

**2016 SINGLEHANDED TRANSPACIFIC YACHT RACE**  
**PRELIMINARY COMMUNICATIONS PLAN - 11/12/15**  
**Revision 111215**

The following describes the communications procedures for the 2016 Singlehanded TransPac. This Communications Plan is hereby incorporated into the Sailing Instructions.

**Key Points of Contact:**

Email: [transpac@sfbaysss.org](mailto:transpac@sfbaysss.org) (seen by West Coast and Hawaii RC members)  
Phone: 510 565 0636 Brian,  
RC MMSI on Kauai: **MMSI 338089285**

**Starting Line Procedure**

Each yacht shall check in with the Race Committee on VHF Channel 69 prior to the warning signal for its division's start. Yachts shall monitor VHF Channel 69 while in the starting line area and until they have passed Pt. Bonita. Yachts are required to monitor VHF Channel 16 throughout the race. Yachts are encouraged to monitor VHF 12, offshore vessel traffic control, until west of the western approach buoy, north of the northern approach buoy, or south of the southern approach buoy.

**Finish Line Procedure**

Each yacht shall contact the Race Committee on VHF Channel 69 when it is within radio range of the finish line. If possible, each yacht shall establish VHF communications no farther than 25 miles or closer than 10 miles from the finish line. An alternative method of calling the committee is the use of an individual DSC call to **MMSI 338089285**. This will alert the committee with an audible alarm. Once communications with the Race Committee have been established the Race Committee will instruct the skipper regarding further communication while approaching the finish line and entering Hanalei Bay. Note, if you find you are SE or SSE of the finish line island terrain blocks VHF communication with the committee, even over very short distances. Communication may fail until you are very close.

The Race Committee will be testing a DSC equipped radio with a long range antenna. The potential coverage range is approximately 80 miles along a line of 40 deg M from Hanalei Bay. As you approach Hanalei Bay, an individual DSC call to MMSI 338089285 will alert the committee with an alarm.

The Race Committee will also be monitoring AIS positions with a range of about 25 miles from Kauai. This will provide live position data if your vessel is equipped with a Class B AIS transponder, **and it is turned on.**

## Daily Position Reports – Mandatory Check In

Each racer is required to issue a daily position report, an indication of life aboard, via the Delorme Tracker (DT) TBD push button on the front of the DT. The DT display will indicate a MANUAL position report has been enabled. The check in time is **2000 Hours GMT (1000 HST, 1300 PDT)** and up to **12 hours** later. The latest check in time is 0800 GMT. This action serves to inform shore side contacts, and the RC, that all is well aboard the vessel. The lack of this signal will start a communication emergency sequence by the RC. The Communication vessels and shore side contacts will receive an email notification of the non responding vessel. An emergency procedure will be enabled to attempt a reconnection with the vessel. This will consist of asking the COMM boat and racers to keep an active radio lookout for the vessel and if said vessel has a sat phone, communications will be attempted by that means. **The RC strongly suggests that the vessel check in each morning at the prescribed radio check in period.** If the racer has doubt about the operation of the DT he/she can choose to check in via SSB or VHF with the COMM vessel during the roll call period and within the check in time window. The racer should state their position, and status data, directly to the COMM vessel by VHF, or SSB. A relay via VHF or SSB can also be employed for forwarding to the COMM vessel. A vessel could also check in with their shore side contact and have that person relay to the committee by phone or email, EMAIL to [transpac@sfbaysss.org](mailto:transpac@sfbaysss.org). All vessels are required to monitor channel 16 during the roll call period in case a relay is requested. Alternatively the racer could alert their shore side contact and have that party notify the RC by EMAIL

**The EPIRB is the correct tool for alerting USCG immediately, not the emergency button on the DT.** If the emergency button is pushed an email will go to the RC but the response will not be as immediate as an EPIRB activation. Bear in mind that if you do find yourself declaring an emergency the DT would be a good item to carry with you as two way communication could be established if necessary, this is not to replace the EPIRB or a PLB.

The Race Committee shall cause a daily email to be sent, containing each skipper's Position, at **approximately** 2100 GMT, to the COMM boat and to the racers with onboard email address and shore side contacts of skippers without onboard email capability. Each skipper must provide their contact's email address. Skippers receiving from a shore side contact, the information contained in the daily Emails, will not be considered as having received outside assistance.

In the event an entrant's DT, RC shall make contact via Email a) through the sat phone via a racer's shore-side contact and b) the COMM boats to inform them of the situation. Such persons shall relay this information to the racer who will then be required to a) have their shore-side contact email their

position by 2000 GMT (1300 PDT) daily or b) email the RC directly at [transpac@sfbaysss.org](mailto:transpac@sfbaysss.org) with their report . **All vessels are required to monitor channel 16 during the roll call period in case a relay is requested.**

### **Daily Roll Calls**

Two daily SSB roll calls will be held at 2000 GMT. and 0800 GMT. Entrants are encouraged to supply position, and status information at the morning roll call either by SSB or VHF channel 69. The COMM boat will read all position reports (as received in the daily position report email) SSB roll call. Skippers may report their positions at the evening roll call. Initially, SSB communications will be on the 4MHz band. Race communications may shift to the 6 MHz or 8MHz band as the fleet spreads out. The Communications Boat shall announce such a change during the prior roll call , or if necessary during the beginning or a roll call. A primary and backup frequency is specified for the three bands. If a skipper cannot raise the Communications Boat or any of the other fleet members on the primary frequency, the backup frequency should be attempted. Yachts are required to relay SSB, or VHF communications when it is apparent a skipper cannot communicate directly with the Communications Boat.

### **Receipt of Weather Data:**

A means of weather data reception is required. This can be satellite based, or HF SSB based. An SSB receiver is required if no other means of weather data reception is aboard the vessel.

### **Frequency Descriptions:**

VHF: Channel 69 is used at the start as well as the finish area per these instructions.

SSB: Upper Sideband (shown in mHz),

Primary Check-in (short range): 4.021.0

Backup Frequency (short range): 4.027.0

Primary Check-in (mid range): 6.224.0 (6A)

Backup Frequency (mid range): 6.227.0 (6B)

Primary Check-in (long range): 8.185.0

Backup Frequency (long range): 8.191.0

Once roll call is completed, the frequency is open for general discussion.

Yachts are encouraged to send postings for the web site, and Skipper Logs to the Race Committee at any time.

### **Reminder regarding Outside Assistance**

Skippers are reminded that no weather routing information or other outside assistance (with the exception of the daily position reports) may be solicited or accepted from shore side contacts or other sources during the race. Please familiarize yourself and your shore side contacts with the specific items that may be communicated, per Rule 11.02 of the Race Rules and Conditions.

END OF COMMUNICATIONS PLAN