

Radio Communications Instructions

1 GENERAL:

1.1 Treat communications seriously –

1.1.1 Nothing prevents a mobile station or mobile earth station in distress from using any means at its disposal to attract attention, make known its position, and obtain help. Nothing prevents a coast or land earth station from using any means at its disposal to assist a mobile station in distress.

1.1.2 For a large part of the race, your nearest help will be another competitor. The success of the race and the SAFETY OF YOUR LIFE AND THE LIVES OF FELLOW COMPETITORS may well depend on you maintaining good inter-boat communications on the following inter-ship frequencies: Simplex - VHF Ch16 and HF 4149, 8294 and 12353 kHz or by satellite phone. It is suggested that a listening watch should be maintained on satellite phone. The listening watch must be maintained at 16:00B (position TX to Cape Town Radio) and 18:00B (Fleet positions report from Race Committee)

1.1.3 As is the case in South Africa, a network of Coast Radio Stations in Brazil maintains a continuous listening watch on International Digital and Voice Distress Frequencies. In addition, the International COSPAS-SARSAT Ground Segment that includes the South African and the Brazilian Mission Control Centres track satellites that search the Earth for transmissions from emergency beacons from terrestrial, maritime, and aeronautical carriers in distress:

Serial	Station	Number	E-mail Address
1	MRCC Brazil	0055 21 2104 6056	mrccbrazil@marinha.mil.br
2	MRCC Salvadore	0055 71 3507 3730	mrccriogrande@marinha.mil.br
3	MRCC Rio Grande	0055 53 3233 6130	mrccsalvador@marinha.mil.br
4	MRCC Cape Town	0027 21 938 3300	mrcc.ct@samsa.org.za
5	Cape Town Radio	0027 21 551 0700	maritimeradio@ixmail.co.za

2 EQUIPMENT CARRIAGE REQUIREMENTS [VHF, HF SSB AND 406 MHZ EPIRB]:

2.1 All boats shall carry VHF transceivers capable at least of receiving and transmitting on channels:

Channel	Station
14	Cape Town Port Control
16	Call and answer and distress
06	Race Communications in Cape Town and in Rio de Janeiro



- 2.2 Minimum power output - 20 watts. An emergency antenna must be provided for the VHF transceiver if the main antenna depends on the mast. All boats shall have a registered radio call sign and at least one crew member shall have certified authority to operate such radio equipment.
- 2.3 All boats shall be fitted with either a HF SSB marine radio transceiver, minimum power of 100 watts, or alternatively a yacht may carry a Satellite telephone.
- 2.4 Note well that in the GMDSS [Global Maritime Distress and Safety System] that was implemented in February 1999, distress watch-keeping by ships on the MF distress frequency 2182 kHz is not mandatory. Said calls or alerts are initiated on the associated digital selective calling frequency 2187.5 kHz and this prompts listeners to tune to 2182 kHz for further distress communications that may follow.

2.5 Digital Selective Calling

- 2.5.1 Probably the easiest way to report your position at any given time in an emergency is via the GMDSS Digital Selective Calling System, if of course, you have this equipment installed.
- 2.5.2 Your ROUTINE, SAFETY, URGENCY or DISTRESS call is identified by the unique Maritime Mobile Service Identity or MMSI allocated [in South Africa] to your vessel by the Independent Communications Authority (ICASA). ICASA also issues radio call signs, MMSI's, provides the authority to operate, and will register your 406 MHz EPIRB.
- 2.5.3 Considerable range is achieved on the DSC (Digital Selective Calling) system and the duration of this call type is typically 8 seconds. When necessary, subsequent voice communications may be arranged via this system.

2.6 HF SSB Radio – Cape Town Radio - RT distress and call and answer:

Usage	Channel	(KHz)		
		Band 1	Band 2	Band 3
Distress simplex	VHF Ch16	4125	12290	16420
Call and Answer (duplex)	421	4417/4125		
	821	8779/8255		
	2221	22756/22060		
Call and Answer (simplex)	Ch12C	12359		
	Ch16D	16537		

<u>Commercial Traffic</u>	<u>ITU Ch</u>	<u>Coast Station</u>	<u>Ship Station</u>
These channels are used after establishing initial contact with CTR on the call and answer channel listed above.	Ch405	4369	4077
	Ch805	8731	8207
	Ch1209	13101	12254
	Ch1608	17263	16381
	Ch2204	22705	22009



3 POSITION REPORTING:

- 3.1 **Skippers are required to complete and submit the Communication Equipment Information form no later than 12h00(B) on the date stipulated in the Sailing Instructions.**
- 3.2 Boats are required to report their **14:00B** position by **16:00B** daily. Inability to comply with this requirement should be reported in the declaration form with reasons.
- 3.3 The daily position report is mandatory and failure to report will incur a time penalty.
- 3.4 Position reporting may be achieved by any of the following methods:
 - 3.4.1 SMS Text:
 - 3.4.1.1 TO: +27 82 635 3282
 - 3.4.1.2 Message: **“POSITION REPORT – SY [NAME] – POSITION”**
 - 3.4.2 Electronic mail:
 - 3.4.2.1 TO: cape2rio@rcyc.co.za
 - 3.4.2.2 Subject line: **“POSITION REPORT – SY [NAME]”**.

