

# SEA OTTER CLASSIC

## 2018 Amateur Radio Operation Guide

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Updated April 15, 2018

What?	Emergency, Priority, Health, Welfare and Logistics communications support to the Sea Otter Classic mountain bicycle cross-country event participants.
Where?	“Back Country” paved and dirt fire roads within the Bureau of Land Management (BLM) Fort Ord Public Lands (FOPL), and the Carmel Valley Route of the Gran Fondo
When?	Thursday April 19 <sup>th</sup> through Sunday April 22 <sup>nd</sup> 2018
How?	VHF and UHF communications. The event Net Control Station (NCS) will partner with SCRAMP (Sports Car Racing Association of the Monterey Peninsula), Monterey County Regional Fire District (MCRFD), Salinas Fire Department, National Ski Patrol, Fort Friends, AMR, CalStar and others for emergency, priority, welfare and logistical message traffic.

This document is a supplement to the IAP (Incident Action Plan) documents.

### **Volunteer Information**

Each participating volunteer receives a 4-Day Festival Pass and an official Sea Otter Classic Volunteer T-shirt. Volunteers are also provided lunch on the days they work. If you want a festival pass before the day you work, please email Tim Takeuchi at [takeuchi@sbcars.org](mailto:takeuchi@sbcars.org) or [w6tst@arrl.net](mailto:w6tst@arrl.net).

Every volunteer wearing a Sea Otter Classic Volunteer T-Shirt is considered an ambassador for the event. It has been requested that there be no smoking or drinking of alcohol beverages in view of athletes, spectators or guests. Also, please when volunteering, do not bring pets or children.

**Camping:** To get to "Ski Patrol Central" (Paddock at Laguna Seca) (10S FF 11374 49817 or 36°35.24010', - 121°45.29968'W) where camping is. Follow the directions to Laguna Seca Recreational Area (SCRA). You may need to register your vehicle at Registration at the Hospitality Pavilion (10S FF 11103 49580 or 36°35.11398'N, - 121°45.48330'W). Let who is stationed at Ski Patrol Central know that you're part of the ham radio team and follow their instructions. Camping is on asphalt pavement in tents or campers. Restroom facilities are available, showers are about a half mile away as part of the park service. Electricity cannot be counted on and there are no RV hook up services. Best part is there is no cost to you for camping.



Check <http://seaotterclassic.com> for the most up-to-date schedule before your assignment. **BEFORE the event, request permission and coordinate frequencies if cross band repeat will be used.**

Sea Otter Classic has a title sponsor, Subaru. Please do not wear shirts and clothing with the other car manufacturer sponsors from previous years.

## **BEFORE EVENT DAY**

You should have the following before the event:

- |   |  |
|---|--|
| 1. Dual band (144/440) HT                                     | 12. Paper/notebook for notes   |
| 2. Dual band (144/440) Mobile for Carmel Valley Route Support | 13. Event log sheets   |
| 3. Truck or car suitable for rough terrain                    | 14. Note cards for messages  |
| 4. Half tank or more of gasoline                              | 15. Pen / pencils  |
| 5. Inflated spare tire  | 16. Water (essential!) and other beverages                                       |
| 6. Dress in layers  | 17. Food / snacks  |
| 7. Rain gear  | 18. Small folding table to operate from  |
| 8. Hat to protect from the sun                                | 19. 2018 Sea Otter Classic volunteer shirt                                       |
| 9. Sun block and lip balm                                     | 20. Reflective vest (or other reflective wear) if you have one (we have loaners) |
| 10. Bug repellent   | 21. Trash bag for your own use   |
| 11. Folding chair   | 22. Toilet Paper   |

Optional equipment/items that may be handy:

- |   |   |
|---|---|
| 1. Dual band (144/440) mobile transceiver | 6. Binoculars   |
| 2. Batteries for your HT and/or backup HT | 7. Camera (incl. media and batteries)                                       |
| 3. Headset for your HT                    | 8. Cow bell to make noises like the Olympics                                |
| 4. Tent or other portable shade           | 9. GPS (Global Positioning System) to give coordinates (highly recommended) |
| 5. ARES/RACES magnetic signs for your car |   |

## **General Information**

Once a report of a cyclist's injury or illness is received by NCS, the closest fire/medical unit will be dispatched. The fire/medical personnel will determine whether an AMR, CalStar helicopter (Medical Evac) air ambulance, or other option is necessary.

