



Pacific Cup 2010 Communication Plan

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REVISED – NO SMS

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Start Line Procedure

The Race Committee intends to use Channel 69 for any communications with racers such as OCS, course changes, or other changes to Sailing Instructions.

- Check in with Race Committee on VHF69 before Warning Signal. **(SI 2.2)**
- Race Committee monitors VHF 69 one hour before the first start until one hour after day's last start or all starters pass under the Golden Gate Bridge.
- Racers monitor VHF 69 one hour before start till one hour after. **(SI 1.6, SI 2)**

Daily Roll Call Procedure

There will be a daily voice roll call at **1000 PDT**, on an SSB channel. Boats will report their **0800 position**. Some doublehanders will use alternate means to submit their positions, which will be read out for the first time to the fleet at the 1000 PDT roll call.

0800 PDT	Record 0800 Position
0830 PDT	Deadline for Double Handed boats satphone position report submission
1000 PDT	Voice check-in commences with communication vessel, alphabetic by boat name within division: 1. Double Handed division first, in starting order. 2. Remaining divisions in starting order.
1100 PDT	Check-in period ends.
1100 PDT 0800 HST	After the Communications Vessel has docked, roll call will be conducted by KYC starting at 1100 PDT (0800 Hawaiian Time) and finishing at 1300 PDT (1000 HST) the 0800 PDT Position will still be the one reported. The fleet will be given notification of this change during a previous Roll Call.

Any changes to these Roll Call procedures will be announced by the CV/CO at least twelve hours before they become effective if possible.

Channel Descriptions	Freq kHz	ITU Channel
Primary Race Comms	4146 (400 miles)	451 (4A)
Secondary if primary busy	4417 (400 miles)	453 (4C)
Third, if 4A and C bad	6224 (600 miles)	651 (6A)
Third, if 6A Busy	6227 (600 miles)	652 (6B)
Alternate – long range	8294 (800 miles)	851 (8A)
Alternate – long range	8297 (800 miles)	852 (8B)
Alternate – long range	12353 (1200 miles)	1251 (12A)
Alternate – long range	12356 (1200 miles)	1252 (12B)

Icom 802 owners take note: Many systems were programmed with "4A-LTD" as the channel we know as the hailing/emergency channel, and "4B-LTD" as 4146/4A, as referenced above. Elsewhere in the pre-programming, there is the "normal" 4A.

Communication Vessels (CV)	Call sign	MMSI	HAM CallSign
Primary: SV VALIS Skipper: Paul Elliot	WDB2898	366881180	WB6CXC
Backup:TBD Skipper: TBA			

Roll Call Operations (SI 3.3, SI 3.4, SI 3.5, SI 3.6)

Pacific Cup's roll call is a "controlled net," meaning that the Communications Vessel ("CV") is in charge of the use of the frequency and also that traffic is done somewhat differently than normal two-way communications. Shortly before the roll call, the CV will come on the air and announce the CV's call sign ("Whiskey Delta Bravo 2898") as well as the fact that a controlled net is about to commence.

Roll Call will commence at 1000 PDT, possibly with announcements. For speed, we use a simple and highly abbreviated protocol for the roll call. (In emergencies, as with the Coast Guard, you should use full and proper position reporting).

CV hails: "Blue Duck"

Blue Duck: "Blue Duck at 31 23 by 134 53." (Say three one, two three by one three four, five three. Needn't say North, or West; we already know that).

CV (confirming position): "Blue Duck, 31 23 by 134 53"

Blue Duck: "Roger" (but if incorrect, transmit correction: E.g. "Correction! Latitude is 134 degrees 53 minutes.")

Emergency and Special Traffic

- **In case of emergency**, you may interrupt the net by hailing "Break-Break." The CV will suspend all operations for your emergency traffic and hail you with "Go ahead break." Do not use "Break-Break" for non-emergency traffic.
- **Special Traffic:** If you have a message for the CV or another boat, when you report your position add "and I have traffic for (e.g.) Red Dog." The CV will acknowledge and hail you after the roll call.

