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VHF on arrival

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QUÀ TẶNG · SPEAKATSEA · TIẾNG VIỆT

VHF khi tàu đến cảng: VTS, hoa tiêu và tàu xung quanh

91 câu xếp theo đúng trình tự một chuyến tàu đến cảng: gọi VTS xin chỉ dẫn, thả neo báo lại, hỏi giờ và cách đón hoa tiêu, qua các điểm báo cáo. Thêm phần trả lời khi tàu hải quân gọi tàu mình. Câu nào cũng có file nghe, đọc bằng nhiều giọng khác nhau như Ấn, Anh, Phi, Mỹ.

Lên tàu nghe lệnh không ra, cầm bộ đàm không biết nói gì?

Tôi làm app **SpeakAtSea** để anh em đi tàu luyện nói tiếng Anh. Trong 12 tuần tiếng Anh giao tiếp cho sĩ quan có sẵn các bài: khung một cuộc gọi VHF, báo cáo VTS, hẹn đón hoa tiêu, gọi một tàu khác, và thi thử nhập vai VHF. Người hỏi nói giọng Ấn, giọng Phi, giọng Anh, chỉnh chậm được. Bạn nói ra thành tiếng, ghi âm rồi nghe lại.

Xem 1 bài học mẫu → hieuatsea.com/app

i Dùng bộ này thế nào

- **Nghe file cả đoạn trước** (Phan-1-ca-doan.mp3 ...) cho quen nhịp một cuộc gọi, chưa cần nhìn chữ.
- **Nghe từng câu rồi nhại theo thành tiếng**. Tên file nằm cạnh mỗi câu (P1-01, P1-02...).
- **Che dòng tiếng Anh, nhìn dòng Việt tự nói ra**. Nói chậm, rõ, số đọc từng chữ số một.
- **Thay bằng tên tàu, hô hiệu, con số của tàu bạn**. Northport, Ocean Star, Sea Falcon chỉ là tên ví dụ.

1 Khung một cuộc gọi VHF — The shape of a VHF call

> Gọi đài trước, xưng tàu mình sau, rồi mới vào việc. Hết lượt nói thì nói **Over** (mời bên kia nói). Kết thúc hẳn cuộc gọi thì nói **Out**, không nói "Over and out". Số đọc từng chữ số một. Nghe không rõ thì **Say again**, đừng đoán.

TÀU MÌNH **Say again, please.** P1-01

Xin nhắc lại.

Câu chuẩn khi nghe không rõ. Không nói "What?", cũng không nói "Repeat please" (Repeat là để mình nhấn lại chỗ quan trọng).

SMCP tr.16 mục 9.2

TÀU MÌNH **My present speed is one-four knots. Mistake. Correction, my present speed is one-two knots.** P1-02

Tốc độ hiện tại là 14 hải lý/giờ. Nhầm. Sửa lại, tốc độ hiện tại là 12 hải lý/giờ.

Nói sai thì: Mistake, rồi Correction, rồi nói lại phần đúng.

SMCP tr.16 mục 7

VTS **How do you read me?** P1-03

Anh nghe tôi rõ không?

SMCP tr.16 mục 6.1

TÀU MÌNH **I read you good.** P1-04

Tôi nghe anh rõ.

Thang 5 mức: bad (1), poor (2), fair (3), good (4), excellent (5).

SMCP tr.16 mục 6.1.1

VTS **Advise you change to VHF Channel one-four.** P1-05

Đề nghị anh chuyển sang kênh VHF 14.

SMCP tr.16 mục 6.3

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TÀU MÌNH **Changing to VHF Channel one-four.** P1-06
Đang chuyển sang kênh VHF 14.
SMCP tr.16 mục 6.3.1

2 Tới vùng VTS: xin chỉ dẫn đến cảng — Arrival: calling the VTS for instructions

Vào tới vùng VTS (điểm gọi ghi trên hải đồ, Sailing Directions hoặc hướng dẫn cảng) thì gọi VTS, báo giờ dự kiến tới trạm hoa tiêu và xin chỉ dẫn đến cảng (**arrival instructions**). VTS thường hỏi thêm vài thông tin của tàu, rồi cho 1 trong 3 kiểu chỉ dẫn: tới điểm nào đó thì gọi lại, neo tại một vị trí, hoặc vào neo ở một khu neo. Nhận chỉ dẫn xong thì **đọc lại** cho VTS.

TÀU MÌNH **Northport VTS, Northport VTS, this is Ocean Star, Ocean Star. Over.** P2-01
Northport VTS, đây là Ocean Star. Hết.
Gọi tên đài 2 lần, tên tàu mình 2 lần cho bên kia kịp nghe.
Cách nói thực tế trên tàu

VTS **Ocean Star, this is Northport VTS. Go ahead.** P2-02
Ocean Star, đây là Northport VTS. Mời nói.
Go ahead = mời nói tiếp.
Cách nói thực tế trên tàu

TÀU MÌNH **Good morning, sir. Ocean Star, bulk carrier, from Singapore to Northport. My ETA at the pilot station is zero-four-zero-zero hours local time. Please advise arrival instructions. Over.** P2-03
Chào anh. Ocean Star, tàu hàng rời, từ Singapore đến Northport. Giờ dự kiến tới trạm hoa tiêu là 04:00 giờ địa phương. Đề nghị cho chỉ dẫn đến cảng. Hết.
Câu mở đầu quan trọng nhất: tên tàu, loại tàu, đi đâu, ETA trạm hoa tiêu theo giờ địa phương, xin chỉ dẫn.
Cách nói thực tế trên tàu

VTS **Ocean Star, what is your present maximum draft?** P2-04
Ocean Star, mớn nước lớn nhất hiện tại?
SMCP tr.49 A1/6.1.1.11

TÀU MÌNH **My present maximum draft is one-one decimal two metres, repeat one-one decimal two metres.** P2-05
Mớn nước lớn nhất hiện tại là 11,2 mét, nhắc lại 11,2 mét.
Repeat = mình tự nhắc lại chỗ quan trọng cho chắc. Khác với Say again là xin bên kia nhắc lại.
SMCP tr.49 A1/6.1.1.11.1 · tr.16 mục 9.1

VTS **What is your air draft?** P2-06
Tĩnh không (air draft) của tàu bao nhiêu?
Chiều cao từ mặt nước tới điểm cao nhất của tàu. VTS hỏi khi luồng có cầu, đường dây điện vắt ngang.
SMCP tr.49 A1/6.1.1.13

TÀU MÌNH **Stand by. One minute.** P2-07
Chờ. Một phút nữa tôi trả lời.
Chưa có ngay số liệu thì nói Stand by kèm thời gian sẽ trả lời. Không im lặng.
SMCP tr.15 mục 4.3

TÀU MÌNH **My air draft is four-two metres.** P2-08
Tĩnh không của tàu là 42 mét.
SMCP tr.49 A1/6.1.1.13.1

VTS **What is your cargo? Do you carry any dangerous goods?** P2-09
Tàu chở hàng gì? Có hàng nguy hiểm không?
SMCP tr.49 A1/6.1.1.16 · .17

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TÀU MÌNH **My cargo is coal in bulk. No, I do not carry any dangerous goods.** P2-10
Hàng của tôi là than rời. Không, tàu không chở hàng nguy hiểm.
SMCP tr.49 A1/6.1.1.16.1 · .17.2

VTS **Do you have any deficiencies or restrictions?** P2-11
Tàu có hư hỏng hay hạn chế gì không (máy, lái, thiết bị hàng hải)?
Deficiencies ở đây là hư hỏng ảnh hưởng tới điều động tàu, không phải khiếm khuyết khi PSC kiểm tra.
SMCP tr.49 A1/6.1.1.18

TÀU MÌNH **No, I have no deficiencies or restrictions.** P2-12
Không, tàu không có hư hỏng hay hạn chế nào.
Nếu CÓ thì nói thẳng: "Yes, I have the following deficiencies: one radar is not in operation." (tr.49 .18.2).
SMCP tr.49 A1/6.1.1.18.1

VTS **Ocean Star, call me again when you are two miles from Alpha buoy. Over.** P2-13
Ocean Star, khi cách phao Alpha 2 hải lý thì gọi lại tôi. Hết.
Kiểu chỉ dẫn 1: chạy tiếp, tới điểm đó thì gọi lại.
Cách nói thực tế trên tàu

TÀU MÌNH **I will call you again when two miles from Alpha buoy. Ocean Star.** P2-14
Tôi sẽ gọi lại anh khi cách phao Alpha 2 hải lý. Ocean Star.
Đọc lại chỉ dẫn bằng I will..., kết bằng tên tàu mình.
SMCP tr.15 mục 4.5

VTS **Ocean Star, proceed to anchorage Delta and anchor. Report when anchored. Over.** P2-15
Ocean Star, đi vào khu neo Delta và thả neo. Neo xong thì báo cáo. Hết.
Kiểu chỉ dẫn 2: vào khu neo, tự chọn chỗ trống trong khu.
Cách nói thực tế trên tàu

TÀU MÌNH **I will proceed to anchorage Delta, anchor, and report when anchored. Ocean Star.** P2-16
Tôi sẽ vào khu neo Delta, thả neo và báo cáo khi neo xong. Ocean Star.
SMCP tr.15 mục 4.5

VTS **Ocean Star, you have permission to anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Over.** P2-17
Ocean Star, anh được phép neo tại vị trí 05°12,5' Bắc, 110°34,2' Đông. Hết.
Kiểu chỉ dẫn 3: neo đúng một điểm VTS chỉ định (vĩ độ, kinh độ đọc độ rồi phút).
SMCP tr.54 A1/6.2 .3.2.9 · tr.17 mục 11.1

TÀU MÌNH **I will anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Ocean Star.** P2-18
Tôi sẽ neo tại vị trí 05°12,5' Bắc, 110°34,2' Đông. Ocean Star.
Vị trí phải đọc lại đủ từng số. Sai một số là neo nhầm chỗ.
SMCP tr.15 mục 4.5

3 Thả neo xong: báo lại VTS — Anchored: reporting to the VTS

> Neo xong thì gọi lại VTS báo: đã neo lúc mấy giờ, ở khu neo nào, vị trí nào. Trong lúc neo, VTS có thể gọi hỏi tàu có trôi neo không.

TÀU MÌNH **Northport VTS, this is Ocean Star. Over.** P3-01
Northport VTS, đây là Ocean Star. Hết.
Cách nói thực tế trên tàu

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VTS **Ocean Star, Northport VTS. Go ahead.** P3-02
Ocean Star, Northport VTS nghe. Mời nói.
Cách nói thực tế trên tàu

TÀU MÌNH **Ocean Star anchored at zero-five-zero-zero hours local time in anchorage Delta, position bearing two-one-zero degrees from Big Head lighthouse, distance three decimal five nautical miles. Over.** P3-03
Ocean Star đã neo lúc 05:00 giờ địa phương tại khu neo Delta, vị trí phương vị 210 độ tính từ hải đăng Big Head, cách 3,5 hải lý. Hết.
Báo đủ 3 thứ: giờ neo (LT), khu neo, vị trí. Phương vị đo TỪ mốc đến tàu (SMCP tr.17 mục 11.2).
Cách nói thực tế trên tàu

VTS **Ocean Star, noted. Keep listening watch on VHF Channel one-four. Over.** P3-04
Ocean Star, đã ghi nhận. Trực canh nghe trên kênh VHF 14. Hết.
Cách nói thực tế trên tàu

TÀU MÌNH **Keeping listening watch on VHF Channel one-four. Ocean Star out.** P3-05
Đang trực canh nghe kênh VHF 14. Ocean Star kết thúc liên lạc.
Out = kết thúc cuộc gọi, không chờ trả lời.
Cách nói thực tế trên tàu

VTS **Ocean Star, are you dragging anchor?** P3-06
Ocean Star, tàu anh có đang trôi neo không?
SMCP tr.54 A1/6.2 .3.2.11

TÀU MÌNH **No, I am not dragging anchor.** P3-07
Không, tàu tôi không trôi neo.
SMCP tr.54 A1/6.2 .3.2.11.2

4 Nhổ neo và đón hoa tiêu — Heaving up and taking the pilot

Trước giờ đón hoa tiêu, gọi trạm hoa tiêu hỏi 3 thứ: **giờ đón (pilot boarding time)**, **cách đón (embarkation instructions)** — nhổ neo chạy ra điểm đón, hay nằm neo chờ xuồng hoa tiêu tới rồi mới nhổ — và **bố trí thang (boarding arrangement)**: loại thang, mạn nào, cao bao nhiêu, tốc độ tàu lúc đón. Nhận xong thì đọc lại.

TÀU MÌNH **Northport Pilot Station, Northport Pilot Station, this is Ocean Star, Ocean Star. Over.** P4-01
Trạm hoa tiêu Northport, đây là Ocean Star. Hết.
Cách nói thực tế trên tàu

HOA TIÊU **Ocean Star, Northport Pilot. Go ahead.** P4-02
Ocean Star, hoa tiêu Northport nghe. Mời nói.
Cách nói thực tế trên tàu

TÀU MÌNH **Ocean Star, at anchor in anchorage Delta. Please advise pilot boarding time and pilot embarkation instructions. Over.** P4-03
Ocean Star đang neo ở khu Delta. Đề nghị cho biết giờ đón hoa tiêu và cách đón. Hết.
Cách nói thực tế trên tàu

HOA TIÊU **Pilot boarding time zero-seven-zero-zero hours local time at the pilot boarding ground. Heave up anchor at zero-six-zero-zero hours local time and proceed to the pilot boarding ground. Over.** P4-04
Giờ đón hoa tiêu 07:00 giờ địa phương tại điểm đón. Nhổ neo lúc 06:00 rồi chạy ra điểm đón. Hết.
Cách đón 1: tàu nhổ neo chạy ra điểm đón hoa tiêu.
Cách nói thực tế trên tàu

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HOA TIÊU **Remain at anchor. The pilot boat will come to you at zero-seven-zero-zero hours local time. Heave up anchor after the pilot is on board. Over.** P4-05

Cứ nằm neo. Xuồng hoa tiêu sẽ tới tàu anh lúc 07:00 giờ địa phương. Hoa tiêu lên tàu rồi mới nhổ neo. Hết.

Cách đón 2: hoa tiêu lên tàu ngay tại chỗ neo (SMCP tr.57 có câu "The pilot boat is coming to you.").

Cách nói thực tế trên tàu

HOA TIÊU **What is your freeboard?** P4-06

Mạn khô của tàu bao nhiêu?

Từ câu này trở đi theo cách đón 1 (tàu nhổ neo chạy ra điểm đón).

SMCP tr.57 A1/6.4.3.15

TÀU MÌNH **My freeboard is one-zero metres. Please advise pilot boarding arrangement. Over.** P4-07

Mạn khô 10 mét. Đề nghị cho biết cách bố trí thang đón hoa tiêu. Hết.

SMCP tr.57 A1/6.4.3.15.1 · Cách nói thực tế trên tàu

HOA TIÊU **Rig the accommodation ladder in combination with the pilot ladder on starboard side, pilot ladder two metres above water. Make a lee on your starboard side. Make a boarding speed of six knots. Over.** P4-08

Thả cầu thang mạn kết hợp thang hoa tiêu bên mạn phải, chân thang hoa tiêu cách mặt nước 2 mét. Tạo mạn khuất gió bên phải. Giữ tốc độ đón 6 hải lý/giờ. Hết.

Dân tàu gọi tắt là combination ladder. Từ mặt nước tới chỗ lên tàu cao hơn 9 m thì SOLAS bắt dùng kiểu này (SOLAS V/23, tr.233–234 bản hợp nhất 2020). "2 mét" là CHÂN THANG HOA TIÊU cách mặt nước. Chiếu nghỉ dưới của cầu thang mạn phải cao tối thiểu 5 m trên mặt biển, thang hoa tiêu nhô cao hơn chiếu nghỉ ít nhất 2 m (IMO A.1045(27) mục 3.3, 3.6).

SMCP tr.43 A1/4.2 .2 · .9 · .15 · .18

TÀU MÌNH **Heaving up anchor at zero-six-zero-zero local time. Pilot boarding at zero-seven-zero-zero local time. Combination ladder on starboard side, pilot ladder two metres above water. Making a lee on starboard side, boarding speed six knots. Ocean Star.** P4-09

Nhổ neo lúc 06:00 giờ địa phương. Đón hoa tiêu lúc 07:00. Thang kết hợp mạn phải, chân thang hoa tiêu cách mặt nước 2 mét. Tạo mạn khuất gió bên phải, tốc độ đón 6 hải lý/giờ. Ocean Star.

Đọc lại đủ: giờ nhổ neo, giờ đón, loại thang, mạn, độ cao, mạn khuất gió, tốc độ.

Cách nói thực tế trên tàu

TÀU MÌNH **Northport VTS, this is Ocean Star. Request permission to heave up anchor and proceed to the pilot boarding ground. Over.** P4-10

Northport VTS, đây là Ocean Star. Xin phép nhổ neo, chạy ra điểm đón hoa tiêu. Hết.

Nhiều cảng (Việt Nam, Singapore…) bắt xin phép VTS trước khi nhổ neo. Cảng chỉ cần báo thì nói: "Ocean Star heaving up anchor, proceeding to the pilot boarding ground."

Cách nói thực tế trên tàu

VTS **Ocean Star, permission granted. Report pilot on board. Over.** P4-11

Ocean Star, đồng ý. Hoa tiêu lên tàu thì báo cáo. Hết.

Cách nói thực tế trên tàu

TÀU MÌNH **The combination ladder is rigged on starboard side.** P4-12

Thang kết hợp đã thả xong ở mạn phải.

Báo trạm hoặc xuồng hoa tiêu. Dựa theo SMCP tr.43 A1/4.2 .3 ("The pilot ladder is rigged on … side").

Cách nói thực tế trên tàu

TÀU MÌNH **Northport VTS, this is Ocean Star. Pilot on board at zero-seven-zero-five hours local time. Over.** P4-13

Northport VTS, đây là Ocean Star. Hoa tiêu đã lên tàu lúc 07:05 giờ địa phương. Hết.

Cách nói thực tế trên tàu

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5 Trong luồng: qua điểm báo cáo và nghe VTS — In the fairway: reporting points and VTS messages

Qua mỗi điểm báo cáo (phao, đèn, điểm ghi trên hải đồ) thì gọi VTS báo đã qua, kèm giờ. VTS mở đầu tin bằng từ đánh dấu: INSTRUCTION là chỉ thị phải làm, ADVICE là khuyến cáo, WARNING là cảnh báo, INFORMATION là thông tin. Nhận chỉ thị hay khuyến cáo thì nhắc lại bằng **I will...** hoặc **I will not...**. Hoa tiêu đã lên tàu thì nhiều cảng để hoa tiêu báo VTS, có khi bằng tiếng địa phương, nhưng mình vẫn phải nghe và hiểu.

TÀU MÌNH **Northport VTS, Ocean Star passing Bravo buoy, inbound, at zero-seven-three-zero hours local time. Over.** P5-01

Northport VTS, Ocean Star đang qua phao Bravo, chiều vào, lúc 07:30 giờ địa phương. Hết.

Cách nói thực tế trên tàu

VTS **Ocean Star, noted. Report at Charlie buoy. Over.** P5-02

Ocean Star, đã ghi nhận. Tới phao Charlie thì báo cáo. Hết.

SMCP tr.54 A1/6.2 .3.1.7

TÀU MÌNH **I will report at Charlie buoy. Ocean Star out.** P5-03

Tôi sẽ báo cáo tại phao Charlie. Ocean Star kết thúc liên lạc.

SMCP tr.15 mục 4.5

VTS **INFORMATION. MV Blue Marlin will overtake to the west of you.** P5-04

Thông tin. Tàu Blue Marlin sẽ vượt anh về phía tây.

SMCP tr.47 (iv) INFORMATION

VTS **INSTRUCTION. Do not overtake.** P5-05

Chỉ thị. Không được vượt.

INSTRUCTION có giá trị bắt buộc. Có lý do an toàn để không làm theo thì phải báo lại cho VTS.

SMCP tr.47 (i) INSTRUCTION · tr.56 A1/6.2 .3.5.16

TÀU MÌNH **I will not overtake.** P5-06

Tôi sẽ không vượt.

SMCP tr.15 mục 4.5

VTS **WARNING. You are running into danger. Shallow water west of you.** P5-07

Cảnh báo. Anh đang đi vào vùng nguy hiểm. Có vùng nước nông ở phía tây anh.

SMCP tr.18 mục 18.1 · tr.55 A1/6.2 .3.5.11

TÀU MÌNH **INTENTION. I will alter course to starboard. My new course is zero-three-zero degrees.** P5-08

Ý định. Tôi sẽ đổi hướng sang phải. Hướng mới của tôi là 030 độ.

Nước nông phía tây, tàu Blue Marlin cũng đang vượt bên phía tây, nên bẻ phải là né được cả hai. Gặp nước nông thì đổi hướng tránh xa rồi kiểm tra lại vị trí, giảm tốc không đủ. Ngoài thực tế trái hay phải, hướng mới bao nhiêu là theo hải đồ và tàu xung quanh.

SMCP tr.48 (viii) INTENTION

6 Gọi tàu xung quanh — Calling a ship nearby

Lấy tên tàu trên AIS rồi gọi đúng tên. Hỏi ý định bằng QUESTION, báo ý định của mình bằng INTENTION. **Bộ đàm không thay được COLREG**: không thoả thuận qua VHF một cách tránh va trái luật, và vẫn theo dõi phương vị tàu kia bằng mắt và radar. Phần này có 2 tình huống riêng.

TÀU MÌNH **Sea Falcon, Sea Falcon, the vessel two miles ahead of me, this is Ocean Star. Over.** P6-01

Sea Falcon, tàu đang ở phía trước tôi 2 hải lý, đây là Ocean Star. Hết.

Tình huống 1: tàu phía trước chạy rất chậm, không rõ định làm gì. Tên lấy trên AIS, luôn kèm vị trí tương đối để tàu kia biết đúng là mình đang gọi nó (gọi nhầm tàu là nguồn gốc nhiều vụ đâm va do thoả thuận qua VHF).

Cách nói thực tế trên tàu

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TÀU KHÁC **Ocean Star, this is Sea Falcon. Go ahead.** P6-02

Ocean Star, đây là Sea Falcon. Mời nói.

Cách nói thực tế trên tàu

TÀU MÌNH **QUESTION. What are your intentions?** P6-03

Hỏi. Ý định của tàu anh là gì?

Câu thông dụng trên VHF. SMCP chỉ quy định từ đánh dấu QUESTION, không có nguyên văn câu này.

SMCP tr.47 (v) QUESTION

TÀU KHÁC **I have problems with my engine. I am manoeuvring with difficulty. Keep clear of me.** P6-04

Máy chính của tôi đang trục trặc. Tôi điều động khó khăn. Tránh xa tôi ra.

SMCP tr.37 A1/2.1.2.1 · .3 · .4

TÀU MÌNH **I will keep clear of you.** P6-05

Tôi sẽ tránh xa anh.

SMCP tr.15 mục 4.5

TÀU KHÁC **Ocean Star, this is Pacific Dawn. We are head-on. Can we pass starboard to starboard?** P6-06

Ocean Star, đây là Pacific Dawn. Hai tàu đang đối hướng. Mình qua nhau mạn phải với mạn phải nhé?

