

MURRAY MARATHON

**STANDING OPERATING
PROCEDURES**

For

**WICEN COMMUNICATION
OPERATORS**

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WICEN (Vic.) Inc.

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**WICEN (Vic.) Inc. STANDING OPERATING PROCEDURES for use on the:
VicSuper MURRAY MARATHON
Conducted by YMCA**

1. INTRODUCTION

1.1 Role

The role of WICEN is to supply safety and logistic communications for and on behalf of the Safety Group of the Murray Marathon Committee.

1.2 Safety Group

The Safety Group, under the control of the Chief Safety Officer (CSO), comprises the following organisations:

- Land Patrol (volunteers managing each check points)
- Water Patrol (performed by Coast Guard volunteers)
- Health and Wellness (including First Aiders and Doctors)
- Traffic Management Team, (volunteers assisting with traffic in and out of the Check Points)
- Camp Management Team, (volunteers co-coordinating all aspects of all official camp sites)
- Communications (performed by WICEN volunteers)

1.2.1 Chief Safety Officer

The CSO is responsible for the direction of all officials, competitors, and land crews to ensure the safety of all. The CSO is kept informed of operations and takes action as appropriate, but also delegates some of these tasks to the Water Safety Officer (WSO) to implement.

1.2.2 Water Safety Officer

The WSO is responsible for obtaining and maintaining a list of canoes on the river and accounting for each one and restricting the use of the river to other boats during the event. And keeps in touch with the NSW Waterways (Water Police)

1.2.3 Land Patrol

The Official at each checkpoint, designated as the "Checkpoint Leader", is the person in charge of running that Checkpoint.

1.3 Duty Period

The requirement for communication on the Murray Marathon does not exist only within the standard time frames for each day's competition. Various groups including communications may be requested to provide assistance outside normal event hours.

1.4 Murray Marathon Standing Orders

Additional organisations are to be found performing various roles. For a full description, consult the YMCA Murray Marathon Operating Procedures that are available to every WICEN volunteer on the event.

2. REGISTRATION

On arrival at the first camp, each operator will be required to sign in on the WICEN Vic Inc. event registration form. The WICEN Administration person at our camp will facilitate this registration. After registration, each vehicle will be issued with an "Officials Vehicle Pass" that enables the vehicle to enter areas normally closed to the public. Please use the pass wisely.

3. ACCOMMODATION

3.1 Facilities

Officials and competitors are provided with free camping facilities at the various night stopovers. Camping spaces will be available at the following locations for all WICEN operators. Individuals may wish to arrange alternative accommodation for themselves.

3.2 Marathon Camping Venues

December 26th, Cobram
 December 27th, Cobram
 December 28th, Echuca
 December 29th, Echuca
 December 30th, Swan Hill
 December 31st, Swan Hill

Locations

Cobram

Cobram Showgrounds. Enter from Bank Street.
 From Murray Valley Highway (via Echuca or Shepparton), LH into Williams 1 Street,
 RH into Bank Street.
 The showgrounds are at the end of Bank Street.
 LL: 35 degrees, 55 min, 11.67 sec. South, 145 degrees, 49 min, 09.08 sec. East.

Echuca

Echuca South Recreation Reserve
 Murray Valley Highway (in Easterly direction).
 Before railway line crossing turn RH into High Street South. (look for water tower)
 Echuca South Reserve is at your left.
 LL: 36 degrees, 08 min., 31.59 sec. South, 144 degrees, 45 min., 07.07 sec. East.

Swan Hill

Ken Harrison Reserve.
 From Murray Valley Highway, LH into Gray Street, LH into Yana Street.
 Ken Harrison Reserve is at your RH side.
 LL: 35 degrees, 21 min., 09.97 sec. South, 143 degrees,, 32 min, 36.95 sec. East.

4. SETTING UP and OPERATING a LAND CHECKPOINT

Each Land Checkpoint will have at least one Advanced or Standard License operator, enabling the use of 80 & 40 meters.

4.1 On arrival

Check with the Check Point Leader for the proposed locations of the Check Point and the Health & Wellness Team before determining the position for the WICEN station.

