



# VHF RADIO REMINDER



## THE STATIONS WE MONITOR ...

### CH 16

#### JERSEY COASTGUARD

ALWAYS KEEP A LISTENING WATCH ON CH16 IN JERSEY TERRITORIAL WATERS FOR DISTRESS MESSAGES.

WE MAY REQUIRE ASSISTANCE OR FURTHER INFORMATION ABOUT AN INCIDENT DEVELOPING.

THIS MAY STOP US CALLING ON SEARCH AND RESCUE ASSETS UNNECESSARILY.

### CH 14

#### ST HELIER VTS

WHILST TRANSITING THROUGH ST HELIER PORT LIMITS IT IS GOOD PRACTICE TO KEEP A LISTENING WATCH ON CH14 TO GAIN AN UNDERSTANDING OF COMMERCIAL TRAFFIC MOVEMENTS IN THE AREA.

IN ADDITION TO TRAFFIC MOVEMENTS WITHIN THE VTS AREA, ROUTINE BROADCASTS WILL HIGHLIGHT ANY NAVIGATIONAL INFORMATION, SPEED RESTRICTIONS AND PROVIDE THE LATEST WEATHER AND TIDE INFORMATION.

### CH 82

#### JERSEY COASTGUARD

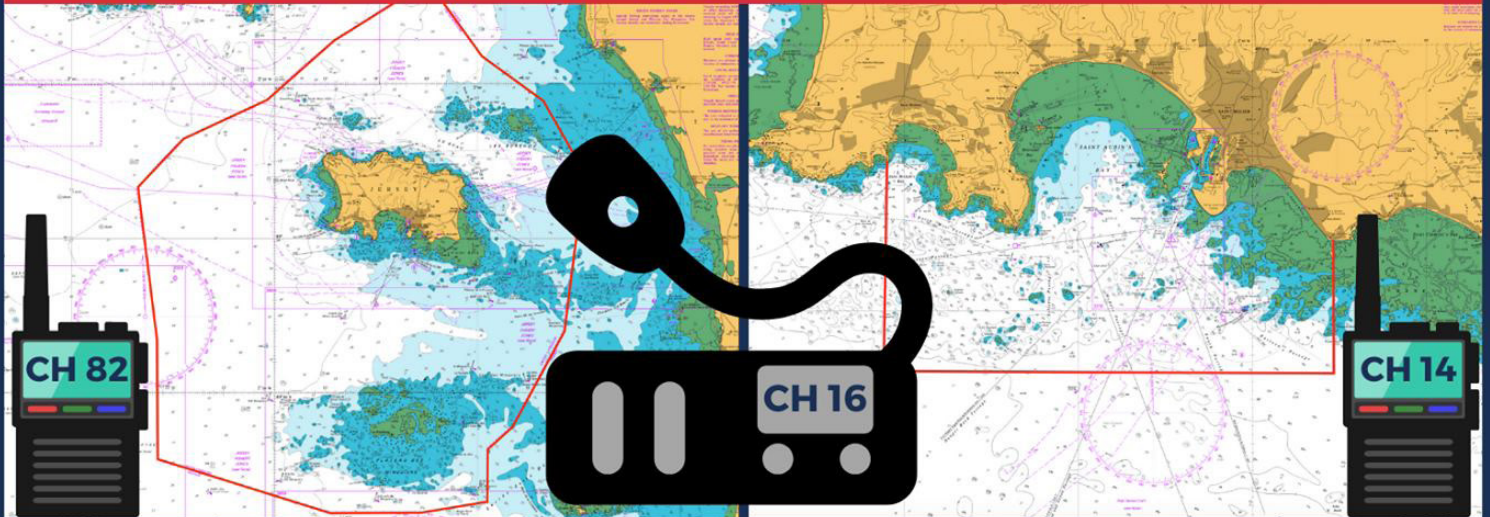
YOU WILL BE REDIRECTED TO CH82 FROM CH16 FOR ROUTINE COMMUNICATIONS.

