

# 2018 SINGLEHANDED TRANSPACIFIC YACHT RACE

## Communications Plan

**Release Date: June 8, 2018 (Rev 1.3)**

The following describes the communications procedures for the 2018 Singlehanded Trans Pacific Yacht Race [SHTP]. This Communications Plan is hereby incorporated into the Sailing Instructions. The RC reserves the right to amend this communications plan as required.

### Change log:

#### 1.0: Release

1.1: Check in schedule is changed to accommodate expected radio propagation. Times rolled back 4 hours.

1.2: All references to the check in times are directed to the comm plan table.

### Definitions:

Inreach/Garmin Iridium based products (DT) <https://explore.garmin.com/en-US/inreach/>  
Iridium GO based products (GO) <https://www.iridium.com/products/iridium-go-2/>  
References to both (DT-GO).

### Key Points of Contact

Email	<a href="mailto:transpacific@sfbaysss.org">transpacific@sfbaysss.org</a>	RC
Telephone	510 565 0636	Brian
Telephone	510 717 9271	Dave
Email (tracking)	<a href="mailto:tracking@sfbaysss.org">tracking@sfbaysss.org</a>	RC
VHF by DSC (mmsi)	338089285	RC (Brian's VHF)
Comm's Boat	Mouton Noir	SSB/VHF (Mike Jefferson)

Email: [transpacific@sfbaysss.org](mailto:transpacific@sfbaysss.org) (seen by West Coast and Hawaii RC members)  
Phone - Primary: 510 565 0636 (Brian Boschma, RaceChair)

Phone - Backup: 510 717 9271 (Dave Herrigel, SSS Commodore)  
RC MMSI on Kauai: MMSI 338089285 (Please enter this in your VHF list of MMSI numbers for use in hailing the committee)  
SSB - designated comm's boat: Mouton Noir.  
Iridium devices (DT, GO, Sat phone): [tracking@sfbaysss.org](mailto:tracking@sfbaysss.org)

## 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. If in the region of the San Francisco Vessel Traffic Scheme [VTS] and transiting a marked shipping channel, vessels shall monitor channel 13 for bridge to bridge communication with shipping traffic. 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 the RC. Cell phones are another means that could be used, particularly if you are SSE and within a few miles of the Kauai coast. Once communications with the Race Committee have been established, the skipper shall report an ETA, and 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 not be possible until you are very close.

The Race Committee will have a DSC equipped radio with a long range antenna. The potential coverage range is approximately 30 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, as well as the tracker position information. This will provide live position data, if your vessel is equipped with a Class B AIS transponder, **and it is turned on.**

Once you have finished, and are at the mouth of Hanalei Bay the RC will greet you, if possible, in a 16 ft powered skiff. The skiff will guide you to a suggested mooring

position. It is your responsibility to select the location and secure your vessel with appropriate ground tackle. If the skiff is not on station you should expect to find a mooring location on your own and secure the vessel.

## **Tracking - every 4 hours:**

Supported trackers: Garmin In Reach , or Iridium Go

Race tracking, position reports, and evidence that the racer is still alive are all accomplished using a Garmin Inreach or Iridium GO (satellite tracking transceiver (DT-GO). Racers will provide their own DT-GO unit. Either the DeLorme inReach SE, or DeLorme inReach Explorer, the Garmin InReach Explorer or SE, or the Iridium GO must be used.

Please program a preset email address: [tracking@sfbaysss.org](mailto:tracking@sfbaysss.org). This will be watched for text messages to the RC and position data by the RC.