Consider whether you have sufficient room for your station, including your antennas, access to suitable trees and the Checkpoint

Assemble folding tables and chairs to provide a working place for radios and log-keeping.

Keep in mind that temperatures can be extreme and range from 40 degrees to cold, wet and windy. You should erect a tarpaulin for your protection, and display a WICEN banner in a prominent position.

Working in the confines of the car, hampers liaison between operators and log-keepers working different bands. This does not meet EMR requirements and is discouraged.

4.2 When setup

As soon as the radios are set up, ask for a radio check with all relevant stations. It may be necessary to alter your position in order to make contact with stations either side. (Sometimes not all are possible). REMEMBER to check with the boat station.
They have only one frequency and limited scope to alter position.
When operational notify Net Control, that you are ready for traffic.
Logs should be kept for each band.

4.3 Arrangements

Make arrangements with **the Check Point Leader** for delivery and collection of messages.
The WICEN RO may be unable to run messages to others without leaving the radio unattended.

4.4 On air

Health & Wellness messages should NOT give NAMES or INJURIES - the members here will use canoe number, front paddler etc.

Determine the expected location of recipients of a message before calling up station/s, including which station is needed to relay. Call up all stations at the one time. (See section 14 "procedures").

4.5 VIP's / People Tracker

Keep track of all KEY OFFICIALS at your Checkpoint and inform Net Control when they **arrive and depart**. Usually you are advised as to who is a Key Official at the briefing, but some of the more common are:

MED 1, 2 & 3. WICEN Event Commander, CSO, WSO, Doctor, Event Organiser, Screen Boat, First canoe (number and time.)

The WICEN **People Tracker** sheet will be used for this purpose. At any time it could be necessary to find a Key Official and the information that you hold and have passed to AWI could be vital in the success of tracking them down.

4.6 Closing Your Station

The WSO will authorise closure of all checkpoints. .

The normal method is for the WSO to pass the halfway Passage Control point, conduct a radio path test to the forward Checkpoint, and if he receives a loud and clear signal report, he will send a formal message to NC advising that the previous CP may close. This procedure will include the START location.

The checkpoint radio station can close ONLY AFTER receiving permission to close from Net Control. A "Passage Control" may move off after the WSO has passed. But permission to close is still required from Net Control.

5. EQUIPMENT for LAND CHECKPOINTS

HF transceiver, 3.600 MHz and 7.075 MHz

80 & 40 meter **dipoles**, as required. (HF whips may not be suitable for the terrain)

A support pole will be required at some locations.

Spare battery or generator

2-meter transceiver, 20 watts approx.

5/8 whip or 1/2 wave ground independent antenna mounted on an elevated pole.

Commercial equipment to be used for the "Boat Net" will be provided by WICEN.

Connectors and Patch cables,

Tools

Message Pads, Log sheets, Clipboard and Pens

Tarpaulin for your protection.

5.1 Personal Requirements

Food and Drink (plenty of)

Suitable clothes for both hot and cold weather (including hat, long pants, jumper, coat and shoes)

Protection from mosquitoes and bush flies.

Sunscreen.

Table, Chair

Small Esky for keeping food and drink in place and cool (NO ALCOHOL)

6. **SETTING UP and OPERATING a BOAT STATION**

Screen and WSO boat operators will need to be at the start boat-launching site **1 hour prior** to the start with radio, clothes and lunch. Including adequate fluid for the day. Your radio and equipment should be in a bag so that the boat bodywork is not damaged and the equipment being contained is easier to handle. Check the night before who is providing your transport to the launch site and pick you up at the close of the day at the finish point if necessary.

Early breakfast and a packed lunch are available from the YMCA catering service.

When the boat skipper is ready, board your boat, set up your radio and perform a radio check with Start. Inform Start when you depart for your checkpoint. You may find it difficult to hear when the boat is travelling at speed, so use headphones.

When you arrive at your checkpoint, perform some radio checks with other boat stations and land checkpoint/s, some may not be set up at this stage, particularly the later land Check Points.

When operational, send an "On Station" message to NC via a Land Checkpoint.

