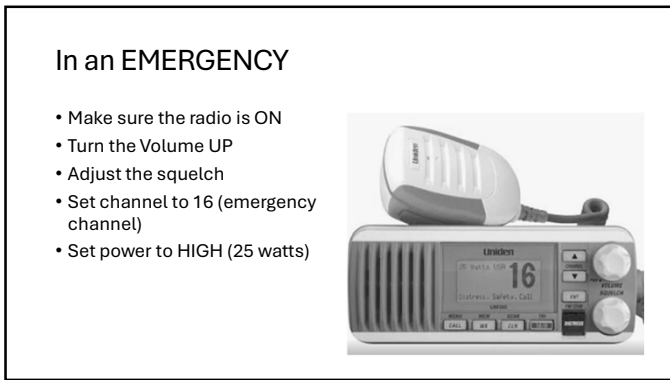
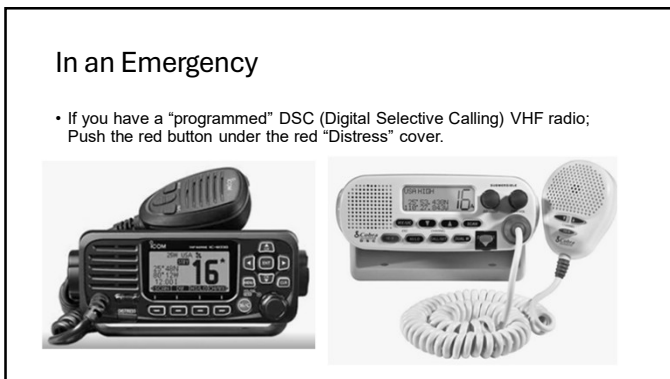


1



2



3

How do I know if it is a “programmed” DSC radio?

- If your fixed-mount radio was new after 1999, it is a DSC radio
 - It will have a red button under the red “Distress” cover
- How do I know if it is “programmed”?
 - Ask the skipper
- A completely programmed DSC radio will have an assigned MMSI (Maritime Mobile Service Identity) number and should be connected to a GPS receiver.

4

In an emergency

- If your DSC radio was programmed and you pushed the red distress button
 - The Coast Guard should respond
 - The radio will automatically switch to channel 16
 - Answer their questions and follow their orders
- If you are in the San Juan Islands, the Canadian Coast Guard may answer

5

Without a DSC “Programmed” radio

- With the radio set up as before on channel 16
- Using the microphone, push to talk (release to listen)
- The radio is not like a cell phone, everyone hears you

6

Proper calling procedure for Mayday calls

- Mayday, Mayday, Mayday
- This is sailboat Windsong, Windsong, Windsong, Mayday Windsong; Over
- Vessel calling Mayday, This is Coast Guard, Over
- This is sailboat Windsong, My position is approximately 2 miles south of the Tacoma Narrows bridge
- We are slowly sinking, estimated float time one hour
- We are a 32-foot sailboat, color is white with blue trim; Over
- Coast Guard with come back with questions and/or orders

7

Proper calling for urgent calls --- Pan-Pan

- Used when there is no life-threatening condition but assistance is required relative to safety of the vessel or personnel
 - Ran out of fuel and drifting
- Format is the same as the distress call
 - Say Pan-Pan instead of Mayday

8

Proper calling for warning--- Sécurité

- Used to warn other nearby vessels of conditions that may affect operation of their vessels
 - Passing through a narrow passage with poor visibility
 - Malibu Rapids near Princess Louisa Inlet, Dodd Narrows near Nanaimo
- Call is made on channel 16 (can use low power for this)
 - Sécurité, Sécurité, Sécurité
 - Motor vessel Voyageur, a 36-foot trawler, is entering Dodd Narrows northbound
 - Any concerned vessels, respond on channel 16

9

Common USA Marine VHF Channels

Channel	Purpose
05A	Vessel Traffic System (Admiralty Inlet, Strait of Juan de Fuca, San Juan Islands)
09	Secondary calling channel, working channel
13	Large ships (ferries) monitor this channel
14	Vessel Traffic System (VTS) in Puget Sound
16	International distress and calling channel
22A	Coast Guard working channel
66A	Marinas (definitely used in Canada)
68	Working channel
69	Working channel
71	Working channel
72	Working channel
78A	Working channel (not in Canada)

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Good Radio Etiquette

- While underway, you should monitor channel 16
- Use low power whenever possible
- All communications should be short and to the point
- Watch your language – you are broadcasting over a distance
- Do not do radio checks on channel 16
 - Use a working channel or call on Coast Guard on 22A (not channel 16)
 - If you use 22A, tell the Coast Guard that is the channel you are on

11

Fixed Mount versus Handheld VHF

- | | |
|---|--|
| <ul style="list-style-type: none"> • Fixed Mount <ul style="list-style-type: none"> • Probably mounted near the helm • Good for longer distances • 1 Watt and 25 Watts • Usually lots of features | <ul style="list-style-type: none"> • Handheld <ul style="list-style-type: none"> • May be used in the dinghy • Used for short distances • 1 Watt and 5 Watts (maybe 3W) • Fewer features |
|---|--|



12

NOAA Weather Radio Channels

- WX-1 through WX-7 offer continuous around the clock broadcasts
- The particular channel is determined by your locale
- Taped messages are repeated every 4 – 6 minutes
- Canadian weather versus our weather stations

13

Licensing Requirements

- A ship's station license is required if you travel to Canada
- A restricted radiotelephone operator's permit is required if you travel to Canada

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Questions?

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