



# Sailability Shorncliffe

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## Queensland Australia

## VHF and UHF RADIO BASICS

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### Document Information

Version	Date	Person/s	Comments
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## VHF

### Radios

#### Safety Boat

- Call sign - "Safety One"
- Registration - AET556Q  
(Alpha Echo Tango 556 Quebec)

#### Pontoon Boat

- Call sign – "Grumpy Walker"
- Registration - AEB44Q  
(Alpha Echo Bravo 44 Quebec)



## Operation

### Channels

- Operations/Working – Ch 72
- Distress, Safety, Calling – Ch 16
- Dual Watch (DW) – allow listening watch on working and distress channels.

### Routine Calling

- On operations/working Ch 72
- Before transmitting, the operator should listen for a period long enough to be satisfied that harmful interference will not be caused to communications already in place.
- At the start of day radio checks should be performed.
- 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;  
(However when there is good clear communications the vessel/station name needs only to be spoken once)
  - purpose of the call;
  - the work OVER (the invitation to reply).
- Reply call –
  - As per initial call, excluding name of vessel/station called
- End communication –
  - As per reply call, but end with word OUT (rather than OVER).

EXAMPLE		
Initial call	Station called	Safety One, Safety One, Safety One
	Words	THIS IS
	Station calling	Grumpy Walker
	Purpose	Radio check
Reply call	Words	OVER
	Station called	Grumpy Walker
	Words	THIS IS
	Station calling	Safety One
End call	Purpose	Coming in loud and clear
	Words	OVER
	Words	THIS IS
	Station calling	Grumpy Walker
End call	Purpose	Received and understood
	Words	OUT

# UHF

## Radios

### Black Radios (x4)

Location	Call Sign	Responsible
Safety Boat	"Safety One"	Safety Boat skipper
Pontoon Boat	"Grumpy Walker"	Pontoon Boat skipper
Base	"Base"	Base Coordinator
Pontoon	"Pontoon"	Pontoon Coordinator

### Yellow Radios (x10)

Location	Call Sign	Responsible
OOD (Officer of the Day)	"OOD"	OOD
Tractor	"Tractor"	Tractor operator
Sailboats (x8)	Sailboat name	Sailboat skipper

- On sail days the sailboat radios not currently in use are kept on the Pontoon.

## Operation

### Channel

- Operations/Working – Ch 20

### Routine Calling

- Before transmitting, the operator should listen for a period long enough to be satisfied that harmful interference will not be caused to communications already in place.
- At the start of day radio checks should be performed.
- Call protocols and language to be as per VHF above.
- Safety Boat –
  - Send and receive operational communications, including safety instructions and requests for assistance/rescue, to/from sailboats and the Pontoon Boat. Note: VHF radio to be used when Pontoon Boat out of range.
  - when out of range.
  - Send and receive operational communications to/from OOD, Pontoon Coordinator and Tractor operator.
- Pontoon Boat –
  - Send and 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 and receive operational communications to/from Pontoon Coordinator and Tractor operator. Specifically, 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 and receive operational communications to/from Pontoon Coordinator. Specifically, coordinating client movements to/from the pontoon area.

- Pontoon –
  - Send and receive operational communications to/from the OOD, Base, Safety Boat, Pontoon Boat and sailboats. Specifically, coordinating client movements to/from the pontoon area with Base and the return of sailboats and the Pontoon Boat to the pontoon.
- OOD –
  - Send and receive operational communications, including incident alerts and instructions, to/from Safety Boat and Pontoon Coordinator.
- Tractor –
  - Send and receive operational communications to/from the Safety and Pontoon Boats to facilitate launch and retrieval at the boat ramp.
- Sailboats –
  - Send and receive operational communications, including safety instructions and requests for assistance/rescue, to/from the Safety Boat.
  - Send and receive operational communications to/from Pontoon Coordinator. Specifically, sailboats to confirm with Pontoon Coordinator that the pontoon is ready for them to dock.

# APPENDIX

## Supplementary VHF Radio

### Channels

- Ch 20 – Scarborough to Tangalooma
- Ch 21 – North and East of Cape Moreton
- Ch 73 – Eastern Moreton Bay
- Ch 81 – most of Moreton Bay
  
- Coast Guard Redcliffe –
  - Ch 20, 21, 73 or 81
  - Phone 07 3203 5522

### Distress Calling

- On international distress Ch 16. In Australian waters, Ch 67 is of supplementary channel.
- 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.
- The distress call and message is broadcast to ALL STATIONS, in the simplex mode of transmission.
- The distress call and message may be repeated as often as necessary until an answer is received. 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.

## EXAMPLE

Distress call	Distress signal	MAYDAY, MAYDAY, MAYDAY
	Words	THIS IS
	Station calling	Name, Name, Name
Distress message	Distress signal	MAYDAY
	Station calling	Name
	Position	50 nautical miles due east from Point Danger
	Nature	Sinking after striking submerged object
	Other information (if able)	Estimate further 15 minutes afloat. White superstructure 4 persons onboard EPIRB activated
	Words	OVER
Distress acknowledge	Distress signal	MAYDAY
	Distress vessel	Name, Name, Name
	Words	THIS IS
	Station calling	Respond, Respond, Respond
	Words	RECEIVED MAYDAY 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.
- The control of distress traffic is the responsibility of the vessel in distress.
- To impose radio silence send the instruction SEELONCE MAYDAY.
- To resume normal working end final distress message with SEELONCE FEENEE.

## Other Signals

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