

Exercise Anglian Whispers – 4 May 2013

A joint exercise between Breckland Rover Rescue, East Suffolk RAYNET, Forest Heath RAYNET, Norfolk and Suffolk 4x4 Response, Norfolk Country RAYNET, North Anglia RAYNET and Suffolk Rover Rescue.

For the purposes of this document, all 4x4 Response / Rover Rescue groups are referred to as '4x4R' and RAYNET groups as 'RAYNET'.

Aims of exercise:

To demonstrate how collaboration between 4x4R and RAYNET could use amateur radio to manage multiple, geographically dispersed 4x4R resources in a major incident across Norfolk and Suffolk

- Setting up control / communication infrastructure
- Pairing up vehicles and radio operators where drivers are not licenced amateurs
- Using Amateur Radio to request multiple mobile units to carry out typical tasks such as message handling, vehicle movements etc.
- Investigation of the effectiveness of radio coverage of the area from various control points

Scenario

Alert and callout are not part of this exercise, but the scenario could be any widespread incident such as flooding, severe weather etc. and the assumption that landlines / mobile phone networks are out.

Setting up the exercise and communicating with all potential responders (including arranging drivers and radio operators to meet up if required) can use any appropriate form of communication – the exercise starts 10am with all responders contacting their assigned control from home or their start location or wherever they can get a signal – from this point mobile phone and landline should only be used as a last resort to keep the exercise running.

Given the number of individuals potentially involved, the tasks will be simple and should be able to be carried out without travelling great distances or taking a long time, which should encourage more participation.

The broad outline of the exercise will be publicised beforehand allowing appropriate advance planning and preparation, allowing the exercise to concentrate on the aims.

There will be two 'control desks' representing Tactical Control Groups (TCG) for Norfolk and Suffolk respectively – The Norwich and Bury St Edmunds offices of the British Red Cross will be used for this purpose. The control desks will be manned by controllers for 4x4 Response and Rover Rescue as appropriate, and will need the ability to be able to pass messages to the other control desk and to vehicles in the respective county.

Radio operators who do not wish to operate mobile can still participate from home in the message passing exercises, and may well be useful in relaying messages where direct contact cannot be made between mobile stations and control.

Exercise

Prior to the start of the exercise, drivers who do not hold an amateur radio licence will have been put in contact with a radio operator, and should have arranged where and when to meet up. They should be ready to start the exercise with everyone else.

Start positions are anywhere convenient that you think you should be able to make contact with one of the two Control stations.

10:00am – all participants attempt to make contact with one of the two Controls – Norfolk will be using the callsign M0HIJ on 144.650, Suffolk will be G1RFH using 144.625. At this point it doesn't matter which Control is contacted as long as contact is made with one. If contact cannot be made for your start location, relocate somewhere else and try again.

Once contact is made with Control, further instructions and tasks will be issued. These will involve some sending and receiving of messages, and some driving although we will attempt to keep distances as low as possible to save time and fuel.

Each vehicle will need:

- 2m radio, preferably with external antenna
- Pen and paper for taking notes and keeping a log
- The attached message sheet
- Maps of at least 50 miles around your start location
- Refreshments, fuel etc.
- Mobile phone (as a last resort)

We will try to keep the exercise short and sweet, and it should be over by early afternoon if all things go to plan.

If all else fails, I can be contacted on 07775 855166 and I'll try to assist with any problems. Please let me know beforehand if there are any queries regarding this brief.

Have fun, and I'd be very interested to hear any feedback or suggestions for future exercises.

Jim Whiteside

Chairman

Norfolk & Suffolk 4x4 Response

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Exercise Anglian Whispers – Messages