A boat station will have only 2 or 3 persons on board including Water Patrol, Health & Wellness and yourself, and you will all need to work as a team.

As radio operator you can expect to have only a few messages in the day, so assist the others with canoe counting, distributing drinks etc. and ask the others to keep a listen out for your call sign.

Inform Checkpoint when the first canoe passes (number and time) and when leaving the location with the Screen and WSO Boats.

7. **EQUIPMENT FOR BOAT OPERATORS**

2 meter transceiver 20 watts with a ground independent antenna and a 3 meter pole

A battery with sufficient capacity for the day's activities.

Headphones and cut down 2-litre Coke bottle or stubby holder to shield the microphone.

Message Pad & Log sheets

Clipboard

Pens

At times it may be preferable to be able to get off the boat and onto the bank. This can only be effective if you have a handheld radio and with a good portable antenna so you can monitor the VHF traffic.

7.1 **Personal Requirements**

Food and **plenty of fluids**

Suitable clothes for hot and cold weather including hat, long pants, jumper, coat and shoes.

Protection from mosquitoes and bush flies.

Sunscreen

Small Esky for keeping your food and drinks in place and cool (No ALCOHOL)

8. **NETS and FREQUENCIES**

The ACMA has allowed WICEN to use any call sign that is appropriate to the activity. However **the net control call sign will be VK3AWI** and this will be abbreviated to **AWI**

8.1 **HF.**

The use of HF will require the appropriate license.

3.600 MHz

7.075 MHz

8.2 **VHF.**

Various Amateur frequencies may be used, but the more common are:

147.300 MHz Simplex or Repeater. You will be advised which.

146.450 MHz, Simplex 146.500 MHz, Simplex

146.550 MHz, Simplex 53.150 MHz, Simplex

154.575 MHz, Simplex known as "Coast Guard Domestic" (WICEN provides the equipment)

8.3 **UHF.**

439.000 MHz Simplex, 438.800 MHz, Simplex

8.4 **Spare Number.**

8.5 **YMCA Camp Radio**

This system will operate on UHF CB using handhelds.
 WICEN has no direct involvement in this system
 This System is not part of the WICEN Network.

9. TYPICAL NET STRUCTURE.

9.1 Boats Net

Each Check Point and a number of mobile Vehicles and Boats will operate on “Coast Guard Domestic” VHF frequency, so that the mobiles can contact at least one check point at any given time.

Net Control should NOT make contact with a Boat or Mobile Vehicle using the Boats Net direct, contact is via the appropriate CP on the backbone net/s, the CP will contact the boat or mobile.

This always applies except in cases of emergency.

Mobiles Vehicles are:

CSO, DSO, Med1 & 2, WICEN Event Commander.

Boats are:

Screen, Rescue 1, Rescue 2, Sweep.

9.2 Backbone Net

- Single HF frequency in the 80 or 40 meter band depending on conditions, for primary use. A secondary net of either 6 or 2m simplex or 2m repeater may be used as required.
- All Messaging, People Tracker, Departure and Forward Bases and Forward Survey information is passed via this net, thus all Checkpoints are able to be connected and are informed as to what is going on around the whole event.

9.3 Minor Nets

The Finish frequency (between Finish and AWI) may be a separate frequency to that of Boats and the Backbone nets, ideally a UHF or VHF frequency.

10. GENERAL MESSAGE HANDLING

- **Never accept a message unless the message pad is signed and the recipient is fully specified.**
- A quick call to Net Control should determine a recipients whereabouts.
- Send messages to the nearest station to the message recipient if you have good communications with that station, but remember on a Controlled net you must first gain permission of Net Control for direct comms.
- Messages to event participants and/or their crews, friends, relatives’ etc. are usually passed as informal traffic if the Client Coordinator/ Controller/Supervisor allows such messages.
- Any message concerning the safety of the event, a checkpoint or any other component of the event is to be a formal message.
- All messages at a checkpoint are to be passed via the Checkpoint Supervisor.

