has the same meaning but is used mainly in Australian Maritime Operations. For Maritime VHF Copy does not mean the same as Roger or Received. It is used when communications between 2 other stations which includes information for your station that has been overheard and received satisfactorily. |
| **Wilco** | I understand and will comply (WILL COMPLY = WILCO), to be used only by the addressee. Note that "ROGER" and "WILCO" used together are redundant, since WILCO includes the acknowledgement of ROGER |
| **Affirmative** | "Confirm" or "Yes” |
| **Negative** | "No" or "NEG". **Because over a poor quality connection the words "affirmative" and "negative" can be mistaken for one another, United States Navy instruction omits the use of either as prowords. Sailors are instructed to instead use "yes" and "no".** |
| **Radio Check** | What is my signal strength and readability; how do you hear me?5 by 5 is an older term used to assess radio signals, as in 5 out of 5 units for signal strength and for readability. Other terms similar to 5x5 are "loud and clear" or "Lima and Charlie". |
| **Say Again** | "I have not understood your message, please say again". |
| **I Say Again** | I will repeat my last message (follow with message) |
| **Station Calling** | Used when addressing an unidentified station which has just hailed the receiver. For example, Cowes VTS has received a transmission from an unidentified station. The correct reply would be: "Station calling Cowes VTS, Station calling Cowes VTS - this is Cowes VTS. Over." |
| **This Is** | This transmission is from the station whose designator immediately follows. For clarity, the station called should be named before the station calling. So, "Mike Juliet Zero, THIS IS Golf Whiskey Three..." or for brevity, "Mike Juliet Zero, Golf Whiskey Three, ROGER and OUT". Never "This is GW3 calling MJ0" or any other reversed combination. |
| **So Far** | During transmission with lots of information, this proword can be used between transmissions, to ensure all information is passed on correctly. |

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| **MAYDAY (distress)** | I, my vessel or a person aboard my vessel is in grave and imminent danger, send immediate assistance. This call takes priority over all other calls. The correct format for a Mayday call is as follows: [The first part of the signal is known as the call] "Mayday, Mayday, Mayday, This is (vessel name said three times, followed by call sign if available) [The subsequent part of the signal is known as the message] Mayday (vessel name) My position is (position as a LAT-LONG position or bearing and distance from a fixed point) I am (type of distress, e.g. on fire and sinking) I require immediate assistance I have (number of people on board and their condition) (Any other information e.g. "I am abandoning to life rafts") Over" |
| **Pan Pan**  **(urgency)** | *I, my vessel or a person aboard my vessel requires assistance but is not in distress. This overrides all but a MAYDAY call, and is used, as an example, for calling for medical assistance or if the station has no means of propulsion. The correct call is: PAN PAN, PAN PAN, PAN PAN All stations, all stations, all stations This is [vessel name repeated three times] My position is [position as a LAT-LONG position or bearing and distance from a fixed point] I am [type of urgency, e.g. drifting without power in a shipping lane] I require [type of assistance required] [Any other information e.g. size of vessel, which may be important for towing] Over* |
| **Securité**  **(safety)** | I have important meteorological, navigational or safety information to pass on. This call is normally broadcast on a defined channel (channel 16 for maritime VHF) and then moved onto another channel to pass the message. Example: [On channel 16] SECURITÉ, SECURITÉ, SECURITÉ. All stations, all stations, all stations. This is Echo Golf Niner-Three, Echo Golf Niner-Three, Echo Golf Niner-Three. For urgent navigational warning, listen on channel six-seven. Out. [Then on channel 67] SECURITÉ, SECURITÉ, SECURITÉ. All stations, all stations, all stations. This is Echo Golf Niner-Tree (three), Echo Golf Niner-Tree, Echo Golf Niner-Tree. Floating debris sighted off Calshot Spit. Considered a danger to surface navigation. Out. |