



04 June 2010

COMMUNICATIONS PLAN AND INFORMATION

NOTICE TO COMPETITORS NO.1

INTRODUCTION

This bulletin outlines the non-emergency communications procedures to be used by the Communications Vessel (CV), Lahaina Yacht Club (LYC), all boats and the Race Committee.

EMERGENCY COMMUNICATIONS

The Canadian or US Coast Guards should be contacted for emergencies.
See the last page of this Notice for reference information.

DAILY ROLL CALL

- A daily Roll Call is conducted during the race. Refer to Sailing Instruction 7.
- Roll Call is principally used for exchanging daily reports of positions and conditions.
- Roll Call may also be used for the exchange of official notices or unofficial information between the Race Committee and boats.
- A simplified, informal Roll Call will occur on the first day of each start to establish communications contact between boats, without position or weather reporting.
- Formal Roll Calls will commence on the second day of each start and continue daily until the time limit (refer to SI 9.3).

Unless other noted, times in this bulletin are in HST (Hawaiian Standard Time).

- Hawaii does not use Daylight Saving Time.
- HST is equivalent to UTC/GMT/Zulu minus 10 hours.
- HST is also equivalent to PDT minus 3 hours.

Article 7 “Finishing Procedures” describes additional communication requirements for each boat’s final Roll Call and approach to Hawaii and the finishing line. Refer also to SI 8 “Finishing”.

For the convenience of competitors, this bulletin also provides reference information on:

- Communications Equipment and Operations
- Weather and Other Information
- Emergency Communication

This document is not part of the Sailing Instructions.

Guy Walters,

Vic-Maui 2010, Technical Committee, Communications

1. COMMUNICATIONS CONTACT INFORMATION

- 1.1 CV (Communications Vessel)
Boat: *Red Shiella*
Call sign: CFN5335
Skipper: Jim Innes
Navigator/Radio: Jim Innes
Satellite telephone number: +8816-224-27309
Email address: CFN5335@sailmail.com
- 1.2 LYC (Lahaina Yacht Club) Finishing Line, located at Paki Maui Resort, Room 301
Telephone number: 808.669.6260
Alternate cell phone numbers:
808.283.6975 – Bob Hofmann
253.370.3530 – Frank Shriver
Email address: Vic-Maui@hofmannperformance.com
- 1.3 In the event of unforeseen radio communications difficulties affecting CV, alternates may be designated and communicated to competitors.

2. COMMUNICATIONS WATCHES DURING THE RACE

- 2.1 Class 2 starts on July 1st, 2010 and Class 1 on July 3rd. On the day a class starts each boat in that class, plus CV, shall maintain a listening watch on HF 4149 kHz from 1850 HST until an informal Roll Call is complete.
- 2.2 Commencing on her second day of racing, (i.e. July 2nd for Class 2 and July 4th for Class 1) and continuing each day until she has completed her last Roll Call prior to her estimated time of finishing, each boat, including CV, shall maintain a listening watch on HF 4149 kHz (or HF 8294 kHz as conditions warrant) from 1850 HST until ten minutes after Roll Call is complete.
- 2.3 Commencing no later than 1500 HST on July 11th, 2010 and continuing each day until the time limit has expired (refer to SI 9.3), LYC shall maintain 24 hour watches by telephone and on VHF channel 16.
- 2.4 It is recommended that any boat that has retired from the race continue to participate in daily watch schedules and Roll Calls until the boat has reached port or until the time limit has expired (refer to SI 9.3), whichever comes first.

3. ROLL CALL – DAILY REPORTS

- 3.1 CV shall make her best efforts to coordinate Roll Calls at least until she has finished racing, after which the duty may, on request from CV, be assumed by another boat still racing.
- 3.2 The initial frequency for each Roll Call shall be HF 4149 kHz and, if conditions warrant, this may be followed by communications on HF 8294 kHz.
- 3.3 The protocol set out below shall be used for making contact with boats.

4. BEFORE ROLL CALL

- 4.1 From the second day a boat is racing onward, each boat shall accurately record its position (whole degrees, whole minutes) and weather conditions at 1800 HST.
- 4.2 Boats shall tune their SSB radios to the initial frequency.
- 4.3 Boats shall commence monitoring VHF Channel 16.