Communicators are "NOT expected to make medical decisions." We report our location, when we have a "rider down," and fire/medical units respond. You may be asked to use the medic's radio while they attend to a patient, so be prepared to do so, but in doing so, remember at that point you are not a ham radio operator and use of your FCC amateur radio license should not be needed.

There may be non-emergency transport for guests or participants that are not medical emergencies, but need transport because of fatigue or minor injuries. SAG wagons may regularly make the course rounds to provide participant's non-emergency / mechanical breakdown transportation at the Marshall Point (MP) pick up points. Their forward progress is dictated by the flow of riders on the course and driving VERY defensively. For

awareness where the SAG wagons are located, along the course, pass this info to the cyclists who ask you and report to NCS, when SAG wagons pass by your locations.

“Medical Branch” 4 X 4 fire utility vehicles will be strategically placed around the “back country” and are staffed with EMT or a EMT Paramedic fire personnel from MCRFD. They may “bump up” their initial staging assignment to follow the race or possibly re-locate to areas where there have been more accident prone areas.

American Medical Response (AMR) will have committed ambulances for the event. Since most of these ambulances weigh about 6000 pounds they will not be able to drive the dirt fire roads. If an ambulance is needed, patients may need to be carried or taken out by 4 X 4 fire utility pickup truck to the ambulance on a paved road. If a cyclist complains of neck or spine pain, there is a good possibility they will be flown out.

CALSTAR – California Shock Trauma Air Ambulance (Medical Evac) will be on standby at the Laguna Seca helipad unless committed to a previous mission.

Fort Friends (formerly BLM “BETA” (Bicycle, Equestrian, Trails Assistance)) Team units will be responding on foot or via horse back from their assigned First Aid positions. BETA members patrol the area during the year. They are very familiar with the Fort Ord Public Lands (FOPL). They will also be managing the event trails and charting the cyclists’ effect on the trail surfaces for future maintenance.

BETA and NSP will have Motorola HT radios on public safety frequencies for coordination and have a repeater located with the ham repeater.

Note: Athletes are responsible for carrying their own water and water is provided at feed stops. Water at other points and marshal points are for staff. Water should not be denied if available, but water for staff should not be compromised either.

### ***General Directions:***

Communications will be run via a directed net on the command channel. The Net Control Station (NCS) will ID periodically and identify the net with a time stamp. Use this time to keep your log in sync with others. NCS is in charge of Amateur Radio communications. Direct your attention to NCS’s instructions and comply with any requests. The event leader (“Lead”) may go “direct” to a particular station as conditions warrant. Since most conversations will be relatively short you will only need to use your FCC call sign at the end of a conversation. Otherwise, use your **tactical** call. Maintain a log of your communications and turn log sheets in at demobilization. Log the following:

1. Unit check ins.
2. Receipt of Emergency or Priority traffic. Location w/ Grid ID, BIB numbers and BIB colors (not participant names), nature of the event and action taken.
3. Logistical traffic and when the need is fulfilled.
4. Interoperability traffic (e.g. MCRFD, SCRAMP, Ski Patrol, BETA, etc.)
5. Any problems and suggestions for future improvements.

### **Remember the following rules**

- Be brief – Limit chatter and keep with essential communications.
- Coordinate/calibrate time with NCS for operations and log keeping.



- Do not argue over the air.
- Do not transmit while unsure what to say. Pause, think about what you are going to say first.
- Always monitor the primary net.
- Coordinate with Lead and NCS if you will use mobile cross-band repeat functions.
- Children, pets, alcohol and drugs will not be allowed during your volunteer service.

### ***Personal Accountability***

Be accountable to each other, NCS, and Sea Otter Classic personnel.

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## **OPERATIONS**

### ***General Rules:***

1. This event will be controlled by a directed net. All traffic is to be controlled by Net Control Station (NCS).
2. If you need to interrupt an ongoing conversation, use a pro-word “**EMERGENCY**” (When life is in danger), “**PRIORITY**” (When life is in imminent danger) or “**BREAK**” and wait to be acknowledged by NCS.
3. Use your **tactical** call sign and make sure you use your FCC call sign at the end of a conversation.

