

# PREPARE TO ACT IN (MARITIME) EMERGENCIES!



We often find it difficult to react calmly in emergencies. To maintain composure in dangerous and confusing situations, the use of emergency roles and checklists has proven effective. Some of these checklists are summarised in this brochure. We recommend practicing the use of a checklist regularly (prior to emergencies) in everyday situations, increasing its likelihood of being used and establishing this as a standard problem-solving method.

## THINGS TO CONSIDER

- Emergency grab bag
- First-aid kit
- Rescue/ incapacity manoeuvring
- Weather planning
- Checklists / boat plans (through hull/skin fittings/fire extinguishers, etc.)
- DSC emergency call card script

## FOR-DEC

The tool for making decisions in daily life and in critical situations

**F**

### FACTS, FIRST, FAST

Collect Facts

What is actually the matter? Situation analysis – no speculations – obtain crew members observations. Immediate action in order to gain time, e.g. in case of water inrush: pump / scoop.

**O**

### OPTIONS

Collect Options

Which options for action do we have? Ask crew: „What do you think?“ Accept even seemingly far-off suggestions and think them through.

**R**

### RISKS & BENEFITS

Evaluate Options

Evaluate options – weigh risks and chances.

## STOP

Take a deep breath, pause, get out of the “operative trap”.  
“10 seconds for 10 minutes”.

**D**

### DECISION

Make Decisions

Now make a clear decision: what needs to be done?

**E**

### EXECUTION

Execute Decisions

Execute the decision: who takes what action, when, how?

**C**

### CHECK & CONTROL

Control, **if applicable, return to „F“**

Do the measures lead to the desired effect? Are the circumstances changing?

# GRAB BAG FOR THE CASE OF DISTRESS AT SEA

**Abandoning a ship should always be the last option in case of distress at sea. However, if there is no alternative left for the crew but to enter the life raft, the items necessary for survival should be close at hand. Pantaenius experts composed a grab bag by way of example.**

The life raft is one of the items on board which one hopes will never come into operation. „Those who ever participated in an offshore safety training, will fight for their ship until the very last moment before entering the life raft“ affirms Kim Reise, experienced touring sailswoman and working for yacht insurance expert Pantaenius in the yacht claims sector. Because a floating boat always provides more safety and is more stable than a life raft. The raft is the last resort before the ship is sinking. Still, there are situations where the yacht must be abandoned - Kim Reise has three to five customers every year, who actually make use of their

life raft. „Many times, in the hectic rush, items essential for survival are left behind on board. One customer, for example, forgot his diabetes remedies on board and had to climb back onto the sinking ship“ - an unnecessary risk in a moment already critical. Hence, on every boat used for longer trips, a so-called „Grab Bag“ is essential: a bag containing everything necessary for survival inside a life raft, ready to grab and go. On the market, there are special ready-packed bags, but almost each waterproof, buoyant and durable container is suited as grab bag. For example, a waterproof bag is well qualified; make sure that it contains some 30 percent air. Likewise, canisters with big lids are useful.



Sample

## WHAT IS ESSENTIAL TO BE IN THE GRAB BAG?

According to ISO 9650-1/2 standard, in effect since 2005, a life raft needs a certain minimum equipment. This includes, among others, a drogue (sea anchor), a knife, an emergency plug, a torch, two paddles and a life belt. By no means all owners know what their life raft is equipped with - use the next maintenance interval to look closely at the equipment. Primarily, personal effects, items for communication and safety go into the grab bag.

# WHAT NEEDS TO BE INCLUDED?

## KEYS, DOCUMENTS, CREDIT CARD

Not of vital importance, nevertheless, copies of your identification and boat documents, a credit card as well as important spare keys, save trouble later (e.g. of unnecessary visits to authorities).

## FOOD

Non-perishable foodstuff of high energy density such as nuts, dry fruits, chocolate, and energy bars help you get through the time in the life raft and lift the spirits.

## WATERPROOF PEN

No matter whether you pick up a position report via radio or want to note down your own: a waterproof thick pen does a good job. With that, you can also write directly on the life raft's inner side.