Roll Call Details

- **Round position to the nearest minute.** Give position deliberately and clearly.
- **The CV may request a relay if it can't hear clearly.** If CV asks for a relay and you can hear both the CV and the other station, then reply with "(Your Name) Relay" and **wait** to be acknowledged. The CV can't hear you if several boats broadcast at once. Blue Duck should also stand by if it hears a relay request.
- If you can't reach the CV via SSB during the roll call, try using VHF 16.
- During roll call, all vessels **must** monitor VHF 16 for assistance with possible check-in relays or emergency traffic. Failure to relay is a violation of the Sailing Instructions. It is strongly advised to have VHF 16 on at all times.

- After the roll call on 4A, if there are missed boats, CV will try again on 4146 kHz, (4A), and will attempt periodic hails on (6A), (8A) and (12A) until 1100 PDT when the check-in period ends.

Finishing or Retired (SI 4.5)

- Vessels that have completed the 100 mile check-in before 1000 PDT need not participate in the roll call. However, if still on the course you are encouraged to check in, if only to brag, but it is not required.
- Those that abandon the race are strongly encouraged to continue to check in until they reach port. Your friends and fellow racers may worry otherwise.

SailMail and Channel 4B

- Racers are asked not to use channel 4B for private calls during roll call as sometimes there is interference with 4A.
- The CV may be using SailMail for communication of roll call data to/from race officials and the web page. **Except for emergencies please do not use SailMail frequencies from 1030 PDT to 1200 PDT.** The CV will make a brief announcement on 4A when it has completed its SailMail transmission.

KYC Communication after roll call 1000 to 1100 PDT

KYC will monitor 12353 kHz, (12A), during the early portions of the race and will then monitor channel 8A, on 8294 kHz after July 14th. This is intended as a status frequency for the Communication Vessel and may be used by competitors to the extent that KYC can be of service. This is not considered an emergency channel.

Double Handed Vessel Satphone Position Reporting

Vessels in the double handed divisions may report their positions using satellite phones. SMS (text message), satphone email, or voice may be used for these reports.

Telephone Numbers will be transmitted directly to Participants.

Doublehanders intending to use this option are asked to declare this intent, and provide their satphone number and boat email address(es) on the PacCup website.

Please note that the double handed vessels are encouraged to report in during the morning SSB roll call – the satphone is merely an option. Also remember that all vessels are required to carry a receiver or transceiver capable of monitoring the Pacific

Cup roll call SSB channels, and the marine emergency and weather frequencies. You should monitor the roll call in to check on whether your position was correctly received.

Because of the time needed to process and forward these reports, the email position reports must be submitted no later than 0830 PDT. Reports submitted after this deadline may not be counted and the one-hour “no report” penalty may be applied.

We recommend that you send a test report in the week before the race start. You will receive a manual acknowledgement confirming that the message was received and understood. Once the race starts there may be no email acknowledgements.

Voice Reporting

The phone number will be distributed at the Skippers meeting.

Format is very simple:

“This is BLUE DUCK, two-three degrees four five minutes North by one-four-five degrees two-seven minutes West. Repeating, BLUE DUCK, two-three degrees four five minutes North by one-four-five degrees two-seven minutes West.”

Racers are cautioned that using their telephones in any kind of wind may render the call impossible to understand, and may expose them to moisture and hence failure. Use below decks is best.

Email Reporting

This is only permitted for SatPhone email. Because of limited bandwidth, SailMail submissions are not accepted. Email reports use a simple format, based on that used by (plain text, please):

[Vessel Name] (Date) [DD-MM]N [DDD-MM]W (degrees and whole minutes)

The report should be mailed to pos@pacificcup.org with the subject line “[**Vessel Name**] **Position**”. If want to get a simple “canned” return mail (“We got your message”), send to ack@pacificcup.org. See the example below:

Mailto : pos@PacificCup.org
Subject: VALIS Position

VALIS (July 6) 38-00N 122-00W

SMS (Text Message) Reports not supported

Text messages are not received at this time by the system we are using from Iridium phones. This is a disappointment, but SMS is not a method which may be used for checking in.