### ***Authorized Traffic (in Priority Order):***

1. **EMERGENCY** TRAFFIC – Life and death urgency to person or persons – Relay the following:
  - a. **EXACT LOCATION** including **MAP GRID and Trail ID and Direction of Travel (away from you position or toward it)**. For example: Grid V-10 – Trail 38 traveling away from my station heading toward Grid W-10.
  - b. **NATURE OF THE EMERGENCY** (e.g. single vs. multiple bicycle crash, conscious vs. unconscious, breathing vs. not breathing, bleeding, etc)
  - c. **BIB Color & Numbers**. Never provide actual names over the air or on log sheets.

Relay information clearly, make sure it is acknowledged, and listen for further directions.

NOTE: BE SAFE, REMAIN CALM. Stay at your assigned post. Don’t go looking for an injured rider or other incident and turn into a victim or become lost. When in doubt, report it. Cyclists are good at looking after their own and will provide the best information on the downed rider. Also, those local to the area or part of past events are very familiar with the trails and will be excellent and accurate information as to the best location of the patient.

2. **PRIORITY** TRAFFIC – Important – Life in danger. Also, information having a specific time limit, not covered in the emergency category, press dispatches and emergency-related traffic.
3. Welfare inquires from riders and NCS.
4. Logistic requests.
5. Unauthorized vehicles on the course - (very occasionally there may be a non-SOC dirt motorcycle)... BLM Law Enforcement U. S. Rangers will be on duty.
6. Check in - Roll call check in - Demobilization traffic.

If you’re asked for general or event information, please refer them to the information booths (yellow and white tents) at Laguna Seca and suggest that feed stations may have people that can help.

## **FORT ORD NATIONAL MONUMENT BACK COUNTRY INSTRUCTIONS**

(Instructions for those supporting the Gran Fondo Carmel Valley Route starts on page 9)

### ***BEFORE THE EVENT - Radio programming***

Please program your radio for odd splits (other than 600 KHz) on 2 meters for the primary command channel. Most radios can do this, but it may take some extra programming or advanced features to do so. Be prepared to relay traffic from one station to another should primary communications fail either on the ham frequencies or relay traffic for Fort Friends or Ski Patrol should their system fail.