5. DURING ROLL CALL

- 5.1 Roll Call will commence at 1900 HST each day. On Day 1 of each start Roll Call is a non-mandatory, informal process with no position or weather information, to establish radio contact. From Day 2 onward (i.e. July 2nd for Class 2 and July 4th for Class 1) the formal Roll Call will commence at 1900 HST.
- 5.2 Daily reports will be taken from boats in ascending order of time allowance, as listed on the Roll Call Log forms.
- 5.3 The reported position and conditions will be those recorded at 1800 HST.
- 5.4 Each boat will be hailed in order by CV. If no response is heard to an initial hail, the boat will be hailed a second time. Each report will be acknowledged and read back by CV to ensure that it was accurately received. This procedure will also give other boats a second chance to hear each report. Any boats not heard after the first two hails will be given a final chance to report at the end of the sequence.
- 5.5 During Roll Call, boats shall keep their reporting as brief as possible to minimize the overall time requirement for the exercise. Avoid superfluous (parenthetical) words and phrases that are implicit in the report, such as “latitude”, “longitude”, etc. To assist those receiving and copying transmissions, please speak clearly and conclude each number group with the word “Break”.
- 5.6 Example Roll Call segment:
Vic Maui fleet, Vic Maui fleet, Vic Maui fleet, this is Communications Vessel Red Sheilla CFN5335 Roll Call is commencing now Break.
(Red Sheilla hails) Scratchboat— Scratchboat— Scratchboat, (this is) Red Sheilla
(Scratchboat replies) Red Sheilla (this is) Scratchboat WDX8998
Position THREE SIX ONE EIGHT (latitude — whole degrees, whole minutes)
Break
ONE FOUR TWO FIVE ZERO (longitude — whole degrees, whole minutes)
Break
Barometer ONE ZERO TWO ZERO (pressure, millibars) **Break**
Wind ZERO FOUR ZERO (true wind direction, degrees) **Break**
TWO FIVE (true wind speed, knots) **Break**
Scratchboat Over
- 5.7 If a report is not received from a particular boat, other boats participating in Roll Call may be asked to assist in making contact. If no contact is made, the race committee will be advised.
- 5.8 Radio communications difficulties and radio equipment failure are a constant possibility. If a boat cannot complete Roll Call by radio, it may report (subject to the requirement of SI 7.1) by telephone or brief, plain text email to either CV or LYC (or both) at the numbers or addresses listed above in “Contact Information”. The penalty for not submitting a timely daily position report is stated in SI 12.2.8.

6. AFTER ROLL CALL

- 6.1 The CV will determine and advise when Roll Call has been completed.
- 6.2 Boats with email capability may send anecdotes or longer stories, photographs, etc. to share with “waiting wahines” at home or in Hawaii. Any emails that are copied to vicmaui2010@royalvan.com will, subject to editing, be posted on the Vic-Maui website.

7. FINISHING PROCEDURES

- 7.1 On the last Roll Call before a boat expects to finish the boat shall, in addition to the position and conditions report, give her ETA, expressed in HST.
- 7.2 Boats are requested to report to LYC Finishing Line via satellite telephone or other satisfactory means when 25 miles from the finishing line.
- 7.3 Boats shall report to LYC via VHF channel 16 when:
- the light at Hawea Point is abeam and when
 - her position is approximately one mile from the finishing line, at which time she should provide the name and/or sail number of any boat within visual contact ahead or astern.
- 7.4 If a boat is unable to contact LYC Finishing Line by VHF radio, she may attempt contact by telephone at one of the numbers listed above in “Communications Contact Information”.

8. COMMUNICATIONS EQUIPMENT AND OPERATIONS

It is recommended that each boat:

- before the race, ensures;
 - that the boat's VHF and SSB radio systems (including radio, tuner, cabling, connectors, power supply, ground, primary and emergency antenna, RFI suppression) are of high quality, are working properly and that the instruction manuals are onboard,
 - that at least two crew members have completed appropriate radio operator training and are familiar with using the boat's particular VHF and SSB radio systems,
 - that the boat participates in a pre-race radio schedule to test the SSB radio system and to identify onboard sources of radio interference; the latter will best be determined by trial and may include the engine, alternator, regulator, sailing instruments, navigation equipment, inverter, generator, water heater, water maker and other electrical or electronic equipment,
 - that a daily radio schedule plan, including Roll Calls and weather updates, is prepared and posted in the navigation station and that times in this schedule are expressed relative to UTC and HST in order to minimize confusion; and
- during the race, ensures;
 - that a full charge of the batteries is completed before each Roll Call, and
 - that, for the duration of each Roll Call, any non-essential equipment that causes significant radio interference to the SSB radio system is turned off.

9. WEATHER AND OTHER INFORMATION

9.1 Weather information is available through US Coast Guard radio broadcasts. The following representative frequency and time schedules are for guidance only. Competitors are advised to research and verify their own weather information sources.

