

Transpac 2011 Communications



Tom Trujillo

- ◆ Completed 2007 Transpacific Yacht Race as Radio Communications Officer aboard “Alaska Eagle”
- ◆ Will be aboard “Alaska Eagle” in 2011
- ◆ 35 years+ Sailing Experience from sabots to 70’ and up
- ◆ Licensed HAM operator K6TMT
- ▲ FCC “Restricted Radiotelephone Operator Permit”



Transpac Starts...and you're off!



Escort Vessel “Alaska Eagle”



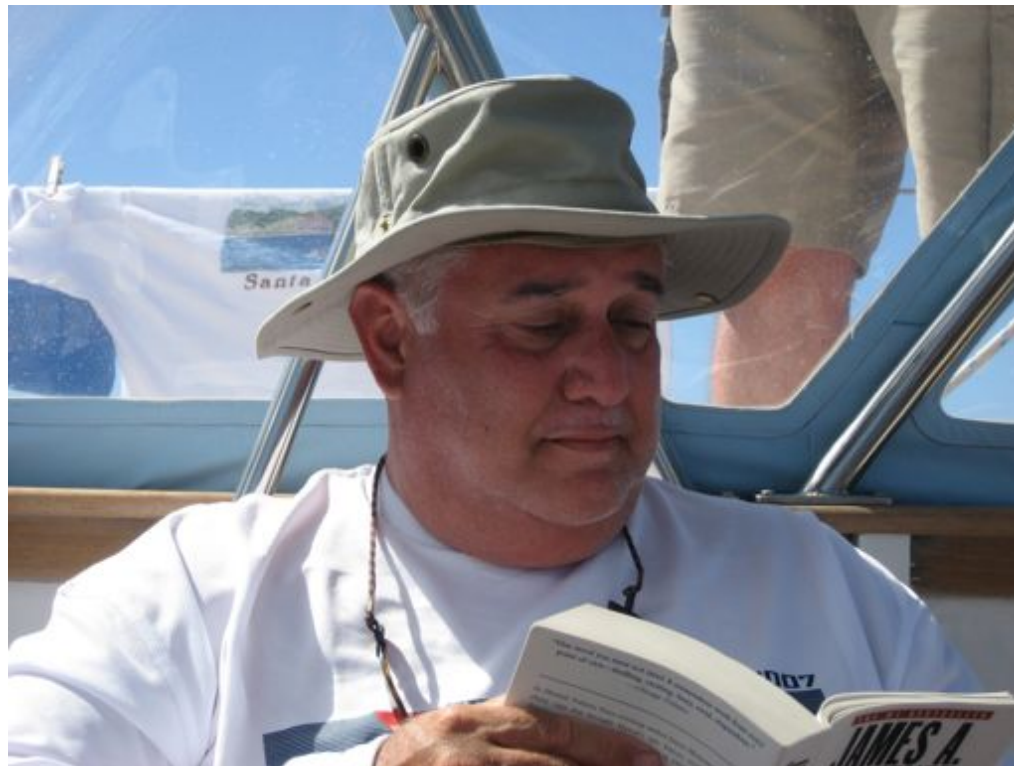
Life aboard “Alaska Eagle”



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Life aboard “Alaska Eagle”



Transpac Comms of the Past

- ◆ All boats checked in via Single Sideband Radio (SSB) Channel 4A or 8A
- ◆ Communications all to/from “Alaska Eagle”
- ◆ Skippers “check in” with their 0600 Latitude/Longitude
- ◆ Sometimes weather was randomly requested of vessels in various locations across the “course”
- ◆ Early radio check in was encouraged, formal check in time was 0800



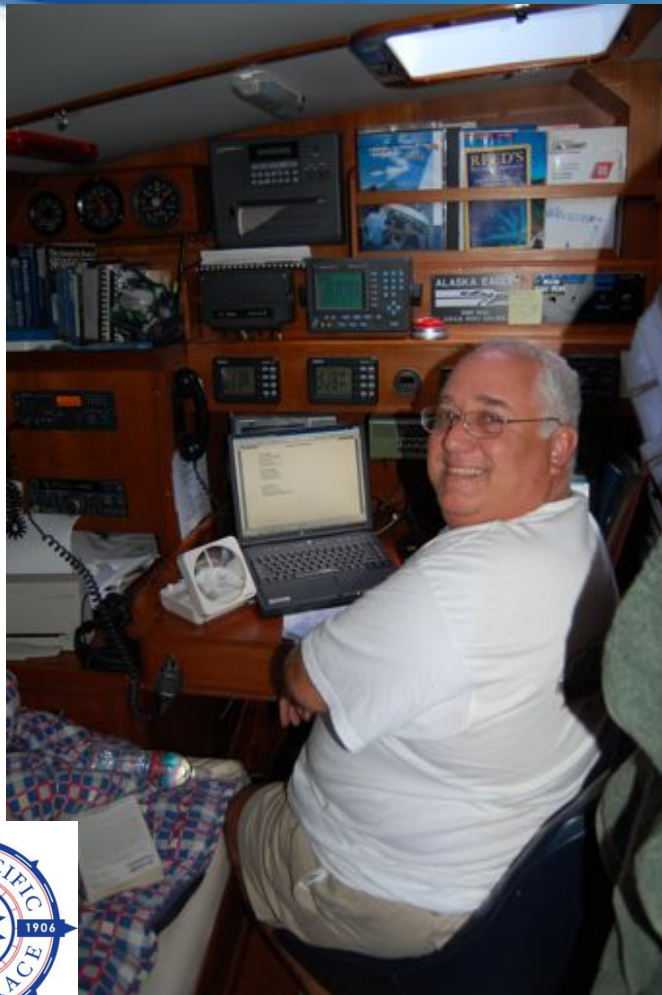
Transpac Comms of the Past

- ◆ After check in – all entries positions in lat/lon entered in scoring program
- ◆ Results double checked, triple checks (mistakes still made!)
- ◆ Approximately 0900 – “Alaska Eagle” returns to the radio
- ◆ Entire fleet’s information read back over SSB, position, ranking within their class, and distance to go to Honolulu.
- ◆ Selected weather also was read back over the air

Questions and other “traffic” handled after result read back.