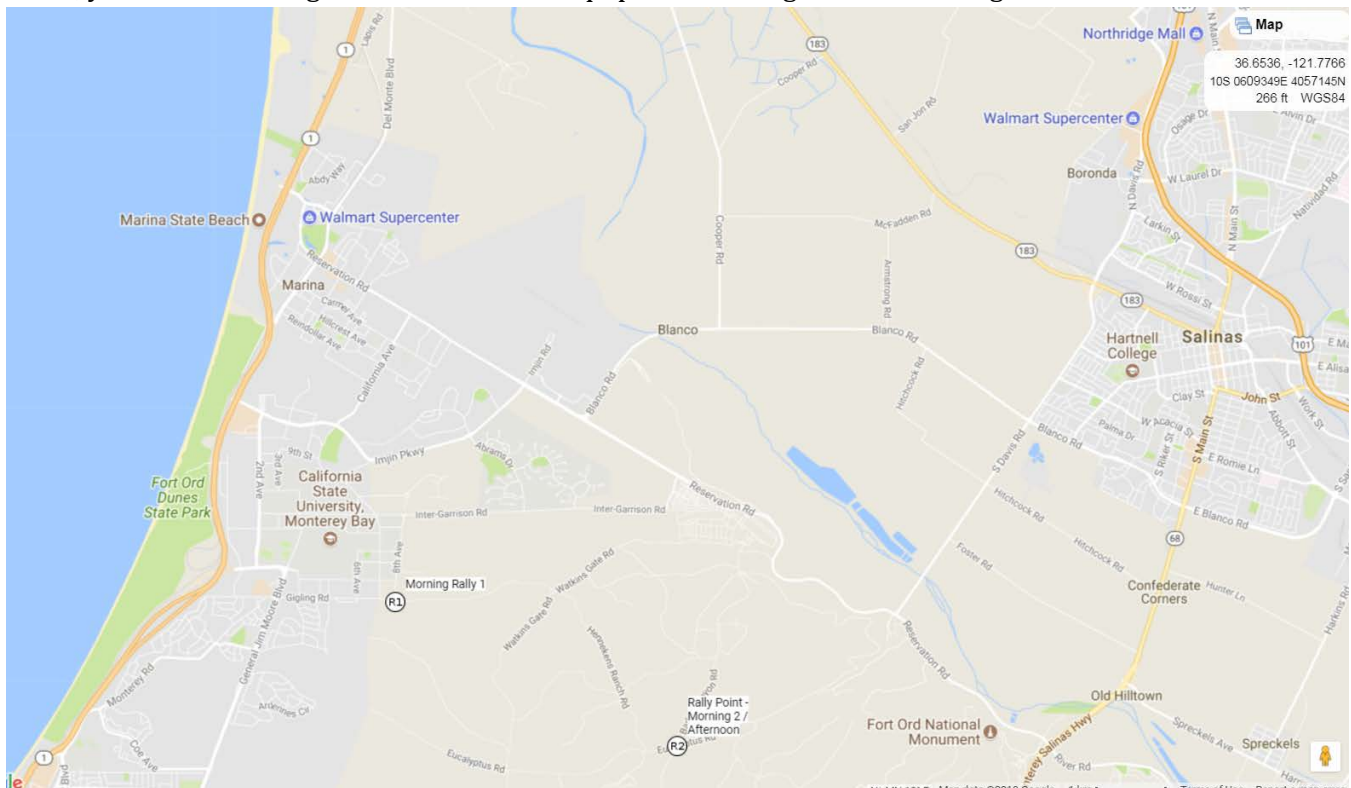
### ***EVENT DAY***

You'll be reporting to rally point at Gigling Road and 8<sup>th</sup> Avenue

### **Reporting to Staging Gigling Road and 8<sup>th</sup> Avenue (NEW LOCATION!)**

(10S FF 08396 56011 or 36°38.61' N, -121°47.24' W)

This is essentially at a law enforcement check point for the event. There will be others you'll be working with at staging that can let you past the check point. Please obey law enforcement directions and work with your teammates to figure out where to rally and move forward into the Fort Ord area. This location should be easier to meet at since it is close to the start of the race and has easier access than previous years when we rallied from Laguna Seca or off Highway 68. Since there are so many ways to get here depending on where you're coming from, please consult on-line mapping programs to find your best way here and plan your trip accordingly. Also, please be on time since once the team assembles and moves out, the race begins and vehicle traffic is not allowed. Below is a map of the area where "R1" (pictured on the next page) is where to meet and once everyone is assembled, you'll proceed to the rally point "R2". At the end of the event, you'll be returning to "R2" to check in equipment and logs before heading home.





REMINDER: This area is environmentally sensitive. **Tread lightly.**

**NEW FOR 2018 – Please make sure you check out a Motorola UHF Radio – Tune it to Channel 2 (UTAC41) and make sure you can communicate with the Ski Patrol and Fort Friends team.**

Always clearly display your BLM pass and surrender it to the BLM U.S. Ranger if he or she requests it.

- a. Avoid leaving ruts on the fuel break roads
- b. Observe 20 MPH Maximum on dirt roads or as road conditions permit
- c. Observe 30 MPH Maximum on paved roads
- d. The Basic Speed Law applies (CA VC 22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.)

Please note that in the Ford Ord Back Country, Drix Berger is equivalent to the incident commander on this course. Spook Groenewald is his assistant. If they need your assistance, your priority is to help them as your skill set allows. Please notify NCS if you are able, but your priority is to assist them especially if it is an emergency or urgent matter.

### **On station**

Coordinate and set up station with personnel co-located with you and inform them you are there to pass emergency, and health and welfare messages. Check in to NCS that you are on station.

Please monitor UTAC41D and listen for traffic from Ski Patrol or Fort Friends team mates. They will contact a ham radio station to relay traffic if they cannot reach NCS with their radios. Please make sure you get their station name with the information you would gather if the traffic originated at your station.

Keep your eyes and ears open. If you spot an incident near you or observe one in the distance (where binoculars come in handy), note its position relative to yourself and call NCS.

You may be called to help move supplies or equipment. Please coordinate any movement with "Trailboss" who will serve as traffic control to assure the path is sufficiently clear of cyclists.