1. There are books of which the backs and covers are by far the best parts.
2. Have a heart that never hardens, and a temper that never tires, and a touch that never hurts.
3. Never close your lips to those whom you have already opened your heart.
4. A wonderful fact to reflect upon, that every human creature is constituted to be that profound secret and mystery to every other.
5. Suffering has been stronger than all other teaching, and has taught me to understand what your heart used to be. I have been bent and broken, but - I hope - into a better shape.
6. Family not only need to consist of merely those whom we share blood, but also for those whom we'd give blood.
7. It is a fair, even-handed, noble adjustment of things, that while there is infection in disease and sorrow, there is nothing in the world so irresistibly contagious as laughter and good humour.
8. It is a far, far better thing that I do, than I have ever done; it is a far, far better rest that I go to than I have ever known.
9. No one is useless in this world who lightens the burdens of another.
10. There is nothing in the world so irresistibly contagious as laughter and good humour.
11. To conceal anything from those to whom I am attached, is not in my nature. I can never close my lips where I have opened my heart.
12. Every traveller has a home of his own, and he learns to appreciate it the more from his wandering.
13. I hope that real love and truth are stronger in the end than any evil or misfortune in the world.
14. In a word, I was too cowardly to do what I knew to be right, as I had been too cowardly to avoid doing what I knew to be wrong.
15. Reflect upon your present blessings -- of which every man has many -- not on your past misfortunes, of which all men have some.
16. No one who can read, ever looks at a book, even unopened on a shelf, like one who cannot.
17. I will honour Christmas in my heart, and try to keep it all the year.
18. I wear the chain I forged in life....I made it link by link, and yard by yard; I girded it on of my own free will, and of my own free will I wore it.
19. The most important thing in life is to stop saying 'I wish' and start saying 'I will.' Consider nothing impossible, then treat possibilities as probabilities.
20. There was a long hard time when I kept far from me the remembrance of what I had thrown away when I was quite ignorant of its worth.
21. It is because I think so much of warm and sensitive hearts, that I would spare them from being wounded.
22. I loved her against reason, against promise, against peace, against hope, against happiness, against all discouragement that could be.
23. The whole difference between construction and creation is exactly this: that a thing constructed can only be loved after it is constructed; but a thing created is loved before it exists.
24. Whether I shall turn out to be the hero of my own life, or whether that station will be held by anybody else, these pages must show.
25. So throughout life, our worst weaknesses and meannesses are usually committed for the sake of the people whom we most despise.
26. It is a pleasant world we live in, sir, a very pleasant world. There are bad people in it, Mr. Richard, but if there were no bad people, there would be no good lawyers.
27. My advice is to never do tomorrow what you can do today. Procrastination is the thief of time.

Using radios while driving

Theoretically, the law prohibiting use of mobile phones while driving does not prohibit the use of two-way radios which are not classed as similar to a 'hand-held mobile phone'.

However, the Highway Code says that:

“You **MUST** exercise proper control of your vehicle at all times. You **MUST NOT** use a hand-held mobile phone, or similar device, when driving or when supervising a learner driver, except to call 999 or 112 in a genuine emergency when it is unsafe or impractical to stop. Never use a hand-held microphone when driving. Using hands-free equipment is also likely to distract your attention from the road. It is far safer not to use any telephone while you are driving or riding - find a safe place to stop first or use the voicemail facility and listen to messages later.”

In other words, it's not illegal to use hands-free phones, satnavs and two-way radios while driving, but they can be a distraction. You'll face the same penalties as using a phone if the police believe you're not in proper control of your vehicle, and you could face prosecution if you were involved in an accident while using a radio.

Norfolk & Suffolk 4x4 Response policy is that mobile phones and radios should not be used by a driver while driving unless in an emergency, even if using a hands-free kit.

Radio Operating Procedures

While on 4x4 business it is important to observe stricter radio operating procedures than are normally used because there is often much more importance to the accurate and efficient use of radio – the procedures outlined below are used by most 'professional' users of radio worldwide, and so are applicable whether on Amateur Radio, Business Radio, or other form of two-way communication.

- Always identify yourself and who you are talking to on every transmission – using whatever callsign has been agreed – use the format “<station being called> from <your callsign>” e.g. “Control from Checkpoint 2”. Never “Checkpoint 2 calling control”
- Communicate with the radio controller only – if you want to talk directly to another station ask for permission, but preferably ask control to relay a message. Control may be able to hear conversations that you can't and needs to be able to pass and receive urgent messages.
- Speak slowly and clearly, but keep message brief and accurate. Don't waffle, and keep frequencies clear for other traffic.
- Use the NATO phonetic alphabet to spell words where necessary.

ALPHA	HOTEL	KILO	PAPA	UNIFORM	ZULU
BRAVO	GOLF	LIMA	QUEBEC	VICTOR	
CHARLIE	FOXTROT	MIKE	ROMEO	WHISKY	
DELTA	INDIA	NOVEMBER	SIERRA	XRAY	
ECHO	JULIET	OSCAR	TANGO	YANKEE	

- The following PROWORDS and phrases are widely adopted by other services and should be used where appropriate:

ACKNOWLEDGE	Let me know that you have received and understood this message
AFFIRM	Yes, preferred to “ROGER”.
ALL AFTER/BEFORE	Indicates part of a message e.g. “Say again all after ...”
APPROVED	Permission is granted for the proposed action. Do NOT use “ROGER”.
BREAK	Indicates the separation between messages. Often used to interrupt a message to call another station.
CANCEL	Annul the previously transmitted instruction.
CLOSE DOWN	Cease operation of the radio station.