Tình huống 2, CÂU BẪY (phần "Gọi tàu xung quanh" trong Bộ câu VHF của app). COLREG Điều 14: hai tàu máy gặp nhau ngược hướng hoặc gần ngược hướng, CÓ nguy cơ va chạm, thì mỗi tàu chuyển hướng sang phải, qua nhau mạn trái với mạn trái.

TÀU MÌNH **No, I will not pass starboard to starboard. This is a head-on situation. INTENTION. I will alter course to starboard.** P6-07

Không, tôi không qua nhau mạn phải với mạn phải. Đây là tình huống đối hướng. Ý định: tôi sẽ đổi hướng sang phải.

Chỉ dùng khi đúng là đối hướng: tàu kia ở ngay hoặc gần ngay phía trước, ban đêm thấy hai đèn cột gần thẳng hàng và/hoặc cả hai đèn mạn. Còn nghi ngờ thì coi như đối hướng (Điều 14c). Tàu kia đã nằm hẳn bên mũi phải, CPA an toàn thì KHÔNG phải đối hướng: đừng bẻ phải cắt mũi tàu kia.

SMCP tr.15 mục 4.2 · tr.48 (viii) INTENTION

TÀU MÌNH **Thank you. Ocean Star out.** P6-08

Cảm ơn. Ocean Star kết thúc liên lạc.

Cách nói thực tế trên tàu

7 Khi tàu hải quân gọi tàu mình — When a naval vessel calls you

Tàu hải quân gọi thường là để ra **INSTRUCTION** (chỉ thị). Theo SMCP, chỉ thị từ tàu hải quân là bắt buộc làm theo, trừ khi mình có lý do an toàn thì phải báo lại cho họ. Cách trả lời: **nhắc lại nguyên văn chỉ thị**, bắt đầu bằng **I will** (làm được) hoặc **I cannot** (không làm được, kèm lý do). Nghe không rõ thì **Say again**, tuyệt đối không đoán rồi trả lời bừa. Phần này có 5 tình huống: khu tập trận bắt đổi hướng, bị hỏi thông tin tàu, tàu ngầm đề nghị qua nhau, bị cảnh báo cấm đi qua eo biển, và bị doạ bắn. Hai tình huống cuối hay gặp ở những vùng như eo Hormuz, Biển Đỏ: gọi thuyền trưởng lên buồng lái ngay, thuyền trưởng là người quyết định.

HẢI QUÂN **Ocean Star, Ocean Star, this is Warship one-seven-three. Over.** P7-01

Ocean Star, đây là tàu chiến 173. Hết.

Tình huống 1: khu tập trận lập bất ngờ. Tàu hải quân thường gọi trên kênh 16, gọi đúng tên tàu mình lấy trên AIS. Nghe thấy tên tàu mình là trả lời ngay.

Cách nói thực tế trên tàu

TÀU MÌNH **Warship one-seven-three, this is Ocean Star. Go ahead.** P7-02

Tàu chiến 173, đây là Ocean Star. Mời nói.

Cách nói thực tế trên tàu

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HẢI QUÂN **WARNING. Gunnery exercises in area ten miles north of you, until one-eight-zero-zero UTC. Wide berth requested.** P7-03

Cảnh báo. Đang tập bắn pháo trong khu vực cách anh 10 hải lý về phía bắc, tới 18:00 UTC. Đề nghị tránh xa.

SMCP ghi vị trí khu tập bằng toạ độ các góc; ở đây rút gọn thành khoảng cách cho dễ nghe. Nghe xong phải chấm ngay khu đó lên hải đồ/ECDIS.

SMCP tr.42 mục .5.6.1 Military operations

HẢI QUÂN **INSTRUCTION. Alter course to three-six-zero degrees. Keep clear of this area.** P7-04

Chỉ thị. Đổi hướng sang 360 độ. Tránh xa khu vực này.

Câu quan trọng nhất của cả phần. INSTRUCTION là bắt buộc. Nghe sót hướng mới thì Say again ngay, đừng tự đoán.

SMCP tr.53 mục .3.1.4 (Keep clear of) · tr.47 (i) INSTRUCTION

TÀU MÌNH **I will alter course to three-six-zero degrees. I will keep clear of the area.** P7-05

Tôi sẽ đổi hướng sang 360 độ. Tôi sẽ tránh xa khu vực.

Nhắc lại NGUYÊN VĂN chỉ thị, bắt đầu bằng I will. Bên kia nghe là biết mình đã hiểu đúng.

SMCP tr.15 mục 4.5

TÀU MÌNH **I cannot alter course to three-six-zero degrees. Vessel close on my starboard side. INTENTION. I will reduce my speed.** P7-06

Tôi không đổi hướng sang 360 độ được. Có tàu ở sát mạn phải tôi. Ý định: tôi sẽ giảm tốc độ.

Trường hợp KHÔNG làm được ngay vì lý do an toàn: nói I cannot, nói lý do, rồi báo việc mình sẽ làm. SMCP cho phép không theo chỉ thị khi có lý do an toàn, nhưng PHẢI báo lại cho bên ra chỉ thị.

SMCP tr.15 mục 4.5 · tr.47 (i) · tr.48 (viii) INTENTION

TÀU MÌNH **I have altered course. My new course is three-six-zero degrees.** P7-07

Tôi đã đổi hướng. Hướng mới của tôi là 360 độ.

SMCP tr.53 mục .2.3.6.1

HẢI QUÂN **Stand by on VHF channel one-six.** P7-08

Trực canh trên kênh 16.

SMCP tr.16 mục 6.2

TÀU MÌNH **Standing by on VHF channel one-six.** P7-09

Tôi đang trực canh trên kênh 16.

SMCP tr.16 mục 6.2.1

HẢI QUÂN **QUESTION. What is the name of your vessel and call sign?** P7-10

Hỏi. Tên tàu và hô hiệu của anh là gì?

Tình huống 2: tàu hải quân hỏi thông tin tàu. Câu nào cũng trả lời đủ câu theo mẫu, không trả lời cụt một chữ.

SMCP tr.48 A1/6.1.1.1

TÀU MÌNH **The name of my vessel is Ocean Star. Call sign three Echo Alfa Bravo seven.** P7-11

Tên tàu tôi là Ocean Star. Hô hiệu 3EAB7.

Hô hiệu đánh vần bằng bảng chữ cái ở cuối trang (Alfa, Bravo…), số đọc từng chữ số.

SMCP tr.48 A1/6.1.1.1.1 · tr.14 mục 2

HẢI QUÂN **What is your flag State?** P7-12

Tàu anh mang cờ nước nào?

SMCP tr.48 A1/6.1.1.2

TÀU MÌNH **My flag State is Panama.** P7-13

Tàu tôi mang cờ Panama.

SMCP tr.48 A1/6.1.1.2.1

HẢI QUÂN **What was your last port of call? What is your port of destination?** P7-14

Cảng ghé cuối cùng của anh là đâu? Cảng đến là đâu?

SMCP tr.48 A1/6.1.1.6 · .7

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TÀU MÌNH **My last port of call was Hai Phong. My port of destination is Singapore.** P7-15
Cảng ghé cuối của tôi là Hải Phòng. Cảng đến là Singapore.
SMCP tr.48 A1/6.1.1.6.1 · .7.1

HẢI QUÂN **Report number of persons on board.** P7-16
Báo số người trên tàu.
SMCP tr.34 mục .6

TÀU MÌNH **Number of persons on board: two-one.** P7-17
Số người trên tàu: 21.
SMCP tr.34 mục .6.1

HẢI QUÂN **Ocean Star, this is submarine on your port bow. Can we pass port to port?** P7-18
Ocean Star, đây là tàu ngầm ở phía mũi trái của anh. Mình qua nhau mạn trái với mạn trái nhé?
Tình huống 3, anh Hiếu từng gặp: tàu ngầm gọi đề nghị qua nhau port to port. Submarine = tàu ngầm. Tàu ngầm đi nổi thấp sát mặt nước nên rất khó thấy bằng mắt.
Cách nói thực tế trên tàu

TÀU MÌNH **I do not see you. Say again your position.** P7-19
Tôi không nhìn thấy anh. Nhắc lại vị trí của anh.
Không thấy thì nói thẳng là không thấy, rồi hỏi vị trí. Đừng đồng ý cách qua nhau với một tàu mình chưa xác định được.
Cách nói thực tế trên tàu

HẢI QUÂN **I am a submarine on the surface. Bearing two-eight-zero degrees from you, distance three miles.** P7-20
Tôi là tàu ngầm đang đi nổi. Phương vị 280 độ tính từ anh, cách 3 hải lý.
Cách nói thực tế trên tàu

TÀU MÌNH **I have you on my radar now. Yes, we pass port to port. INTENTION. I will alter course to starboard.** P7-21
Giờ tôi đã thấy anh trên radar. Đồng ý, qua nhau mạn trái với mạn trái. Ý định: tôi sẽ đổi hướng sang phải.
Chỉ đồng ý khi đã xác định được tàu kia và cách qua nhau đúng COLREG (phần 6). Báo luôn việc mình sẽ làm bằng INTENTION.
SMCP tr.15 mục 4.1 · tr.48 (viii) INTENTION

TÀU MÌNH **Thank you. Ocean Star out.** P7-22
Cảm ơn. Ocean Star kết thúc liên lạc.
Cách nói thực tế trên tàu

HẢI QUÂN **Ocean Star, Ocean Star, this is Navy warship. You are entering a restricted area. Do not proceed. If you continue, you will be fired upon.** P7-23
Ocean Star, đây là tàu chiến hải quân. Anh đang đi vào khu vực cấm. Không được đi tiếp. Nếu đi tiếp, anh sẽ bị bắn.
Tình huống 4: bị cảnh báo cấm đi qua (kiểu eo Hormuz). Chưa rõ cảnh báo là tàu chiến gọi hay có người gọi giả thì cứ xử lý như tàu chiến gọi: gọi thuyền trưởng lên buồng lái ngay, ghi lại giờ, kênh, tên tàu gọi, nội dung.
Cách nói thực tế trên tàu

TÀU MÌNH **Navy warship, this is Ocean Star. Say again your name and call sign.** P7-24
Tàu chiến hải quân, đây là Ocean Star. Nhắc lại tên tàu và hô hiệu của anh.
BMP5 (tr.16) dặn: ở vùng rủi ro cao chỉ trả lời người gọi đã xác định được, vì có kẻ giả danh. Hỏi tên tàu, hô hiệu là bước xác định đầu tiên.
Cách nói thực tế trên tàu

HẢI QUÂN **This is Warship five-zero-two. INSTRUCTION. Alter course immediately to two-seven-zero degrees. Do not enter the strait.** P7-25
Đây là tàu chiến 502. Chỉ thị. Đổi hướng ngay sang 270 độ. Không được vào eo biển.
SMCP tr.47 (i) INSTRUCTION

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TÀU MÌNH **Stand by one minute. I am calling my Master.** P7-26

Chờ một phút. Tôi đang gọi thuyền trưởng.

Stand by luôn kèm thời gian. Sĩ quan trực ca không tự quyết vụ này, nhưng cũng không để kênh im lặng.

SMCP tr.15 mục 4.3

TÀU MÌNH **I will alter course to two-seven-zero degrees. I will not enter the strait.** P7-27

Tôi sẽ đổi hướng sang 270 độ. Tôi sẽ không vào eo biển.

Nhắc lại nguyên văn chỉ thị. Sau cuộc gọi: báo công ty và UKMTO theo kế hoạch an ninh của tàu (BMP5 tr.6: Report to UKMTO).

SMCP tr.15 mục 4.5

HẢI QUÂN **Ocean Star, evacuate your engine room now. In five minutes, we will fire at your engine room.** P7-28

Ocean Star, sơ tán buồng máy ngay. Năm phút nữa chúng tôi sẽ bắn vào buồng máy của anh.

Tình huống 5: bị doạ bắn. Câu này phải nghe ra ngay từ lần đầu: evacuate = sơ tán, engine room = buồng máy, five minutes = 5 phút.

Cách nói thực tế trên tàu

TÀU MÌNH **Understood. You will fire at my engine room in five minutes. I am evacuating my engine room.** P7-29

Đã hiểu. Năm phút nữa anh sẽ bắn vào buồng máy của tôi. Tôi đang sơ tán buồng máy.

Nhắc lại đúng phần quan trọng để chắc mình không nghe nhầm. Cùng lúc đó: kéo chuông báo động, gọi thuyền trưởng, đưa người ra khỏi buồng máy.

Cách nói thực tế trên tàu

TÀU MÌNH **I have two-one persons on board. Do not fire. QUESTION. What are your instructions?** P7-30

Trên tàu tôi có 21 người. Đừng bắn. Hỏi. Các anh yêu cầu tôi làm gì?

Nói số người trên tàu, rồi hỏi họ muốn tàu mình làm gì. Không cãi, không thách thức trên kênh.

SMCP tr.34 mục .6.1 · tr.47 (v) QUESTION · Cách nói thực tế trên tàu

TÀU MÌNH **MAYDAY, MAYDAY, MAYDAY. This is Ocean Star, Ocean Star, Ocean Star. Call sign three Echo Alfa Bravo seven. My position two-six degrees one-zero minutes North, zero-five-six degrees two-zero minutes East. I am under attack. I require military assistance. Two-one persons on board.** P7-31

MAYDAY, MAYDAY, MAYDAY. Đây là Ocean Star, hô hiệu 3EAB7. Vị trí 26°10' Bắc, 056°20' Đông. Tôi đang bị tấn công. Tôi cần hỗ trợ quân sự. Trên tàu có 21 người.

Khi tàu đã bị bắn. SMCP có sẵn câu 'I am under attack by pirates' (ở đây bỏ 'by pirates' vì người bắn không phải cướp biển) và 'military assistance'. BMP5 (tr.29): gọi MAYDAY kênh 16, gửi báo nạn bằng DSC và Inmarsat-C, kích hoạt SSAS, gọi điện báo UKMTO ngay, giữ AIS bật.

SMCP tr.33 mục .8.1 · .8.2 · .3.1 · tr.15 mục 5.1

8 Đọc số và đánh vần — SMCP

Số đọc từng chữ số: 150 = **one-five-zero**, 2,5 = **two decimal five**. Riêng góc bánh lái trong khẩu lệnh lái thì đọc nguyên số: **fifteen**, **twenty** (SMCP trang 17). File nghe đọc số theo tiếng Anh thường; khi gọi bộ đàm, nhiều người đọc theo cột bên phải (TREE, FIFE, NINER), nghe quen cả hai.

SỐ	VIẾT	ĐỌC TRÊN BỘ ĐÀM
0	zero	**ZEERO**
1	one	**WUN**
2	two	**TOO**
3	three	**TREE**
4	four	**FOWER**

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5	five	**FIFE**
6	six	**SIX**
7	seven	**SEVEN**
8	eight	**AIT**
9	nine	**NINER**
1000	thousand	**TOUSAND**

Bảng chữ cái

A Alfa
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

9 Viết tắt trong bộ này

VIẾT TẮT	ĐẦY ĐỦ	NGHĨA
VHF	Very High Frequency	bộ đàm sóng VHF trên tàu
VTS	Vessel Traffic Service	dân tàu gọi thẳng là đài VTS
ETA	Estimated Time of Arrival	giờ dự kiến đến
LT	Local Time	giờ địa phương
UTC	Coordinated Universal Time	giờ quốc tế
SMCP	Standard Marine Communication Phrases	bộ câu giao tiếp hàng hải chuẩn của IMO
IMO	International Maritime Organization	Tổ chức Hàng hải Quốc tế
SOLAS	Safety of Life at Sea	Công ước an toàn sinh mạng con người trên biển
AIS	Automatic Identification System	hệ thống nhận dạng tự động
COLREG	International Regulations for Preventing Collisions at Sea	Quy tắc quốc tế về phòng ngừa đâm va tàu thuyền trên biển
CPA	Closest Point of Approach	khoảng cách gặp gần nhất
PSC	Port State Control	kiểm tra của quốc gia có cảng
MV	Motor Vessel	tàu máy

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Đọc xong rồi, giờ là lúc nói ra thành tiếng

Bộ câu này đọc thì hiểu. Nhưng lần đầu cầm bộ đàm gọi VTS, tai chưa quen giọng bên kia, miệng chưa nói câu nào ra tiếng, thì rất dễ líu lưỡi đúng lúc cần nói rõ nhất.

Trong app **SpeakAtSea** có bài phỏng vấn theo đúng chức danh (Cadet tới Đại phó) và 12 tuần tiếng Anh giao tiếp hằng ngày trên tàu: nhận lệnh lái, làm dây, gọi VHF với VTS và hoa tiêu, bàn giao ca. Tải về một lần là học được trên tàu, không cần mạng.

Học 7 ngày, nghe lại mà không thấy mình nói khá hơn thì tôi hoàn đủ tiền.

Xem 1 bài học mẫu → hieuatsea.com/app

↑ Chon ngôn ngữ khác · Other languages

hieuatsea.com

VHF on arrival: VTS, pilot station and ships nearby

How to use this

- **Play the whole-part file first** (Phan-1-ca-doan.mp3 ...) to get the rhythm of a call, without reading.
- **Play each line, then repeat it out loud**. The file name is next to each line (P1-01, P1-02...).
- **Cover the line and say it from memory**. Speak slowly and clearly, numbers digit by digit.
- **Swap in your own ship's name, call sign and numbers**. Northport, Ocean Star and Sea Falcon are only examples.

1 The shape of a VHF call

OUR SHIP Say again, please. P1-01
SMCP tr.16 mục 9.2

OUR SHIP My present speed is one-four knots. Mistake. Correction, my present speed is one-two knots. P1-02
SMCP tr.16 mục 7

VTS How do you read me? P1-03
SMCP tr.16 mục 6.1

OUR SHIP I read you good. P1-04
SMCP tr.16 mục 6.1.1

VTS Advise you change to VHF Channel one-four. P1-05
SMCP tr.16 mục 6.3

OUR SHIP Changing to VHF Channel one-four. P1-06
SMCP tr.16 mục 6.3.1

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2 Arrival: calling the VTS for instructions

OUR SHIP Northport VTS, Northport VTS, this is Ocean Star, Ocean Star. Over. P2-01
as said on board

VTS Ocean Star, this is Northport VTS. Go ahead. P2-02
as said on board

OUR SHIP Good morning, sir. Ocean Star, bulk carrier, from Singapore to Northport. My ETA at the pilot station is zero-four-zero-zero hours local time. Please advise arrival instructions. Over. P2-03
as said on board

VTS Ocean Star, what is your present maximum draft? P2-04
SMCP tr.49 A1/6.1.1.11

OUR SHIP My present maximum draft is one-one decimal two metres, repeat one-one decimal two metres. P2-05
SMCP tr.49 A1/6.1.1.11.1 · tr.16 mục 9.1

VTS What is your air draft? P2-06
SMCP tr.49 A1/6.1.1.13

OUR SHIP **Stand by. One minute.** P2-07
SMCP tr.15 mục 4.3

OUR SHIP **My air draft is four-two metres.** P2-08
SMCP tr.49 A1/6.1.1.13.1

VTS **What is your cargo? Do you carry any dangerous goods?** P2-09
SMCP tr.49 A1/6.1.1.16 · .17

OUR SHIP **My cargo is coal in bulk. No, I do not carry any dangerous goods.** P2-10
SMCP tr.49 A1/6.1.1.16.1 · .17.2

VTS **Do you have any deficiencies or restrictions?** P2-11
SMCP tr.49 A1/6.1.1.18

OUR SHIP **No, I have no deficiencies or restrictions.** P2-12
SMCP tr.49 A1/6.1.1.18.1

VTS **Ocean Star, call me again when you are two miles from Alpha buoy. Over.** P2-13
as said on board

OUR SHIP **I will call you again when two miles from Alpha buoy. Ocean Star.** P2-14
SMCP tr.15 mục 4.5

VTS **Ocean Star, proceed to anchorage Delta and anchor. Report when anchored. Over.** P2-15
as said on board

OUR SHIP **I will proceed to anchorage Delta, anchor, and report when anchored. Ocean Star.** P2-16
SMCP tr.15 mục 4.5

VTS **Ocean Star, you have permission to anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Over.** P2-17
SMCP tr.54 A1/6.2 .3.2.9 · tr.17 mục 11.1

OUR SHIP **I will anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Ocean Star.** P2-18
SMCP tr.15 mục 4.5

3 Anchored: reporting to the VTS

OUR SHIP **Northport VTS, this is Ocean Star. Over.** P3-01
as said on board

VTS **Ocean Star, Northport VTS. Go ahead.** P3-02
as said on board

OUR SHIP **Ocean Star anchored at zero-five-zero-zero hours local time in anchorage Delta, position bearing two-one-zero degrees from Big Head lighthouse, distance three decimal five nautical miles. Over.** P3-03
as said on board

VTS **Ocean Star, noted. Keep listening watch on VHF Channel one-four. Over.** P3-04
as said on board

OUR SHIP **Keeping listening watch on VHF Channel one-four. Ocean Star out.** P3-05
as said on board

VTS **Ocean Star, are you dragging anchor?** P3-06
SMCP tr.54 A1/6.2 .3.2.11

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OUR SHIP No, I am not dragging anchor. P3-07
SMCP tr.54 A1/6.2 .3.2.11.2

4 Heaving up and taking the pilot

OUR SHIP Northport Pilot Station, Northport Pilot Station, this is Ocean Star, Ocean Star. Over. P4-01
as said on board

PILOT Ocean Star, Northport Pilot. Go ahead. P4-02
as said on board

OUR SHIP Ocean Star, at anchor in anchorage Delta. Please advise pilot boarding time and pilot embarkation instructions. Over. P4-03
as said on board

PILOT Pilot boarding time zero-seven-zero-zero hours local time at the pilot boarding ground. Heave up anchor at zero-six-zero-zero hours local time and proceed to the pilot boarding ground. Over. P4-04
as said on board

PILOT Remain at anchor. The pilot boat will come to you at zero-seven-zero-zero hours local time. Heave up anchor after the pilot is on board. Over. P4-05
as said on board

PILOT What is your freeboard? P4-06
SMCP tr.57 A1/6.4.3.15

OUR SHIP My freeboard is one-zero metres. Please advise pilot boarding arrangement. Over. P4-07
SMCP tr.57 A1/6.4.3.15.1 · as said on board

PILOT Rig the accommodation ladder in combination with the pilot ladder on starboard side, pilot ladder two metres above water. Make a lee on your starboard side. Make a boarding speed of six knots. Over. P4-08
SMCP tr.43 A1/4.2 .2 · .9 · .15 · .18

OUR SHIP Heaving up anchor at zero-six-zero-zero local time. Pilot boarding at zero-seven-zero-zero local time. Combination ladder on starboard side, pilot ladder two metres above water. Making a lee on starboard side, boarding speed six knots. Ocean Star. P4-09
as said on board

OUR SHIP Northport VTS, this is Ocean Star. Request permission to heave up anchor and proceed to the pilot boarding ground. Over. P4-10
as said on board

VTS Ocean Star, permission granted. Report pilot on board. Over. P4-11
as said on board

OUR SHIP The combination ladder is rigged on starboard side. P4-12
as said on board