CH82 IS WHERE YOU SHOULD CARRY OUT TRANSIT REPORTS AND RADIO CHECKS.

**REMEMBER IT IS A DUPLEX CHANNEL THEREFORE YOU WILL ONLY BE ABLE TO HEAR ONE SIDE OF ALL CONVERSATIONS. BEFORE TRANSMITTING WAIT AT LEAST 1 MINUTE TO CHECK WE ARE NOT ALREADY TALKING TO ANOTHER VESSEL.**

## WHAT STATION SHOULD I LISTEN TO AND WHEN?

CH16 AT ALL TIMES - OR IF YOU HAVE TWO RADIO SETS - HAVE THE MAIN SET ON CH16 AND THE HANDHELD TO CH82/CH14 DEPENDING ON YOUR LOCATION OR IF POSSIBLE DUAL WATCH WITH CH16



### TRANSIT REPORTS

ENSURE SOMEONE ASHORE KNOWS OF YOUR INTENTIONS.

YOU CAN LOG A TRANSIT REPORT WITH JERSEY COASTGUARD ON CH82 ADVISING:

- DEPARTURE / DESTINATION
- NO. OF PERSONS ONBOARD
- ESTIMATED TIME OF ARRIVAL

ONCE YOU HAVE ARRIVED AT YOUR DESTINATION YOU SHOULD CONTACT THE COASTGUARD TO CLOSE YOUR REPORT.

### RADIO CHECKS

TO CARRY OUT A RADIO TRANSMISSION CHECK:

- SELECT CHANNEL 82
- SLOWLY AND CLEARLY CALL 'JERSEY COASTGUARD, THIS IS VESSEL (NAME OF VESSEL) REQUESTING A RADIO CHECK ON VHF CHANNEL 82. OVER'
- JERSEY COASTGUARD WILL THEN CONFIRM THEY HAVE RECEIVED YOUR RADIO CHECK - THEY WILL ADVISE YOU OF YOUR SIGNAL STRENGTH AND READABILITY

### REGULATIONS

ALL RADIOS REQUIRE THE USER AND THE VESSEL TO HOLD A RELEVANT LICENCE.

THE VESSEL'S LICENCE IS THE MMSI NUMBER, WHICH UNIQUELY IDENTIFIES YOUR VESSEL (THROUGH OFCOM)

THE USER: THE MARINE RADIO SHORT RANGE CERTIFICATE REMAINS A LEGAL REQUIREMENT.

IT INSTRUCTS USERS IN RADIO ETIQUETTE AND PROCEDURES.

### PHRASES

OVER - MEANS YOU HAVE FINISHED TALKING AND EXPECT A REPLY.

OUT - MEANS YOU HAVE TERMINATED YOUR TRANSMISSION AND DON'T EXPECT A REPLY.

**PLEASE REFRAIN FROM USING: 'OVER AND OUT'!!**

YOU MAY BE ASKED TO STANDBY - THIS MEANS THE COASTGUARD IS ALREADY SPEAKING TO ANOTHER VESSEL. STANDBY AND WAIT FOR THE COASTGUARD TO CALL YOU.



# CALLING FOR HELP AT SEA

## HANDHELD VHF/DSC (VERY HIGH FREQUENCY/DIGITAL SELECTIVE CALLING)

A MAYDAY CALL IS ONLY TO BE USED IN THE CASE OF "GRAVE AND IMMINENT DANGER TO A VESSEL OR PERSONS"

THERE ARE TWO PARTS TO A MAYDAY CALL - THE DISTRESS SIGNAL AND DISTRESS MESSAGE.

IN THE DISTRESS SIGNAL STAGE, THE DSC OR RED BUTTON IS PRESSED. IT IS THE FIRST SIGNAL TO THE COASTGUARD THAT YOU ARE IN DISTRESS, NEWER VHF MODELS WILL SEND YOUR LOCATION VIA GPS TOO.