CONFIRM	Have I correctly received the following ...? Or; Did you correctly receive this message ? Answer:- "CORRECT" or "AFFIRM"
CORRECT CORRECTION	That is correct Do NOT use "ROGER" An error has been made in MY transmission. The correct version is... Do NOT use for a mistake made by the station transmitting to you (See "MISTAKE").
DECIMAL	Decimal Point. Pronounced DES-SEE-MAL
DIRECT CONTACT	Contact outstation to outstation. Without a repeater.
DISREGARD	Consider that transmission as not sent.
EMERGENCY	I have a message of life and death urgency. Use ONLY for life and death urgency. Military may use "FLASH"
I SAY AGAIN	I repeat for clarity or emphasis
IMMEDIATE	I have a message of life and death urgency. Use ONLY for life and death urgency. Military may use "FLASH"
MESSAGE	I have a message for you.
MESSAGE ENDS	The entire text of the formal message has now been sent. It might be followed by a brief admin message.
MISTAKE	There is an error in YOUR transmission. e.g. "You have read back my transmission wrongly". Do NOT use "CORRECTION".
NEGATIVE	No; or incorrect; or Permission not granted.
NO DUFF	This is not an exercise – "this is for real"
OVER	My transmission is ended and I expect a response from you.
OUT	This exchange of transmissions is ended and no response expected. To be used only by CONTROL to indicate the channel is clear for further traffic from outstations. "OVER and OUT" is meaningless !
PASS YOUR MESSAGE	Proceed with your message Preferred to the ambiguous "GO AHEAD".
PRIORITY	I need to interrupt with a PRIORITY message. Say immediately a station stops transmitting.
RADIO CHECK	Report the readability of my transmission. Respond with "Good"; "Readable with difficulty"; "Unworkable" or "Nothing Heard".
READ BACK	Repeat all, or the specified part, of this message back exactly as received.
RELEVANT	I have a message relevant to the current exchange of transmissions. Used to interrupt to give assistance. Do NOT use "BREAK".
REPORT	Pass requested information. e.g. "Report your location".
REQUEST	I should like to know... or, I wish to obtain... or, I wish to take certain action. e.g. "request close down for 10 minutes".
ROGER	I have received and understand your message. "ROGER" should not be used for any other meaning.
ROGER SO FAR	Confirm that you have received the message so far. Reply :- "So far"

SAY AGAIN	Repeat all, or the following part, of your transmission.
SEND	Proceed with your message. Abbreviated form of "PASS YOUR MESSAGE".
SITREP	Situation report.
STAND BY	Wait and I will call you.
TALK-THROUGH	Direct contact outstation to outstation
WAIT	Do not transmit until I call you.
WAIT ONE	Do not transmit; I will call you in about one minute.
WILCO	I will comply with your request/instruction.
YES-YES	Yes Used by Police instead of the preferred "AFFIRM".

However, it's more important that any communication is efficient and accurate than that it adheres strictly to protocols, so if you mess up or forget the right words or phrases, **don't panic!**

If you are receiving a message, write it down as clearly and legibly as possible. If you miss any part, don't assume – ask for that section to be repeated (e.g. "SAY AGAIN ALL AFTER ..."). You might make some subtle change in the message that has a big impact – especially if you are relaying messages to another station.

When sending messages, speak slowly and clearly – imagine that you are on the other end having to write it down, break long passages up into sections and ask for confirmation of each ("ROGER SO FAR?") which is more efficient than having problems with a single long section. Spell any complicated or unusual words phonetically ("BIG DUG, I SPELL, BRAVO INDIA GOLF BREAK, DELTA UNIFORM GOLF, BIG DUG") and be patient with the person receiving the message – you don't know what conditions are at that end.

Welfare checks should be made by Control to all stations at regular intervals to ensure everyone is OK and contactable – to save time and to keep frequencies clear for other traffic a simple "ALL OK" response is all that is needed, unless more information is requested about location, conditions etc.

If important information needs to be passed that is not part of an exercise (e.g. a real emergency), the proword "**NO DUFF**" indicates that a message is 'for real'.

This is just a very basic primer – there are several good resources available advising on good radio procedure, but the best advice is to listen to other good operators, and that *practice makes perfect*