## WATER

While a human being can definitely do without food for some weeks, without liquid it is a few days at the maximum. This is why a water reserve is a must in the life raft. Since fresh water is lighter than saltwater, you can fill about two-thirds of several canisters with water and fasten them to the life raft. Thus, you can take more liquid with you and transfer it when needed.

## TORCH

A waterproof torch makes orientation easier at night and can also be used for sending light signals. Best take a high-quality type, able to produce quick light (all-round light with 40 to 60 flashes per minute), as well.

## RESCUE BLANKETS

Metallized blankets are light, don't take up much space and protect from hypothermia. Heat packs provide a pleasant heat impulse, as well.

## WATERPROOF HANDHELD VHF

In order to transmit MAYDAY and communicate with the rescuers, a good handheld VHF is essential. Ideally, it is DSC able, equipped with a GPS receiver to determine the position. Do not forget spare batteries!

## SUN PROTECTION

A hat, sunglasses, and a sunscreen with high sun protection factor protect from sunstroke and sunburn.

## HANDHELD GPS AND COMPASS

Here, too, it applies: don't forget the batteries!

## HAND FLARES

At night, flares shine over far distances and help to draw attention to your situation. Additionally, in the daytime smoke signals can facilitate locating you.

## MEDICATION

In case you take medication regularly, suffer from asthma or allergies, a sufficient quantity of these remedies should go into the grab bag. Likewise sensible: pain killers, remedies for sea sickness, healing ointment, antiseptic solution, and bandaging material. Some toilet paper, a small tube of toothpaste and toothbrushes are useful, as well.

## KNIFE

Life rafts are bound to be equipped with a knife; however, these are not always suitable. Rather take a knife of your own, ideally a jackknife.

## ROPES, FLAT WEBBING, TAPE

With the aid of ropes or flat webbing, individuals can be secured, or items be fastened to the life raft. Always useful: a reel of duct tape.



## EMERGENCY ON-BOARD PHARMACY

**The on-board pharmacy – an essential part of preparation for every trip. If you want to start your journey well-protected, you should begin filling your on-board pharmacy in time. We compiled an ABC of the most important remedies for you, which you can either buy over the counter or have prescribed by your family doctor and which are advisable for every on-board pharmacy.**

In principle, your attending family doctor / specialist decides which drugs you should take. Particularly, if you suffer from a specific illness, e.g. Diabetes Mellitus, migraine, or heart disease. However, in addition, quite a number of drugs should be included in the on-board pharmacy, which can be very helpful for each of us in case of acute disorders on a trip. If you travel to exotic countries such as on the African or Asian continent, you should contact your family doctor or an institute of tropical medicine in order to get information about specific diseases and regional particularities. The list of specified drugs does not claim to be exhaustive; the remedies should be used after consultation with the doctor or according to the package insert.

### WORTH KNOWING

For watersports enthusiasts planning an extended trip, medical care on board is a vital part of their preparation. Some water sports associations offer seminars on „medicine on board“. The participants learn from numerous practical trainings such as attaching an infusion or learn suturing techniques on a pork leg, how to help in the medical area in case of emergency. If such seminars are offered, you will find information on your watersport`s association`s website.

Furthermore, in case of a medical emergency on board, you will receive telemedical assistance from a physician via switch board on the assigned radio channels of the coastal radio stations or on the following emergency numbers:

VHF Chanel 16 or land based rescue numbers:

France	196
Europe	112
America/Caribbean	911
Africa (most countries)	999
Australia	112

# WHAT NEEDS TO BE INCLUDED?

## INSTRUMENTS AND DRESSING MATERIAL

- Dressing scissors, sterile compresses, aseptic gauze, elastic bandages, plasters, sterile wound closure strips for lacerations, forceps, fever thermometer, disinfectant spray (e.g. Sterilium or Cutasept)

## INFECTIONS

- Co-trimoxazole/sulfamethoxazole tablets (e.g. Cotrim forte) or Fosfomycin powder (e.g. Monuril) or Nitrofurantoin capsules (e.g. Nifurantin) for bladder disorders and urinary tract infection
- Clindamycin tablets (e.g. Sobelin) for dental infection
- Azithromycin pills (e.g. Zithromax) or Ciprofloxacin pills (e.g. Ciprobay) for bronchitis or pneumonia
- Amoxicillin tablets as broad-spectrum antibiotic (e.g. Amoxibeta) for ear inflammation or inflammation of the lower body
- Cefuroxime tablets (e.g. from ratiopharm) in case of wound infection or soft-tissue infection, or Betaisodona ointment or Sepso tincture for skin injury
- Drawing salve (e.g. Ilon classic) for abscesses and furuncles