OUR SHIP Northport VTS, this is Ocean Star. Pilot on board at zero-seven-zero-five hours local time. Over. P4-13
as said on board

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5 In the fairway: reporting points and VTS messages

OUR SHIP Northport VTS, Ocean Star passing Bravo buoy, inbound, at zero-seven-three-zero hours local time. Over. P5-01
as said on board

VTS Ocean Star, noted. Report at Charlie buoy. Over. P5-02
SMCP tr.54 A1/6.2 .3.1.7

OUR SHIP I will report at Charlie buoy. Ocean Star out. P5-03
SMCP tr.15 mục 4.5

VTS INFORMATION. MV Blue Marlin will overtake to the west of you. P5-04
SMCP tr.47 (iv) INFORMATION

VTS INSTRUCTION. Do not overtake. P5-05
SMCP tr.47 (i) INSTRUCTION · tr.56 A1/6.2 .3.5.16

OUR SHIP I will not overtake. P5-06
SMCP tr.15 mục 4.5

VTS WARNING. You are running into danger. Shallow water west of you. P5-07
SMCP tr.18 mục 18.1 · tr.55 A1/6.2 .3.5.11

OUR SHIP INTENTION. I will alter course to starboard. My new course is zero-three-zero degrees. P5-08
SMCP tr.48 (viii) INTENTION

6 Calling a ship nearby

OUR SHIP Sea Falcon, Sea Falcon, the vessel two miles ahead of me, this is Ocean Star. Over. P6-01
as said on board

OTHER SHIP Ocean Star, this is Sea Falcon. Go ahead. P6-02
as said on board

OUR SHIP QUESTION. What are your intentions? P6-03
SMCP tr.47 (v) QUESTION

OTHER SHIP I have problems with my engine. I am manoeuvring with difficulty. Keep clear of me. P6-04
SMCP tr.37 A1/2.1.2.1 · .3 · .4

OUR SHIP I will keep clear of you. P6-05
SMCP tr.15 mục 4.5

OTHER SHIP Ocean Star, this is Pacific Dawn. We are head-on. Can we pass starboard to starboard? P6-06

OUR SHIP No, I will not pass starboard to starboard. This is a head-on situation. INTENTION. I will alter course to starboard. P6-07
SMCP tr.15 mục 4.2 · tr.48 (viii) INTENTION

OUR SHIP Thank you. Ocean Star out. P6-08
as said on board

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7 When a naval vessel calls you

NAVY Ocean Star, Ocean Star, this is Warship one-seven-three. Over. P7-01
as said on board

OUR SHIP Warship one-seven-three, this is Ocean Star. Go ahead. P7-02
as said on board

NAVY WARNING. Gunnery exercises in area ten miles north of you, until one-eight-zero-zero UTC. Wide berth requested. P7-03
SMCP tr.42 mục .5.6.1 Military operations

NAVY INSTRUCTION. Alter course to three-six-zero degrees. Keep clear of this area. P7-04
SMCP tr.53 mục .3.1.4 (Keep clear of) · tr.47 (i) INSTRUCTION

OUR SHIP I will alter course to three-six-zero degrees. I will keep clear of the area. P7-05
SMCP tr.15 mục 4.5

OUR SHIP I cannot alter course to three-six-zero degrees. Vessel close on my starboard side. INTENTION. I will reduce my speed. P7-06
SMCP tr.15 mục 4.5 · tr.47 (i) · tr.48 (viii) INTENTION

OUR SHIP I have altered course. My new course is three-six-zero degrees. P7-07
SMCP tr.53 mục .2.3.6.1

NAVY Stand by on VHF channel one-six. P7-08
SMCP tr.16 mục 6.2

OUR SHIP Standing by on VHF channel one-six. P7-09
SMCP tr.16 mục 6.2.1

NAVY QUESTION. What is the name of your vessel and call sign? P7-10
SMCP tr.48 A1/6.1.1.1

OUR SHIP The name of my vessel is Ocean Star. Call sign three Echo Alfa Bravo seven. P7-11
SMCP tr.48 A1/6.1.1.1.1 · tr.14 mục 2

NAVY What is your flag State? P7-12
SMCP tr.48 A1/6.1.1.2

OUR SHIP My flag State is Panama. P7-13
SMCP tr.48 A1/6.1.1.2.1

NAVY What was your last port of call? What is your port of destination? P7-14
SMCP tr.48 A1/6.1.1.6 · .7

OUR SHIP My last port of call was Hai Phong. My port of destination is Singapore. P7-15
SMCP tr.48 A1/6.1.1.6.1 · .7.1

NAVY Report number of persons on board. P7-16
SMCP tr.34 mục .6

OUR SHIP Number of persons on board: two-one. P7-17
SMCP tr.34 mục .6.1

NAVY Ocean Star, this is submarine on your port bow. Can we pass port to port? P7-18
as said on board

OUR SHIP I do not see you. Say again your position. P7-19
as said on board

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NAVY I am a submarine on the surface. Bearing two-eight-zero degrees from you, distance three miles. P7-20
as said on board

OUR SHIP I have you on my radar now. Yes, we pass port to port. INTENTION. I will alter course to starboard. P7-21
SMCP tr.15 mục 4.1 · tr.48 (viii) INTENTION

OUR SHIP Thank you. Ocean Star out. P7-22
as said on board

NAVY Ocean Star, Ocean Star, this is Navy warship. You are entering a restricted area. Do not proceed. If you continue, you will be fired upon. P7-23
as said on board

OUR SHIP Navy warship, this is Ocean Star. Say again your name and call sign. P7-24
as said on board

NAVY This is Warship five-zero-two. INSTRUCTION. Alter course immediately to two-seven-zero degrees. Do not enter the strait. P7-25
SMCP tr.47 (i) INSTRUCTION

OUR SHIP Stand by one minute. I am calling my Master. P7-26
SMCP tr.15 mục 4.3

OUR SHIP I will alter course to two-seven-zero degrees. I will not enter the strait. P7-27
SMCP tr.15 mục 4.5

NAVY Ocean Star, evacuate your engine room now. In five minutes, we will fire at your engine room. P7-28
as said on board

OUR SHIP Understood. You will fire at my engine room in five minutes. I am evacuating my engine room. P7-29
as said on board

OUR SHIP I have two-one persons on board. Do not fire. QUESTION. What are your instructions? P7-30
SMCP tr.34 mục .6.1 · tr.47 (v) QUESTION · as said on board

OUR SHIP MAYDAY, MAYDAY, MAYDAY. This is Ocean Star, Ocean Star, Ocean Star. Call sign three Echo Alfa Bravo seven. My position two-six degrees one-zero minutes North, zero-five-six degrees two-zero minutes East. I am under attack. I require military assistance. Two-one persons on board. P7-31
SMCP tr.33 mục .8.1 · .8.2 · .3.1 · tr.15 mục 5.1

8 Numbers and spelling — SMCP

> Numbers are spoken digit by digit: 150 = **one-five-zero**, 2.5 = **two decimal five**. Rudder angles in wheel orders are said as whole numbers: **fifteen**, **twenty** (SMCP p.17).

DIGIT	WRITTEN	ON THE RADIO
0	zero	**ZEERO**
1	one	**WUN**
2	two	**TOO**
3	three	**TREE**

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4	four	**FOWER**
5	five	**FIFE**
6	six	**SIX**
7	seven	**SEVEN**
8	eight	**AIT**
9	nine	**NINER**
1000	thousand	**TOUSAND**

Alphabet

A Alfa
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

9 Abbreviations

ABBREVIATION	IN FULL
VHF	Very High Frequency
VTS	Vessel Traffic Service
ETA	Estimated Time of Arrival
LT	Local Time
UTC	Coordinated Universal Time
SMCP	Standard Marine Communication Phrases
IMO	International Maritime Organization
SOLAS	Safety of Life at Sea
AIS	Automatic Identification System
COLREG	International Regulations for Preventing Collisions at Sea
CPA	Closest Point of Approach
PSC	Port State Control
MV	Motor Vessel

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↑ Chon ngôn ngữ khác · Other languages

VHF pagdating ng barko sa port: VTS, pilot at mga barko sa paligid

91 linya na nakaayos ayon sa tamang pagkakasunod ng isang port arrival: tumawag sa VTS para sa instructions, mag-anchor at mag-report, itanong ang oras at paraan ng pilot boarding, dumaan sa mga reporting point. Dagdag pa ang pagsagot kapag tinawag ng warship ang barko mo. Bawat linya ay may audio, binabasa sa iba't ibang accent tulad ng Indian, British, Filipino, American.

i Paano gamitin ito

- **Pakinggan muna ang buong usapan** (Phan-1-ca-doan.mp3 ...) para masanay sa takbo ng tawag, hindi pa kailangang basahin.
- **Pakinggan ang bawat linya at ulitin nang malakas**. Nasa tabi ng bawat linya ang pangalan ng file (P1-01, P1-02...).
- **Takpan ang English, tingnan ang salin at sabihin ito**. Dahan-dahan at malinaw, isa-isang digit ang numero.
- **Palitan ng pangalan, call sign at numero ng barko mo**. Halimbawa lang ang Northport, Ocean Star, Sea Falcon.

1 Ang structure ng isang VHF call — The shape of a VHF call

Tawagin muna ang station, tapos ang barko mo, saka pumasok sa pakay. Kapag tapos ka nang magsalita, sabihin ang **Over** (ikaw na ang magsalita). Kapag tapos na talaga ang tawag, sabihin ang **Out**, huwag ang "Over and out". Ang numero ay binabasa nang isa-isang digit. Kapag hindi malinaw, sabihin ang **Say again**, huwag manghula.

SARILING BARKO

Say again, please. P1-01

Pakiulit.

Standard na sagot kapag hindi malinaw ang narinig. Huwag sabihin ang "What?", at huwag din ang "Repeat please" (ang Repeat ay para ikaw mismo ang umulit sa importanteng bahagi).

SMCP tr.16 mục 9.2

SARILING BARKO

My present speed is one-four knots. Mistake. Correction, my present speed is one-two knots. P1-02

Ang kasalukuyang speed ay 14 knots. Mali. Correction, ang kasalukuyang speed ay 12 knots.

Kapag mali ang nasabi: Mistake, tapos Correction, tapos sabihin ulit ang tamang bahagi.

SMCP tr.16 mục 7

VTS

How do you read me? P1-03

Malinaw mo ba akong naririnig?

SMCP tr.16 mục 6.1

SARILING BARKO

I read you good. P1-04

Malinaw kitang naririnig.

Scale na 5 level: bad (1), poor (2), fair (3), good (4), excellent (5).

SMCP tr.16 mục 6.1.1

VTS

Advise you change to VHF Channel one-four. P1-05

Pakilipat sa VHF channel 14.

SMCP tr.16 mục 6.3

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SARILING BARKO **Changing to VHF Channel one-four.** P1-06
Lumilipat na sa VHF channel 14.
SMCP tr.16 mục 6.3.1

2 Pagdating sa VTS area: humingi ng arrival instructions — Arrival: calling the VTS for instructions

Pagpasok sa VTS area (ang calling point ay nasa chart, Sailing Directions o port guide), tawagan ang VTS, ibigay ang ETA sa pilot station at humingi ng **arrival instructions**. Kadalasan may ilang tanong pa ang VTS tungkol sa barko, tapos magbibigay ng 1 sa 3 klase ng instruction: tumawag ulit pagdating sa isang point, mag-anchor sa isang position, o pumasok sa isang anchorage. Pagkatanggap ng instruction, **i-read back ito** sa VTS.

SARILING BARKO **Northport VTS, Northport VTS, this is Ocean Star, Ocean Star. Over.** P2-01
Northport VTS, ito ang Ocean Star. Over.
Tawagin ang station nang 2 beses at ang pangalan ng barko mo nang 2 beses para marinig ng kabila.
Paano talaga sinasabi sa barko

VTS **Ocean Star, this is Northport VTS. Go ahead.** P2-02
Ocean Star, ito ang Northport VTS. Go ahead.
Go ahead = sige, magsalita ka.
Paano talaga sinasabi sa barko

SARILING BARKO **Good morning, sir. Ocean Star, bulk carrier, from Singapore to Northport. My ETA at the pilot station is zero-four-zero-zero hours local time. Please advise arrival instructions. Over.** P2-03
Magandang araw. Ocean Star, bulk carrier, mula Singapore papuntang Northport. Ang ETA sa pilot station ay 04:00 local time. Humihingi ng arrival instructions. Over.
Pinakamahalagang unang linya: pangalan ng barko, klase ng barko, saan papunta, ETA sa pilot station sa local time, humihingi ng instructions.
Paano talaga sinasabi sa barko

VTS **Ocean Star, what is your present maximum draft?** P2-04
Ocean Star, ano ang kasalukuyang maximum draught?
SMCP tr.49 A1/6.1.1.11

SARILING BARKO **My present maximum draft is one-one decimal two metres, repeat one-one decimal two metres.** P2-05
Ang kasalukuyang maximum draught ay 11.2 meters, repeat, 11.2 meters.
Repeat = ikaw mismo ang umuulit sa importanteng bahagi para sigurado. Iba ito sa Say again, na humihiling sa kabila na umulit.
SMCP tr.49 A1/6.1.1.11.1 · tr.16 mục 9.1

VTS **What is your air draft?** P2-06
Ano ang air draft ng barko mo?
Taas mula sa tubig hanggang sa pinakamataas na bahagi ng barko. Itinatanong ito ng VTS kapag may tulay o kable ng kuryente sa ibabaw ng channel.
SMCP tr.49 A1/6.1.1.13

SARILING BARKO **Stand by. One minute.** P2-07
Stand by. Sasagot ako sa loob ng isang minuto.
Kung wala pang datos agad, sabihin ang Stand by kasama kung kailan ka sasagot. Huwag manahimik.
SMCP tr.15 mục 4.3

SARILING BARKO **My air draft is four-two metres.** P2-08
Ang air draft ng barko ay 42 meters.
SMCP tr.49 A1/6.1.1.13.1

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VTS **What is your cargo? Do you carry any dangerous goods?** P2-09
Anong cargo ang dala mo? May dangerous cargo ba?
SMCP tr.49 A1/6.1.1.16 · .17

SARILING BARKO **My cargo is coal in bulk. No, I do not carry any dangerous goods.** P2-10
Ang cargo ko ay coal in bulk. Hindi, walang dangerous cargo ang barko.
SMCP tr.49 A1/6.1.1.16.1 · .17.2

VTS **Do you have any deficiencies or restrictions?** P2-11
May sira o limitasyon ba ang barko (makina, steering, navigation equipment)?
Ang deficiencies dito ay sira na nakakaapekto sa pagmaniobra ng barko, hindi ang deficiencies sa PSC inspection.
SMCP tr.49 A1/6.1.1.18

SARILING BARKO **No, I have no deficiencies or restrictions.** P2-12
Hindi, walang sira o limitasyon ang barko.
Kung MERON, sabihin nang diretso: "Yes, I have the following deficiencies: one radar is not in operation." (p.49 .18.2).
SMCP tr.49 A1/6.1.1.18.1

VTS **Ocean Star, call me again when you are two miles from Alpha buoy. Over.** P2-13
Ocean Star, tawagan mo ulit ako kapag 2 nautical miles ka na mula sa Alpha buoy. Over.
Instruction type 1: tuloy ang biyahe, tumawag ulit pagdating sa point na iyon.
Paano talaga sinasabi sa barko

SARILING BARKO **I will call you again when two miles from Alpha buoy. Ocean Star.** P2-14
Tatawagan kita ulit kapag 2 nautical miles na ako mula sa Alpha buoy. Ocean Star.
I-read back ang instruction gamit ang I will..., at tapusin sa pangalan ng barko mo.
SMCP tr.15 mục 4.5

VTS **Ocean Star, proceed to anchorage Delta and anchor. Report when anchored. Over.** P2-15
Ocean Star, pumasok sa Delta anchorage at mag-anchor. Mag-report kapag naka-anchor na. Over.
Instruction type 2: pumasok sa anchorage, ikaw ang pipili ng bakanteng puwesto.
Paano talaga sinasabi sa barko

SARILING BARKO **I will proceed to anchorage Delta, anchor, and report when anchored. Ocean Star.** P2-16
Papasok ako sa Delta anchorage, mag-a-anchor, at mag-re-report kapag naka-anchor na. Ocean Star.
SMCP tr.15 mục 4.5

VTS **Ocean Star, you have permission to anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Over.** P2-17
Ocean Star, puwede kang mag-anchor sa position 05°12.5' North, 110°34.2' East. Over.
Instruction type 3: mag-anchor sa eksaktong position na itinakda ng VTS (latitude at longitude, degrees tapos minutes).
SMCP tr.54 A1/6.2 .3.2.9 · tr.17 mục 11.1

SARILING BARKO **I will anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Ocean Star.** P2-18
Mag-a-anchor ako sa position 05°12.5' North, 110°34.2' East. Ocean Star.
Ulitin nang buo ang bawat numero ng position. Isang numerong mali, mali rin ang puwesto ng anchor.
SMCP tr.15 mục 4.5

3 Pagkatapos mag-anchor: mag-report sa VTS — Anchored: reporting to the VTS

> Pagka-anchor, tawagan ulit ang VTS at i-report: anong oras nag-anchor, saang anchorage, anong position. Habang naka-anchor, puwedeng tumawag ang VTS para itanong kung nagda-drag anchor ang barko.

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SARILING BARKO **Northport VTS, this is Ocean Star. Over.** P3-01
Northport VTS, ito ang Ocean Star. Over.
Paano talaga sinasabi sa barko

VTS **Ocean Star, Northport VTS. Go ahead.** P3-02
Ocean Star, Northport VTS ito. Go ahead.
Paano talaga sinasabi sa barko

SARILING BARKO **Ocean Star anchored at zero-five-zero-zero hours local time in anchorage Delta, position bearing two-one-zero degrees from Big Head lighthouse, distance three decimal five nautical miles. Over.** P3-03
Ang Ocean Star ay nag-anchor nang 05:00 local time sa Delta anchorage, position bearing 210 degrees mula sa Big Head lighthouse, distance 3.5 nautical miles. Over.
I-report ang 3 bagay: oras ng anchoring (LT), anchorage, position. Ang bearing ay sinusukat MULA sa landmark papunta sa barko (SMCP p.17 item 11.2).
Paano talaga sinasabi sa barko

VTS **Ocean Star, noted. Keep listening watch on VHF Channel one-four. Over.** P3-04
Ocean Star, noted. Mag-standby sa VHF channel 14. Over.
Paano talaga sinasabi sa barko

SARILING BARKO **Keeping listening watch on VHF Channel one-four. Ocean Star out.** P3-05
Naka-standby sa VHF channel 14. Ocean Star, out.
Out = tapos na ang tawag, hindi na naghihintay ng sagot.
Paano talaga sinasabi sa barko

VTS **Ocean Star, are you dragging anchor?** P3-06
Ocean Star, nagda-drag anchor ba ang barko mo?
SMCP tr.54 A1/6.2 .3.2.11

SARILING BARKO **No, I am not dragging anchor.** P3-07
Hindi, hindi nagda-drag anchor ang barko ko.
SMCP tr.54 A1/6.2 .3.2.11.2

4 Heave up anchor at sunduin ang pilot — Heaving up and taking the pilot

Bago ang oras ng pilot, tawagan ang pilot station at itanong ang 3 bagay: **oras ng pagsakay (pilot boarding time)**, **paraan ng pagsakay (embarkation instructions)** — heave up anchor at pumunta sa boarding ground, o manatiling naka-anchor at hintayin ang pilot boat bago mag-heave up — at **ayos ng ladder (boarding arrangement)**: klase ng ladder, aling side, gaano kataas, at speed ng barko habang sumasakay ang pilot. Pagkatanggap, i-read back.

SARILING BARKO **Northport Pilot Station, Northport Pilot Station, this is Ocean Star, Ocean Star. Over.** P4-01
Northport pilot station, ito ang Ocean Star. Over.
Paano talaga sinasabi sa barko

PILOT **Ocean Star, Northport Pilot. Go ahead.** P4-02
Ocean Star, Northport pilots ito. Go ahead.
Paano talaga sinasabi sa barko

SARILING BARKO **Ocean Star, at anchor in anchorage Delta. Please advise pilot boarding time and pilot embarkation instructions. Over.** P4-03
Ang Ocean Star ay naka-anchor sa Delta anchorage. Pakibigay ang pilot boarding time at embarkation instructions. Over.
Paano talaga sinasabi sa barko

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PILOT **Pilot boarding time zero-seven-zero-zero hours local time at the pilot boarding ground. Heave up anchor at zero-six-zero-zero hours local time and proceed to the pilot boarding ground. Over.** P4-04

Pilot boarding time ay 07:00 local time sa boarding ground. Heave up anchor nang 06:00 at pumunta sa boarding ground. Over.

Paraan 1: heave up anchor ang barko at pumunta sa pilot boarding ground.

Paano talaga sinasabi sa barko

PILOT **Remain at anchor. The pilot boat will come to you at zero-seven-zero-zero hours local time. Heave up anchor after the pilot is on board. Over.** P4-05

Manatiling naka-anchor. Darating ang pilot boat sa barko mo nang 07:00 local time. Mag-heave up anchor lang kapag nakasakay na ang pilot. Over.

Paraan 2: sasakay ang pilot habang naka-anchor ka pa (sa SMCP p.57 may linyang "The pilot boat is coming to you.").

Paano talaga sinasabi sa barko

PILOT **What is your freeboard?** P4-06

Ano ang freeboard ng barko mo?

Mula rito, sinusundan ang paraan 1 (heave up anchor ang barko at pupunta sa boarding ground).

SMCP tr.57 A1/6.4.3.15

SARILING BARKO **My freeboard is one-zero metres. Please advise pilot boarding arrangement. Over.** P4-07

Ang freeboard ay 10 meters. Pakibigay ang boarding arrangement para sa pilot. Over.

SMCP tr.57 A1/6.4.3.15.1 · Paano talaga sinasabi sa barko

PILOT **Rig the accommodation ladder in combination with the pilot ladder on starboard side, pilot ladder two metres above water. Make a lee on your starboard side. Make a boarding speed of six knots. Over.** P4-08

Rig ang accommodation ladder kasama ang pilot ladder sa starboard side, ang dulo ng pilot ladder ay 2 meters mula sa tubig. Gumawa ng lee sa starboard side. Panatilihin ang boarding speed na 6 knots. Over.

Combination ladder ang tawag ng mga seaman dito. Kapag higit 9 m ang taas mula sa tubig hanggang sa sakayan, ito ang hinihingi ng SOLAS (SOLAS V/23, p.233–234 consolidated edition 2020). Ang "2 meters" ay ang taas ng DULO NG PILOT LADDER mula sa tubig. Ang lower platform ng accommodation ladder ay dapat hindi bababa sa 5 m sa ibabaw ng dagat, at ang pilot ladder ay lalampas nang hindi bababa sa 2 m sa platform (IMO A.1045(27) item 3.3, 3.6).

SMCP tr.43 A1/4.2 .2 · .9 · .15 · .18

SARILING BARKO **Heaving up anchor at zero-six-zero-zero local time. Pilot boarding at zero-seven-zero-zero local time. Combination ladder on starboard side, pilot ladder two metres above water. Making a lee on starboard side, boarding speed six knots. Ocean Star.** P4-09

Heave up anchor nang 06:00 local time. Pilot boarding nang 07:00. Combination ladder sa starboard side, dulo ng pilot ladder 2 meters mula sa tubig. Gagawa ng lee sa starboard side, boarding speed 6 knots. Ocean Star.