11. GUIDELINES for NET CONTROL

- The Net Control at “The Event Centre” which will also include YMCA Head Quarters (HQ)
- The Net Control may monitor the “Boat Net” but should not use the net unless passing urgent traffic.
- All non-urgent contact with boats and mobiles is to be via the appropriate Checkpoint.
- If the HF net is busy then the secondary (if one is established) net should be used.
- It is preferable to have the secondary backbone net established each day on 2 meters.

- If a mobile is required, and has the “Boat Net” only, the People Tracker should be viewed for likely whereabouts and if located at a Checkpoint, that Checkpoint will be contacted to fetch the mobile operator to a transceiver.
- Net Control is to be equipped with a list of mobile telephone numbers that have been sourced before the event and will incorporate emergency service numbers in addition to Team Leader contacts.
- Although the NC Coordinator has responsibility for the setting up and observation of the Networks within these guidelines, the Event Commander must ensure that such Nets are indeed setup and the guidelines observed.
- Net Control will be the central control for People Tracker information, and keep it neatly available.
- Other parties associated with the event may sight this People Tracker information.
- It may be that Net Control will not have good communications with earlier stations, but these Checkpoints are likely to have good communications between each other.
- If this is the case, this net can be controlled from a chosen Checkpoint.

****For the Murray Marathon, abbreviated call signs are NOT to be prefaced with VK3WI.****

12. GUIDELINES for CHECKPOINTS.

Checkpoints will conduct 2 or 3 nets:

- Mobiles / boats (The “Boat Net”)
- HF Backbone Primary
- VHF Secondary Backbone if required (Net control will determine).
- Maintain a common people tracker.

13. GUIDELINES for MOBILES

- Each Mobile Vehicle or Boat on reaching a Checkpoint is to report its arrival and departure to the Checkpoint so it can be recorded on the People tracker.
- **Any Formal Message for Mobiles whilst at a Checkpoint are to be taken direct by that Mobile, using their own Message Pad. Mobile operators should remain at or close to the checkpoint so as to reduce time in being located for a message.**

14. SOME IMPORTANT PROCEDURES

- When calling a Mobile either from Net Control or from a Checkpoint, check the People Tracker and ascertain its whereabouts before calling.
*The Mobile may be able to be involved in the call directly.
It is expected that the Mobile operator will be monitoring “The Boat Net” or in attendance at the Checkpoint as it is preferable that the Mobile operator takes the message direct rather than have the Checkpoint take the message.*
- Mobile Operators are to carry their Message Pad books with them at all times.
*It is an undesirable practice for Mobile operators to take the message informally and not take the actual message form. . This procedure is not to be condoned as it does not help to promote a Quality Safety System.
If the message is being transmitted through the system as a Formal Message, then all addressees must receive it as such.*
- **Message Pads used by Checkpoint are not to be used by Mobiles in lieu of their own.**
If for any reason this cannot be helped, then both copies of the message form must be removed from the CP book.
- Messages for Checkpoint Supervisors or Health & Wellness must have the **white copy signed appropriately** before it is removed from the book.
If the message is for distribution to a party at the Checkpoint (has been received) then the Actioned Block must be filled in. If the message is for transmission, then the Date / Time of the message received for transmission and the subsequent completion of transmission, is to be logged
- If the message requires a party that you cannot at this time contact, then;

Net Control may take the message for re-transmission if requested, or the Checkpoint will hold the message until that station/s is available.

If the latter, circle or tick the station callsign in the Distribution Box and enter the contact information in your log. Do not date/time the D BLOCK until the last station is contacted or until Net Control takes control of its distribution.

- For a multiple addressee message where the originating station will not be available to ensure delivery.
Net Control will accept responsibility for delivery of the message to all addressees
Net Control will assign responsibility for delivery to another station as considered appropriate.
Where such assignment occurs Net Control will require the assigned station to confirm delivery
- Enter all contact information in the Log including intermediate Date/Times.
- Checkpoint s should keep a People Tracker common to all bands.
- Checkpoint operators must use their own callsign to indicate operator (or name if without a call). Do not use the station-abbreviated callsign.

Often a good idea is to break up the message pad and place the forms under a clip. If the Checkpoint has messages to be passed on, they may be placed under another clip, this will enable the Checkpoint to clearly discern what needs to be passed on (say CSO) or distributed over the net.

