

## FGPC VHF RADIO PROTOCOL

### **Harbour Master / Harbour Patrol (VHF channel 18A)**

For general port information or to report marine incidents, contact the Harbour Master on or at 250-363-3578. 24/7 emergency number: 250-380-8177. If you are unclear about these directions, Harbour Patrol is on the water in black and grey inflatable vessels and is happy to help.

### **Canadian Coast Guard (VHF channel 16 OR \*16 on a cell phone)**

Radio in the event of an emergency OR call the Joint Rescue Coordination Centre at 1-800-567-5111, #SAR(727) on a mobile phone.

### **FGPC Dock Commander (VHF channel 74 OR 778-432-3472)**

This is for the Coach or Captain to have direct contact to the Dock Commander on shift.

#### REMINDERS:

- Victoria Harbour is a **WATER AIRPORT**
- There are two seaplane runways in the Port of Victoria. One is the Middle Harbour and one is the Outer Harbour. They are VERY ACTIVE. Upwards of 100 flights take off or land in the port per day.
- White strobe lights on top of beacons (at Shoal Point, Laurel Point, and Berens Island, and on Pelly Island) flash when a seaplane is about to takeoff or land. When you see the strobe lights, use extreme caution.
- Familiarize yourself with FGPC Public Port of Victoria Traffic Scheme

Every channel on VHF radio has a specific purpose. Channel 16 is for hailing and distress messaging only. It is meant to be monitored all the time while underway to assist in emergencies if necessary, to hear Coast Guard alerts for weather and hazards or restrictions to navigation, and to hear another vessel hailing you. This channel should never be used for casual conversation or performing a radio check. Please keep in mind that you could (without even knowing it) be preventing someone from reaching help in a disaster.

Obscene or objectionable language, transmission of music, and subversive transmissions are forbidden. There are individuals monitoring the airwaves and the Coast Guard can locate the origins of signals. The consequences can be severe. Children should be taught proper radio use and should never be left unattended near a radio.

To hail another vessel, simply call the name of the vessel two or three times, followed by your own vessel's name and station ID if applicable. Wait for a response then immediately switch to a working channel. For example, depress the microphone key and say "*Seascope, Seascope, Seascope, this is, "FGPC vessel/canoe" on channel 16, over.*" You must release the key to hear a response. The term "over" let's the listeners know you are releasing the key. The response might be, "*FGPC, this is Seascope. Switch channel 68, over.*" FGPC would answer, "*FGPC switching 68.*" Both vessels switch their radios to 68, hail each other and converse normally. At the end of the conversation, "*FGPC returning to stand by channel 16,*" or "*Seascope out.*" The term "*out*" signifies that you are terminating the conversation. Never say "*over and out.*" Those are conflicting terms.

All vessels should maintain watch on channel 16 (156.800 MHz) when within the service area of a VHF maritime coast station and while at sea. Ships with digital selective calling-equipped VHF marine radios should also keep a watch on channel 70.

Please also keep in mind that the **Mayday call is only for situations in which life or property is in immediate danger.** It is not for calling for help if you've run out of fuel, unless you are in imminent danger (eg, in a channel without an anchor and without alternative propulsion about to go up on rocks). When you call mayday, you are setting the search and rescue operations into immediate action, this is the most severe action you can take. If you run out of fuel, run aground, or have an engine problem that is not an immediate threat, hail your towing service or the local coast guard for referral to the local towing service. You may also consider issuing a "*securite*" warning to other vessels. If you perceive danger but it's either not identifiable or not imminent, you may issue a pan pan which gets everyone to listen up for further updates. So the sequence of radio distress calls is as follows:

**Least threatening: Securite, securite, securite** [pronounced "SECURITAY"] (you are towing someone and have restricted maneuverability and you want all others to avoid you or to let you know if there's a potential issue)

**Moderately threatening: Pan pan, pan pan, pan pan** (you have grounded and believe you may be taking on water slowly or are a hazard to navigation)

**Immediate danger and distress: Mayday, mayday, mayday** (your ship is going down, you've lost someone overboard, your vessel is being smashed on rocks, etc)

*Please remember that a "MAYDAY" is the worst case scenario VHF call which indicates that a vessel or a person is in distress and requires immediate assistance.*

FGPC verbal protocol to follow during a VHF radio call.

Three options to fill in the blanks, please refer above to learn the meanings of these VHF call types. (Securite / Pan pan / Mayday).

"\_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_. THIS IS FAIRWAY GORGE PADDLING CLUB.

WE ARE A [OUTRIGGER CANOE / DRAGON BOAT] APPROX 40 FEET LONG.

HULL COLOUR: WHITE BASE (some boats have red and blue)

OUR POSITION IS: [use the GPS (long/lat) coordinates on your radio or what buoy you are located next to.]

THE PROBLEM IS: [describe what happened.]

I REQUIRE: [describe the assistance you require.]

THERE ARE #\_\_\_\_ PEOPLE ON BOARD.

THEY ARE [OK / INJURED / UNCONSCIOUS / OVERBOARD]"