## COMMON COLD

- Mucolytics (e.g. Capval) for cough
- Oxymetazoline nasal spray (e.g. Nasivin) for rhinitis
- Sinupret dragées for common cold
- Peppermint oil (e.g. JHP Rödler) for sinus trouble
- Acetylcystein fizzy tablets (e.g. Fluimucil) as expectorant
- Tyrothricine throat lozenges (e.g. Dorithricin) for sore throat

## FEVER

- Paracetamol tablets (e.g. from ratiopharm) or acetylsalicylic acid fizzy tablets (e.g. Aspirin Plus C) for fever

## OPHTHALMIC (EYE) TROUBLE

- Tetrahydrozoline eye drops (e.g. Yxin) for conjunctivitis
- Gentamicin ointment (e.g. Refobacin) for purulent eye inflammation.

## GASTROINTESTINAL DISORDERS

- Metoclopramide drops (e.g. Paspertin) for nausea
- Dimenhydrinate dragées or uvula (e.g. Vomex) for vomiting
- Scopolamine transdermal patches for motion sickness / vomiting
- Charcoal tablets or Loperamide capsules (e.g. Imodium) for diarrhoea
- Electrolyte solutions (e.g. Elotrans or Oralpädon) as fluid substitute in case of aqueous diarrhoea
- Blond Psyllium (e.g. Mucofalk) or Sodium Picosulfate (e.g. Agiolax) or salt solution (e.g. Movicol) for obstipation
- Omeprazole or Panteprozol tablets for stomachache (in order to decrease acid)

## PAIN

- Acetylsalicylic acid (e.g. Aspirin) for headache, joint pain, muscle pain
- Paracetamol tablets (e.g. from ratiopharm) for mild pain
- Diclofenac tablets (e.g. Voltaren) for muscle and joint pain, also, for sprains and bruises
- Scopolamine butylbromide uvula (e.g. Buscopan) for abdominal cramping, bilious attacks and renal colics
- Tramadol tablets (e.g. Tramal long) for violent pain in several organs

## ALLERGIES

- Cetirizin Hydrochloride tablets (e.g. Zyrtec) for allergic reactions and urtication
- Dimetindene gel (e.g. Fenistil) for allergic skin rash, sun burn and insect bites
- Methylprednisolone tablets (e.g. Urbason) for severe allergies and short-windedness

## OTHER INDISPOSITIONS

- Nitroglycerin spray (e.g. Nitrolingual) for angina pectoris
- Xylometazoline (e.g. Otriven) nasal drops to relieve earache
- Fluocinonide ointment (e.g. Jelliproct) for haemorrhoids
- Naproxen tablets for menstrual pain (e.g. from CT)
- Paracetamol tablets for toothache
- Clindamycin (e.g. Sobelin tablets) for dental infection

# TOWING & RECOVERY

The following rules also apply in the event of an inability to manoeuvre:



Keep calm



Request assistance in inland and coastal areas by telephone (999 or 112), or by radio (channel 16)



If communication technology fails, you can stand on the foredeck and raise and lower both arms repeatedly, blow a whistle, sound a horn or bang a metal object to attract attention. In Morse code, the international distress signal is three short blasts followed by three long blasts and then three short blasts (SOS).



Ensure necessary signaling equipment is onboard in case of emergency at sea.

Helpful tips:

- Remember the Coastguard emergency numbers: 999 or 112
- Install the free RYA SafeTrx app (works worldwide) to let your loved ones know where you are, share your trip, photos and gain quick access to emergency services

## TOWLINE

It is considered good seamanship to carry at least one towline. Its strength must match the displacement of your own boat.

- At least one towline, preferably two
- Ensure it is floating. Allows for stretch and is at least four times the length of your boat
- Carry a heaving line to establish the line connection

## TOWING CONNECTION

To protect boats and crew when towing, distribute the load carefully on both the tug and the towed vessel where possible.

