

Sailability Sunshine Coast Queensland (SSCQ) ICOM Marine VHF Radio P&P 2018

During each SSCQ sailing session the full complement of VHF Transceivers are to be used as part of our Safety Policy and Procedures.

To use a SSCQ VHF Marine Transceiver the operator must:

- Hold A Marine Radio Operators Certificate of Proficiency
- Check the transceiver is set on channel 77 before your first transmission
- Observe calling procedures and etiquette
- Listen out before transmitting

Note that the radio does not start transmitting the instant you push the push-to-talk, you need to have a short delay between when you push the button and start talking.

Use calling procedures

<station you are calling>repeated at least twice

THIS IS *<your callsign> repeated at least twice*

For instance:

- *Sailability One, Sailability One, Sailability One*
- *this is*
- *Pontoon, Pontoon, Pontoon*
- OVER

Wait for the reply

- *once the contact is established station names should be spoken once*
- *to end contact the word **OUT** should be used*

Call signs to be used

- **Sailability One** (rubber duck)
- **Sailability Two** (Tinnie)
- **Pontoon**
- **OOD**
- **Shed**
- Dinghies use **Sailability <hull colour>**

Our conversations can be monitored and we should use correct VHF radio etiquette on initial contact with each conversation conducted.

Transceiver Settings are preset

- Turn on and Check channel setting 77
- Auto volume setting
- Preset squelch setting

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Transceiver Distribution

1 x Sailability One

1 x Sailability Two

1 x OOD

1 x Pontoon

1x Shed

8 x Dinghy skippers (short lanyard only)

We have sufficient two-way radios to enable every boat and the necessary shore stations to carry one.

There are a few simple guidelines to follow in order to avoid confusion and to not misplace them at the end of the day. We used to lose at least one for a while after sailing when we had five but now we have thirteen to keep a track of!

- Each radio used in the dinghies is the responsibility of the SAILOR attached to it and NOT the dinghy.
- The eight yacht radios have short lanyards and they must be attached to the buckle of the lifejacket. If you swap with another skipper give them the radio and make sure he/she clips it on to their lifejacket. **DO NOT LEAVE IT IN THE BOAT.** If you are not passing it over put it back on the bracket in the shed.
- The eight yacht radios are stored on one wooden bracket in the shed so that when they are all there they take up the full length of it and it can be seen at a glance if one is missing.
- They should be either on the bracket or attached to a person at all times.

How to Operate

They are locked on channel 77 and that should come up on the screen when first switched on. Familiarise yourself with the on/off switch and if in doubt ask someone who knows about them such as Rowan, any retired airline pilot or air-traffic controller hanging around or someone you know has owned a keeler or launch in their past or present life.

NEVER USE ONE WITHOUT GOOD REASON such as a radio-check or a necessary operational matter. Keep messages short and think about what you want to say before pressing the Talk-button. Wait one to two seconds after pressing the button to begin talking.

Other people may be listening and using the channel we are on so keep that in mind and remember that frivolous chatter is very Bad Manners in Radio-land. We do not need to arouse the ire of The Authorities!

Unless you are proficient in the use of modern VHF radios do not touch any of the buttons except the On/Off or Talk-button. Especially do not touch the round knob on the top which looks like the volume control but is the water-proof plug for the charger. These radios can do a lot of tasks we will never use. The instruction manual (of which we have many copies and a PDF one is available) runs to 27 pages and anyone is most welcome to borrow one to see what they are all about.

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Tagged Channels can be selected using the **FAV**/TAG key when the keypad is unlocked
Only change channels when directed by OOD or other appropriate person.

Channel	Usage
06	Inter-ship communications – may be an alternative if 77 has traffic
16	Emergency and common calling channel – not normally used by SSCQ
76	Coast Guard weather and alerts, communications with ships
77	Inter-ship, normal channel used by SSCQ