**How to set your tracking device for access by the tracking page and RC**  
(see <https://jibeset.net/gpsspot0200.php> for detailed explanations of DT and GO)

GO: an email address is to be used for check in [gotracker@jibeset.net](mailto:gotracker@jibeset.net)

DT: For details regarding: <https://jibeset.net/gpsspot0200.php>

## **Note:**

Racers have full responsibility for keeping the DT-GO charged so that auto tracking will work. They must also assure it is in tracking mode, sending periodic transmissions of their position (*every four hours*). Use of DT-GO for any communication other than the pre-programmed transmission of position data will result in a reduction in battery life. Racers using the DT-GO in this fashion should assume the battery life will drop considerably in 24 hours. One must keep the DT-GO in full view of the satellite constellation. Metal, carbon fiber, solar panels, CARBON FIBER SAILS, and thick fiberglass panels will block satellite communication, or cause excessive ping attempts and rapidly deplete the battery.

DT-GO should be upgraded through Garmin or Iridium to the latest software revision to assure the lowest power drain.

## **Daily Position Reports – Mandatory Check In - An 11 hour window to complete a human initiated check in.**

### **Check In Requirements**

Each racer is required to issue a daily, manually initiated, position report, as an indication of life aboard.

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. Failure to make a required position report will also incur a penalty per the Racing Rules and Conditions.

Daily Check In can be accomplished either via:

- Tracker (DT-GO) - This is a separate message from the automated tracking
- Email via Satellite or SSB - send to [tracking@sfbaysss.org](mailto:tracking@sfbaysss.org)
- Voice to comm boat via SSB.
- If necessary, a vessel should attempt a VHF check in on channel 16.
  - If no one responds on 16, your check in has failed.

The check in window is described in the following Check in Table. A check in via VHF, SSB, or cell phone are possible backups.

In the event of a missed Check In, an emergency escalation procedure will start in an attempt to re-establish contact with the vessel. In this event:

- The Communication vessels and shore side contacts will receive an email notification of the non responding vessel.
- The COMM boat and other racers will be requested to keep an active radio lookout for the vessel on VHF and SSB.
- Shoreside contacts will be requested to report any contact with the vessel and to attempt communication with the vessel, if possible
- If the vessel has a sat phone, communications will be attempted by that means.
- If the vessel has onboard email, communications will be attempted by that means.

If none of the above re-establish communications with the vessel within a 24 hour period following the missed check in window, the RC will consult the USCG and continue to attempt to reach the vessel utilizing expanded resources and assets.

**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-GO 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. 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 to [transpacific@sfbaysss.org](mailto:transpacific@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 to [transpacific@sfbaysss.org](mailto:transpacific@sfbaysss.org).

**In an emergency, the EPIRB is the correct tool for alerting USCG immediately, not the SOS button on the DT-GO .** If the SOS button is pushed an email will go to the Delorme/Garmin/Iridium command center, but the response will not be as immediate as an EPIRB activation. DeLorme watches 24/7 for emergency requests, **DO NOT USE THE DT-GO SOS BUTTON** unless you have no other option to declare an emergency. Bear in mind that if you do find yourself declaring an emergency the DT-GO would be a good item to carry with you as two way communication could be established if necessary, though it is not a replacement for an EPIRB or PLB.

The Race Committee shall cause a daily email to be sent, containing each skipper's position as captured from the DT-GO, via the schedule in the following table. The email will go to the Comm boat. This message will also go to the racers with onboard email addresses, and shore side contacts of skippers without onboard email capability. Each skipper must provide their contact's email address. Skippers receiving this position report from a shore side contact will not be considered as having received outside assistance. In the event of a DT-GO failure the last position report received by alternate means will be displayed in the official position data. This data could be as much as 24 hours delayed.

Check in Table:

<b>Check in Summary after start</b>	<b>1500 UTC (0500 HST, 0800 PDT)</b>	<b>1500 UTC (0500 HST, 0800 PDT)</b>	<b>0200 UTC (1600 HST, 1900 PDT)</b>	<b>25 miles from finish</b>	<b>Comment</b>
<b>Racer action</b>		<b>Begin DT-GO check in window. Roll call. Monitor 16 and SSB channels</b>	<b>End DT-GO check in window. Roll call.</b>	<b>Racer to check in call with RC and report ETA</b>	<b>If RC cannot be raised continue to call at 1 hour intervals.</b>
<b>Comm boat action</b>	<b>Receive daily report</b>	<b>Begin roll call, report position data to fleet.</b>	<b>Begin roll call</b>		<b>Check in with Comm boat if DT-GO has failed.</b>
<b>RC action</b>	<b>Issue daily report</b>	<b>Comm boat issues email with any urgent boat status data.</b>		<b>Monitor VHF audio and DSC</b>	<b>Relay any position data to the comm boat if requested.</b>