- Distribute the load on both boats on both sides
- Guide the lines from the front to the stern or from the stern to the bow ensuring no obstructions
- Use strongest cleats or pad eyes

## TOWING AID

In addition to technical equipment, be clear about the terms towing and recovery.

- Towing assistance is provided to a boat not in immediate danger or going to be in danger, for example, a sailor sailing into a harbour with an engine issue.

## RESCUE

- Salvage is rescue from immediate danger, such as a motor yacht with no engine drifting toward a rocky coast.

## BEWARE, SALVAGE COSTS

Anyone successfully helping another person out of an emergency at sea can claim salvage. When salvaging a yacht, the sum is calculated based on criteria such as the salvaged items and the salvager's effort and risk.

Pantaenius strongly advises owners not to negotiate a salvage fee or sign an agreement. Instead, contact your insurer as soon as possible and let them negotiate.

## LLOYD'S OPEN FORM

In acute emergency situations, if necessary, agree exclusively „Lloyd's Open Form“ (LOF).

- LOF has international validity
- LOF can be agreed
- LOF contains the basis „no cure - no pay“ (no success - no payment)
- LOF offers relatively high legal certainty in case of a dispute

# WEATHER: SOURCES AND BEHAVIOUR

Allocate harbour days for route planning to avoid time pressure on longer passages. Gather current and forecast weather and sea condition information before every trip and keep up to date with weather developments en route.

## TIPS FOR SOURCES

Use various sources such as the harbour master, local water sports enthusiasts, fishermen, and weather service apps & websites. Examples in the UK include the Shipping forecast provided by the Met Office, „Windy,“ „Windguru,“ or comparable private services, and local weather services in the respective area.

## ROUTING

Consider seeking advice from professional meteorologists when planning your route. There are many companies offering professional weather routing for private individuals.

## BEHAVIOUR DURING STORMS

Ensure clarity on the terms towing and recovery and take appropriate actions such as:

### General:

- Secure sails correctly: lash them down, don't just furl them
- If in doubt, take down the sail and stow it below deck
- Secure the sprayhood and bimini or remove them completely
- If bad weather is expected, always have enough fuel in the tank

### In the harbour:

- Clarify in good time who can look after the boat in your absence
- Look for a berth with land cover
- Align the boat with the bow to the wind if possible
- Deploy additional mooring lines and fenders
- Protect mooring lines from chafe
- Prepare for fluctuating water levels: Adjust line length

### At anchor:

- Deploy an additional anchor or riding weight
- Attach more chain or line
- If an anchor line is being used, protect it from chafe

### Close to the coast:

- Where possible, find a location in the lee of a land mass (whilst considering depth at lowest predicted tide)
- If needed, use the engine to keep the bow pointed into the wind.

### On the high seas:

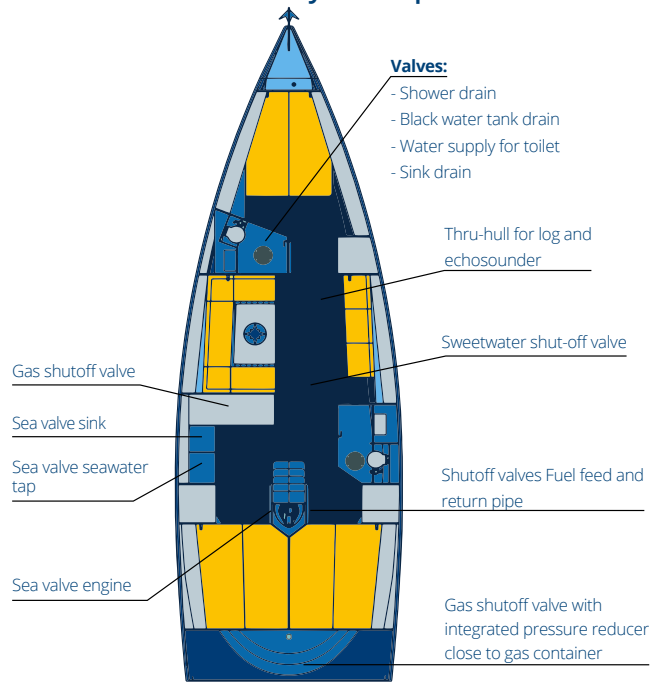
In some situations, it's safer to remain on the open sea during a storm. As you approach the coastline, the water becomes shallower, leading to the formation of short, steep waves. These waves can significantly strain equipment and exhaust the crew rapidly, pushing them to their limits.