All Message Forms and Log sheets (both VHF & HF in one bundle from each checkpoint) for each day are to be handed to the WICEN Administration person at the discussion at 8pm each evening.

NOTE: WICEN is to finish up with the “PINK” copy of “ALL” formal messages.

15. Some ADDITIONAL PROWORDS / ACRONYMS used on the Marathon

CSO	Chief Safety Officer.
DSO	Deputy Safety Officer (Phonetics will assist to discriminate between CSO & DSO)
CPL	Check Point Leader
WSO	Water Safety Officer
MED 1,2&3	Mobile Doctor. Or First Aid personal
TEC	Tail End Charlie, last land official on the road, consolidates the canoe tally.
H&W	Health and Wellness Team
On Station	River Patrol Boat is at designated location.
On Search	River Patrol Boat is searching for canoe.
RD	Race Director
Screen	River Patrol Boat which precedes the canoe fleet to clear the river
Sweep	River Patrol Boat that follows the last canoe with WSO on board.
UID	Unidentified (Canoe Number)
Wild	Canoe unaccounted for.

16. OPERATIONAL CALLSIGNS

Each event has its own call sign allocations; approval has been sought and given for WICEN to use abbreviated callsigns during events.

Before any abbreviated callsign is given to an operator, that operator must receive permission for its use by the operational Net Control.

Additionally, when an operator has completed the day's requirement, the Net Control will advise the operator to return to his or her own personal callsign.

16.1 MARATHON CALLSIGNS

As indicted earlier, WICEN may now use any appropriate call sign.

AWI	VK3AWI the call sign of Net Control
ALPHA	Land Check Point “A”
BRAVO	Land Check Point “B”
CHARLIE	Land Check Point “C”
DELTA	Land Check Point “D”

START	The station at the Start line
FINISH	The station at the Finish line
SCREEN	The boat preceding all canoes & identified with a large <u>Red Flag</u>
Rescue 1	A rescue boat moving down the river with the fleet & identified with a large <u>Red Flag</u>
Rescue 2	A rescue boat moving down the river with the fleet & identified with a large <u>Red Flag</u>
Rescue Peddler 1	A rescue canoe moving down the river with the fleet & identified with canoe
No. "RP1"	
MED 1	Mobile Vehicle with a Doctor or First Aid personal on board
MED 2	Mobile Vehicle with a Doctor or First Aid personal on board
WHISKY	The "Sweep Boat" behind all canoes with the WSO on board & identified with a large <u>Green Flag</u>
CSO	Chief Safety officer (Charlie- Sierra- Oscar)
DSO	Deputy Safety officer (Delta- Sierra- Oscar)
WSO	Water Safety officer (usually in the Sweep Boat)
ECHO	WICEN Event Commander
VICTOR	WICEN Departure Base Camp (after the Event Centre closes)
ZULU	WICEN Forward Base Camp (before the Event Centre opens)

17. DAY by DAY Notes

DAY 1

WICEN Base Cobram

Tents stay up as another evening will be spent here.

NC will be at Cobram in the Event Centre

Finish at Tocumwal will use HF to AWI

DAY 2

Departure Base is Cobram

Forward Base is Echuca

Start Tocumwal

Finish at Picnic Point.

NC will be at Cobram and transfer to Forward Base Echuca at Mid Day

Boat operators will be picked up and taken to Echuca at the conclusion of the days event.

Forward Base at Echuca Camp Site will be taken over by NC at Mid Day.

DAY 3

WICEN Base Echuca

Early breakfast required, operators for boats rise at 0415 Hrs.

Start is Picnic Point,

Transport leaves Echuca approx. 0500 Hrs. for boat pick up at Picnic Point.

Tents stay up as another evening will be spent here.

NC at Echuca in the Event Centre

Finish control short distance, use UHF

DAY 4

Forward Base is Swan Hill

Departure Base is Echuca

Start is Boat Ramp behind the Echuca City Council Caravan Park.

NC at Echuca transfer Swan Hill at Mid Day

Finish at Torrumbarry will require HF and may be required to act as NC if there if requested to do so.

