

### E. Distress Message

6. (1) The distress call must be followed as soon as possible by the distress message. This message comprises the distress call followed by the name of the ship, aircraft, or vehicle in distress, particulars of its position, the nature of the distress and the kind of assistance desired, and, by any other information which might facilitate the rescue.

(2) If, after transmitting its distress message, an aircraft is unable to give its position, it endeavours to send its call sign for a period long enough to permit direction-finding stations to determine its position.

7. (1) As a general rule, a ship or an aircraft at sea signals its position in latitude and longitude (Greenwich), using figures for the degrees and minutes, together with one of the words NORTH or SOUTH, and one of the words EAST or WEST; the degrees are separated from the minutes by a full stop. When practicable, the true bearing and the distance in nautical miles from a known geographical point may be given.

(2) As a general rule, an aircraft in flight over the land signals its position by the name of the nearest place, and its approximate distance in relation thereto, accompanied as necessary by one of the words NORTH, SOUTH, EAST or WEST or, when practicable, by words indicating intermediate directions.

8. The distress call and message are sent only on the authority of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station.

9. (1) The distress message must be repeated at intervals, until an answer is received, and especially during the periods of silence prescribed in Article 19, section 2.

(2) The alarm signal may also be repeated, if necessary.

(3) The intervals must, however, be long enough to allow stations preparing to reply time to start their sending apparatus.

(4) When the ship in distress receives no answer to a distress message sent on the wave of 500 kc/s (600 m), the message may be repeated on any other available wave on which attention might be gained.

10. A mobile station which learns that another mobile station is in distress may transmit the distress message in either of the following cases:

(a) the station in distress is not itself in a position to transmit it;

(b) the master (or his substitute) of the ship, aircraft, or other vehicle carrying the mobile station which intervenes believes that further help is necessary.