- Sailors should reef their sails early to reduce sail area and manage strong winds effectively.
- They should actively seek out a harbour of refuge and inform the crew.
- Avoid sailing in leeward conditions, where wind and waves are stronger and more unpredictable.

# CHECKLISTS FOR EMERGENCIES

WATER INGRESS	
Continue navigating	<input type="checkbox"/>
Pump, scoop	<input type="checkbox"/>
Start Engine	<input type="checkbox"/>
Check sweet / saltwater	<input type="checkbox"/>
SEARCH 1	
All valves closed? (see valve plan – usually with the exception of engine cooling water)	<input type="checkbox"/>
Check all other thru-hulls	<input type="checkbox"/>
Distress alarm (DSC alarm)	<input type="checkbox"/>
SEARCH 2	
Inspect the entire top sides / hull	<input type="checkbox"/>
Gain visual access (axe, if applicable)	<input type="checkbox"/>
Seal leaks, heel in order to minimize water inrush, leakage watch	<input type="checkbox"/>
ALTERNATIVE	
Controlled stranding	<input type="checkbox"/>
Leave boat	<input type="checkbox"/>

In the concrete situation, the assignment of particular tasks to the staff is made by the ship's command.



EXAMPLE FOR LAYOUT OF VALVES

MAN OVER BOARD	
Heave to or towards the wind	<input type="checkbox"/>
Call out loud: „Man overboard“	<input type="checkbox"/>
Determine person for lookout	<input type="checkbox"/>
Marker buoy	<input type="checkbox"/>
Determine leader of manoeuvre (usually ship's command / skipper)	<input type="checkbox"/>
MOB-switch on plotter	<input type="checkbox"/>
Prepare rescue resources	<input type="checkbox"/>
Distress alert / DSC/ VHF	<input type="checkbox"/>
Prepare initial treatment for individuals to be rescued	<input type="checkbox"/>

ABANDONMENT OF BOAT	
Distress alarm / VHF / DSC	<input type="checkbox"/>
Marine distress signals	<input type="checkbox"/>
Emergency pack for life raft (pharmacy, water, food, handheld VHF, ship papers, logbook etc.)	<input type="checkbox"/>
Briefing to enter the life raft	<input type="checkbox"/>
Determine the first person on life raft	<input type="checkbox"/>
Warm clothing and oilskins, life vests, life belts	<input type="checkbox"/>

FIRE	
Fight initial fire / first measures	<input type="checkbox"/>
All hands-on deck, turn into wind, lock hatches and airducts, distress alarm / VHF message	<input type="checkbox"/>
Fight fire using own means (possible) or leave ship	<input type="checkbox"/>
Locate source of fire, e.g. engine: fuel shut-off, turn fans off. Electrical system: main switch off	<input type="checkbox"/>
Initiate fire fighting	<input type="checkbox"/>