I-read back nang buo: oras ng heave up, boarding time, klase ng ladder, side, taas, lee side, speed.

Paano talaga sinasabi sa barko

SARILING BARKO **Northport VTS, this is Ocean Star. Request permission to heave up anchor and proceed to the pilot boarding ground. Over.** P4-10

Northport VTS, ito ang Ocean Star. Humihingi ng permiso na mag-heave up anchor at pumunta sa pilot boarding ground. Over.

Maraming port (Vietnam, Singapore…) ang humihingi ng permiso sa VTS bago mag-heave up anchor. Kung report lang ang kailangan sa port, sabihin: "Ocean Star heaving up anchor, proceeding to the pilot boarding ground."

Paano talaga sinasabi sa barko

VTS **Ocean Star, permission granted. Report pilot on board. Over.** P4-11

Ocean Star, approved. Mag-report kapag nakasakay na ang pilot. Over.

Paano talaga sinasabi sa barko

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SARILING BARKO **The combination ladder is rigged on starboard side.** P4-12
Naka-rig na ang combination ladder sa starboard side.
I-report sa pilot station o pilot boat. Batay sa SMCP p.43 A1/4.2 .3 ("The pilot ladder is rigged on ... side").
Paano talaga sinasabi sa barko

SARILING BARKO **Northport VTS, this is Ocean Star. Pilot on board at zero-seven-zero-five hours local time. Over.** P4-13
Northport VTS, ito ang Ocean Star. Nakasakay na ang pilot nang 07:05 local time. Over.
Paano talaga sinasabi sa barko

5 Sa channel: dumaan sa reporting point at makinig sa VTS

— In the fairway: reporting points and VTS messages

Sa bawat reporting point (buoy, ilaw, point na nasa chart), tawagan ang VTS at i-report na nakadaan ka na, kasama ang oras. Sinisimulan ng VTS ang mensahe sa message marker: INSTRUCTION ay utos na dapat sundin, ADVICE ay payo, WARNING ay babala, INFORMATION ay impormasyon. Kapag nakatanggap ng instruction o advice, ulitin gamit ang **I will...** o **I will not...**. Kapag nakasakay na ang pilot, maraming port ang hinahayaan ang pilot na mag-report sa VTS, minsan sa local na wika, pero dapat nakikinig at naiintindihan mo pa rin.

SARILING BARKO **Northport VTS, Ocean Star passing Bravo buoy, inbound, at zero-seven-three-zero hours local time. Over.** P5-01
Northport VTS, ang Ocean Star ay dumadaan sa Bravo buoy, inbound, nang 07:30 local time. Over.
Paano talaga sinasabi sa barko

VTS **Ocean Star, noted. Report at Charlie buoy. Over.** P5-02
Ocean Star, noted. Mag-report sa Charlie buoy. Over.
SMCP tr.54 A1/6.2 .3.1.7

SARILING BARKO **I will report at Charlie buoy. Ocean Star out.** P5-03
Mag-re-report ako sa Charlie buoy. Ocean Star, out.
SMCP tr.15 mục 4.5

VTS **INFORMATION. MV Blue Marlin will overtake to the west of you.** P5-04
Information. Ang Blue Marlin ay o-overtake sa iyo sa west side.
SMCP tr.47 (iv) INFORMATION

VTS **INSTRUCTION. Do not overtake.** P5-05
Instruction. Huwag mag-overtake.
Mandatory ang INSTRUCTION. Kung may safety reason para hindi ito sundin, kailangang i-report pabalik sa VTS.
SMCP tr.47 (i) INSTRUCTION · tr.56 A1/6.2 .3.5.16

SARILING BARKO **I will not overtake.** P5-06
Hindi ako mag-o-overtake.
SMCP tr.15 mục 4.5

VTS **WARNING. You are running into danger. Shallow water west of you.** P5-07
Warning. Papasok ka sa danger area. May shallow water sa west side mo.
SMCP tr.18 mục 18.1 · tr.55 A1/6.2 .3.5.11

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SARILING BARKO

INTENTION. I will alter course to starboard. My new course is zero-three-zero degrees. P5-08

Intention. Mag-a-alter course ako sa starboard. Ang bagong course ko ay 030 degrees.

Shallow water sa west, at ang Blue Marlin ay nag-o-overtake rin sa west side, kaya liko sa starboard para maiwasan ang dalawa. Kapag may shallow water, mag-alter course palayo tapos i-check ulit ang position, hindi sapat ang pagbagal lang. Sa totoong sitwasyon, kung port o starboard at ilan ang bagong course ay depende sa chart at sa mga barko sa paligid.

SMCP tr.48 (viii) INTENTION

6 Tumawag sa mga barkong nasa paligid — Calling a ship nearby

Kunin ang pangalan ng barko sa AIS at tawagin ito nang tama. Itanong ang intention gamit ang QUESTION, at sabihin ang sarili mong plano gamit ang INTENTION. **Hindi kapalit ng COLREG ang VHF**: huwag makipagkasundo sa VHF ng paraan ng pag-iwas na labag sa rules, at bantayan pa rin ang bearing ng kabilang barko sa mata at radar. May 2 magkahiwalay na sitwasyon sa part na ito.

SARILING BARKO

Sea Falcon, Sea Falcon, the vessel two miles ahead of me, this is Ocean Star. Over. P6-01

Sea Falcon, ang barkong 2 nautical miles sa unahan ko, ito ang Ocean Star. Over.

Sitwasyon 1: napakabagal ng barko sa unahan, hindi alam kung ano ang balak. Kunin ang pangalan sa AIS, at laging isama ang relative position para alam ng kabila na siya talaga ang tinatawag mo (ang maling barkong natawag ang pinagmulan ng maraming banggaan dahil sa kasunduan sa VHF).

Paano talaga sinasabi sa barko

IBANG BARKO

Ocean Star, this is Sea Falcon. Go ahead. P6-02

Ocean Star, ito ang Sea Falcon. Go ahead.

Paano talaga sinasabi sa barko

SARILING BARKO

QUESTION. What are your intentions? P6-03

Question. Ano ang intention mo?

Karaniwang linya sa VHF. Ang message marker na QUESTION lang ang nasa SMCP, wala roon ang eksaktong linyang ito.

SMCP tr.47 (v) QUESTION

IBANG BARKO

I have problems with my engine. I am manoeuvring with difficulty. Keep clear of me. P6-04

May problema ang main engine ko. Limitado ang kaya kong pagmaniobra. Lumayo ka sa akin.

SMCP tr.37 A1/2.1.2.1 · .3 · .4

SARILING BARKO

I will keep clear of you. P6-05

Lalayo ako sa iyo.

SMCP tr.15 mục 4.5

IBANG BARKO

Ocean Star, this is Pacific Dawn. We are head-on. Can we pass starboard to starboard? P6-06

Ocean Star, ito ang Pacific Dawn. Head-on tayo. Starboard to starboard na lang tayo?

Sitwasyon 2, TRAP QUESTION (seksyon na "Tumawag sa mga barkong nasa paligid" sa VHF phrasebook ng app). COLREG Rule 14: kapag dalawang power-driven vessel ay nagkasalubong nang head-on o halos head-on, at MAY risk of collision, bawat isa ay liliko sa starboard at magdadaan nang port to port.

SARILING BARKO

No, I will not pass starboard to starboard. This is a head-on situation. INTENTION. I will alter course to starboard. P6-07

Hindi, hindi ako dadaan nang starboard to starboard. Head-on situation ito. Intention: mag-a-alter course ako sa starboard.

Gamitin lang kapag talagang head-on: ang kabilang barko ay nasa unahan o halos nasa unahan, sa gabi kita ang dalawang masthead light na halos nakahanay at/o ang dalawang sidelight. Kapag may duda, ituring na head-on (Rule 14c). Kung ang kabilang barko ay malinaw na nasa starboard bow at ligtas ang CPA, HINDI ito head-on: huwag lumiko sa starboard at tumawid sa harap niya.

SMCP tr.15 mục 4.2 · tr.48 (viii) INTENTION

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SARILING BARKO **Thank you. Ocean Star out.** P6-08
Salamat. Ocean Star, out.
Paano talaga sinasabi sa barko

7 Kapag tinawag ng warship ang barko mo — When a naval vessel calls you

Kapag tumawag ang warship, kadalasan ay para magbigay ng **INSTRUCTION** (utos). Ayon sa SMCP, mandatory ang instruction ng warship, maliban kung may safety reason ka, at kailangan mo itong i-report pabalik sa kanila. Paano sumagot: **ulitin nang eksakto ang instruction**, simula sa **I will** (kaya) o **I cannot** (hindi kaya, kasama ang dahilan). Kapag hindi malinaw, sabihin ang **Say again**, huwag na huwag manghula at sumagot nang basta-basta. May 5 sitwasyon sa part na ito: military exercise area na nag-uutos mag-alter course, tinatanong ang info ng barko, submarine na nagmumungkahi kung paano magdaan, babalang bawal dumaan sa strait, at banta na babarilin. Ang huling dalawa ay karaniwan sa mga lugar tulad ng Strait of Hormuz at Red Sea: tawagin agad ang Captain sa bridge, ang Captain ang magdedesisyon.

WARSHIP **Ocean Star, Ocean Star, this is Warship one-seven-three. Over.** P7-01
Ocean Star, ito ang warship 173. Over.
Sitwasyon 1: biglang nag-set up ng exercise area. Kadalasang tumatawag ang warship sa channel 16, gamit ang eksaktong pangalan ng barko mo mula sa AIS. Kapag narinig mo ang pangalan ng barko mo, sumagot agad.
Paano talaga sinasabi sa barko

SARILING BARKO **Warship one-seven-three, this is Ocean Star. Go ahead.** P7-02
Warship 173, ito ang Ocean Star. Go ahead.
Paano talaga sinasabi sa barko

WARSHIP **WARNING. Gunnery exercises in area ten miles north of you, until one-eight-zero-zero UTC. Wide berth requested.** P7-03
Warning. May gunnery exercise sa area na 10 nautical miles north mo, hanggang 18:00 UTC. Pinapayuhang lumayo.
Sa SMCP, ang position ng exercise area ay ibinibigay sa coordinates ng mga kanto nito; dito pinaikli sa distance para madaling pakinggan. Pagkarinig, i-plot agad ang area sa chart/ECDIS.
SMCP tr.42 mục .5.6.1 Military operations

WARSHIP **INSTRUCTION. Alter course to three-six-zero degrees. Keep clear of this area.** P7-04
Instruction. Alter course sa 360 degrees. Lumayo sa area na ito.
Pinakamahalagang linya sa buong part. Mandatory ang INSTRUCTION. Kapag hindi mo nahuli ang bagong course, Say again agad, huwag manghula.
SMCP tr.53 mục .3.1.4 (Keep clear of) · tr.47 (i) INSTRUCTION

SARILING BARKO **I will alter course to three-six-zero degrees. I will keep clear of the area.** P7-05
Mag-a-alter course ako sa 360 degrees. Lalayo ako sa area.
Ulitin nang EKSAKTO ang instruction, simula sa I will. Pagkarinig ng kabila, alam niyang tama ang intindi mo.
SMCP tr.15 mục 4.5

SARILING BARKO **I cannot alter course to three-six-zero degrees. Vessel close on my starboard side. INTENTION. I will reduce my speed.** P7-06
Hindi ako makaka-alter course sa 360 degrees. May barko sa malapit sa starboard side ko. Intention: babagalan ko ang speed.
Kapag HINDI agad kaya dahil sa safety reason: sabihin ang I cannot, ang dahilan, tapos ang gagawin mo. Pinapayagan ng SMCP na hindi sundin ang instruction kapag may safety reason, pero DAPAT itong i-report sa nagbigay ng instruction.
SMCP tr.15 mục 4.5 · tr.47 (i) · tr.48 (viii) INTENTION

SARILING BARKO **I have altered course. My new course is three-six-zero degrees.** P7-07
Nakapag-alter course na ako. Ang bagong course ko ay 360 degrees.
SMCP tr.53 mục .2.3.6.1

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WARSHIP **Stand by on VHF channel one-six.** P7-08
Mag-standby sa channel 16.
SMCP tr.16 mục 6.2

SARILING BARKO **Standing by on VHF channel one-six.** P7-09
Naka-standby ako sa channel 16.
SMCP tr.16 mục 6.2.1

WARSHIP **QUESTION. What is the name of your vessel and call sign?** P7-10
Question. Ano ang pangalan ng barko mo at call sign?
Sitwasyon 2: tinatanong ng warship ang info ng barko. Sagutin ang bawat tanong nang buong pangungusap ayon sa template, huwag isang salita lang.
SMCP tr.48 A1/6.1.1.1

SARILING BARKO **The name of my vessel is Ocean Star. Call sign three Echo Alfa Bravo seven.** P7-11
Ang pangalan ng barko ko ay Ocean Star. Call sign 3EAB7.
I-spell ang call sign gamit ang alphabet sa dulo ng page (Alfa, Bravo…), at ang numero ay isa-isang digit.
SMCP tr.48 A1/6.1.1.1.1 · tr.14 mục 2

WARSHIP **What is your flag State?** P7-12
Ano ang flag ng barko mo?
SMCP tr.48 A1/6.1.1.2

SARILING BARKO **My flag State is Panama.** P7-13
Panama flag ang barko ko.
SMCP tr.48 A1/6.1.1.2.1

WARSHIP **What was your last port of call? What is your port of destination?** P7-14
Ano ang last port of call mo? Saan ang port of destination?
SMCP tr.48 A1/6.1.1.6 · .7

SARILING BARKO **My last port of call was Hai Phong. My port of destination is Singapore.** P7-15
Ang last port of call ko ay Hai Phong. Ang port of destination ay Singapore.
SMCP tr.48 A1/6.1.1.6.1 · .7.1

WARSHIP **Report number of persons on board.** P7-16
I-report ang bilang ng tao sakay ng barko.
SMCP tr.34 mục .6

SARILING BARKO **Number of persons on board: two-one.** P7-17
Bilang ng tao sakay: 21.
SMCP tr.34 mục .6.1

WARSHIP **Ocean Star, this is submarine on your port bow. Can we pass port to port?** P7-18
Ocean Star, ito ang submarine sa port bow mo. Port to port na lang tayo?
Sitwasyon 3, totoong nangyari kay Hieu: tumawag ang submarine at nagmungkahing magdaan nang port to port. Submarine = barkong sumisisid sa ilalim ng dagat. Mababa ang submarine sa tubig kapag naka-surface kaya napakahirap makita ng mata.
Paano talaga sinasabi sa barko

SARILING BARKO **I do not see you. Say again your position.** P7-19
Hindi kita nakikita. Ulitin ang position mo.
Kapag hindi mo makita, sabihin nang diretso na hindi mo makita, tapos itanong ang position. Huwag pumayag sa paraan ng pagdaan sa barkong hindi mo pa na-identify.
Paano talaga sinasabi sa barko

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WARSHIP **I am a submarine on the surface. Bearing two-eight-zero degrees from you, distance three miles.** P7-20

Ako ay submarine na naka-surface. Bearing 280 degrees mula sa iyo, distance 3 nautical miles.

Paano talaga sinasabi sa barko

SARILING BARKO **I have you on my radar now. Yes, we pass port to port. INTENTION. I will alter course to starboard.** P7-21

Nakikita na kita sa radar. Agree, port to port. Intention: mag-a-alter course ako sa starboard.

Pumayag lang kapag na-identify mo na ang kabilang barko at tama sa COLREG ang paraan ng pagdaan (part 6). Sabihin din ang gagawin mo gamit ang INTENTION.

SMCP tr.15 mục 4.1 · tr.48 (viii) INTENTION

SARILING BARKO **Thank you. Ocean Star out.** P7-22

Salamat. Ocean Star, out.

Paano talaga sinasabi sa barko

WARSHIP **Ocean Star, Ocean Star, this is Navy warship. You are entering a restricted area. Do not proceed. If you continue, you will be fired upon.** P7-23

Ocean Star, ito ang navy warship. Papasok ka sa restricted area. Huwag nang tumuloy. Kapag tumuloy ka, babarilin ka.

Sitwasyon 4: babalang bawal dumaan (tulad sa Strait of Hormuz). Totoo man o peke, ituring na totoo: tawagin agad ang Captain sa bridge, isulat ang oras, channel, pangalan ng tumawag, at ang sinabi.

Paano talaga sinasabi sa barko

SARILING BARKO **Navy warship, this is Ocean Star. Say again your name and call sign.** P7-24

Navy warship, ito ang Ocean Star. Ulitin ang pangalan ng barko mo at call sign.

Sabi ng BMP5 (p.16): sa high risk area, sumagot lang sa tumatawag na na-identify na, dahil may nagpapanggap. Ang pagtatanong ng pangalan ng barko at call sign ang unang hakbang ng pag-identify.

Paano talaga sinasabi sa barko

WARSHIP **This is Warship five-zero-two. INSTRUCTION. Alter course immediately to two-seven-zero degrees. Do not enter the strait.** P7-25

Ito ang warship 502. Instruction. Alter course agad sa 270 degrees. Huwag pumasok sa strait.

SMCP tr.47 (i) INSTRUCTION

SARILING BARKO **Stand by one minute. I am calling my Master.** P7-26

Stand by isang minuto. Tinatawag ko ang Captain.

Ang Stand by ay laging may kasamang oras. Hindi ang OOW ang magdedesisyon dito, pero huwag ding hayaang tahimik ang channel.

SMCP tr.15 mục 4.3

SARILING BARKO **I will alter course to two-seven-zero degrees. I will not enter the strait.** P7-27

Mag-a-alter course ako sa 270 degrees. Hindi ako papasok sa strait.

Ulitin nang eksakto ang instruction. Pagkatapos ng tawag: i-report sa company at UKMTO ayon sa ship security plan (BMP5 p.6: Report to UKMTO).

SMCP tr.15 mục 4.5

WARSHIP **Ocean Star, evacuate your engine room now. In five minutes, we will fire at your engine room.** P7-28

Ocean Star, i-evacuate agad ang engine room. Sa loob ng limang minuto, babarilin namin ang engine room mo.

Sitwasyon 5: banta na babarilin. Dapat maintindihan agad ang linyang ito sa unang dinig: evacuate = lumikas, engine room = kamarote ng makina, five minutes = 5 minuto.

Paano talaga sinasabi sa barko

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SARILING BARKO **Understood. You will fire at my engine room in five minutes. I am evacuating my engine room.** P7-29

Understood. Sa loob ng limang minuto, babarilin mo ang engine room ko. Ini-evacuate ko na ang engine room.

Ulitin ang importanteng bahagi para siguradong hindi ka nagkamali ng dinig. Kasabay nito: i-sound ang alarm, tawagin ang Captain, ilabas ang mga tao sa engine room.

Paano talaga sinasabi sa barko

SARILING BARKO **I have two-one persons on board. Do not fire. QUESTION. What are your instructions?** P7-30

May 21 tao sakay ng barko ko. Huwag kayong bumaril. Question. Ano ang gusto ninyong gawin ko?

Sabihin ang bilang ng tao sakay, tapos itanong kung ano ang gusto nilang gawin ng barko mo. Huwag makipagtalo, huwag maghamon sa channel.

SMCP tr.34 mục .6.1 · tr.47 (v) QUESTION · Paano talaga sinasabi sa barko

SARILING BARKO **MAYDAY, MAYDAY, MAYDAY. This is Ocean Star, Ocean Star, Ocean Star. Call sign three Echo Alfa Bravo seven. My position two-six degrees one-zero minutes North, zero-five-six degrees two-zero minutes East. I am under attack. I require military assistance. Two-one persons on board.** P7-31

MAYDAY, MAYDAY, MAYDAY. Ito ang Ocean Star, call sign 3EAB7. Position 26°10' North, 056°20' East. Inaatake ako. Kailangan ko ng military assistance. May 21 tao sakay.

Kapag binaril na talaga. Sa SMCP may linyang 'I am under attack by pirates' (dito tinanggal ang 'by pirates' dahil hindi pirata ang bumabaril) at 'military assistance'. BMP5 (p.29): mag-MAYDAY sa channel 16, magpadala ng distress alert sa DSC at Inmarsat-C, i-activate ang SSAS, tawagan agad ang UKMTO, panatilihing naka-on ang AIS.

SMCP tr.33 mục .8.1 · .8.2 · .3.1 · tr.15 mục 5.1

8 Pagbasa ng numero at spelling — SMCP

Ang numero ay binabasa nang isa-isang digit: 150 = **one-five-zero**, 2.5 = **two decimal five**. Exception ang rudder angle sa helm order, binabasa nang buo: **fifteen**, **twenty** (SMCP page 17). Ang audio ay nagbabasa ng numero sa normal na English; sa totoong radyo marami ang gumagamit ng nasa kanang column (TREE, FIFE, NINER), kaya masanay sa dalawa.

NUMERO	SULAT	BASA SA RADYO
0	zero	**ZEERO**
1	one	**WUN**
2	two	**TOO**
3	three	**TREE**
4	four	**FOWER**
5	five	**FIFE**
6	six	**SIX**
7	seven	**SEVEN**
8	eight	**AIT**
9	nine	**NINER**
1000	thousand	**TOUSAND**

Alpabeto

A Alfa
B Bravo
C Charlie
D Delta
E Echo
F Foxtrot
G Golf
H Hotel
I India
J Juliet
K Kilo
L Lima

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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

9 Mga abbreviation sa phrasebook na ito

DAGLAT	BUO	KAHULUGAN
VHF	Very High Frequency	
VTS	Vessel Traffic Service	
ETA	Estimated Time of Arrival	
LT	Local Time	
UTC	Coordinated Universal Time	
SMCP	Standard Marine Communication Phrases	
IMO	International Maritime Organization	
SOLAS	Safety of Life at Sea	
AIS	Automatic Identification System	
COLREG	International Regulations for Preventing Collisions at Sea	
CPA	Closest Point of Approach	
PSC	Port State Control	
MV	Motor Vessel	

↑ Chọn ngôn ngữ khác · Other languages

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VHF saat kapal tiba di pelabuhan: VTS, pilot, dan kapal di sekitar

91 kalimat disusun sesuai urutan kapal tiba di pelabuhan: panggil VTS minta instruksi, lapor setelah lego jangkar, tanya jam dan cara naik pilot, melewati reporting point. Ditambah bagian menjawab saat warship memanggil kapal kita. Setiap kalimat ada audionya, dibacakan dengan berbagai aksen seperti India, Inggris, Filipina, Amerika.

i Cara memakai ini

- **Dengarkan dulu file satu bagian penuh** (Phan-1-ca-doan.mp3 ...) supaya terbiasa dengan alur panggilan, belum perlu membaca.
- **Dengarkan tiap kalimat lalu ulangi dengan suara keras**. Nama file ada di samping tiap kalimat (P1-01, P1-02...).
- **Tutup kalimat bahasa Inggris, lihat terjemahan lalu ucapkan**. Pelan dan jelas, angka dibaca satu per satu digit.
- **Ganti dengan nama kapal, call sign dan angka kapalmu**. Northport, Ocean Star, Sea Falcon hanya contoh.