### **After the Event – Demobilization (De-Mob) – Back at Rally Point 2 (follow the trail boss instructions)**

1. Physically check out with Lead or designated operator.
  2. Turn in ICS-214 log sheets.
  3. Turn in BLM Passes.
  4. Turn in magnetic door signs.
  5. Receive course exit (extraction) instructions (strategy).
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### **Net Control Script**

Start: Good morning/afternoon. This is (your name) net control for the 28<sup>th</sup> Sea Otter Classic cycling event. This is a directed net and all traffic should be directed to net control. This is N6SBC at (time stamp-24 hour clock) hours.

On the Hour: This is the net for the Sea Otter Classic at (time stamp-24 hour clock) hours. We'll be conducting a roll call of all stations. (Do a welfare check for all stations at discretion of net control)

End of Each Conversation: End with N6SBC followed by the time stamp in 24 hour clock.

End: Good evening. This is (your name) net control for the Sea Otter Classic securing the net. This is N6SBC clear at (time stamp-24 hour clock) hours.

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## **GRAN FONDO CARMEL VALLEY ROUTE INSTRUCTIONS**

(Instructions for those supporting the Fort Ord Back Country Instructions starts on page 5)

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### ***EVENT DAY***

#### **Reporting to Staging at "Ski Patrol Central" (Paddock at Laguna Seca)**

(10S FF 11374 49817 or 36°35.24010', -121°45.29968'W)

Take Highway 68 to Laguna Seca and head up "A" Road or "B" Road. (Arriving early is best as the main entrance closes around 7 AM - or earlier depending on the crowds. If "A" and "B" Roads are blocked, you may have to proceed west on Highway 68 and follow the signs for Sea Otter Classic entrance and you'll come in on South Boundary Road. Once you get to the perimeter road, turn right and proceed around the track and follow the signs to the Paddock. The perimeter road dead ends into the Paddock area. If I didn't provide you with a vehicle pass, please try to tell the security person that you're with the National Ski Patrol and are headed there for an assignment where they have your vehicle pass. If you have trouble, try reaching someone on the travel channel and we'll try to get someone to the check point to get you through. Once you pass security proceed forward and off to the right. The large building with a series of garages on a two story building is your target and Ski Patrol Central will be on the left side of the building.

1. Physically check in with "Lead" and personnel to accomplish final equipment checks
2. Insure event frequencies are programmed into radios
3. Issue magnetic vehicle "Emergency / Safety" signs (if needed)
4. Partner with a Ski Patrol member as appropriate.
5. The plan is for the leader (ROVER LEAD), the communication anchor, to link up via ham radio on Chews Ridge and pass traffic to Laguna Seca or Cahoon Summit as needed. Radio operators will also be positioned as another communication Rover(s) and with SAG, mechanical and other support vehicles.

Given the narrow roads and radio coverage, please exercise **extreme** caution and coordinate communications well between all your team members.

Coverage to WB6ECE is good in open areas, areas with relatively higher altitude. Areas where there are sharp cliffs to either side of the road (obviously) have poor coverage. Please do your best to say in simplex range with a rover with repeater coverage to insure you can communicate an emergency as needed.

#### ***After the Event – Demobilization (De-Mob)***

When the team reaches Highway 68, the plan is to return to the Laguna Seca and eventually the Paddock area to return magnetic signs and log sheets to the ARES/RACES officer assigned to that location.

## Information about the Carmel Valley Event...

### *Net Control*

- Location is on Chews Ridge, which is a 5,000 foot ridge line on Tassajara Road.
- NCS will do an hourly roll call so we can see where everyone is.

### *Repeater use on route*

- For the first part of the ride, we will be using the WB6ECE repeater on Mt. Toro (441.300+, PL=100). This should give fair to good coverage from the start line to about Fort Romie Road (Soledad Mission area).
- At Fort Romie Road, the teams should switch to the Chews Ridge repeater (145.110-, PL=146.2)
- It might be best to program tone squelch on the receive side of the Chews Ridge frequency to avoid hearing nearby repeaters.
- The Chews Ridge repeater will give good to excellent coverage from Fort Romie Road to Carmel Valley Village.
- For the last part of the ride (from the top of Laureles Grade to Laguna Seca), the teams can switch back to WB6ECE.

### *Tactical Frequency*

- 145.110 simplex will be used for tactical. This is actually the output frequency of the repeater. By using the same frequency, we will avoid having too many people spread out on too many different frequencies.