DAY 5

WICEN CAMP at Swan Hill

NC at Swan Hill

Start at Murrabit.

Finish at Riverside Park, Swan Hill. Use UHF & VHF

Event presentation and BBQ will be at the Swan Hill Settlement.

18. ACCIDENTS

If a major injury, (serious or life threatening) use PAN PAN to clear the frequency and designate the message as PAN precedence.

If not life threatening injury, send message as URGENT.

Health & Wellness in conjunction with the Checkpoint Supervisor will determine the seriousness of the injury, assist by ensuring that the message indicates how patient is to be transported, (boat, MED, Civil Ambulance, or Land Patrol) and what location is the pickup to be made.

19. WICEN OFFICERS DUTIES

19.1 WICEN EVENT COMMANDER.

Ensure all transitions between the days occur efficiently, by facilitating material handovers and introductions as required.

Utilise an Administration person or team for all matters that are time consuming, duties relating to the gathering and dispersal of various data, management of non-technical resources and all matters pertaining to accommodation and members well being.

Be the first point of contact for the Client / Team Leaders and Deputies for all matters extending beyond an ad-hoc occurrence, which includes matters for subsequent days, changes of policy or operating procedures and altered general responsibilities.

To remain apprised at all times of the state of the net and be prepared to assume control of the net immediately if necessary.

To ensure a strong working relationship between WICEN members and associated personnel, including the Team Leaders established by the client.
The Commander must hold contact Names and phone numbers of all Team Leaders.

To ensure that all available facilities for WICEN are at the disposal of the Net Control.

Assume control of any matters of a strategic nature involving WICEN, but leave all possible operational matters with the WICEN Net Control Coordinator.

To arrange the daily information session, as required for operators for the following day and maintain the daily WICEN operation records.

Keep a diary of daily events, which will be kept with the event records.

19.2 NET CONTROL COORDINATOR.

To manage the daily operation of the Net Control stations. (AWI)

To identify and efficiently utilise the available WICEN resources.

To assume responsibility for all operational matters relating to the Net, and provision of WICEN resources to the event, including participating with briefing of operators on their duties.

To ensure that all traffic passed on the Net is handled and recorded in accordance with WICEN message handling procedures.

To maintain an awareness of all active operational matters and ensure that they are completed correctly, including searches, message passing, people tracking and any matters dealt with by formal WICEN messages.

19.3 To keep track of the location of ALL WICEN personnel and their well-being.
EVENT TRAINING OFFICER (Defaults to Event Commander)

Ensure that all members receive adequate instruction in the correct message handling procedure and log keeping for the duration of the event.

Inspect points of operation and instruct as necessary in the better use of equipment, including transceivers, masts and antennae.

Generally supervise, instruct, and assist with all members' general training including OH&S issues.

Comment on the Net procedure as required for assistance in the instruction of members.

19.4 Deputy Event Commander

Assist the WICEN Commander and the Net Control Coordinator in the establishment of a communications Net as required

Be prepared to take over the roll of the Commander if for any reason he is unable to carry out his duties.

20. BRIEFINGS

Each evening the **WICEN Commander** will involve the nominated **Net Control Coordinator** for the day past and the following day, the **Training Officer** and **Administration** to participate in a briefing. This briefing will outline the following days activities. An operational roster for the following day will have been provided or made available to all WICEN Radio Operators.

An operator briefing will NOT be conducted each evening except for the Officers as mentioned above. An informal, discussion group will take place each evening at 8pm.

De-Briefing of the current days activity will NOT be provided. Should a matter of importance need to be raised, the matter can be brought to the WICEN Commander directly by the member or it may be brought to his notice by one of the officers attending the briefing.

Each evening Operators should check the updated roster to ensure they know their station location and departure time from camp for the next day.