1 Struktur satu panggilan VHF — The shape of a VHF call

Panggil stasiunnya dulu, sebut nama kapal sendiri, baru masuk ke pokok pembicaraan. Selesai giliran bicara, ucapkan **Over** (silakan pihak sana bicara). Kalau panggilan benar-benar selesai, ucapkan **Out**, jangan "Over and out". Angka dibaca satu per satu digit. Kalau tidak jelas, ucapkan **Say again**, jangan menebak.

KAPAL KITA

Say again, please. P1-01

Tolong ulangi.

Kalimat standar saat tidak dengar jelas. Jangan bilang "What?", juga jangan "Repeat please" (Repeat dipakai untuk mengulang sendiri bagian yang penting).

SMCP tr.16 mục 9.2

KAPAL KITA

My present speed is one-four knots. Mistake. Correction, my present speed is one-two knots. P1-02

Kecepatan sekarang 14 knots. Salah. Koreksi, kecepatan sekarang 12 knots.

Kalau salah ucap: Mistake, lalu Correction, lalu ucapkan lagi bagian yang benar.

SMCP tr.16 mục 7

VTS

How do you read me? P1-03

Apakah kamu dengar saya dengan jelas?

SMCP tr.16 mục 6.1

KAPAL KITA

I read you good. P1-04

Saya dengar kamu dengan jelas.

Skala 5 tingkat: bad (1), poor (2), fair (3), good (4), excellent (5).

SMCP tr.16 mục 6.1.1

VTS

Advise you change to VHF Channel one-four. P1-05

Silakan pindah ke VHF channel 14.

SMCP tr.16 mục 6.3

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KAPAL KITA

Changing to VHF Channel one-four. P1-06

Pindah ke VHF channel 14.

SMCP tr.16 mục 6.3.1

2 Masuk area VTS: minta arrival instructions — Arrival: calling the VTS for instructions

Begitu masuk area VTS (titik panggil tertera di peta laut, Sailing Directions, atau panduan pelabuhan), panggil VTS, laporkan ETA ke pilot station dan minta **arrival instructions**. VTS biasanya menanyakan beberapa data kapal, lalu memberi 1 dari 3 jenis instruksi: panggil lagi saat sampai titik tertentu, lego jangkar di posisi tertentu, atau masuk anchorage tertentu. Setelah terima instruksi, **baca ulang** ke VTS.

KAPAL KITA

Northport VTS, Northport VTS, this is Ocean Star, Ocean Star. Over. P2-01

Northport VTS, ini Ocean Star. Over.

Sebut nama stasiun 2 kali, nama kapal sendiri 2 kali supaya pihak sana sempat dengar.

Cara bicara sebenarnya di kapal

VTS

Ocean Star, this is Northport VTS. Go ahead. P2-02

Ocean Star, ini Northport VTS. Silakan.

Go ahead = silakan lanjut bicara.

Cara bicara sebenarnya di kapal

KAPAL KITA

Good morning, sir. Ocean Star, bulk carrier, from Singapore to Northport. My ETA at the pilot station is zero-four-zero-zero hours local time. Please advise arrival instructions. Over. P2-03

Selamat pagi. Ocean Star, kapal bulk carrier, dari Singapura ke Northport. ETA ke pilot station 04:00 waktu lokal. Mohon arrival instructions. Over.

Kalimat pembuka paling penting: nama kapal, jenis kapal, tujuan, ETA ke pilot station dalam waktu lokal, minta instruksi.

Cara bicara sebenarnya di kapal

VTS

Ocean Star, what is your present maximum draft? P2-04

Ocean Star, berapa draught maksimum sekarang?

SMCP tr.49 A1/6.1.1.11

KAPAL KITA

My present maximum draft is one-one decimal two metres, repeat one-one decimal two metres. P2-05

Draught maksimum sekarang 11,2 meter, saya ulangi 11,2 meter.

Repeat = kita sendiri mengulang bagian penting supaya pasti. Beda dengan Say again yang artinya minta pihak sana mengulang.

SMCP tr.49 A1/6.1.1.11.1 · tr.16 mục 9.1

VTS

What is your air draft? P2-06

Berapa air draught kapal kamu?

Tinggi dari permukaan air sampai titik tertinggi kapal. VTS menanyakannya kalau di alur ada jembatan atau kabel listrik melintang.

SMCP tr.49 A1/6.1.1.13

KAPAL KITA

Stand by. One minute. P2-07

Tunggu. Satu menit lagi saya jawab.

Kalau datanya belum ada, ucapkan Stand by plus kapan akan dijawab. Jangan diam.

SMCP tr.15 mục 4.3

KAPAL KITA

My air draft is four-two metres. P2-08

Air draught kapal saya 42 meter.

SMCP tr.49 A1/6.1.1.13.1

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VTS **What is your cargo? Do you carry any dangerous goods?** P2-09
Kapal bawa muatan apa? Ada muatan berbahaya?
SMCP tr.49 A1/6.1.1.16 · .17

KAPAL KITA **My cargo is coal in bulk. No, I do not carry any dangerous goods.** P2-10
Muatan saya batu bara curah. Tidak, kapal tidak membawa muatan berbahaya.
SMCP tr.49 A1/6.1.1.16.1 · .17.2

VTS **Do you have any deficiencies or restrictions?** P2-11
Apakah kapal ada kerusakan atau keterbatasan (mesin, kemudi, alat navigasi)?
Deficiencies di sini artinya kerusakan yang mempengaruhi olah gerak kapal, bukan temuan saat inspeksi PSC.
SMCP tr.49 A1/6.1.1.18

KAPAL KITA **No, I have no deficiencies or restrictions.** P2-12
Tidak, kapal tidak ada kerusakan atau keterbatasan apa pun.
Kalau ADA, bilang terus terang: "Yes, I have the following deficiencies: one radar is not in operation." (hlm.49 .18.2).
SMCP tr.49 A1/6.1.1.18.1

VTS **Ocean Star, call me again when you are two miles from Alpha buoy. Over.** P2-13
Ocean Star, panggil saya lagi saat 2 mil laut dari buoy Alpha. Over.
Instruksi jenis 1: jalan terus, sampai titik itu panggil lagi.
Cara bicara sebenarnya di kapal

KAPAL KITA **I will call you again when two miles from Alpha buoy. Ocean Star.** P2-14
Saya akan panggil kamu lagi saat 2 mil laut dari buoy Alpha. Ocean Star.
Baca ulang instruksi dengan I will..., tutup dengan nama kapal sendiri.
SMCP tr.15 mục 4.5

VTS **Ocean Star, proceed to anchorage Delta and anchor. Report when anchored. Over.** P2-15
Ocean Star, masuk anchorage Delta dan lego jangkar. Selesai lego jangkar, lapor. Over.
Instruksi jenis 2: masuk anchorage, pilih sendiri tempat kosong di dalamnya.
Cara bicara sebenarnya di kapal

KAPAL KITA **I will proceed to anchorage Delta, anchor, and report when anchored. Ocean Star.** P2-16
Saya akan masuk anchorage Delta, lego jangkar, dan lapor setelah selesai. Ocean Star.
SMCP tr.15 mục 4.5

VTS **Ocean Star, you have permission to anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Over.** P2-17
Ocean Star, kamu diizinkan lego jangkar di posisi 05°12,5' Utara, 110°34,2' Timur. Over.
Instruksi jenis 3: lego jangkar tepat di satu titik yang ditentukan VTS (lintang, bujur dibaca derajat lalu menit).
SMCP tr.54 A1/6.2 .3.2.9 · tr.17 mục 11.1

KAPAL KITA **I will anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Ocean Star.** P2-18
Saya akan lego jangkar di posisi 05°12,5' Utara, 110°34,2' Timur. Ocean Star.
Posisi harus dibaca ulang lengkap setiap angkanya. Salah satu angka, jangkar jatuh di tempat yang salah.
SMCP tr.15 mục 4.5

3 Selesai lego jangkar: lapor balik ke VTS — Anchored: reporting to the VTS

Selesai lego jangkar, panggil lagi VTS dan laporkan: lego jangkar jam berapa, di anchorage mana, posisinya di mana. Selama berlabuh, VTS bisa memanggil untuk tanya apakah jangkar kapal menggaruk (dragging).

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KAPAL KITA **Northport VTS, this is Ocean Star. Over.** P3-01
Northport VTS, ini Ocean Star. Over.
Cara bicara sebenarnya di kapal

VTS **Ocean Star, Northport VTS. Go ahead.** P3-02
Ocean Star, Northport VTS di sini. Silakan.
Cara bicara sebenarnya di kapal

KAPAL KITA **Ocean Star anchored at zero-five-zero-zero hours local time in anchorage Delta, position bearing two-one-zero degrees from Big Head lighthouse, distance three decimal five nautical miles. Over.** P3-03
Ocean Star sudah lego jangkar jam 05:00 waktu lokal di anchorage Delta, posisi baringan 210 derajat dari mercusuar Big Head, jarak 3,5 mil laut. Over.
Laporkan 3 hal: jam lego jangkar (LT), anchorage, posisi. Baringan diukur DARI tanda ke kapal (SMCP hlm.17 butir 11.2).
Cara bicara sebenarnya di kapal

VTS **Ocean Star, noted. Keep listening watch on VHF Channel one-four. Over.** P3-04
Ocean Star, diterima. Jaga dengar di VHF channel 14. Over.
Cara bicara sebenarnya di kapal

KAPAL KITA **Keeping listening watch on VHF Channel one-four. Ocean Star out.** P3-05
Jaga dengar di VHF channel 14. Ocean Star out.
Out = panggilan selesai, tidak menunggu jawaban.
Cara bicara sebenarnya di kapal

VTS **Ocean Star, are you dragging anchor?** P3-06
Ocean Star, apakah jangkar kapal kamu menggaruk (dragging)?
SMCP tr.54 A1/6.2 .3.2.11

KAPAL KITA **No, I am not dragging anchor.** P3-07
Tidak, jangkar kapal saya tidak menggaruk.
SMCP tr.54 A1/6.2 .3.2.11.2

4 Angkat jangkar dan jemput pilot — Heaving up and taking the pilot

Sebelum jam jemput pilot, panggil pilot station dan tanyakan 3 hal: **jam naik pilot (pilot boarding time)**, **cara naiknya (embarkation instructions)** — angkat jangkar lalu jalan ke titik jemput, atau tetap berlabuh menunggu pilot boat datang baru angkat jangkar — dan **pengaturan tangga (boarding arrangement)**: jenis tangga, sisi mana, tinggi berapa, kecepatan kapal saat jemput. Setelah terima, baca ulang.

KAPAL KITA **Northport Pilot Station, Northport Pilot Station, this is Ocean Star, Ocean Star. Over.** P4-01
Northport pilot station, ini Ocean Star. Over.
Cara bicara sebenarnya di kapal

PILOT **Ocean Star, Northport Pilot. Go ahead.** P4-02
Ocean Star, Northport pilot di sini. Silakan.
Cara bicara sebenarnya di kapal

KAPAL KITA **Ocean Star, at anchor in anchorage Delta. Please advise pilot boarding time and pilot embarkation instructions. Over.** P4-03
Ocean Star sedang berlabuh di anchorage Delta. Mohon info jam naik pilot dan cara naiknya. Over.
Cara bicara sebenarnya di kapal

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PILOT

Pilot boarding time zero-seven-zero-zero hours local time at the pilot boarding ground. Heave up anchor at zero-six-zero-zero hours local time and proceed to the pilot boarding ground. Over. P4-04

Pilot naik jam 07:00 waktu lokal di pilot boarding ground. Angkat jangkar jam 06:00 lalu jalan ke titik jemput. Over.

Cara naik 1: kapal angkat jangkar lalu jalan ke pilot boarding ground.

Cara bicara sebenarnya di kapal

PILOT

Remain at anchor. The pilot boat will come to you at zero-seven-zero-zero hours local time. Heave up anchor after the pilot is on board. Over. P4-05

Tetap berlabuh. Pilot boat akan datang ke kapal kamu jam 07:00 waktu lokal. Pilot naik dulu baru angkat jangkar. Over.

Cara naik 2: pilot naik ke kapal langsung di tempat berlabuh (SMCP hlm.57 ada kalimat "The pilot boat is coming to you.").

Cara bicara sebenarnya di kapal

PILOT

What is your freeboard? P4-06

Berapa freeboard kapal kamu?

Mulai kalimat ini mengikuti cara naik 1 (kapal angkat jangkar lalu jalan ke titik jemput).

SMCP tr.57 A1/6.4.3.15

KAPAL KITA

My freeboard is one-zero metres. Please advise pilot boarding arrangement. Over. P4-07

Freeboard 10 meter. Mohon info pengaturan tangga pilot. Over.

SMCP tr.57 A1/6.4.3.15.1 · Cara bicara sebenarnya di kapal

PILOT

Rig the accommodation ladder in combination with the pilot ladder on starboard side, pilot ladder two metres above water. Make a lee on your starboard side. Make a boarding speed of six knots. Over. P4-08

Pasang accommodation ladder kombinasi dengan pilot ladder di sisi kanan (starboard), ujung pilot ladder 2 meter dari permukaan air. Buat lee di sisi kanan. Jaga kecepatan jemput 6 knots. Over.

Orang kapal menyebutnya combination ladder. Kalau tinggi dari permukaan air ke titik naik lebih dari 9 m, SOLAS mewajibkan jenis ini (SOLAS V/23, hlm.233–234 edisi konsolidasi 2020). "2 meter" itu UJUNG BAWAH PILOT LADDER dari permukaan air. Platform bawah accommodation ladder minimal 5 m di atas permukaan laut, pilot ladder menjulur minimal 2 m di atas platform itu (IMO A.1045(27) butir 3.3, 3.6).

SMCP tr.43 A1/4.2 .2 · .9 · .15 · .18

KAPAL KITA

Heaving up anchor at zero-six-zero-zero local time. Pilot boarding at zero-seven-zero-zero local time. Combination ladder on starboard side, pilot ladder two metres above water. Making a lee on starboard side, boarding speed six knots. Ocean Star. P4-09

Angkat jangkar jam 06:00 waktu lokal. Pilot naik jam 07:00. Combination ladder di starboard, ujung pilot ladder 2 meter dari permukaan air. Buat lee di sisi kanan, kecepatan jemput 6 knots. Ocean Star.

Baca ulang lengkap: jam angkat jangkar, jam naik pilot, jenis tangga, sisi, tinggi, sisi lee, kecepatan.

Cara bicara sebenarnya di kapal

KAPAL KITA

Northport VTS, this is Ocean Star. Request permission to heave up anchor and proceed to the pilot boarding ground. Over. P4-10

Northport VTS, ini Ocean Star. Minta izin angkat jangkar, menuju pilot boarding ground. Over.

Banyak pelabuhan (Vietnam, Singapura...) mewajibkan minta izin VTS sebelum angkat jangkar. Kalau pelabuhannya cukup diberi tahu saja, ucapkan: "Ocean Star heaving up anchor, proceeding to the pilot boarding ground."

Cara bicara sebenarnya di kapal

VTS

Ocean Star, permission granted. Report pilot on board. Over. P4-11

Ocean Star, disetujui. Lapor kalau pilot sudah naik. Over.

Cara bicara sebenarnya di kapal

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KAPAL KITA

The combination ladder is rigged on starboard side. P4-12

Combination ladder sudah terpasang di starboard.

Laporkan ke pilot station atau pilot boat. Berdasarkan SMCP hlm.43 A1/4.2 .3 ("The pilot ladder is rigged on ... side").

Cara bicara sebenarnya di kapal

KAPAL KITA

Northport VTS, this is Ocean Star. Pilot on board at zero-seven-zero-five hours local time. Over. P4-13

Northport VTS, ini Ocean Star. Pilot sudah naik jam 07:05 waktu lokal. Over.

Cara bicara sebenarnya di kapal

5 Di alur: lewati reporting point dan dengarkan VTS

— In the fairway: reporting points and VTS messages

Setiap melewati reporting point (buoy, lampu, titik di peta laut), panggil VTS dan lapor sudah lewat, plus jamnya. VTS membuka pesan dengan kata penanda: INSTRUCTION artinya perintah yang wajib dijalankan, ADVICE artinya saran, WARNING artinya peringatan, INFORMATION artinya informasi. Terima instruksi atau saran, ulangi dengan **I will...** atau **I will not...**. Kalau pilot sudah di kapal, banyak pelabuhan membiarkan pilot yang lapor ke VTS, kadang pakai bahasa lokal, tapi kita tetap harus dengar dan paham.

KAPAL KITA

Northport VTS, Ocean Star passing Bravo buoy, inbound, at zero-seven-three-zero hours local time. Over. P5-01

Northport VTS, Ocean Star sedang melewati buoy Bravo, arah masuk, jam 07:30 waktu lokal. Over.

Cara bicara sebenarnya di kapal

VTS

Ocean Star, noted. Report at Charlie buoy. Over. P5-02

Ocean Star, diterima. Lapor saat sampai buoy Charlie. Over.

SMCP tr.54 A1/6.2 .3.1.7

KAPAL KITA

I will report at Charlie buoy. Ocean Star out. P5-03

Saya akan lapor di buoy Charlie. Ocean Star out.

SMCP tr.15 mục 4.5

VTS

INFORMATION. MV Blue Marlin will overtake to the west of you. P5-04

Informasi. Kapal Blue Marlin akan menyusul kamu di sisi barat.

SMCP tr.47 (iv) INFORMATION

VTS

INSTRUCTION. Do not overtake. P5-05

Instruksi. Jangan menyusul.

INSTRUCTION sifatnya wajib. Kalau ada alasan keselamatan untuk tidak mengikutinya, harus lapor balik ke VTS.

SMCP tr.47 (i) INSTRUCTION · tr.56 A1/6.2 .3.5.16

KAPAL KITA

I will not overtake. P5-06

Saya tidak akan menyusul.

SMCP tr.15 mục 4.5

VTS

WARNING. You are running into danger. Shallow water west of you. P5-07

Peringatan. Kamu sedang masuk area berbahaya. Ada perairan dangkal di sebelah barat kamu.

SMCP tr.18 mục 18.1 · tr.55 A1/6.2 .3.5.11

KAPAL KITA

INTENTION. I will alter course to starboard. My new course is zero-three-zero degrees. P5-08

Maksud. Saya akan ubah haluan ke kanan. Haluan baru saya 030 derajat.

Perairan dangkal di barat, kapal Blue Marlin juga menyusul di sisi barat, jadi belok kanan bisa menghindari keduanya. Ketemu perairan dangkal, ubah haluan menjauh lalu cek ulang posisi, kurangi kecepatan saja tidak cukup. Di lapangan, kanan atau kiri và haluan baru berapa tergantung peta laut và kapal di sekitar.

SMCP tr.48 (viii) INTENTION

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6 Memanggil kapal di sekitar — Calling a ship nearby

Ambil nama kapal dari AIS lalu panggil dengan nama yang tepat. Tanya maksud kapal lain dengan QUESTION, sampaikan maksud kita dengan INTENTION. **Radio tidak bisa menggantikan COLREG**: jangan bikin kesepakatan lewat VHF untuk cara menghindar yang melanggar aturan, dan tetap pantau baringan kapal lain dengan mata dan radar. Bagian ini ada 2 situasi terpisah.

KAPAL KITA

Sea Falcon, Sea Falcon, the vessel two miles ahead of me, this is Ocean Star. Over. P6-01

Sea Falcon, kapal yang 2 mil laut di depan saya, ini Ocean Star. Over.

Situasi 1: kapal di depan jalan sangat pelan, tidak jelas maunya apa. Nama diambil dari AIS, selalu sebut juga posisi relatif supaya kapal itu tahu memang dia yang dipanggil (salah panggil kapal adalah penyebab banyak tabrakan karena kesepakatan lewat VHF).

Cara bicara sebenarnya di kapal

KAPAL LAIN

Ocean Star, this is Sea Falcon. Go ahead. P6-02

Ocean Star, ini Sea Falcon. Silakan.

Cara bicara sebenarnya di kapal

KAPAL KITA

QUESTION. What are your intentions? P6-03

Pertanyaan. Apa maksud kapal kamu?

Kalimat yang umum dipakai di VHF. SMCP hanya mengatur kata penanda QUESTION, tidak ada kalimat persis seperti ini.

SMCP tr.47 (v) QUESTION

KAPAL LAIN

I have problems with my engine. I am manoeuvring with difficulty. Keep clear of me. P6-04

Mesin induk saya sedang bermasalah. Saya sulit olah gerak. Jauhi saya.

SMCP tr.37 A1/2.1.2.1 · .3 · .4

KAPAL KITA

I will keep clear of you. P6-05

Saya akan menjauhi kamu.

SMCP tr.15 mục 4.5

KAPAL LAIN

Ocean Star, this is Pacific Dawn. We are head-on. Can we pass starboard to starboard? P6-06

Ocean Star, ini Pacific Dawn. Kita berhadapan. Kita berpapasan starboard to starboard ya?

Situasi 2, KALIMAT JEBAKAN (bagian "Memanggil kapal di sekitar" di kumpulan kalimat VHF di app). COLREG Aturan 14: dua kapal tenaga bertemu berhadapan atau hampir berhadapan, ADA risiko tubrukan, maka masing-masing ubah haluan ke kanan, berpapasan lambung kiri dengan lambung kiri.

KAPAL KITA

No, I will not pass starboard to starboard. This is a head-on situation. INTENTION. I will alter course to starboard. P6-07

Tidak, saya tidak berpapasan starboard to starboard. Ini situasi berhadapan. Maksud: saya akan ubah haluan ke kanan.

Hanya berlaku kalau memang situasi berhadapan: kapal lain tepat atau hampir tepat di depan, malam hari terlihat dua lampu tiang hampir segaris dan/atau kedua lampu lambung. Kalau ragu, anggap berhadapan (Aturan 14c). Kalau kapal lain sudah jelas di haluan kanan dan CPA aman, itu BUKAN situasi berhadapan: jangan belok kanan memotong haluan kapal itu.

SMCP tr.15 mục 4.2 · tr.48 (viii) INTENTION

KAPAL KITA

Thank you. Ocean Star out. P6-08

Terima kasih. Ocean Star out.

Cara bicara sebenarnya di kapal

7 Saat warship memanggil kapal kita — When a naval vessel calls you

Warship memanggil biasanya untuk memberi **INSTRUCTION** (perintah). Menurut SMCP, instruksi dari kapal perang wajib diikuti, kecuali kita punya alasan keselamatan dan harus lapor balik ke mereka. Cara menjawab: **ulangi**

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instruksi kata per kata, mulai dengan **I will** (bisa dilakukan) atau **I cannot** (tidak bisa, sebut alasannya). Kalau tidak dengar jelas, **Say again**, jangan sekali-kali menebak lalu jawab asal. Bagian ini ada 5 situasi: area latihan militer yang memaksa ubah haluan, ditanya data kapal, kapal selam minta berpapasan, diperingatkan dilarang melintas selat, dan diancam ditembak. Dua situasi terakhir sering terjadi di perairan seperti Selat Hormuz dan Laut Merah: segera panggil Kapten ke anjungan, Kapten yang memutuskan.

ANGKATAN LAUT

Ocean Star, Ocean Star, this is Warship one-seven-three. Over. P7-01

Ocean Star, ini warship 173. Over.