Informal Radio Hour

- 1700 PDT 4146 kHz, (4A), is reserved for an informal discussion period among the fleet. For some, this is a highlight of the voyage.
- The CV **may** choose to use this period to read back the computed standings and the latest guess as to who is leading in each fleet.
- The CV **may** choose to handle traffic from the racers. Other vessels with E-mail capability can also provide this service at their discretion, however rewarding such efforts with the promise of Mai Tai's at Kaneohe is recommended.
- Also be advised that anything discussed during the radio hour may find its way into the awards ceremony or into the daily reports after the informal radio hour.

Email from Pacific Cup Headquarters

Pacific Cup HQ may elect to distribute compact fleet position reports via email. To receive these reports please send your request to ReportRequest@PacificCup.org.

Finish Line Procedure (SI 4.5)

Finish line/Arrival check-ins shall be transmitted as shown below, unless otherwise instructed by KYC Base on the initial check-in. KYC Base plans to have coverage, (listening), 24/7 starting with the first Yacht to reach the 100 mile point.

100 mile check-in to KYC	4146 kHz (4A)	Hail "KYC Base"
25 miles from finish	4146 kHz (4A)	Hail "KYC Base"
5 miles from finish	VHF 71	Hail "Pacific Cup Finish"
At the finish	VHF 71	Hail "Pacific Cup Finish"
After the finish	VHF 68	Hail "Escort Vessel"

Doublehandlers using satphones for daily check-ins may telephone KYC base on the KYC Base telephone number to be provided at or before the Skippers' meeting. KYC Base will announce the fact of such check-ins over 4A when they occur.

Emergency Communications

- The USCG is best equipped to handle a true emergency, contact them on the channels listed below.
- The communication vessel can provide some assistance, for example relaying traffic or redirecting a nearby yacht. However the communication vessel is not obligated to monitor except during the roll call period.
- **EPIRB: If you trigger an EPIRB do not turn it off until the USCG has been notified. If you trigger an automatic or manual distress signal from your SSB and/or VHF radio, whether in an emergency or accidentally, notify the USCG or have someone relay the situation.** In years past accidental transmission without USCG notification has resulted in USCG air assets being readied and/or flying continuously over several days in search of a missing vessel that had turned off an EPIRB/DSC signal without a report.
- Any vessel that is equipped with Satellite telephone equipment and/or Satellite communications equipment should provide the contact information to the Race Committee.

Distress Frequencies

The following Distress frequencies are monitored by the US Coast Guard:

ITU Chan	Freq	Station and Schedule (UTC)		
		kHz	NMC/Pt. Reyes	NMO/Honolulu
450	4125	24 HRS	0600-1800	24 HRS
650	6215	24 HRS	24 HRS	24 HRS
850	8291	24 HRS	24 HRS	on request
1250	12290	24 HRS	1800-0600	on request
1650	16420	--- on request only ---		

Notes:

- Hailing on 2182 may be effective when in range
- Particularly good results have been reported using 4125 kHz at night, which is monitored continuously by USCG Kodiak, Alaska, and 8291 during the day by NMC and NMO
- These distress channels/frequencies were different in the past. But the latest USCG tables for Calling and Distress Watch Schedule changed them to the above Simplex frequencies to improve response time.

- Call "Any US Coast Guard station" three times, say "this is", then say your vessel name three times, say latitude-longitude using degrees, minutes and tenths of a minute, and North/South and East/West appropriately, (to facilitate the use of directional antennas), then say "over". Pause 3-4 seconds for a reply, then repeat. Continue calling at least two minutes before trying a different frequency.
- Higher frequencies (12/16 MHz) work best during the day, 4, 6 or 8 MHz at night.
- Always remember to speak slowly and clearly. A quick call may not be heard.
- The **Pacific Seafarers Net** is exceedingly reliable and helpful. They will respond to emergencies even if you do not have a HAM license. They operate daily at 0300 UTC (1000 PDT, 0700 HST) on 14.300 MHz frequency.