Life aboard "Alaska Eagle"



Transpac Comms of the Past

- ◆ SSB System worked well for many years
- ◆ Proper installation of SSB can be difficult, as much an “art” as a science
- ◆ Radio propagation problems sometimes an issue:
 - ◆ Sunspots
 - ◆ Atmospheric condition



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◆ 14 RADIO COMMUNICATION

- ◆ 14.1 Yachts must be equipped with a VHF FM radio transceiver of at least 25 watts of power. Yachts shall also carry either a single side band synthesized transceiver of at least 100 watts PEP or an approved satellite telephone. If an approved satellite telephone is carried as a substitute for an SSB, there will be a requirement that the telephone will be powered and configured at all times while racing so that it can receive calls. Yachts equipped with a satphone will provide the satphone number to the Race Committee. The VHF antenna must be mounted atop the main mast. If present, the SSB antenna must be a permanently installed but may include a detachable link for yachts with no standing backstay. As a minimal requirement, the following frequencies are: VHF Channels 6, 16, 68, and 71; SSB frequencies: 2096.5, 2182, 4146.0 (4A), 8294.0 (8A); USCG (816) (transmit 8240.0 and receive 8764.0). All yachts must be equipped to send and receive e-mail communications.



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- ◆ Working VHF radio required. Will be monitored during check in time for relays, etc.
- ◆ SSB properly installed as per NOR **OR:**
- ◆ Satellite Telephone
 - ◆ Must be configured to be turned on at all time
 - ◆ You can call us, WE can call you!
- ◆ Email capability required
 - ◆ Working email system capability must be validated with Transpac race committee pre-departure
- ◆ Details on equipment handled later in today's seminar by Dave Lee



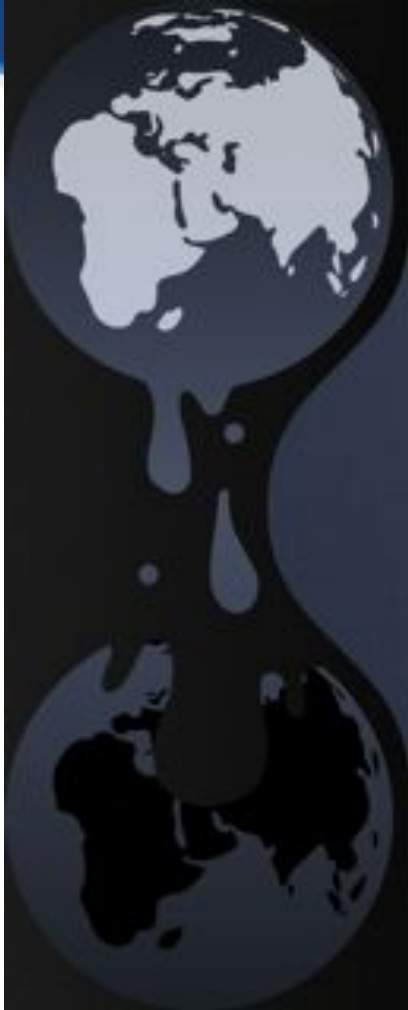
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How will we check in?

- ◆ 2011 Transpac Sailing Instructions still in draft mode
- ◆ Super secret! Can't disclose SI's yet!



But with a little help...



WikiLeaks

The truth will always win



**I have the 2011
Transpac Sailing
Instructions in
my possession**

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We can make some assumptions

- ◆ Morning position (and weather) will need to be transmitted before 0800. SSB, VHF, or email
- ◆ There will still be a live “on air” morning check in
- ◆ Positions of racers will be entered into scoring program
- ◆ Notification of fleet’s positions, weather, and scoring will be broadcast to the fleet, SSB, VHF, or email
- ◆ Exact format/template of transmissions to be announced in the SI’s



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◆ 14.3 COMMUNICATION RESTRICTIONS

- ◆ Competitors may only utilize weather information that is routinely available throughout the year to the general public without charge, and whose availability is publicly indexed. For example: Competitors may NOT arrange for routers or meteorologists to provide them with advice, custom data, or compilations of public data during the race, no matter how that information is communicated. Competitors may receive regularly scheduled weather broadcasts or weather fax transmissions (e.g. from NOAA, USCG, WWV, NMC, KVM70, or from the Transpac Communications Vessel). Competitors may receive imagery from satellites (e.g. NOAA, APT satellites). Competitors may use any means to retrieve data from the Internet (e.g. from the web, from ftp sites, from email responders), provided that those data are intended for public use without charge, are routinely available for free throughout the year, and are publicly indexed (e.g. can be found via Google). Prior to their preparatory signal, there is no limitation on private services or any other source of data or consulting, except that a competitor that has started may not provide weather information to another competitor that has started, or to a competitor that has not yet started except through the information provided to or from the Transpac Race Communication Vessel. This amends RRS 41.



Before you know it...



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🟢 Questions?