Situasi 1: area latihan militer dibuka mendadak. Warship biasanya memanggil di channel 16, dengan nama kapal kita yang diambil dari AIS. Dengar nama kapal sendiri, langsung jawab.

Cara bicara sebenarnya di kapal

KAPAL KITA

Warship one-seven-three, this is Ocean Star. Go ahead. P7-02

Warship 173, ini Ocean Star. Silakan.

Cara bicara sebenarnya di kapal

ANGKATAN LAUT

WARNING. Gunnery exercises in area ten miles north of you, until one-eight-zero-zero UTC. Wide berth requested. P7-03

Peringatan. Sedang latihan menembak meriam di area 10 mil laut sebelah utara kamu, sampai 18:00 UTC. Mohon menjauh.

SMCP menulis posisi area latihan dengan koordinat sudut-sudutnya; di sini diringkas jadi jarak supaya mudah didengar. Setelah dengar, langsung plot area itu di peta laut/ECDIS.

SMCP tr.42 mục .5.6.1 Military operations

ANGKATAN LAUT

INSTRUCTION. Alter course to three-six-zero degrees. Keep clear of this area. P7-04

Instruksi. Ubah haluan ke 360 derajat. Jauhi area ini.

Kalimat paling penting di bagian ini. INSTRUCTION itu wajib. Kalau haluan barunya tidak terdengar, segera Say again, jangan menebak sendiri.

SMCP tr.53 mục .3.1.4 (Keep clear of) · tr.47 (i) INSTRUCTION

KAPAL KITA

I will alter course to three-six-zero degrees. I will keep clear of the area. P7-05

Saya akan ubah haluan ke 360 derajat. Saya akan menjauhi area ini.

Ulangi instruksi KATA PER KATA, mulai dengan I will. Pihak sana dengar, langsung tahu kita sudah paham dengan benar.

SMCP tr.15 mục 4.5

KAPAL KITA

I cannot alter course to three-six-zero degrees. Vessel close on my starboard side. INTENTION. I will reduce my speed. P7-06

Saya tidak bisa ubah haluan ke 360 derajat. Ada kapal dekat sekali di sisi kanan saya. Maksud: saya akan kurangi kecepatan.

Kalau TIDAK bisa langsung dilakukan karena alasan keselamatan: ucapkan I cannot, sebut alasannya, lalu sampaikan apa yang akan kita lakukan. SMCP membolehkan tidak mengikuti instruksi kalau ada alasan keselamatan, tapi WAJIB lapor balik ke pihak yang memberi instruksi.

SMCP tr.15 mục 4.5 · tr.47 (i) · tr.48 (viii) INTENTION

KAPAL KITA

I have altered course. My new course is three-six-zero degrees. P7-07

Saya sudah ubah haluan. Haluan baru saya 360 derajat.

SMCP tr.53 mục .2.3.6.1

ANGKATAN LAUT

Stand by on VHF channel one-six. P7-08

Jaga dengar di channel 16.

SMCP tr.16 mục 6.2

KAPAL KITA

Standing by on VHF channel one-six. P7-09

Saya jaga dengar di channel 16.

SMCP tr.16 mục 6.2.1

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ANGKATAN LAUT

QUESTION. What is the name of your vessel and call sign? P7-10

Pertanyaan. Apa nama kapal dan call sign kamu?

Situasi 2: warship menanyakan data kapal. Setiap pertanyaan dijawab dengan kalimat lengkap sesuai pola, jangan jawab satu kata saja.

SMCP tr.48 A1/6.1.1.1

KAPAL KITA

The name of my vessel is Ocean Star. Call sign three Echo Alfa Bravo seven. P7-11

Nama kapal saya Ocean Star. Call sign 3EAB7.

Call sign dieja dengan alfabet di bagian bawah halaman (Alfa, Bravo...), angka dibaca per digit.

SMCP tr.48 A1/6.1.1.1.1 · tr.14 mục 2

ANGKATAN LAUT

What is your flag State? P7-12

Kapal kamu berbendera negara apa?

SMCP tr.48 A1/6.1.1.2

KAPAL KITA

My flag State is Panama. P7-13

Kapal saya berbendera Panama.

SMCP tr.48 A1/6.1.1.2.1

ANGKATAN LAUT

What was your last port of call? What is your port of destination? P7-14

Pelabuhan singgah terakhir kamu di mana? Pelabuhan tujuan di mana?

SMCP tr.48 A1/6.1.1.6 · .7

KAPAL KITA

My last port of call was Hai Phong. My port of destination is Singapore. P7-15

Pelabuhan singgah terakhir saya Hai Phong. Pelabuhan tujuan Singapura.

SMCP tr.48 A1/6.1.1.6.1 · .7.1

ANGKATAN LAUT

Report number of persons on board. P7-16

Laporkan jumlah orang di atas kapal.

SMCP tr.34 mục .6

KAPAL KITA

Number of persons on board: two-one. P7-17

Jumlah orang di atas kapal: 21.

SMCP tr.34 mục .6.1

ANGKATAN LAUT

Ocean Star, this is submarine on your port bow. Can we pass port to port? P7-18

Ocean Star, ini kapal selam di haluan kiri kamu. Kita berpapasan port to port ya?

Situasi 3, kejadian nyata yang dialami Hieu: kapal selam memanggil minta berpapasan port to port. Submarine = kapal selam. Kapal selam yang jalan di permukaan posisinya rendah sekali dekat air, jadi sangat sulit dilihat dengan mata.

Cara bicara sebenarnya di kapal

KAPAL KITA

I do not see you. Say again your position. P7-19

Saya tidak melihat kamu. Ulangi posisi kamu.

Kalau tidak kelihatan, bilang terus terang tidak kelihatan, lalu tanya posisinya. Jangan setuju cara berpapasan dengan kapal yang belum bisa kita identifikasi.

Cara bicara sebenarnya di kapal

ANGKATAN LAUT

I am a submarine on the surface. Bearing two-eight-zero degrees from you, distance three miles. P7-20

Saya kapal selam yang sedang di permukaan. Baringan 280 derajat dari kamu, jarak 3 mil laut.

Cara bicara sebenarnya di kapal

KAPAL KITA

I have you on my radar now. Yes, we pass port to port. INTENTION. I will alter course to starboard. P7-21

Sekarang saya sudah lihat kamu di radar. Setuju, berpapasan port to port. Maksud: saya akan ubah haluan ke kanan.

Setujui hanya kalau kapal itu sudah teridentifikasi dan cara berpapasannya sesuai COLREG (bagian 6). Sekalian sampaikan apa yang akan kita lakukan dengan INTENTION.

SMCP tr.15 mục 4.1 · tr.48 (viii) INTENTION

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KAPAL KITA

Thank you. Ocean Star out. P7-22

Terima kasih. Ocean Star out.

Cara bicara sebenarnya di kapal

ANGKATAN LAUT

Ocean Star, Ocean Star, this is Navy warship. You are entering a restricted area. Do not proceed. If you continue, you will be fired upon. P7-23

Ocean Star, ini warship angkatan laut. Kamu sedang masuk area terlarang. Jangan lanjut. Kalau lanjut, kamu akan ditembak.

Situasi 4: diperingatkan dilarang melintas (seperti di Selat Hormuz). Asli atau palsu, tangani seperti asli: segera panggil Kapten ke anjungan, catat jam, channel, nama kapal yang memanggil, isi pesannya.

Cara bicara sebenarnya di kapal

KAPAL KITA

Navy warship, this is Ocean Star. Say again your name and call sign. P7-24

Warship angkatan laut, ini Ocean Star. Ulangi nama kapal dan call sign kamu.

BMP5 (hlm.16) berpesan: di area berisiko tinggi, hanya jawab pemanggil yang sudah teridentifikasi, karena ada yang menyamar. Menanyakan nama kapal và call sign adalah langkah identifikasi pertama.

Cara bicara sebenarnya di kapal

ANGKATAN LAUT

This is Warship five-zero-two. INSTRUCTION. Alter course immediately to two-seven-zero degrees. Do not enter the strait. P7-25

Ini warship 502. Instruksi. Segera ubah haluan ke 270 derajat. Jangan masuk selat.

SMCP tr.47 (i) INSTRUCTION

KAPAL KITA

Stand by one minute. I am calling my Master. P7-26

Tunggu satu menit. Saya sedang panggil Kapten.

Stand by selalu disertai waktu. Perwira jaga tidak memutuskan sendiri urusan ini, tapi juga jangan biarkan channel diam.

SMCP tr.15 mục 4.3

KAPAL KITA

I will alter course to two-seven-zero degrees. I will not enter the strait. P7-27

Saya akan ubah haluan ke 270 derajat. Saya tidak akan masuk selat.

Ulangi instruksi kata per kata. Setelah panggilan: lapor ke perusahaan dan UKMTO sesuai rencana keamanan kapal (BMP5 hlm.6: Report to UKMTO).

SMCP tr.15 mục 4.5

ANGKATAN LAUT

Ocean Star, evacuate your engine room now. In five minutes, we will fire at your engine room. P7-28

Ocean Star, segera evakuasi kamar mesin. Lima menit lagi kami akan menembak kamar mesin kamu.

Situasi 5: diancam ditembak. Kalimat ini harus langsung tertangkap dari pertama kali dengar: evacuate = evakuasi, engine room = kamar mesin, five minutes = 5 menit.

Cara bicara sebenarnya di kapal

KAPAL KITA

Understood. You will fire at my engine room in five minutes. I am evacuating my engine room. P7-29

Dimengerti. Lima menit lagi kamu akan menembak kamar mesin saya. Saya sedang evakuasi kamar mesin.

Ulangi bagian yang penting supaya pasti kita tidak salah dengar. Pada saat yang sama: bunyikan alarm, panggil Kapten, keluarkan orang dari kamar mesin.

Cara bicara sebenarnya di kapal

KAPAL KITA

I have two-one persons on board. Do not fire. QUESTION. What are your instructions? P7-30

Di kapal saya ada 21 orang. Jangan tembak. Pertanyaan. Kalian minta saya melakukan apa?

Sebut jumlah orang di atas kapal, lalu tanya mereka mau kapal kita berbuat apa. Jangan membantah, jangan menantang di channel.

SMCP tr.34 mục .6.1 · tr.47 (v) QUESTION · Cara bicara sebenarnya di kapal

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KAPAL KITA

MAYDAY, MAYDAY, MAYDAY. This is Ocean Star, Ocean Star, Ocean Star. Call sign three Echo Alfa Bravo seven. My position two-six degrees one-zero minutes North, zero-five-six degrees two-zero minutes East. I am under attack. I require military assistance. Two-one persons on board. P7-31

MAYDAY, MAYDAY, MAYDAY. Ini Ocean Star, call sign 3EAB7. Posisi 26°10' Utara, 056°20' Timur. Saya sedang diserang. Saya butuh bantuan militer. Di kapal ada 21 orang.

Kalau benar-benar ditembak. SMCP sudah punya kalimat 'I am under attack by pirates' (di sini 'by pirates' dihilangkan karena penembaknya bukan bajak laut) dan 'military assistance'. BMP5 (hlm.29): panggil MAYDAY di channel 16, kirim distress lewat DSC dan Inmarsat-C, aktifkan SSAS, segera telepon UKMTO, biarkan AIS tetap menyala.

SMCP tr.33 mục .8.1 · .8.2 · .3.1 · tr.15 mục 5.1

8 Membaca angka dan mengeja — SMCP

Angka dibaca per digit: 150 = **one-five-zero**, 2,5 = **two decimal five**. Khusus sudut kemudi dalam perintah kemudi, angkanya dibaca utuh: **fifteen**, **twenty** (SMCP halaman 17). Audio membaca angka dengan bahasa Inggris biasa; di radio sebenarnya banyak orang membaca seperti kolom kanan (TREE, FIFE, NINER), biasakan dengar keduanya.

ANGKA	TULISAN	DIBACA DI RADIO
0	zero	**ZEERO**
1	one	**WUN**
2	two	**TOO**
3	three	**TREE**
4	four	**FOWER**
5	five	**FIFE**
6	six	**SIX**
7	seven	**SEVEN**
8	eight	**AIT**
9	nine	**NINER**
1000	thousand	**TOUSAND**

Alfabet

A Alfa
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

9 Singkatan dalam kumpulan ini

SINGKATAN	LENGKAP	ARTI
VHF	Very High Frequency	
VTS	Vessel Traffic Service	
ETA	Estimated Time of Arrival	
LT	Local Time	

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UTC	Coordinated Universal Time	
SMCP	Standard Marine Communication Phrases	
IMO	International Maritime Organization	
SOLAS	Safety of Life at Sea	
AIS	Automatic Identification System	
COLREG	International Regulations for Preventing Collisions at Sea	
CPA	Closest Point of Approach	
PSC	Port State Control	
MV	Motor Vessel	

↑ Chon ngôn ngữ khác · Other languages

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သင်္ဘော် ဆိပ်ကမ်းဝင်ချိန် VHF: VTS၊ pilot နှင့် အနီးရှိ သင်္ဘော်များ

သင်္ဘော် ဆိပ်ကမ်းဝင်သည့် ခရီးစဉ် အစဉ်အတိုင်း စီထားသော စကား 91 ကြောင်း: VTS ကို ခေါ်၍ ညွှန်ကြားချက် တောင်းခြင်း၊ ကျောက်ချပြီး ပြန်သတင်းပို့ခြင်း၊ pilot ကြိုချိန်နှင့် ကြိုပုံ မေးခြင်း၊ reporting point များ ဖြတ်ခြင်း။ Warship က ကိုယ့်သင်္ဘော်ကို ခေါ်သောအခါ ဖြေပုံ အပိုင်းလည်း ပါသည်။ စကားတိုင်းတွင် အသံဖိုင်ပါပြီး အိန္ဒိယ၊ ဗြိတိန်၊ ဖိလစ်ပိုင်၊ အမေရိကန် စသည့် လေသံ အမျိုးမျိုး ဖြင့် ဖတ်ထားသည်။

i ဤစာအုပ်ကို အသုံးပြုနည်း

- **အပိုင်းလိုက် ဖိုင်ကို အရင်နားထောင်ပါ** (Phan-1-ca-doan.mp3 ...)၊ စာမဖတ်ဘဲ ခေါ်ဆိုမှု အစီအစဉ်ကို အသားကျ အောင်လုပ်ပါ။
- **စာကြောင်းတစ်ကြောင်းချင်း နားထောင်ပြီး အသံထွက် လိုက်ပြောပါ**။ ဖိုင်အမည်ကို စာကြောင်းဘေးတွင် ရေးထားသည် (P1-01, P1-02...)။
- **အင်္ဂလိပ်စာကြောင်းကို ဖုံးပြီး ဘာသာပြန်ကိုကြည့်ကာ ပြောပါ**။ ဖြည်းဖြည်း၊ ရှင်းရှင်း၊ ဂဏန်းကို တစ်လုံးချင်း ဖတ်ပါ။
- **သင့်သင်္ဘော်အမည်၊ call sign နှင့် ဂဏန်းများဖြင့် အစားထိုးပါ**။ Northport, Ocean Star, Sea Falcon သည် ဥပမာ အမည်များသာ ဖြစ်သည်။

1 VHF ခေါ်ဆိုမှု တစ်ခု၏ ပုံစံ — The shape of a VHF call

ဦးစွာ ခေါ်မည့် station အမည်ကို ပြော၊ ပြီးမှ ကိုယ့်သင်္ဘော်အမည်ကို ပြော၊ ထို့နောက်မှ အကြောင်းအရာကို ပြောပါ။ ကိုယ်ပြောစရာ ပြီးလျှင် **Over** (တစ်ဖက်က ပြောရန်) ဟု ပြောပါ။ ခေါ်ဆိုမှု လုံးဝ ပြီးဆုံးလျှင် **Out** ဟု ပြောပါ၊ "Over and out" ဟု မပြောပါနှင့်။ ဂဏန်းများကို တစ်လုံးချင်း ဖတ်ပါ။ ရှင်းရှင်း မကြားရလျှင် **Say again** ဟု ပြောပါ၊ ခန့်မှန်းပြီး မဖြေပါနှင့်။

ကိုယ့်သင်္ဘော်

Say again, please. P1-01

ထပ်ပြောပေးပါ။

ရှင်းရှင်း မကြားရသောအခါ သုံးရမည့် စံစကား။ "What?" ဟု မပြောပါနှင့်၊ "Repeat please" ဟုလည်း မပြောပါနှင့် (Repeat သည် ကိုယ်တိုင် အရေးကြီးသောအချက်ကို ထပ်ပြောရန် ဖြစ်သည်)။

SMCP tr.16 mục 9.2

ကိုယ့်သင်္ဘော်

My present speed is one-four knots. Mistake. Correction, my present speed is one-two knots. P1-02

လက်ရှိ speed 14 knots ဖြစ်ပါတယ်။ မှားသွားပါတယ်။ ပြင်ဆင်ချက် - လက်ရှိ speed 12 knots ဖြစ်ပါတယ်။

မှားပြောမိလျှင်: Mistake ဟုပြော၊ ပြီးလျှင် Correction ဟုပြော၊ ထို့နောက် မှန်ကန်သည့် အပိုင်းကို ပြန်ပြောပါ။

SMCP tr.16 mục 7

VTS

How do you read me? P1-03

ကျွန်တော့်အသံ ရှင်းရှင်း ကြားရပါသလား?

SMCP tr.16 mục 6.1

ကိုယ့်သင်္ဘော်

I read you good. P1-04

ခင်ဗျားအသံ ရှင်းရှင်း ကြားရပါတယ်။

အဆင့် 5 ဆင့်: bad (1), poor (2), fair (3), good (4), excellent (5)။

SMCP tr.16 mục 6.1.1

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VTS **Advise you change to VHF Channel one-four.** P1-05

VHF channel 14 သို့ ပြောင်းပေးပါ။

SMCP tr.16 mục 6.3

ကိုယ့်သင်္ဘော **Changing to VHF Channel one-four.** P1-06

VHF channel 14 သို့ ပြောင်းနေပါပြီ။

SMCP tr.16 mục 6.3.1

2 VTS ဧရိယာ ရောက်လျှင်: ဆိပ်ကမ်းဝင်ရန် ညွှန်ကြားချက် တောင်းခြင်း

— Arrival: calling the VTS for instructions

VTS ဧရိယာ ရောက်လျှင် (chartı Sailing Directions သို့မဟုတ် port guide တွင် ဖော်ပြထားသည့် ခေါ်ရမည့်နေရာ) VTS ကို ခေါ်ပြီး pilot station ရောက်မည့် ခန့်မှန်းအချိန်ကို ပြောကာ ဆိပ်ကမ်းဝင်ရန် ညွှန်ကြားချက် (**arrival instructions**) တောင်းပါ။ VTS က သင်္ဘောအချက်အလက် အချို့ ထပ်မေးလေ့ရှိပြီး ညွှန်ကြားချက် 3 မျိုးအနက် တစ်မျိုး ပေးမည်: နေရာတစ်ခု ရောက်လျှင် ပြန်ခေါ်ရန်၊ သတ်မှတ်နေရာတွင် ကျောက်ချရန်၊ သို့မဟုတ် anchorage တစ်ခုထဲ ဝင်ကျောက်ချရန်။ ညွှန်ကြားချက် ရပြီးလျှင် VTS ကို **ပြန်ဖတ်ပြပါ။**

ကိုယ့်သင်္ဘော **Northport VTS, Northport VTS, this is Ocean Star, Ocean Star. Over.** P2-01

Northport VTSı ဒါက Ocean Star ပါ။ Over။

တစ်ဖက်က အချိန်မီ ကြားနိုင်ရန် station အမည်ကို 2 ကြိမ်၊ ကိုယ့်သင်္ဘောအမည်ကို 2 ကြိမ် ပြောပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

VTS **Ocean Star, this is Northport VTS. Go ahead.** P2-02

Ocean Starı ဒါက Northport VTS ပါ။ ပြောပါ။

Go ahead = ဆက်ပြောပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော **Good morning, sir. Ocean Star, bulk carrier, from Singapore to Northport. My ETA at the pilot station is zero-four-zero-zero hours local time. Please advise arrival instructions. Over.** P2-03

မင်္ဂလာပါ။ Ocean Starı bulk carrierı Singapore မှ Northport သို့။ Pilot station ETA မှာ local time 04:00 ဖြစ်ပါတယ်။ ဆိပ်ကမ်းဝင်ရန် ညွှန်ကြားချက် ပေးပါ။ Over။

အရေးအကြီးဆုံး အဖွင့်စကား: သင်္ဘောအမည်၊ သင်္ဘောအမျိုးအစား၊ ဘယ်ကို သွားမလဲ၊ pilot station ETA (local time)၊ ညွှန်ကြားချက် တောင်းခြင်း။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

VTS **Ocean Star, what is your present maximum draft?** P2-04

Ocean Starı လက်ရှိ maximum draught ဘယ်လောက်လဲ?

SMCP tr.49 A1/6.1.1.11

ကိုယ့်သင်္ဘော **My present maximum draft is one-one decimal two metres, repeat one-one decimal two metres.** P2-05

လက်ရှိ maximum draught 11.2 မီတာ၊ ထပ်ပြောပါမယ် 11.2 မီတာ။

Repeat = အရေးကြီးတဲ့ အချက်ကို သေချာစေရန် ကိုယ်တိုင် ထပ်ပြောခြင်း။ Say again (တစ်ဖက်ကို ထပ်ပြောခိုင်းခြင်း) နှင့် မတူပါ။

SMCP tr.49 A1/6.1.1.11.1 · tr.16 mục 9.1

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VTS **What is your air draft?** P2-06

သင်္ဘော၏ air draft ဘယ်လောက်လဲ?

ရေမျက်နှာပြင်မှ သင်္ဘော၏ အမြင့်ဆုံးနေရာအထိ အမြင့်။ Fairway တွင် တံတား သို့မဟုတ် ဖြတ်ကျော်နေသော ဓာတ်ကြိုး ရှိလျှင် VTS က မေးသည်။

SMCP tr.49 A1/6.1.1.13

ကိုယ့်သင်္ဘော **Stand by. One minute.** P2-07

ခဏစောင့်ပါ။ တစ်မိနစ်အတွင်း ပြန်ဖြေပါမယ်။

ကိန်းဂဏန်း ချက်ချင်း မရှိသေးလျှင် Stand by ဟုပြောပြီး ဘယ်အချိန် ဖြေမည်ကိုပါ ပြောပါ။ တိတ်မနေပါနှင့်။

SMCP tr.15 mục 4.3

ကိုယ့်သင်္ဘော **My air draft is four-two metres.** P2-08

သင်္ဘော၏ air draft 42 မီတာ ဖြစ်ပါတယ်။

SMCP tr.49 A1/6.1.1.13.1

VTS **What is your cargo? Do you carry any dangerous goods?** P2-09

ဘာ cargo တင်ထားလဲ? Dangerous goods ပါလား?

SMCP tr.49 A1/6.1.1.16 · .17

ကိုယ့်သင်္ဘော **My cargo is coal in bulk. No, I do not carry any dangerous goods.** P2-10

ကျွန်တော့် cargo က coal in bulk ပါ။ မပါပါ၊ dangerous goods မတင်ထားပါ။

SMCP tr.49 A1/6.1.1.16.1 · .17.2

VTS **Do you have any deficiencies or restrictions?** P2-11

သင်္ဘောမှာ ချို့ယွင်းချက် သို့မဟုတ် ကန့်သတ်ချက် တစ်ခုခု ရှိပါသလား (engine၊ steering၊ navigation equipment)?