## DT-GO Failure

In the event of an entrant's DT-GO failure, the RC shall make contact to the racer via: a) sat phone, b) via a racer's shore-side contact, c) the COMM boat. The comm boat will be informed 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 to the RC directly at [tracking@sfbaysss.org](mailto:tracking@sfbaysss.org) with their report, within the time window described in the Check in Table, c) contact the RC daily via SSB or VHF during the check in period .

## Daily Roll Calls

Two daily SSB roll calls will be held as explained in the table above. Entrants are encouraged to supply position, and status information at the morning roll call either by SSB or VHF channel 69. **All vessels are required to monitor channel 16 during the roll call period in case a relay is requested.** The COMM boat will read all position reports (as received in the daily position report email) SSB roll call. The RC will also transmit Roll Call data via email if the vessel has supplied an on board email address. 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. Once roll call is completed, the frequency is open for general discussion.

## 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

<b>Comm Channels (SSB all upper sideband [USB])</b>	<b>Primary</b>	<b>Backup</b>
<b>VHF</b>	<b>69</b>	<b>69</b>
<b>VHF</b>	<b>16</b>	<b>16</b>
<b>SSB 4 mHz</b>	<b>4.021</b>	<b>4.027</b>
<b>USCG EMERGENCY</b>	<b>4.125 6.215 8.291</b>	
<b>SSB 6 mHz</b>	<b>6.224 (6A)</b>	<b>6.227 (6B)</b>
<b>SSB 8 mHz</b>	<b>8.185</b>	<b>8.191</b>

VHF: Channel 69 is used at the start and finish areas. VHF 16 is monitored by racers during the race.

SSB: Upper Sideband (shown in MHz),

Primary Check-in (short range): 4.021

Backup Frequency (short range): 4.027

Primary Check-in (mid range): 6.224 (6A)

Backup Frequency (mid range): 6.227 (6B)

Primary Check-in (long range): 8.185

Backup Frequency (long range): 8.191



## **Informal on-the-water reportage**

Yachts are encouraged to send postings for the web site and Skipper Logs to the Race Committee at any time, or to [racereporting@sfbaysss.org](mailto:racereporting@sfbaysss.org) for posting to the SSS/SHTP forum and website.

## **Reminder regarding Outside Assistance**

Skippers are reminded that no weather routing information or other outside assistance (with the exception of the daily OFFICIAL 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.

## **Examples of Allowed and Disallowed Information**

Here is a non-comprehensive list of allowed and disallowed information.

### **Allowed**

- Relay of daily official position report data (not data from the tracking page)
- Radiofax charts from NOAA/NWS received by SSB
- GRIBS (GFS and COAMPS wx models) sourced from government agencies
- NOAA/NWS text reports by any means (NAVTEX, kmtr, buoy reports, etc.)
- The above, via satphone or similar, as received via saildocs or similar
- Spotcast NWS data as received on DeLorme

### **Disallowed**

- Any position information from the tracker other than the official daily report, by any means
- For-fee weather and tide forecasts (e.g. PredictWind, Sailflow, SailTactics, TideTech, OCENS WeatherNet 4 and MetMapper)
- Verbal or electronic weather briefing from any one on shore, via any means, including relay of NWS data
- For-fee routing or advice of any kind (e.g. Commander's Weather, PassageWeather)
- If you opt to use any data other than that allowed accept the fact that you are no longer racing and should withdraw.

**END OF COMMUNICATIONS PLAN**