Appendix A

Typical Net Control Kit

1 x HF Transceiver (With feed lines antenna and power supply)
1 x VHF Transceiver (With feed lines antenna and power supply)
1x UHF Transceiver (With feed lines antenna and power supply)
Up to date copy of the “Roster”
Contact list of all WICEN members on the event
Message Pads
Logsheets
People Tracker Forms
White Board Pens and Eraser
Murray Marathon VK3AWI Announcement
Murray River Region maps
Control Point, access maps and coordinates
Copy of the Murray Marathon WICEN SOP
1 x WICEN Banner

Appendix B

Event Glossary & Acronyms

CMO	Chief Medical Officer
CPS	Checkpoint Supervisor
CSO	Chief Safety Officer
DSO	Deputy Safety Officer
EMG	Emergency Management Group
EMP	Emergency Management Plan
H&W	Health and Wellness (First aid)
IM	Incident Manager
TL	Team Leader
CPL	Check Point Leader
PC	Passage Control
RG	Race Group
RD	Race Director
RO	Radio Operator
TEC	Tail End Charlie
WP	Water Patrol
WSO	Water Safety Officer
MM	Murray Marathon
Deputy	Second in command and assistant to
Cleared	Paddler has passed the location and is continuing downstream.
In Check	A paddler who is required to report to each Health & Wellness post as he proceeds downstream.
On Station	Person, group or vessel in designated position ready to operate.
Scratched	Paddler has withdrawn from event
Screen	Vessel Preceding Fleet
Sweep	Vessel Tailing Fleet
Withdrawn	Peddler not continuing from location
Wild	Canoe missing or unaccounted for

Appendix C

MESSAGE RECEIPANTS

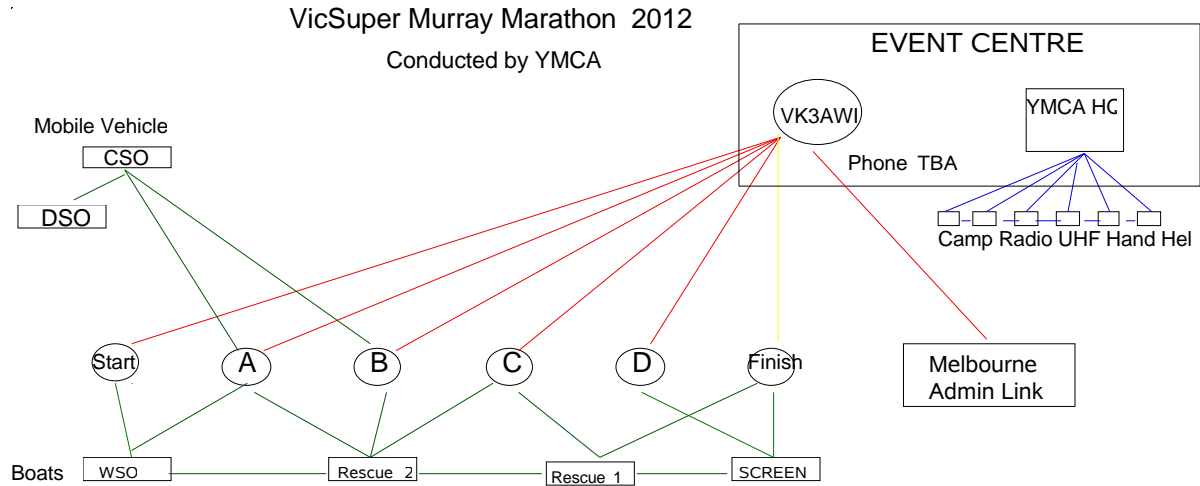
In the normal running of the event formal messages can be addressed to the following recipients as we will always know their whereabouts from the People Tracker.

Before accepting a message with any other addresses be sure where the recipient is, and that you are able to deliver the message.

CSO	Chief Safety officer
DSO	Deputy Safety officer
WSO	Water safety Officer
CPL	Check Point Leader (ie CPL "B")
RD	Race Director
TEC	Tail End Charlie

TL Team Leader (Any Team Leader)
 Half Starter Half Starter
 Junior Starter Junior Starter

Appendix D



- Backbone
- HF 3.6Mhz or 7.100 Mhz
- VHF 147.300Mhz
- Separate UHF, VHF or HF Link
- VHF 154.575Mhz
- UHF CB Channel 28 CTCSS 12

WICEN
 Communication Network Diagram