ဒီနေရာမှာ Deficiencies ဆိုတာ သင်္ဘော maneuvering ကို ထိခိုက်စေတဲ့ ချို့ယွင်းချက်ကို ဆိုလိုတာပါ၊ PSC စစ်ဆေးချိန်က deficiencies မဟုတ်ပါ။

SMCP tr.49 A1/6.1.1.18

ကိုယ့်သင်္ဘော **No, I have no deficiencies or restrictions.** P2-12

မရှိပါ၊ သင်္ဘောမှာ ချို့ယွင်းချက် သို့မဟုတ် ကန့်သတ်ချက် ဘာမှ မရှိပါ။

ရှိလျှင် တိုက်ရိုက် ပြောပါ: "Yes, I have the following deficiencies: one radar is not in operation." (စာမျက်နှာ 49 .18.2)။

SMCP tr.49 A1/6.1.1.18.1

VTS **Ocean Star, call me again when you are two miles from Alpha buoy. Over.** P2-13

Ocean Star၊ buoy Alpha နှင့် 2 nautical miles အကွာ ရောက်လျှင် ကျွန်တော့်ကို ပြန်ခေါ်ပါ။ Over။

ညွှန်ကြားချက် အမျိုးအစား 1: ဆက်မောင်းပြီး ထိုနေရာ ရောက်လျှင် ပြန်ခေါ်ပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော **I will call you again when two miles from Alpha buoy. Ocean Star.** P2-14

Buoy Alpha နှင့် 2 nautical miles အကွာ ရောက်လျှင် ခင်ဗျားကို ပြန်ခေါ်ပါမယ်။ Ocean Star။

ညွှန်ကြားချက်ကို I will... ဖြင့် ပြန်ဖတ်ပြီး ကိုယ့်သင်္ဘောအမည်ဖြင့် အဆုံးသတ်ပါ။

SMCP tr.15 mục 4.5

VTS **Ocean Star, proceed to anchorage Delta and anchor. Report when anchored. Over.** P2-15

Ocean Star၊ anchorage Delta ထဲဝင်ပြီး ကျောက်ချပါ။ ကျောက်ချပြီးလျှင် သတင်းပို့ပါ။ Over။

ညွှန်ကြားချက် အမျိုးအစား 2: anchorage ထဲဝင်ပြီး လွတ်နေသောနေရာကို ကိုယ်တိုင် ရွေးပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

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ကိုယ့်သင်္ဘော

I will proceed to anchorage Delta, anchor, and report when anchored. Ocean Star. P2-16

Anchorage Delta ထဲဝင်ပြီး ကျောက်ချပါမယ်၊ ကျောက်ချပြီးရင် သတင်းပို့ပါမယ်။ Ocean Star။

SMCP tr.15 mục 4.5

VTS

Ocean Star, you have permission to anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Over. P2-17

Ocean Star၊ position 05°12.5' North, 110°34.2' East တွင် ကျောက်ချခွင့် ပြုပါတယ်။ Over။

ညွှန်ကြားချက် အမျိုးအစား 3: VTS သတ်မှတ်ပေးသော နေရာအတိအကျတွင် ကျောက်ချပါ (latitude၊ longitude ကို degree ပြီးမှ minute ဖတ်ပါ)။

SMCP tr.54 A1/6.2 .3.2.9 · tr.17 mục 11.1

ကိုယ့်သင်္ဘော

I will anchor in position zero-five degrees one-two decimal five minutes North, one-one-zero degrees three-four decimal two minutes East. Ocean Star. P2-18

Position 05°12.5' North, 110°34.2' East တွင် ကျောက်ချပါမယ်။ Ocean Star။

Position ကို ဂဏန်း တစ်လုံးမကျန် ပြန်ဖတ်ပါ။ ဂဏန်း တစ်လုံးမှားလျှင် နေရာမှားပြီး ကျောက်ချမိမည်။

SMCP tr.15 mục 4.5

3 ကျောက်ချပြီးလျှင်: VTS ကို ပြန်သတင်းပို့ခြင်း — Anchored: reporting to the VTS

ကျောက်ချပြီးလျှင် VTS ကို ပြန်ခေါ်ပြီး ပြောပါ: ဘယ်အချိန် ကျောက်ချခဲ့သည်၊ ဘယ် anchorage၊ ဘယ် position။ ကျောက်ချထားစဉ် VTS က သင်္ဘော ကျောက်ဆွဲ (dragging anchor) နေသလား ခေါ်မေးနိုင်သည်။

ကိုယ့်သင်္ဘော

Northport VTS, this is Ocean Star. Over. P3-01

Northport VTS၊ ဒါက Ocean Star ပါ။ Over။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

VTS

Ocean Star, Northport VTS. Go ahead. P3-02

Ocean Star၊ Northport VTS ကြားပါတယ်။ ပြောပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော

Ocean Star anchored at zero-five-zero-zero hours local time in anchorage Delta, position bearing two-one-zero degrees from Big Head lighthouse, distance three decimal five nautical miles. Over. P3-03

Ocean Star သည် local time 05:00 တွင် anchorage Delta ၌ ကျောက်ချပြီးပါပြီ၊ position မှာ Big Head lighthouse မှ bearing 210 degrees၊ အကွာအဝေး 3.5 nautical miles။ Over။

3 ချက် ပြည့်စုံအောင် ပြောပါ: ကျောက်ချချိန် (LT)၊ anchorage၊ position။ Bearing ကို အမှတ်အသား (mark) မှ သင်္ဘောဆီသို့ တိုင်းသည် (SMCP စာမျက်နှာ 17 အပိုင်း 11.2)။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

VTS

Ocean Star, noted. Keep listening watch on VHF Channel one-four. Over. P3-04

Ocean Star၊ မှတ်သားပြီးပါပြီ။ VHF channel 14 ကို စောင့်နားထောင်ပါ။ Over။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော

Keeping listening watch on VHF Channel one-four. Ocean Star out. P3-05

VHF channel 14 ကို စောင့်နားထောင်နေပါမယ်။ Ocean Star ဆက်သွယ်မှု ရပ်ပါပြီ။

Out = ခေါ်ဆိုမှု ပြီးဆုံးပြီ၊ အဖြေ မစောင့်ပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

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VTS **Ocean Star, are you dragging anchor?** P3-06

Ocean Star၊ ခင်ဗျားသဘော်ာ ကျောက်ဆွဲ (dragging anchor) နေသလား?

SMCP tr.54 A1/6.2 .3.2.11

ကိုယ့်သဘော် **No, I am not dragging anchor.** P3-07

မဟုတ်ပါ၊ ကျွန်တော့်သဘော်ာ ကျောက်ဆွဲ မနေပါ။

SMCP tr.54 A1/6.2 .3.2.11.2

4 ကျောက်နုတ်ပြီး pilot ကို ကြိုခြင်း — Heaving up and taking the pilot

Pilot ကြိုချိန် မတိုင်မီ pilot station ကို ခေါ်ပြီး 3 ချက် မေးပါ: **ကြိုမည့်အချိန် (pilot boarding time)**၊ **ကြိုပုံ (embarkation instructions)** — ကျောက်နုတ်ပြီး boarding ground သို့ မောင်းသွားရမလား၊ သို့မဟုတ် ကျောက်ချထားရင်း pilot boat ရောက်မှ ကျောက်နုတ်ရမလား — နှင့် **လှေကား စီစဉ်ပုံ (boarding arrangement)**: လှေကား အမျိုးအစား၊ ဘယ်ဘက်ခြမ်း၊ အမြင့် ဘယ်လောက်၊ ကြိုချိန် သဘော်ာ speed။ ရပြီးလျှင် ပြန်ဖတ်ပြပါ။

ကိုယ့်သဘော် **Northport Pilot Station, Northport Pilot Station, this is Ocean Star, Ocean Star. Over.** P4-01

Northport pilot station၊ ဒါက Ocean Star ပါ။ Over။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

PILOT **Ocean Star, Northport Pilot. Go ahead.** P4-02

Ocean Star၊ Northport pilot ကြားပါတယ်။ ပြောပါ။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သဘော် **Ocean Star, at anchor in anchorage Delta. Please advise pilot boarding time and pilot embarkation instructions. Over.** P4-03

Ocean Star က anchorage Delta မှာ ကျောက်ချထားပါတယ်။ Pilot ကြိုမည့်အချိန်နှင့် ကြိုပုံကို ပြောပေးပါ။ Over။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

PILOT **Pilot boarding time zero-seven-zero-zero hours local time at the pilot boarding ground. Heave up anchor at zero-six-zero-zero hours local time and proceed to the pilot boarding ground. Over.** P4-04

Pilot boarding time မှာ local time 07:00၊ boarding ground မှာ ဖြစ်ပါတယ်။ 06:00 မှာ ကျောက်နုတ်ပြီး boarding ground ကို မောင်းလာပါ။ Over။

ကြိုပုံ 1: သဘော်ာ ကျောက်နုတ်ပြီး pilot boarding ground သို့ မောင်းသွားသည်။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

PILOT **Remain at anchor. The pilot boat will come to you at zero-seven-zero-zero hours local time. Heave up anchor after the pilot is on board. Over.** P4-05

ကျောက်ချထားပါ။ Pilot boat က local time 07:00 မှာ ခင်ဗျားသဘော်ာဆီ ရောက်ပါမယ်။ Pilot တက်ပြီးမှ ကျောက်နုတ်ပါ။ Over။

ကြိုပုံ 2: pilot သည် ကျောက်ချထားသည့်နေရာတွင်ပင် သဘော်ာပေါ်တက်သည် (SMCP စာမျက်နှာ 57 တွင် "The pilot boat is coming to you." ဟူသော စကားရှိသည်)။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

PILOT **What is your freeboard?** P4-06

သဘော်ာ၏ freeboard ဘယ်လောက်လဲ?

ဒီစကားမှစ၍ ကြိုပုံ 1 အတိုင်း ဆက်သွားသည် (သဘော်ာ ကျောက်နုတ်ပြီး boarding ground သို့ မောင်းသွားသည်)။

SMCP tr.57 A1/6.4.3.15

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ကိုယ့်သဘော်

My freeboard is one-zero metres. Please advise pilot boarding arrangement. Over.

P4-07

Freeboard 10 မီတာ။ Pilot ladder စီစဉ်ပုံကို ပြောပေးပါ။ Over။

SMCP tr.57 A1/6.4.3.15.1 · သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

PILOT

Rig the accommodation ladder in combination with the pilot ladder on starboard side, pilot ladder two metres above water. Make a lee on your starboard side. Make a boarding speed of six knots. Over. P4-08

Starboard side တွင် accommodation ladder နှင့် pilot ladder တွဲ (combination) ချပါ၊ pilot ladder အောက်ခြေမှ ရေမျက်နှာပြင် 2 မီတာ။ Starboard side ကို lee side ဖြစ်အောင် လုပ်ပါ။ ကြိုချိန် speed 6 knots ထိန်းပါ။ Over။

သဘော်သားများက combination ladder ဟု အတိုခေါ်ကြသည်။ ရေမျက်နှာပြင်မှ သဘော်ပေါ်တက်သည့်နေရာ 9 m ထက် မြင့်လျှင် SOLAS က ဤပုံစံကို မဖြစ်မနေ သုံးခိုင်းသည် (SOLAS V/23၊ 2020 consolidated edition စာမျက်နှာ 233–234)။ "2 မီတာ" ဆိုသည်မှာ PILOT LADDER ၏ အောက်ခြေနှင့် ရေမျက်နှာပြင် အကွာအဝေး ဖြစ်သည်။ Accommodation ladder ၏ lower platform သည် ပင်လယ်ရေမျက်နှာပြင်အထက် အနည်းဆုံး 5 m မြင့်ရမည်၊ pilot ladder သည် lower platform အထက် အနည်းဆုံး 2 m ထိုးထွက်ရမည် (IMO A.1045(27) အပိုင်း 3.3, 3.6)။

SMCP tr.43 A1/4.2 .2 · .9 · .15 · .18

ကိုယ့်သဘော်

Heaving up anchor at zero-six-zero-zero local time. Pilot boarding at zero-seven-zero-zero local time. Combination ladder on starboard side, pilot ladder two metres above water. Making a lee on starboard side, boarding speed six knots. Ocean Star. P4-09

Local time 06:00 မှာ ကျောက်နုတ်ပါမယ်။ 07:00 မှာ pilot ကြိုပါမယ်။ Starboard side မှာ combination ladder၊ pilot ladder အောက်ခြေမှ ရေမျက်နှာပြင် 2 မီတာ။ Starboard side ကို lee side လုပ်ပါမယ်၊ ကြိုချိန် speed 6 knots။ Ocean Star။

ပြည့်စုံအောင် ပြန်ဖတ်ပါ: ကျောက်နုတ်ချိန်၊ ကြိုချိန်၊ လှေကား အမျိုးအစား၊ ဘယ်ဘက်ခြမ်း၊ အမြင့်၊ lee side၊ speed။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သဘော်

Northport VTS, this is Ocean Star. Request permission to heave up anchor and proceed to the pilot boarding ground. Over. P4-10

Northport VTS၊ ဒါက Ocean Star ပါ။ ကျောက်နုတ်ပြီး pilot boarding ground သို့ သွားရန် ခွင့်တောင်းပါတယ်။ Over။

ဆိပ်ကမ်းအများအပြား (ဗီယက်နမ်၊ စင်ကာပူ...) တွင် ကျောက်မနုတ်မီ VTS ထံ ခွင့်တောင်းရသည်။ အသံပေးရုံသာ လိုသော ဆိပ်ကမ်းတွင် ဤသို့ ပြောပါ: "Ocean Star heaving up anchor, proceeding to the pilot boarding ground."

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

VTS

Ocean Star, permission granted. Report pilot on board. Over. P4-11

Ocean Star၊ ခွင့်ပြုပါတယ်။ Pilot တက်ပြီးရင် သတင်းပို့ပါ။ Over။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သဘော်

The combination ladder is rigged on starboard side. P4-12

Starboard side မှာ combination ladder ချပြီးပါပြီ။

Pilot station သို့မဟုတ် pilot boat ကို အသိပေးပါ။ SMCP စာမျက်နှာ 43 A1/4.2 .3 ("The pilot ladder is rigged on ... side") ကို အခြေခံသည်။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သဘော်

Northport VTS, this is Ocean Star. Pilot on board at zero-seven-zero-five hours local time. Over. P4-13

Northport VTS၊ ဒါက Ocean Star ပါ။ Pilot က local time 07:05 မှာ သဘော်ပေါ် တက်ပြီးပါပြီ။ Over။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

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5 Fairway ထဲတွင်: reporting point ဖြတ်ခြင်းနှင့် VTS ကို နားထောင်ခြင်း

— In the fairway: reporting points and VTS messages

Reporting point တစ်ခုစီ (buoy၊ light၊ chart ပေါ်ရှိ point) ဖြတ်တိုင်း VTS ကို ခေါ်ပြီး ဖြတ်ပြီးကြောင်း အချိန်နှင့်တကွ ပြောပါ။ VTS က message ကို marker စကားလုံးဖြင့် စတင်သည်: INSTRUCTION သည် လိုက်နာရမည့် ညွှန်ကြားချက်၊ ADVICE သည် အကြံပြုချက်၊ WARNING သည် သတိပေးချက်၊ INFORMATION သည် သတင်းအချက်အလက်။ Instruction သို့မဟုတ် advice ရလျှင် **I will…** သို့မဟုတ် **I will not…** ဖြင့် ပြန်ပြောပါ။ Pilot တက်ပြီးနောက် ဆိပ်ကမ်းအများအပြားတွင် pilot က VTS ကို သတင်းပို့ပြီး တစ်ခါတစ်ရံ ဒေသဘာသာဖြင့် ပြောတတ်သည်၊ သို့သော် ကိုယ်တိုင်လည်း နားထောင်ပြီး နားလည်ရမည်။

ကိုယ့်သဘော် **Northport VTS, Ocean Star passing Bravo buoy, inbound, at zero-seven-three-zero hours local time. Over.** P5-01

Northport VTS၊ Ocean Star က buoy Bravo ကို inbound ဖြတ်နေပါတယ်၊ local time 07:30။ Over။

သဘော်ပေါ်တွင် လက်တွေ့ ပြောပုံ

VTS **Ocean Star, noted. Report at Charlie buoy. Over.** P5-02

Ocean Star၊ မှတ်သားပြီးပါပြီ။ Buoy Charlie ရောက်ရင် သတင်းပို့ပါ။ Over။

SMCP tr.54 A1/6.2 .3.1.7

ကိုယ့်သဘော် **I will report at Charlie buoy. Ocean Star out.** P5-03

Buoy Charlie မှာ သတင်းပို့ပါမယ်။ Ocean Star ဆက်သွယ်မှု ရပ်ပါပြီ။

SMCP tr.15 mục 4.5

VTS **INFORMATION. MV Blue Marlin will overtake to the west of you.** P5-04

Information။ သဘော် Blue Marlin က ခင်ဗျားကို အနောက်ဘက်မှ ကျော်တက် (overtake) ပါမယ်။

SMCP tr.47 (iv) INFORMATION

VTS **INSTRUCTION. Do not overtake.** P5-05

Instruction။ မကျော်တက်ရ။

INSTRUCTION ကို မဖြစ်မနေ လိုက်နာရမည်။ Safety အကြောင်းပြချက်ကြောင့် မလိုက်နာနိုင်လျှင် VTS ကို ပြန်အသိပေးရမည်။

SMCP tr.47 (i) INSTRUCTION · tr.56 A1/6.2 .3.5.16

ကိုယ့်သဘော် **I will not overtake.** P5-06

ကျော်တက်မှာ မဟုတ်ပါ။

SMCP tr.15 mục 4.5

VTS **WARNING. You are running into danger. Shallow water west of you.** P5-07

Warning။ ခင်ဗျား အန္တရာယ်ရှိသော ဧရိယာထဲ ဝင်နေပါတယ်။ ခင်ဗျား၏ အနောက်ဘက်တွင် ရေတိမ် (shallow water) ရှိပါတယ်။

SMCP tr.18 mục 18.1 · tr.55 A1/6.2 .3.5.11

ကိုယ့်သဘော် **INTENTION. I will alter course to starboard. My new course is zero-three-zero degrees.** P5-08

Intention။ ကျွန်တော် starboard သို့ course ပြောင်းပါမယ်။ Course အသစ်မှာ 030 degrees ဖြစ်ပါတယ်။

အနောက်ဘက်တွင် ရေတိမ်ရှိပြီး Blue Marlin ကလည်း အနောက်ဘက်မှ ကျော်တက်နေသောကြောင့် ညာဘက်ချိုးလျှင် နှစ်ခုလုံးကို ရှောင်နိုင်သည်။ ရေတိမ်နှင့် ကြဉ်လျှင် course ပြောင်းပြီး ဝေးဝေးရှောင်ကာ position ကို ပြန်စစ်ပါ၊ speed လျှော့ရုံနှင့် မလုံလောက်ပါ။ လက်တွေ့တွင် ဘယ် သို့မဟုတ် ညာ၊ course အသစ် ဘယ်လောက်ဆိုသည်မှာ chart နှင့် အနီးရှိ သဘော်များပေါ်မူတည်သည်။

SMCP tr.48 (viii) INTENTION

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6 အနီးရှိ သင်္ဘောများကို ခေါ်ခြင်း — Calling a ship nearby

AIS ပေါ်မှ သင်္ဘောအမည်ကို ယူပြီး အမည်အတိုင်း ခေါ်ပါ။ တစ်ဖက်၏ ရည်ရွယ်ချက်ကို QUESTION ဖြင့် မေး၍ ကိုယ့် ရည်ရွယ်ချက်ကို INTENTION ဖြင့် အသိပေးပါ။ **VHF သည် COLREG ကို အစားမထိုးနိုင်ပါ**: VHF မှတစ်ဆင့် ဥပဒေနှင့် ဆန့်ကျင်သော ရှောင်ပုံကို သဘောမတူပါနှင့်၊ တစ်ဖက်သင်္ဘော၏ bearing ကို မျက်စိနှင့် radar ဖြင့် ဆက်စောင့်ကြည့်ပါ။ ဤ အပိုင်းတွင် သီးခြား အခြေအနေ 2 ခု ရှိသည်။

ကိုယ့်သင်္ဘော

Sea Falcon, Sea Falcon, the vessel two miles ahead of me, this is Ocean Star. Over. P6-01

Sea Falcon၊ ကျွန်တော့်ရှေ့ 2 nautical miles မှာရှိတဲ့ သင်္ဘော၊ ဒါက Ocean Star ပါ။ Over။

အခြေအနေ 1: ရှေ့ရှိ သင်္ဘော အလွန်နှေးစွာ မောင်းနေပြီး ဘာလုပ်မည်ကို မသိရ။ အမည်ကို AIS မှ ယူပြီး တစ်ဖက်သင်္ဘောက ကိုယ့်ကို ခေါ်နေမှန်း သိစေရန် relative position ကို အမြဲ ထည့်ပြောပါ (သင်္ဘောများခေါ်ခြင်းသည် VHF ဖြင့် သဘောတူခဲ့သော collision များစွာ၏ အရင်းအမြစ် ဖြစ်သည်)။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

အခြားသင်္ဘော

Ocean Star, this is Sea Falcon. Go ahead. P6-02

Ocean Star၊ ဒါက Sea Falcon ပါ။ ပြောပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော

QUESTION. What are your intentions? P6-03

Question။ ခင်ဗျားသင်္ဘော၏ intention က ဘာလဲ?

VHF ပေါ်တွင် အသုံးများသော စကား။ SMCP သည် QUESTION ဟူသော marker စကားလုံးကိုသာ သတ်မှတ်ထားပြီး ဤစကား အတိအကျ မပါပါ။

SMCP tr.47 (v) QUESTION

အခြားသင်္ဘော

I have problems with my engine. I am manoeuvring with difficulty. Keep clear of me. P6-04

ကျွန်တော့် main engine ချို့ယွင်းနေပါတယ်။ Maneuvering ခက်ခဲနေပါတယ်။ ကျွန်တော့်ကို ဝေးဝေး ရှောင်ပါ။

SMCP tr.37 A1/2.1.2.1 · .3 · .4

ကိုယ့်သင်္ဘော

I will keep clear of you. P6-05

ခင်ဗျားကို ဝေးဝေး ရှောင်ပါမယ်။

SMCP tr.15 mục 4.5

အခြားသင်္ဘော

Ocean Star, this is Pacific Dawn. We are head-on. Can we pass starboard to starboard? P6-06

Ocean Star၊ ဒါက Pacific Dawn ပါ။ သင်္ဘောနှစ်စင်း head-on ဖြစ်နေတယ်။ Starboard to starboard ဖြတ်ကြမလား?