### *Backup Repeater for northern Carmel Valley Road*

- There is a KI6PAU repeater at the Sid Ormsby lookout (west of Carmel Valley Village) that gives excellent coverage along Carmel Valley Road from Tassajara Road to Carmel Valley Village. This could be a good backup to Chews Ridge.
- The frequency is 147.105 +600KHz, PL=94.8.
- NCS will monitor this frequency in case someone can't raise the Chews Ridge repeater from their location.

### *Mile Markers*

- River Road has plenty of mailboxes, so the street address can be used to identify location.
- Arroyo Seco and Carmel Valley Roads have few residents, so we may need to use mile markers to identify locations.
- The mile markers on Arroyo Seco and Carmel Valley Roads face the opposite direction, but can easily be identified by their green backs.
- Mile makers decrease as you travel on Arroyo Seco Road.
- Mile markers decrease as you travel on Carmel Valley Road.

*Some Selected Mile Marker locations*

## Arroyo Seco Road:

- 20.0 – Fort Romie Road
- 13.5 Cedar Ave
- 12.0 Elm Ave (east connector)
- 11.5 Elm Ave (west connector)
- 7.0 west of Sycamore Flat Road
- 5.0 Carmel Valley Road

## · Carmel Valley Road:

- 23.2 Tassajara Road
- 16.4 Fox Creek Ranch Road
- 16.0 Cachagua Road
- 14.1 San Clemente Drive
- 12.8 Camp Stern Road

*Addresses*

## River Road:

- Addresses increase in the direction of the route

## Arroyo Seco Road

- Address increase in the direction of the route

## Carmel Valley Road

- Addresses decrease in the direction of the route

*Call Boxes*

## Arroyo Seco Road:

- 11.6 mile marker (Elm Ave @ west connector), and
- 8.2 mile marker (west of 45003 Arroyo Seco Road)

## Carmel Valley Road:

- 39.3 mile marker, and
- 37.8 mile marker

*Cellular*

- Phone service starts to fail around Elm Avenue at mile post 12.0, and does not come back until Carmel Valley Village.

## **Background**

The Sea Otter Classic has its roots in world class bicycle racing. Its first “back country” event was in 1991 with 150 riders and 350 spectators. Today the event hosts over 10,000 athletes and 71,000 fans..

## **ACRONYMS/DEFINITIONS**

AAR	After Action Report
ACS	Auxiliary Communication Service
ALS or ACLS	Advanced Life Support or Advanced Cardiac Life Support
AMR	American Medical Response
ARES	Amateur Radio Emergency Service
ARRL	American Amateur Radio Relay League
BLS or BCLS	Basic Life Support or Basic Cardiac Life Support
BETA	Bicycle, Equestrian Trail Assistance (BLM volunteer team / trained in basic First Aid)
BLM	Bureau of Land Management
CALSTAR	California Shock Trauma Air Ambulance
DEMOB	Demobilization
EMT-1	Emergency Medical Technician
EMT-P	Emergency Medical Technician – Paramedic
FOPL	Fort Ord Public Lands
Gran Fondo	Gran Fondo means long distance or great endurance (Italian)
IAP	Incident Action Plan
ICS	Incident Command System
LSRA	Laguna Seca Recreation Area
MCRFD	Monterey County Regional Fire District
Mother Lode	National Ski Patrol - Mother Lode Region
MP	Marshall Point
NCS	Net Control Station
NSP	National Ski Patrol
OPS	Operations
RACES	Radio Amateur Civil Emergency Service
SAG	Vehicle that provides event complimentary shuttle service for cyclists and their bikes to non-emergency transports; however, the SAG drivers are NSP and they would be evaluating the riders as they drive them back to the LSRA.
SBC	San Benito County
SCRAMP	Sports Car Racing Association of the Monterey Peninsula
SOC	Sea Otter Classic
TBD	To Be Determined
Trailboss	Ski Patrol team leader assigned to control field operations and traffic.
Velo Club	Velo Club of Monterey – Group providing vehicle based support
velofix	Velofix – On road repair of bicycles and other gear based out of vans
UXO	Unexploded ordnance (explosives)
XBE	San Benito County
XCZ	Santa Cruz County
XMY	Monterey County
XSC	Santa Clara County



For some interesting history of Fort Ord, see:

[http://www.blm.gov/pgdata/content/ca/en/fo/hollister/fort\\_ord/index.html](http://www.blm.gov/pgdata/content/ca/en/fo/hollister/fort_ord/index.html)