EXAMPLE

From: hotice@skymail.com
Sent: Monday, January 09, 2023 16:00B
To: cape2rio@rcyc.co.za
Subject: POSTION REPORT - SY HOT ICE

28deg 54.72' S	}	Mandatory information
001deg 44.32'W		
AP – 1008	}	Optional Information
AT – 22		
ST – 15		
WS – 13		
WD – NW		
SS - 2		

- 3.5 When latitude and longitude are used, they shall be expressed in:
 - 3.5.1 Degrees and minutes [and decimals of a minute if necessary],
 - 3.5.2 North or South of the Equator
 - 3.5.3 East or West of Greenwich.
 - 3.5.4 Latitude: 2 figures for degrees 2 figures for minutes [and 2 decimals of a minute if necessary]
 - 3.5.5 Longitude: 3 figures for degrees 2 figures for minutes [and 2 decimals of a minute if necessary]



4 COMMUNICATIONS AT THE START:

- 4.1 The Race Committee will use VHF channel 06 to transmit information and instructions to the fleet at the start.
- 4.2 From 12:30B to 16.00B on the start date, boats should only transmit on this frequency if absolutely necessary.
- 4.3 Time checks will be transmitted at 12:00B and 1230B.
- 4.4 In an emergency in the start area, the NSRI can be contacted on either of VHF channel 16 or 06.

5 LISTENING WATCHES:

- 5.1 In the interest of safety for all concerned it is necessary for boats to maintain a continuous watch outside the reporting times on 2182 kHz or keep their primary Sat phone on.

6 FINISHING PROCEDURE:

- 6.1 The finishing procedure is explained in the Sailing Instructions.
- 6.2 Communications with the finish shall be either by:
 - 6.2.1 SMS Text:
 - 6.2.1.1 TO: +27 82 635 3282
 - 6.2.1.2 Message: "**SY [NAME] – FINISH TIME XX:XX UTC**"
 - 6.2.2 Electronic mail:
 - 6.2.2.1 TO: cape2rio@rcyc.co.za
 - 6.2.2.2 Subject line: "**FINISHING REPORT – SY [NAME]**".
 - 6.2.2.3 Body of message to state finishing time in UTC.
 - 6.2.3 On VHF Ch 72. Call sign Echo 21. This frequency will **not always** be manned.

7 RETIREMENT:

If a boat retires it shall report this fact as soon as possible, together with its destination, and it shall continue to report its daily position as provided for in paragraph 3 above.

8 GENERAL

- 8.1 Positions

Positions as at 14:00B will be shared at 18:00B. This will be provided by E-mail from cape2rio@rcyc.co.za



8.2 Voluntary Observing Ships and The Weather - Along with daily position reports at **1400B**, competitors are encouraged to submit a summary of the current weather being encountered. Temperature and humidity profiles over the oceans are vital to weather and climate forecasting. The most critical being:

- 8.2.1 Air pressure,
- 8.2.2 Air temperature,
- 8.2.3 Sea-surface temperature,
- 8.2.4 Wind
- 8.2.5 Swell direction
- 8.2.6 Sea state.

Your reports may be forwarded to Cape Town Radio, and then to the South African Weather Service who in turn will use this information to improve their predictions to you.

8.3 The Cape Town Radio Scheduled Weather Bulletins - on RT take place at 1015 UTC and 1815 UTC daily on all available VHF traffic channels as listed and on HF on 4375, 8740 and 13146 kHz.

9 EMERGENCY INFORMATION:

9.1 All participants should be aware that they cannot rely on any SAR operation being able to rescue them. The best they can expect is that another vessel will be diverted to collect them from the boat or life-raft. It is thus very important that a means of communication is mobile and can stay with the crew.