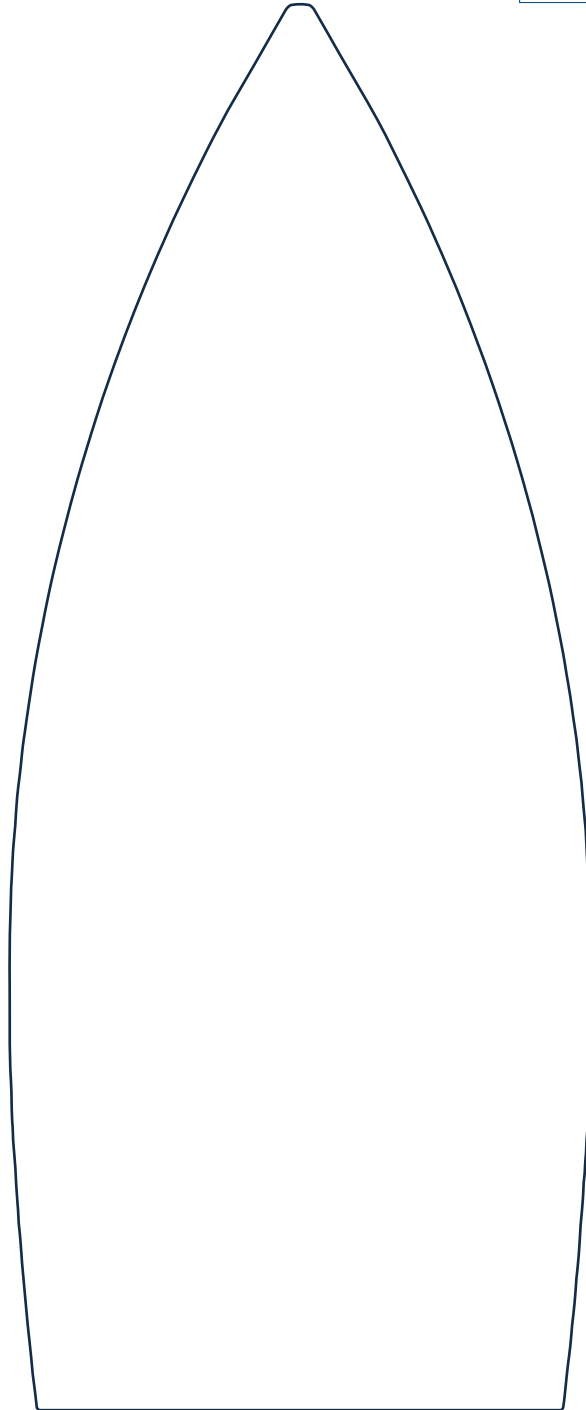
MEDICAL EMERGENCY / INJURIES	
Vital functions	<input type="checkbox"/>
Initiate first aid	<input type="checkbox"/>
Distress alarm / VHF / DSC	<input type="checkbox"/>
Call Medico, if applicable	<input type="checkbox"/>

# YOUR BOAT PLAN ON DECK

## TOP DECK

1. Life raft
2. Vents
- 3.
- 4.
- 5.

Sketch your upper deck here and indicate all the vents, life raft and safety-relevant parts according to your list.



# YOUR BOAT PLAN BELOW DECK

## SEACOCKS & SKIN FITTINGS

1. Shower drain
2. Waste tank drain
3. Toilet inlet/outlet
4. Drain
5. Hand wash basin drain
6. Seacock sink
7. Engine raw water inlet Seacock