PART TWO IS THE INSTANTLY RECOGNISABLE 'MAYDAY MAYDAY MAYDAY' VERBAL CALL. THIS COMMUNICATES THE DISTRESS MESSAGE TO ALL VESSELS AND SHORE STATIONS IN RANGE.

OPERATING A VHF REQUIRES AN OPERATOR'S LICENCE, A SHIP'S PORTABLE RADIO/SHIP'S RADIO LICENCE AND A MARITIME MOBILE SERVICE IDENTITY (MMSI) NUMBER, WHICH COMES WITH THE RADIO LICENCE.



### MAYDAY TRANSMISSION

MAYDAY, MAYDAY, MAYDAY  
THIS IS \_\_\_\_ (SAY NAME OF BOAT 3 TIMES)  
CALL SIGN \_\_\_\_ (IF KNOWN)  
MMSI NUMBER \_\_\_\_ (IF KNOWN)  
MAYDAY \_\_\_\_ (SAY NAME OF BOAT ONCE)  
MY POSITION IS \_\_\_\_ (LATITUDE AND LONGITUDE, OR TRUE BEARING AND DISTANCE FROM A KNOWN POINT)  
NATURE OF DISTRESS (SINKING, ON FIRE ETC.)  
HELP REQUIRED (IMMEDIATE ASSISTANCE)  
NUMBER OF PERSONS ON-BOARD  
ANY OTHER IMPORTANT INFORMATION (E.G. DRIFTING, FLARES, LIFE RAFT AVAILABLE)  
OVER

## OTHER PRODUCTS THAT CAN BE USED TO CALL FOR HELP ...

### MOBILE PHONE



ENSURE YOUR PHONE IS FULLY CHARGED BEFORE HEADING OUT.

KEEP YOUR MOBILE IN A WATERPROOF POUCH. YOU SHOULD CARRY THIS ON YOUR PERSON SO IT'S WITHIN EASY REACH

**DIAL 999 AND ASK FOR THE COASTGUARD.**

THE WHAT3WORD APP CAN BE USED TO HELP EXPLAIN YOUR POSITION TO EMERGENCY SERVICES

### EPIRB



AN EPIRB WORKS IN A SIMILAR WAY TO A PLB. YOU MUST REGISTER THE EPIRB WITH THE VESSEL YOU ARE USING. IT IS NOT REGISTERED TO A PERSON LIKE A PLB, AND IF YOU CHANGE VESSEL, THEN YOU WILL HAVE TO RE-REGISTER.

THE DISTRESS SIGNALS ARE PASSED TO THE RELEVANT MARITIME RESCUE COORDINATION CENTRE, WHO WILL LAUNCH THE SEARCH AND RESCUE SERVICES

### PLB



PERSONAL LOCATOR BEACONS USE SEARCH AND RESCUE SATELLITES TO SEND A MESSAGE TO THE COASTGUARD THAT SAYS YOU'RE IN TROUBLE. THE COASTGUARD THEN SENDS SEARCH AND RESCUE ASSETS OUT TO THE GPS POSITION GIVEN FROM THE PLB.

THEY WORK ON THE 406MHZ DISTRESS FREQUENCY. THE BEACON ALSO OPERATES USING A 121.5MHZ FREQUENCY, WHICH MEANS LIFEBOATS CAN HOME IN ON THE DEVICE ONCE THEY GET CLOSER.

### AIS



AIS MOB DEVICES USE VHF FREQUENCIES TO TRANSMIT THEIR LOCATION WHICH CAN BE PICKED BY ALL AIS RECEIVING STATIONS WITHIN RANGE, INCLUDING COMMERCIAL SHIPS AND OTHER LEISURE VESSELS.

THE DEVICE DOES GIVE A LOCATION BUT ISN'T THE RECOGNISED WAY OF CALLING FOR HELP.

AIS DEVICES HAVE A RANGE OF UP TO 5 NAUTICAL MILES IN OPEN WATER.