



Sailability Shorncliffe

Queensland Australia

UHF and VHF RADIO BASICS

Purpose

This document provides guidance on how to operate the UHF and VHF radios used on sail days.

This document should be read in conjunction with Sailability Shorncliffe policies and procedures. Refer website – <http://www.sailabilityshorncliffe.org.au/information/risk-management/>

Document Information

Version	Date	Person/s	Comments
1	23 May 25	Owner: Peter Mulcahy Writer: Donna Wenham and Danny Fay	
2	Aug26		Minor updates

UHF Handheld Radios

Color	Location	Call Sign	Responsible
Black (x4)	Safety Boat	"Safety One"	Safety Boat skipper
	Pontoon Boat	"Grumpy Walker"	Pontoon Boat skipper
	Base	"Base"	Base Coordinator
	Pontoon	"Pontoon"	Pontoon Coordinator
Yellow (x10)	OOD (Officer of the Day)	"OOD"	OOD
	Sailboats (x9)	Sailboat name	Sailboat skipper
	On sail days the sailboat radios not currently in use are kept on the Pontoon		

Use	Description
Channel	Ch 20
Etiquette	- At the start of day radio checks should be performed - Use clear and concise communication - Use call signs (identify yourself and the recipient) - Avoid interruptions to communications already in place - Use appropriate language (Respectful – others are listening)
Safety One	- Send/Receive operational communications, including safety instructions and requests for assistance/rescue, to/from sailboats and Pontoon Boat - Note: VHF radio to be used when Pontoon Boat out of range - Send/Receive operational communications to/from OOD and Pontoon Coordinator
Grumpy Walker	- Send/Receive operational communications, including safety instructions and requests for assistance/rescue, to/from the Safety Boat - Note: VHF radio to be used when Pontoon Boat out of range - Send/Receive operational communications to/from Pontoon Coordinator - Pontoon Boat to advise Pontoon Coordinator when they are about 10 minutes away from docking so that the pontoon can be cleared of sailboats
Base	- Send/Receive operational communications to/from Pontoon Coordinator - Coordinating client movements to/from the pontoon area
Pontoon	- Send/Receive operational communications to/from the OOD, Base, Safety Boat, Pontoon Boat and sailboats - Coordinating client movements to/from the pontoon area with Base and the return of sailboats and the Pontoon Boat to the pontoon
OOD	Send/Receive operational communications, including incident alerts and instructions, to/from Safety Boat and Pontoon Coordinator
Sailboats	- Send/Receive operational communications, including safety instructions and requests for assistance/rescue, to/from Safety Boat - Send/Receive operational communications to/from Pontoon Coordinator - Sailboats to confirm with Pontoon Coordinator that the pontoon is ready for them to dock

VHF Fixed Radios

Location	Call Sign	Registration	Alpha Numeric
Safety Boat	"Safety One"	AET556Q	Alpha Echo Tango 556 Quebec
Pontoon Boat	"Grumpy Walker"	AEB44Q	Alpha Echo Bravo 44 Quebec

Use	Description									
Channels	• Operations/Working – Ch 72 • Distress, Safety, Calling – Ch 16 • Dual Watch (DW) – allow listening watch on working and distress channels									
Etiquette	• At the start of day radio checks should be performed • Use clear and concise communication • Use call signs (identify yourself and the recipient) • Avoid interruptions to communications already in place • Use appropriate language (Respectful – others are listening)									
Initial call	• Name of vessel/station being called, spoken no more than three times • The words ‘THIS IS’; name of vessel/station calling, spoken no more than three times • When there are good clear communications the vessel/station name needs only to be spoken once • Purpose of the call • The word ‘OVER’ (the invitation to reply)									
Reply call	• As per initial call, excluding name of vessel/station called									
End call	• As per reply call, but end with word OUT (rather than OVER)									
Example	<table><tr><td>Initial call</td><td>Station called Words Station calling Purpose Words</td><td>Safety One, Safety One, Safety One THIS IS Grumpy Walker Radio check OVER</td></tr><tr><td>Reply call</td><td>Station called Words Station calling Purpose Words</td><td>Grumpy Walker THIS IS Safety One Coming in loud and clear OVER</td></tr><tr><td>End call</td><td>Words Station calling Purpose Words</td><td>THIS IS Grumpy Walker Received and understood OUT</td></tr></table>	Initial call	Station called Words Station calling Purpose Words	Safety One, Safety One, Safety One THIS IS Grumpy Walker Radio check OVER	Reply call	Station called Words Station calling Purpose Words	Grumpy Walker THIS IS Safety One Coming in loud and clear OVER	End call	Words Station calling Purpose Words	THIS IS Grumpy Walker Received and understood OUT
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Reply call	Station called Words Station calling Purpose Words	Grumpy Walker THIS IS Safety One Coming in loud and clear OVER								
End call	Words Station calling Purpose Words	THIS IS Grumpy Walker Received and understood OUT								

Supplementary VHF Radio

Coast Guard	Channel	Location
Redcliffe	20	Scarborough to Tangalooma
	21	North and East of Cape Moreton
	73	Eastern Moreton Bay
	81	Most of Moreton Bay
	Phone 07 3203 5522	

Distress Calling

- On international distress Ch 16
- A distress priority message may only be sent on the authority of the skipper
- Distress signal – MAYDAY indicates the vessel, or persons onboard the vessel, are in GRAVE AND IMMINENT DANGER and require immediate assistance
- If no answer is received on distress channels, the message should be repeated on any other available channel where attention might be attracted
- The obligation to accept distress calls is absolute and they must be given priority over all other communications
- A distress acknowledgement may only be sent on the authority of the skipper
- Distress call -
 - the distress signal MAYDAY, spoken three times
 - the words THIS IS
 - the name and any other identity of the vessel in distress, spoken three times
- Distress message –
 - the distress signal MAYDAY
 - the name and any other identity of the vessel in distress
 - particulars of its position
 - the nature of the distress, the kind of assistance desired
 - any other information which may facilitate rescue
 - the word OVER
- Distress acknowledgement –
 - the distress signal MAYDAY
 - the name and any other identity of the vessel in distress, spoken three times
 - the words THIS IS
 - the name and any other identity of the vessel acknowledging, spoken three times
 - the words RECEIVED MAYDAY
 - the word OVER
- As soon as possible after the acknowledgement, a ship station should transmit the following information –
 - its position
 - the speed at which it is proceeding
 - the approximate time it will take to reach the distress scene

Other Signals

- PAN PAN - Urgent message concerning the safety of the vessel aircraft or person
- Priority over all other communications except distress
- SECURITE (pronounced SAY-CURE-E-TAY) - Message concerning an important navigational or weather warning
- Priority over all other communications except distress or urgency messages