အခြေအနေ 2၊ ထောင်ချောက်စကား (app ထဲရှိ VHF စကားစု၏ "အနီးရှိ သင်္ဘောများကို ခေါ်ခြင်း" အပိုင်း)။ COLREG Rule 14: power-driven vessel 2 စင်း ဆန့်ကျင်ဘက် သို့မဟုတ် ဆန့်ကျင်ဘက်နီးပါး course ဖြင့် တွေ့ပြီး collision ဖြစ်နိုင်ခြေ ရှိလျှင် သင်္ဘောတစ်စင်းစီ starboard သို့ course ပြောင်းကာ port to port ဖြတ်ရမည်။

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ကိုယ့်သင်္ဘော

No, I will not pass starboard to starboard. This is a head-on situation. INTENTION. I will alter course to starboard. P6-07

မဟုတ်ပါ၊ starboard to starboard မဖြတ်ပါ။ ဒါက head-on situation ပါ။ Intention: ကျွန်တော် starboard သို့ course ပြောင်းပါမယ်။

တကယ် head-on ဖြစ်မှသာ သုံးပါ: တစ်ဖက်သင်္ဘောသည် တည့်တည့်ရှေ့ သို့မဟုတ် တည့်တည့်ရှေ့နီးပါးတွင် ရှိပြီး ညဘက်တွင် masthead light 2 လုံး တန်းနီးပါးနှင့်/သို့မဟုတ် sidelight 2 ဖက်လုံး မြင်ရသည်။ သံသယရှိလျှင် head-on ဟု မှတ်ယူပါ (Rule 14c)။ တစ်ဖက်သင်္ဘော starboard bow ဘက်တွင် သေချာရှိပြီး CPA လုံခြုံလျှင် head-on မဟုတ်ပါ: ညာချိုးပြီး တစ်ဖက်သင်္ဘော၏ ရှေ့ကို ဖြတ်ကူး မလုပ်ပါနှင့်။

SMCP tr.15 mục 4.2 · tr.48 (viii) INTENTION

ကိုယ့်သင်္ဘော

Thank you. Ocean Star out. P6-08

ကျေးဇူးတင်ပါတယ်။ Ocean Star ဆက်သွယ်မှု ရပ်ပါပြီ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြုပုံ

7 Warship က ကိုယ့်သင်္ဘောကို ခေါ်သောအခါ — When a naval vessel calls you

Warship က ခေါ်လျှင် များသောအားဖြင့် **INSTRUCTION** (ညွှန်ကြားချက်) ပေးရန် ဖြစ်သည်။ SMCP အရ warship ၏ instruction ကို မဖြစ်မနေ လိုက်နာရမည်၊ safety အကြောင်းပြချက် ရှိလျှင်မူ ၎င်းတို့ကို ပြန်အသိပေးရမည်။ ဖြေပုံ: **instruction ကို စကားလုံးအတိုင်း ပြန်ပြောပါ၊ I will** (လုပ်နိုင်) သို့မဟုတ် **I cannot** (မလုပ်နိုင်၊ အကြောင်းပြချက်နှင့်) ဖြင့် စပါ။ ရှင်းရှင်း မကြားရလျှင် **Say again** ပြောပါ၊ ခန့်မှန်းပြီး လျှောက်မဖြေပါနှင့်။ ဤအပိုင်းတွင် အခြေအနေ 5 ခု ရှိသည်: စစ်ရေးလေ့ကျင့်ရေး ဧရိယာကြောင့် course ပြောင်းခိုင်းခြင်း၊ သင်္ဘောအချက်အလက် မေးခြင်း၊ submarine က ဖြတ်ပုံ အဆိုပြုခြင်း၊ ရေလက်ကြား ဖြတ်ခွင့်မပြုကြောင်း သတိပေးခြင်း၊ နှင့် ပစ်မည်ဟု ခြိမ်းခြောက်ခြင်း။ နောက်ဆုံး 2 ခုကို Hormuz ရေလက်ကြား၊ ပင်လယ်နီ ကဲ့သို့ နေရာများတွင် ကြုံရတတ်သည်: Master ကို bridge သို့ ချက်ချင်း ခေါ်ပါ၊ ဆုံးဖြတ်သူမှာ Master ဖြစ်သည်။

ရေတပ်

Ocean Star, Ocean Star, this is Warship one-seven-three. Over. P7-01

Ocean Star၊ ဒါက warship 173 ပါ။ Over။

အခြေအနေ 1: ရုတ်တရက် စစ်ရေးလေ့ကျင့်ရေး ဧရိယာ သတ်မှတ်ခြင်း။ Warship သည် များသောအားဖြင့် channel 16 တွင် ခေါ်ပြီး AIS မှ ယူထားသော ကိုယ့်သင်္ဘောအမည်ကို အတိအကျ ခေါ်သည်။ ကိုယ့်သင်္ဘောအမည် ကြားလျှင် ချက်ချင်း ဖြေပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြုပုံ

ကိုယ့်သင်္ဘော

Warship one-seven-three, this is Ocean Star. Go ahead. P7-02

Warship 173၊ ဒါက Ocean Star ပါ။ ပြောပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြုပုံ

ရေတပ်

WARNING. Gunnery exercises in area ten miles north of you, until one-eight-zero-zero UTC. Wide berth requested. P7-03

Warning။ ခင်ဗျား၏ မြောက်ဘက် 10 nautical miles အကွာ ဧရိယာတွင် 18:00 UTC အထိ gunnery exercise (အမြောက်ပစ် လေ့ကျင့်ခြင်း) ပြုလုပ်နေပါတယ်။ ဝေးဝေး ရှောင်ပါ။

SMCP သည် လေ့ကျင့်ရေးဧရိယာကို ထောင့်များ၏ coordinates ဖြင့် ဖော်ပြသည်၊ ဤနေရာတွင် နားထောင်ရလွယ်အောင် အကွာအဝေးအဖြစ် အတိုချုံ့ထားသည်။ ကြားပြီးလျှင် ထို ဧရိယာကို chart/ECDIS ပေါ်တွင် ချက်ချင်း မှတ်ပါ။

SMCP tr.42 mục .5.6.1 Military operations

ရေတပ်

INSTRUCTION. Alter course to three-six-zero degrees. Keep clear of this area. P7-04

Instruction။ Course 360 degrees သို့ ပြောင်းပါ။ ဤ ဧရိယာမှ ဝေးဝေး ရှောင်ပါ။

ဤအပိုင်းတစ်ခုလုံး၏ အရေးအကြီးဆုံး စကား။ INSTRUCTION ကို မဖြစ်မနေ လိုက်နာရမည်။ Course အသစ်ကို မကြားလိုက်ရလျှင် ချက်ချင်း Say again ပြောပါ၊ ကိုယ်တိုင် မခန့်မှန်းပါနှင့်။

SMCP tr.53 mục .3.1.4 (Keep clear of) · tr.47 (i) INSTRUCTION

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ကိုယ့်သင်္ဘော

I will alter course to three-six-zero degrees. I will keep clear of the area. P7-05

Course 360 degrees သို့ ပြောင်းပါမယ်။ ဧရိယာမှ ဝေးဝေး ရှောင်ပါမယ်။

Instruction ကို စကားလုံးအတိုင်း ပြန်ပြောပြီး I will ဖြင့် စပါ။ ကိုယ်မှန်မှန် နားလည်ကြောင်း တစ်ဖက်က သိမည်။

SMCP tr.15 mục 4.5

ကိုယ့်သင်္ဘော

I cannot alter course to three-six-zero degrees. Vessel close on my starboard side. INTENTION. I will reduce my speed. P7-06

Course 360 degrees သို့ မပြောင်းနိုင်ပါ။ ကျွန်တော့် starboard side အနီးကပ်မှာ သင်္ဘောတစ်စင်း ရှိနေပါတယ်။ Intention: speed လျှော့ပါမယ်။

Safety အကြောင်းပြချက်ကြောင့် ချက်ချင်း မလုပ်နိုင်သော အခြေအနေ: I cannot ဟုပြော၊ အကြောင်းပြချက် ပြော၊ ပြီးလျှင် ကိုယ်ဘာလုပ်မည်ကို အသိပေးပါ။ SMCP က safety အကြောင်းပြချက်ရှိလျှင် instruction ကို မလိုက်နာခွင့်ပြုသော်လည်း instruction ပေးသူကို မဖြစ်မနေ ပြန်အသိပေးရမည်။

SMCP tr.15 mục 4.5 · tr.47 (i) · tr.48 (viii) INTENTION

ကိုယ့်သင်္ဘော

I have altered course. My new course is three-six-zero degrees. P7-07

Course ပြောင်းပြီးပါပြီ။ Course အသစ်မှာ 360 degrees ပါ။

SMCP tr.53 mục .2.3.6.1

ရေတပ်

Stand by on VHF channel one-six. P7-08

Channel 16 ကို စောင့်နားထောင်ပါ။

SMCP tr.16 mục 6.2

ကိုယ့်သင်္ဘော

Standing by on VHF channel one-six. P7-09

Channel 16 ကို စောင့်နားထောင်နေပါတယ်။

SMCP tr.16 mục 6.2.1

ရေတပ်

QUESTION. What is the name of your vessel and call sign? P7-10

Question။ ခင်ဗျား၏ သင်္ဘောအမည်နှင့် call sign က ဘာလဲ?

အခြေအနေ 2: warship က သင်္ဘောအချက်အလက် မေးခြင်း။ မေးခွန်းတိုင်းကို ပုံစံအတိုင်း စာကြောင်းပြည့် ဖြေပါ၊ စကားလုံးတစ်လုံးတည်း တိုတို မဖြေပါနှင့်။

SMCP tr.48 A1/6.1.1.1

ကိုယ့်သင်္ဘော

The name of my vessel is Ocean Star. Call sign three Echo Alfa Bravo seven. P7-11

ကျွန်တော့်သင်္ဘောအမည် Ocean Star ပါ။ Call sign 3EAB7။

Call sign ကို စာမျက်နှာ အောက်ဆုံးရှိ အက္ခရာဇယား (Alfa, Bravo…) ဖြင့် စာလုံးပေါင်းပါ၊ ဂဏန်းကို တစ်လုံးချင်း ဖတ်ပါ။

SMCP tr.48 A1/6.1.1.1.1 · tr.14 mục 2

ရေတပ်

What is your flag State? P7-12

ခင်ဗျားသင်္ဘော ဘယ်နိုင်ငံ flag လဲ?

SMCP tr.48 A1/6.1.1.2

ကိုယ့်သင်္ဘော

My flag State is Panama. P7-13

ကျွန်တော့်သင်္ဘော Panama flag ပါ။

SMCP tr.48 A1/6.1.1.2.1

ရေတပ်

What was your last port of call? What is your port of destination? P7-14

ခင်ဗျား၏ last port of call က ဘယ်မှာလဲ? Destination port က ဘယ်မှာလဲ?

SMCP tr.48 A1/6.1.1.6 · .7

ကိုယ့်သင်္ဘော

My last port of call was Hai Phong. My port of destination is Singapore. P7-15

ကျွန်တော့် last port of call က Hai Phong ပါ။ Destination port က Singapore ပါ။

SMCP tr.48 A1/6.1.1.6.1 · .7.1

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ရေတပ်

Report number of persons on board. P7-16

သင်္ဘောပေါ်ရှိ လူဦးရေကို ပြောပါ။

SMCP tr.34 mục .6

ကိုယ့်သင်္ဘော

Number of persons on board: two-one. P7-17

သင်္ဘောပေါ်ရှိ လူဦးရေ: 21။

SMCP tr.34 mục .6.1

ရေတပ်

Ocean Star, this is submarine on your port bow. Can we pass port to port? P7-18

Ocean Star၊ ဒါက ခင်ဗျား၏ port bow ဘက်မှာရှိတဲ့ submarine ပါ။ Port to port ဖြတ်ကြမလား?

အခြေအနေ 3၊ Hieu ကိုယ်တိုင် တကယ်ကြုံခဲ့ဖူးသည်: submarine က ခေါ်ပြီး port to port ဖြတ်ရန် အဆိုပြုသည်။

Submarine = ရေငုပ်သင်္ဘော။ Submarine ရေပေါ်မောင်းချိန် ရေမျက်နှာပြင်နှင့် ကပ်လျက် နိမ့်နေသောကြောင့် မျက်စိဖြင့် မြင်ရန် အလွန်ခက်သည်။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော

I do not see you. Say again your position. P7-19

ခင်ဗျားကို မမြင်ရပါ။ ခင်ဗျား၏ position ကို ထပ်ပြောပါ။

မမြင်ရလျှင် မမြင်ရကြောင်း တိုက်ရိုက်ပြောပြီး position ကို မေးပါ။ Identify မလုပ်ရသေးသော သင်္ဘောနှင့် ဖြတ်ပုံကို သဘောမတူပါနှင့်။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ရေတပ်

I am a submarine on the surface. Bearing two-eight-zero degrees from you, distance three miles. P7-20

ကျွန်တော်က ရေပေါ်မောင်းနေတဲ့ submarine ပါ။ ခင်ဗျားဆီမှ bearing 280 degrees၊ အကွာအဝေး 3 nautical miles။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော

I have you on my radar now. Yes, we pass port to port. INTENTION. I will alter course to starboard. P7-21

အခု radar ပေါ်မှာ ခင်ဗျားကို မြင်ရပါပြီ။ သဘောတူပါတယ်၊ port to port ဖြတ်ပါမယ်။ Intention: ကျွန်တော် starboard သို့ course ပြောင်းပါမယ်။

တစ်ဖက်သင်္ဘောကို identify လုပ်ပြီး ဖြတ်ပုံက COLREG (အပိုင်း 6) နှင့် ကိုက်ညီမှသာ သဘောတူပါ။ ကိုယ်ဘာလုပ်မည်ကိုလည်း INTENTION ဖြင့် တစ်ခါတည်း အသိပေးပါ။

SMCP tr.15 mục 4.1 · tr.48 (viii) INTENTION

ကိုယ့်သင်္ဘော

Thank you. Ocean Star out. P7-22

ကျေးဇူးတင်ပါတယ်။ Ocean Star ဆက်သွယ်မှု ရပ်ပါပြီ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ရေတပ်

Ocean Star, Ocean Star, this is Navy warship. You are entering a restricted area. Do not proceed. If you continue, you will be fired upon. P7-23

Ocean Star၊ ဒါက ရေတပ် warship ပါ။ ခင်ဗျား တားမြစ်ရေိယာထဲ ဝင်နေတယ်။ ဆက်မသွားရ။ ဆက်သွားရင် ခင်ဗျားကို ပစ်ခတ်မယ်။

အခြေအနေ 4: ဖြတ်သန်းခွင့်မပြုကြောင်း သတိပေးခံရခြင်း (Hormuz ရေလက်ကြား ပုံစံ)။ တကယ်ဖြစ်စေ အတုဖြစ်စေ တကယ်ကဲ့သို့ ကိုင်တွယ်ပါ: Master ကို bridge သို့ ချက်ချင်း ခေါ်ပါ၊ အချိန်၊ channel၊ ခေါ်သည့် သင်္ဘောအမည်၊ ပြောသည့် အကြောင်းအရာကို မှတ်တမ်းတင်ပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

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ကိုယ့်သင်္ဘော

Navy warship, this is Ocean Star. Say again your name and call sign. P7-24

ရေတပ် warship၊ ဒါက Ocean Star ပါ။ ခင်ဗျား၏ သင်္ဘောအမည်နှင့် call sign ကို ထပ်ပြောပါ။

BMP5 (စာမျက်နှာ 16) က မှာထားသည်: အန္တရာယ်မြင့် ဧရိယာတွင် identify လုပ်ပြီးသော ခေါ်သူကိုသာ ဖြေပါ၊ အယောင်ဆောင်သူများ ရှိသောကြောင့်။ သင်္ဘောအမည်နှင့် call sign မေးခြင်းသည် identify လုပ်ရန် ပထမအဆင့် ဖြစ်သည်။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ရေတပ်

This is Warship five-zero-two. INSTRUCTION. Alter course immediately to two-seven-zero degrees. Do not enter the strait. P7-25

ဒါက warship 502 ပါ။ Instruction။ ချက်ချင်း course 270 degrees သို့ ပြောင်းပါ။ ရေလက်ကြားထဲ မဝင်ရ။

SMCP tr.47 (i) INSTRUCTION

ကိုယ့်သင်္ဘော

Stand by one minute. I am calling my Master. P7-26

တစ်မိနစ် စောင့်ပါ။ Master ကို ခေါ်နေပါတယ်။

Stand by ကို အချိန်နှင့်တွဲ၍ အမြဲပြောပါ။ ဝတ်ကျ အရာရှိ (officer on watch) သည် ဤကိစ္စကို ကိုယ်တိုင် မဆုံးဖြတ်ရသော်လည်း channel ကို တိတ်ဆိတ်မနေစေရ။

SMCP tr.15 mục 4.3

ကိုယ့်သင်္ဘော

I will alter course to two-seven-zero degrees. I will not enter the strait. P7-27

Course 270 degrees သို့ ပြောင်းပါမယ်။ ရေလက်ကြားထဲ မဝင်ပါ။

Instruction ကို စကားလုံးအတိုင်း ပြန်ပြောပါ။ ခေါ်ဆိုမှု ပြီးနောက်: သင်္ဘော၏ security plan အတိုင်း company နှင့် UKMTO ကို သတင်းပို့ပါ (BMP5 စာမျက်နှာ 6: Report to UKMTO)။

SMCP tr.15 mục 4.5

ရေတပ်

Ocean Star, evacuate your engine room now. In five minutes, we will fire at your engine room. P7-28

Ocean Star၊ engine room ကို ချက်ချင်း လူရှင်းပါ (evacuate)။ ငါးမိနစ်အကြာမှာ ခင်ဗျား၏ engine room ကို ပစ်ခတ်မယ်။

အခြေအနေ 5: ပစ်မည်ဟု ခြိမ်းခြောက်ခံရခြင်း။ ဤစကားကို ပထမအကြိမ်ကတည်းက ချက်ချင်း နားလည်ရမည်: evacuate = လူရှင်း/ဘေးလွတ်ရာ ရွှေ့ခြင်း၊ engine room = စက်ခန်း၊ five minutes = 5 မိနစ်။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော

Understood. You will fire at my engine room in five minutes. I am evacuating my engine room. P7-29

နားလည်ပါပြီ။ ငါးမိနစ်အကြာမှာ ခင်ဗျား ကျွန်တော့် engine room ကို ပစ်ခတ်မယ်။ Engine room ကို လူရှင်းနေပါတယ်။

မှားမကြားမိကြောင်း သေချာစေရန် အရေးကြီးသော အပိုင်းကို အတိအကျ ပြန်ပြောပါ။ တစ်ချိန်တည်းမှာပင်: alarm တီးပါ၊ Master ကို ခေါ်ပါ၊ engine room မှ လူများကို ထုတ်ပါ။

သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

ကိုယ့်သင်္ဘော

I have two-one persons on board. Do not fire. QUESTION. What are your instructions? P7-30

ကျွန်တော့်သင်္ဘောပေါ်မှာ လူ 21 ယောက် ရှိပါတယ်။ မပစ်ပါနှင့်။ Question။ ကျွန်တော့်ကို ဘာလုပ်စေချင်ပါသလဲ? သင်္ဘောပေါ်ရှိ လူဦးရေကို ပြောပြီး ကိုယ့်သင်္ဘောကို ဘာလုပ်စေချင်သလဲ မေးပါ။ Channel ပေါ်တွင် မငြင်းခုံပါနှင့်၊ စိန်ခေါ်သလို မပြောပါနှင့်။

SMCP tr.34 mục .6.1 · tr.47 (v) QUESTION · သင်္ဘောပေါ်တွင် လက်တွေ့ ပြောပုံ

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ကိုယ့်သဘော်

MAYDAY, MAYDAY, MAYDAY. This is Ocean Star, Ocean Star, Ocean Star. Call sign three Echo Alfa Bravo seven. My position two-six degrees one-zero minutes North, zero-five-six degrees two-zero minutes East. I am under attack. I require military assistance. Two-one persons on board. P7-31

MAYDAY, MAYDAY, MAYDAY။ ဒါက Ocean Star၊ call sign 3EAB7။ Position 26°10' North, 056°20' East။ ကျွန်တော် တိုက်ခိုက်ခံနေရပါတယ်။ Military assistance (စစ်ရေးအကူအညီ) လိုအပ်ပါတယ်။ သဘော်ပေါ်မှာ လူ 21 ယောက် ရှိပါတယ်။

တကယ် ပစ်ခတ်ခံရသောအခါ။ SMCP တွင် 'I am under attack by pirates' (ဤနေရာတွင် ပစ်သူမှာ ပင်လယ်ဓားပြ မဟုတ်သောကြောင့် 'by pirates' ကို ဖြုတ်ထားသည်) နှင့် 'military assistance' ဟူသော စကားများ အသင့်ရှိသည်။ BMP5 (စာမျက်နှာ 29): channel 16 တွင် MAYDAY ခေါ်ပါ၊ DSC နှင့် Inmarsat-C ဖြင့် distress alert ပို့ပါ၊ SSAS ကို activate လုပ်ပါ၊ UKMTO ကို ချက်ချင်း ဖုန်းဆက်ပါ၊ AIS ကို ဖွင့်ထားပါ။

SMCP tr.33 mục .8.1 · .8.2 · .3.1 · tr.15 mục 5.1

8 ဂဏန်းဖတ်ပုံနှင့် စာလုံးပေါင်းပုံ — SMCP

ဂဏန်းကို တစ်လုံးချင်း ဖတ်ပါ: 150 = **one-five-zero**, 2.5 = **two decimal five**။ သို့သော် helm order ထဲရှိ rudder angle ကိုမူ ဂဏန်းအပြည့် ဖတ်သည်: **fifteen**, **twenty** (SMCP စာမျက်နှာ 17)။ အသံဖိုင်သည် ဂဏန်းကို ပုံမှန် အင်္ဂလိပ်လို ဖတ်ထားသည်၊ တကယ့် ရေဒီယိုပေါ်တွင် လူအများက ညာဘက်ကော်လံအတိုင်း (TREE, FIFE, NINER) ဖတ်ကြသည်၊ နှစ်မျိုးလုံး နားယဉ်အောင် လုပ်ပါ။

ဂဏန်း	ရေးပုံ	ရေဒီယိုပေါ်တွင် ဖတ်ပုံ
0	zero	**ZEERO**
1	one	**WUN**
2	two	**TOO**
3	three	**TREE**
4	four	**FOWER**
5	five	**FIFE**
6	six	**SIX**
7	seven	**SEVEN**
8	eight	**AIT**
9	nine	**NINER**
1000	thousand	**TOUSAND**

အက္ခရာ

A Alfa
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

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9 ဤစကားစုထဲရှိ အတိုကောက်များ

အတိုကောက်	အပြည့်အစုံ	အဓိပ္ပာယ်
VHF	Very High Frequency	
VTS	Vessel Traffic Service	
ETA	Estimated Time of Arrival	
LT	Local Time	
UTC	Coordinated Universal Time	
SMCP	Standard Marine Communication Phrases	
IMO	International Maritime Organization	
SOLAS	Safety of Life at Sea	
AIS	Automatic Identification System	
COLREG	International Regulations for Preventing Collisions at Sea	
CPA	Closest Point of Approach	
PSC	Port State Control	
MV	Motor Vessel	

↑ Chọn ngôn ngữ khác · Other languages

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Nguyễn Chí Hiếu

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