## SEAWATER OUTLET

8. Log skin fitting
9. Fresh water stopcock
10. Cockpit drains

## BOARDING PASSAGE

11. Log passage

## GAS SYSTEM

12. Gas stopcock
13. Gas cylinder:  
Shut-off valve with pressure regulator

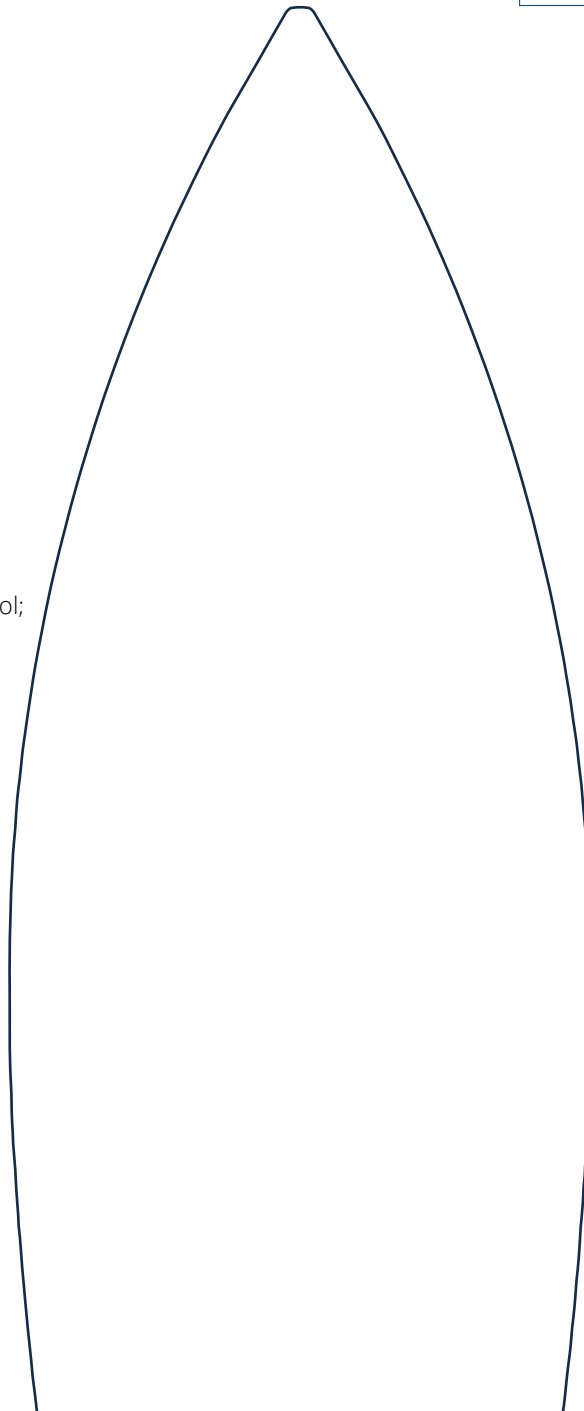
## ENGINE / TANK

14. Shut-off valves for the diesel/petrol;  
fuel line, both for the flow and  
return lines

## SAFETY EQUIPMENT

15. Fire extinguisher
16. First aid kit
17. Emergency equipment
18. Bolt cutters
19. Leak plugs
20. Grab bag
21. Flares
22. Handheld VHF/Sat phone
23. EPIRB
24. Life jackets
25. Torch – charged and ready  
for use

Close **all bulkheads, equipment,**  
and **engine compartment,** and  
**indicate seacocks** with numbers  
according to the list.



### Distress Message

*Serious and Immediate Danger to Vessel or Individuals*

DSC-DISTRESS ALERT: EITHER EDIT VIA MENU OR PUSH DIRECTLY DISTRESS BUTTON. ON VHF CHANNEL 16 SEND THE FOLLOWING RADIO MESSAGE:

**(3x) MAYDAY**

**THIS IS (3x)**

\*(Vessel's Name)

**CALL SIGN**

\*(Call Sign)

**MMSI**

\*(MMSI)

**MAYDAY**

\*(Vessel's Name)

**CALL SIGN**

\*(Call Sign)

**MMSI**

\*(MMSI)

**IN POSITION**

\*(Latitude)

\*(Longitude)

\*(Nature of Distress)

**WE ARE**

**PERSONS ON BOARD**

**REQUIRE IMMEDIATE ASSISTANCE**

**OVER**

**+377 6 80 86 94 40.**

In distress if marine radio facility breaks down:

- France 196
- Europe 112
- America/Caribbean 911
- Africa (most countries) 999
- Australia 112

### Urgency Message

*Vessel's or Individuals' Safety is in Danger*

DSC-ALARM: ALL SHIPS CALL, URGENCY ANNOUNCE MESSAGE ONLY ON VHF CHANNEL 16. DISTRIBUTE MESSAGE ON WORKING CHANNEL (E.G., CHANNEL 6):

**(3x) PAN PAN (3x) ALL STATIONS**

**THIS IS (3x)**

\*(Vessel's Name)

**CALL SIGN**

\*(Call Sign)

**MMSI**

\*(MMSI)

**IN POSITION**

\*(Latitude)

\*(Longitude)

\*(Nature of Urgency)

\*(Nature of Required Help)

**OVER**

How to Cancel the Urgency Message:

Voice Call as **above** to **All Stations** and the Message:

**PLEASE CANCEL MY URGENCY MESSAGE OF**

**UTC**

**OUT**

### Safety Message

*Shipping Safety is concerned*

DSC ANNOUNCEMENT: ALL SHIPS CALL, SAFETY ANNOUNCE MESSAGE ONLY ON VHF CHANNEL 16. DISTRIBUTE MESSAGE ON WORKING CHANNEL (E.G., CHANNEL 6):