9.2 WEATHER BROADCASTS FOR THE NORTH AND EASTERN PACIFIC

US Coast Guard Station – "NMC" - Point Reyes, CA

CHANNEL	FREQUENCY	TIMES/Zulu Time (UTC) (subtract 10 hrs for HST)			
424	HF 4426.0 kHz	0430Z	1030Z	—	—
816	HF 8764.0 kHz	0430Z	1030Z	1630Z	2230Z
1205	HF 13089.0 kHz	0430Z	1030Z	1630Z	2230Z
1625	HF 17314.0 kHz	—	—	1630Z	2230Z

US Coast Guard Station – "NMO" - Honolulu, HI

CHANNEL	FREQUENCY	TIMES/Zulu Time (UTC) (subtract 10 hrs for HST)			
601	HF 6501.0 kHz	—	0600Z	1200Z	—
816	HF 8764.0 kHz	0005Z	0600Z	1200Z	1800Z
1205	HF 13089.0 kHz	0005Z	—	—	1800Z

9.3 WEATHER WARNINGS

Pacific Area High Seas Warnings are given on time signal station WWV (Fort Collins, CO) at 10 minutes past the hour. WWV transmits at 10kW on 5, 10 and 15 mHz and at 2.5kW on 2.5 and 20 mHz.

The same warnings are broadcast on WWVH (Kekaha, HI) at 48 – 51 minutes past the hour. WWVH transmits at 10kW on 5, 10 and 15 mHz and at 5kW on 2.5 and 10 mHz.

Time of day and location will affect which of these stations you hear.

This information is also available at <http://nws.noaa.gov/om/marine/wwv.htm>

9.4 WEATHER FAX

Broadcast schedules from the Pt. Reyes fax station, covering the Eastern Pacific Area, can be found on the Internet, as follows:

<http://weather.noaa.gov/pub/fax/PLBZ01.TIF>

<http://weatherstoaa.gov/pub/fax/PLBZ02.TIF>

The second page lists the radio frequencies to receive these fax broadcasts at sea. A text version of this information is available at <http://weather.noaa.gov/pub/fax/hfreyes.txt>

Broadcast schedules from the Honolulu fax station, covering the Central Pacific Area, can be found on the Internet, as follows:

<http://weather.noaa.gov/pub/fax/PLBZ07.TIF>

<http://weather.noaa.gov/pub/fax/PLB209.TIF>

The second page lists the radio frequencies to receive these fax broadcasts at sea. A text version of this information is available at <http://weather.noaa.gov/pub/fax/hfhi.txt>

10. OTHER COMMUNICATIONS

- 10.1 A non-profit organization known as the “Sail Mail Association” (<http://www.sailmail.com>) offers HF email service.
- 10.2 NoR 9.3.1 prohibits any communication that directly or indirectly benefits an individual boat. Any such communication would be in contravention of RRS 41 'Outside Help'. A specific example of prohibited communication would be weather information not readily available to all boats; regardless of the source and regardless of how well meaning the intent might be in assembling or transmitting the data.

11. RACE INFORMATION POSITION REPORTING

Race information, including daily position report updates, will be available on the 2010 Vic-Maui website. The web site address is: www.vicmaui.org

12. EMERGENCY COMMUNICATIONS

12.1 MEDICAL EMERGENCY

In the event of a medical emergency at any time during the race, assistance is available by contacting: Dr. Cheryl Holmes +1.250.212.9450.

- 12.2 The Canadian or US Coast Guard should be contacted for emergencies. These authorities may be contacted or alerted by any available means including VHF radio, SSB radio, satellite telephone and EPIRB.

12.3 CANADIAN COAST GUARD:

- VHF channel 16
- MF 2182 kHz
- JRCC Victoria emergency telephone +1.250.363.2333

12.4 US COAST GUARD:

- VHF channel 16
- MF 2182 kHz
- NMC (Pt. Reyes, CA) monitors HF 4125, 6215, 8291, 12290 kHz (24 hours)
- NMO (Honolulu, HI) monitors HF 6215, 8291 kHz (24 hours), HF 4125 (0600-1800Z) and HF 12290 (1800-0600Z)
- Pacific SAR Coordinator emergency telephone +1.510.437.3700
 - RCC Seattle (Washington and Oregon)
emergency telephone +1.206.217.6001
 - RCC Alameda (California, Eastern Pacific Ocean)
emergency telephone +1.510.437.3700
 - RCC Honolulu (Hawaii, Central Pacific Ocean)
emergency telephone +1.808.842.2601

- 12.5 After initiating emergency communications with the Coast Guard, a boat should make all reasonable efforts, including continued participation in Roll Call, to keep the Race Committee and other boats informed of its situation.

End of NOTICE to COMPETITORS No. 1