



www.BananaWind.us

The sea never changes and its works, for all the talk of men, are wrapped in mystery. - Joseph Conrad

Signals & Communications

Sailing is not all solitude. There comes a time, if just for safety's sake, when you need to communicate with others.

VHF (Very High Frequency) Radio

VHF Channel for US Radio Users

Every cruising boat should have a VHF radio whether stationary or hand held.

Each VHF radio is considered a radio station by the Federal Communications Commission.

Channel 16 is used for emergencies and for hailing. Law enforcement agencies and the Coast Guard monitor channel 16.

Although you hail on channel 16, you never use it for conversation. Immediately communicate with the party you hail and arrange to switch to another "working" channel.

Distress, safety, hailing	16
Intership safety	6
Coast Guard communications	22A
Port Operations ...	1, 5, 65A, 6A, 12,73, 14, 74, 63, 20, 77
Navigational	13, 67
Non-commercial	68, 9, 69, 71, 78A, 72
Commercial	1, 7A, 8, 9, 10, 18A, 19A, 79A, 67, 77, 80A, 88A, 63
Public Correspondence	24, 84, 25, 85, 26, 86, 27, 87, 28

How to Make a Distress Call

The distress call consists of:

- the distress signal MAYDAY (spoken three times);
- the words THIS IS (spoken once);
- the call sign or name of the vessel in distress (spoken three times).

The distress message follows immediately and consists of:

- the distress signal MAYDAY;
- the call sign and name of the vessel in distress:
- particulars of its position (latitude and longitude, or true bearing and distance from a known geographical position);
- the nature of the distress;
- the kind of assistance desired;
- the number of persons aboard and the condition of any injured;
- present seaworthiness of the vessel;
- description of the vessel (length, type, cabin, masts, power, color of hull, superstructure, trim, etc.);
- any other information which might facilitate the rescue, such as display of a surface-to-air identification signal or a radar reflector;
- your listening frequency and schedule;
- THIS IS (call sign and name of vessel in distress). OVER.

Only use MAYDAY when loss of life or vessel is imminent.

Use PAN PAN (pronounced "pon-pon") when you have an urgent message concerning safety of a person or vessel.

Use SECURITE (pronounced "say-curatay") when you have a message about navigational safety or weather.

Phonetic Alphabet

A - Alpha

J - Juliet

S - Sierra

B - Bravo

K - Kilo

T - Tango

C - Charlie

D - Delta

E - Echo

F - Foxtrot

G - Golf

H - Hotel

I - India

L - Lima

M - Mike

N - November

O - Oscar

P - Papa

Q - Quebec

R - Romeo

U - Uniform

V - Victor







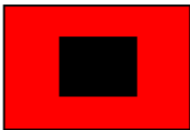


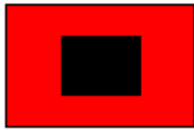




W - Whiskey

X - X-ray

Y - Yankee

Z - Zulu

Weather Warning Flags and Signals

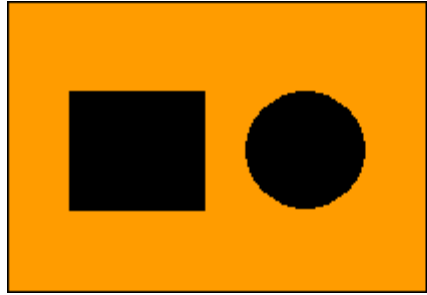
Day Warning Displays		Night Warning Displays
	<p>Small Craft Advisory Conditions dangerous to small craft</p>	 
	<p>Gale Warning Conditions dangerous to all boats</p>	 
	<p>Storm Warning Very dangerous conditions</p>	 
 	<p>Hurricane Warning Most dangerous conditions</p>	  

Visual Distress Signals

Vessels less than 40 feet are not specifically required to carry a whistle, horn, or bell; however, navigation rules require sound signal under certain circumstances, so a sailor must be capable of producing those sounds by some means.

Boats over 40 feet must have a power whistle or horn plus a ship's bell (for anchoring in fog) and three daytime and three nighttime visual distress signals (i.e. flares).

Recreational boats less than 16 feet are exempt from the flare requirement.



Visual Distress Flag

Sound Signals

1 short - moving starboard, leaving you to port

2 short - moving port, leaving you to starboard

3 short - moving astern

4 or more - danger

Twice short, turn to port

or

Double blast, starboard pass

Three in turn, power astern

Quick five to stay alive

Inland waters - You must signal intent.

If someone toots, agree by repeating. Disagree by using the danger signal.

Offshore waters - Indicate intent by movement and position of your boat (i.e. rudder operations).

Fog Signals

Fog Horn Signals

---- o o (1 long, 2 short every 2 minutes) - Sailboat

----- (1 long every 2 minutes) - Power boat

----- (2 long every 2 minutes) - Power boat that is stopped

o ---- o (1 short, 1 long, 1 short) - Warning signal

---- o o o (1 long, 3 short every 2 minutes) - Vessel in tow

Fog Bells

ooooo (5 rings every 2 minutes) - Vessel at anchor

o o o oooo o o o (3 rings, 4 quick rings, 3 rings every 2 minutes) - Vessel aground

Lighthouse Signals

Interpreting the Signal

Flashing o o o o

Group flashing oo oo oo oo

Occulting ---- ---- ---- ----

Isophasic --- --- --- ---

Composite oo o oo o

Sound signals - DIA (diaphone) -grunting sound

Interpreting lighthouse chart designations

Fl 15s 358ft 25M

A lighthouse 358 feet above mean water level, flashing once every 15 seconds, range of visibility is 25 miles (M = miles, m = meters)

[Download this page as a PDF file](#)

[Top of page](#)

Pro-Techt's
mantis[®]
Portable Bimini



Offering On Demand
Comfort & Protection
from the Sun & Rain

When & Where
You Want It

Enabling More Time
on the Water, and a
Better and Safer
Sailing Experience!



Get Smart, Get **Pro-Techted!**

protech[®]
correct your comfort while out where you want it

WWW.PRO-TECHT.COM
CALL Now 1-888-929-9980

'Tufted Topper'[™]
the affordable marine sleeping solution



"Tufted Topper" is not your typical mattress cover but a quilted, ultra-plush, 'pillow-top' style pad that's custom-fitted to your boat's sleeping cushions turning them into a virtual sea of mattress-style comfort—at a fraction of the cost of a marine mattress!

**"Mattress comfort
without the mattress price!"**

www.TuftedTopper.com 1-888-989-6503

www.BananaWind.us

1281