**(3x) SECURITE (3x) ALL STATIONS**

**THIS IS (3x)**

\*(Vessel's Name)

**CALL SIGN**

\*(Call Sign)

**MMSI**

\*(MMSI)

**IN POSITION**

\*(Latitude)

\*(Longitude)

\*(Nature of Observation / Message)

\*(Issue a Warning)

**OVER**

### Spelling Table

<b>A</b> = Alfa	<b>I</b> = India	<b>Q</b> = Quebec	<b>Y</b> = Yankee
<b>B</b> = Bravo	<b>J</b> = Juliett	<b>R</b> = Romeo	<b>Z</b> = Zulu
<b>C</b> = Charlie	<b>K</b> = Kilo	<b>S</b> = Sierra	
<b>D</b> = Delta	<b>L</b> = Lima	<b>T</b> = Tango	
<b>E</b> = Echo	<b>M</b> = Mike	<b>U</b> = Uniform	
<b>F</b> = Foxtrott	<b>N</b> = November	<b>V</b> = Victor	
<b>G</b> = Golf	<b>O</b> = Oscar	<b>W</b> = Whiskey	
<b>H</b> = Hotel	<b>P</b> = Papa	<b>X</b> = X-Ray	

### Pantaenius 24h Emergency Claims Line:

In urgent cases of loss, you will reach us round the clock under the following phone number: **+377 6 80 86 94 40**

\* Fill in your vessel's name, call sign, your vessel's MMSI taken from your Certificate of Assignment of Number! Hang up the card near your radio receiver!

### Confirmation of a Received Distress Message

Confirmation via radio only (generally 5 min after receipt of a distress alert).  
This should be sent only if you can offer help yourself.  
On VHF Channel 16 send the following radio message:

**MAYDAY**

\*(Name of Disabled Vessel)

**CALL SIGN** \*(Disabled Vessel)

**MMSI** \*(Disabled Vessel)

CALL

### Transfer of a Distress Message

Via radio only!  
On VHF Channel 16 send the following radio message:

**(3X) MAYDAY RELAY**

**(3X) ALL STATIONS**

**THIS IS** \*(Name of Vessel)

**(3X)**

**CALL SIGN** \*(Call Sign)

### Demand Radio Silence in Distress Traffic

Via radio only!  
On VHF Channel 16 send the following radio message:

As disabled vessel or radio station managing the distress traffic:

**ALL STATIONS** (or name of disturber)

**SILENCE MAYDAY**

### End Distress Traffic

Via radio only!  
On VHF Channel 16 send the following radio message:

**MAYDAY**

**(3X) ALL STATIONS**

**THIS IS** \*(Name of Vessel)

**(3X)**

**CALL SIGN** \*(Call Sign)

**MMSI** \*(MMSI)

### Cancel False Alert

Reset DSC Contoller.  
Switch radio device off and on.  
On VHF Channel 16 send the following radio message:

**(3X) ALL STATIONS**

**THIS IS**

**(3X)** \*(Name of Vessel)

**CALL SIGN** \*(Call Sign)

**MMSI** \*(MMSI)

**THIS IS**

\*(Name of Vessel)

\*(Call Sign)

**RECEIVED MAYDAY**

MESSAGE

AT  UTC

**Transfer of a Distress Message:**  
**RECEIVED FOLLOWING DISTRESS-MESSAGE OF**

\*(Name of Disabled Vessel)

**CALL SIGN** \*(Disabled Vessel)

**MMSI** \*(Disabled Vessel)

**IN POSITION** \*(Latitude) \*(Longitude)

Repetition of the received distress-message

**END OF RECEIVED DISTRESS-MESSAGE OVER**

**Observation of a Distress Situation:**  
**FOLLOWING OBSERVED**

**IN POSITION** \*(Latitude) \*(Longitude)

Description of the observed distress

**REQUIRE IMMEDIATE ASSISTANCE OVER**

AT  UTC

**PLEASE CANCEL MY DISTRESS ALERT OF**

UTC

(UTC of false alert)

**OUT**

This card serves as an orientation guide and cannot be a substitute for approved education and training. The card has been designed with the utmost care, liability is excluded except for cases of willful intent.