Distress Telephone

As with the radio, in true emergencies, go to the Coast Guard first. Race Committee and KYC base will surely try to help you, as will any mariner, but the Coasties have this as a primary mission.

- USCG PACIFIC RCC (Pacific Rescue Coordination Center): (510) 437-3700
This covers California Coast as well as the whole Eastern Pacific.
- USCG D14 JRCC (Joint Rescue Coordination Center-Honolulu): (808) 535-3333
- USCG Honolulu SCC (Sector Honolulu Command Center): (808) 842-2600

Weather Information Frequencies

Description	Rcv Freq kHz USB (Dial Freq.)	Schedule Time is UTC
WWV time standard	5000, 10000, 15000	Continuous
WEFAX Pt Reyes	4344.1* 8680.1* 12784.1* 17149.3*	Night Continuous Continuous Continuous
WEFAX Hawaii	22525.1* 9980.4* 11088.1* 16133.1*	Day 0533-1630 Continuous 1733-0437

*These are the "Dial" frequencies, not the carrier frequencies. The "dial" frequencies are 1.9 kHz below carrier frequencies and allow your radio to "hear" the WX Fax sounds.

** For access to the full broadcast schedules please go to:

- <http://weather.noaa.gov/pub/fax/hfreyes.txt> For Pt. Reyes
- <http://weather.noaa.gov/pub/fax/hfhi.txt> For Hawaii.

These text documents will give you specific transmission times for documents of interest for a safe and fast passage to Hawaii. It is highly recommend that you print the latest copies of these documents immediately before the Race.

Appendix for Communications Requirements.

Since all Yachts will be carrying both VHF and SSB permanently installed radio equipment this Appendix is for information and use to prepare for ease of both normal and emergency communication outside the Pacific Cup Race Communications. There are services available from professionals such as the Gordon West Amateur Radio School that can supply this service. If your installed SSB has not been programmed you may wish to contact Gordon or another Professional. (See below for contact details)

Use	ITU Channel	Ship Tx	Ship Rx	
Hail and Distress (quiet from :00-:03 and :30-:33)		2182	2182	Simplex
USCG Working		2670	2670	Simplex
USCG Weather	424	4134	4426	Duplex
USCG Weather	601	6200	6501	Duplex
USCG Weather	816	8240	8764	Duplex
USCG Weather	1205	12242	13089	Duplex
Channel 4S (Distress)	450	4125	4125	Simplex
Channel 6S (Distress)	650	6215	6215	Simplex
Channel 8S (Distress)	850	8291	8291	Simplex
Channel 12S (Distress)	1250	12290	12290	Simplex
Ship to Ship 4A	451	4146	4146	Simplex
Ship to Ship 4B	452	4149	4149	Simplex
Ship to Ship 4C	453	4417	4417	Simplex
Ship to Ship 6A	651	6224	6224	Simplex
Ship to Ship 6B	652	6227	6227	Simplex
Ship to Ship 8A	851	8294	8294	Simplex
Ship to Ship 8B	852	8297	8297	Simplex
Ship to Ship 12A	1251	12353	12353	Simplex
Ship to Ship 12B	1252	12356	12356	Simplex

A minimum of a 500 mile communication should be made before or after inspection to verify the satisfactory operation of SSB equipment.

Contact Gordon West at (714) 549 5000, Mon-Fri between 0900 and 1600 to arrange radio checks certified for signal strength and clarity. After making arrangements with "Gordo" regarding time and date you will then be able to contact him on Marine SSB channels 4A/8A/12A. Gordo's call sign is WMD. Gordon also provides FCC Ship Station Licensing service.