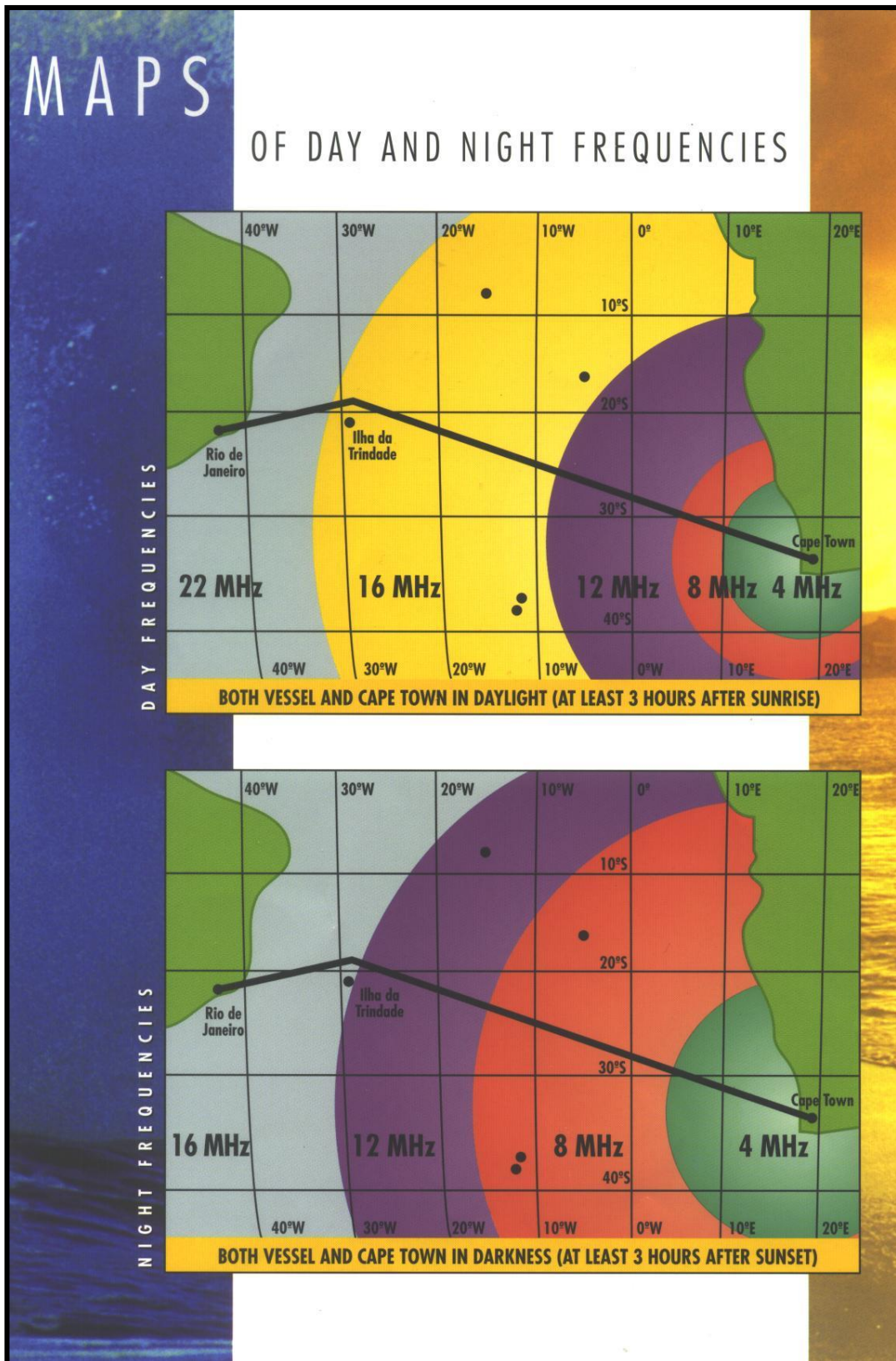
9.2 If the chosen mode of communication is by satellite telephone, in an emergency call Cape Town Radio at **+27-21-551 0700** or MRCC at **+27-21-938 3300** (or the Cape2RioRace monitor at +27 82 635 3282 – only if no coms possible with Cape Town Radio) and give them:

- 9.2.1 The boat name,
- 9.2.2 Position and
- 9.2.3 Form of emergency (fire holed, medical as appropriate).

9.3 CTR will alert MRCC and the Race Headquarters who will initiate the appropriate action. In the event of having to leave the boat (and this should be as a last resort), ensure that you have all mobile means of communicating (EPIRB, Handheld VHF, GPS and Satellite Phone) with you and initiate the EPIRB's signal. This signal will identify the boat and will alert MRCC via the satellite ground station.

9.4 In the event of an emergency being recorded, the Maritime Rescue Co-ordination Centre will notify the Race Committee's Officer on Watch on +27 82 635 3282, who will contact the family and be the liaison between the family and MRCC. The public is urged not to contact MRCC as this will distract them from the task at hand.





Royal Cape Yacht Club