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## Net Operations

Nets operated during a marathon are directed net which means: 1. Net Control is the controlling authority for the net. 2. All communications are controlled by Net Control. 3. No communications occur with other stations that are not cleared by Net Control. 4. All stations that check into the net must remain in the net until released by Net Control. 5. All stations are to use their tactical call sign during the net. 6. When initiating a contact between stations, the word “over” is not necessary. However, the word “over” must be used if the transmitting station is expecting a response. 7. At the end of an exchange, the word “out” must be used to signify that no response is expected, and the exchange is complete. 8. When you close a conversation, you must sign with your TACTICAL call followed by your FCC call sign.

When passing information from one station to another, the initiating operator must:

1. Contact Net Control and request permission to contact the other station. Format is: “Net Control, <calling station tactical call sign> requests comms with <receiving station>, over” such as: “Net Control, Pinhead requests comms Dam, over”

A. If there is no current traffic being passed, emergency or other reason to delay, Net Control will authorize the communications. Format is: “<calling station> Net Control, contact <receiving station> and pass your traffic” such as: “Pinhead Net Control, contact Dam and pass your traffic”

B. If there is a current traffic, an emergency or other reason to delay, Net Control will ask the calling station to wait. A. For a momentary delay: such as: “Pinhead, Net Control, wait” B. For a longer delay: such as: “Pinhead, Net Control, wait out”

2. Once Net Control has authorized the passing of information, then Initiate contact with the intended recipient using tactical call signs only: Format is: “<receiving station>, <calling station>” such as: “Dam, Pinhead”

A. The intended recipient will respond finishing their acknowledgement with the word “over”: Format is: “<receiving station>, <calling station>, over” such as: “Pinhead, Dam, over”

B. Once communications has been established, each leg of the conversation must begin with “This is <tactical call sign>...” to indicate the source of the communications and End with “over” such as: “This is Pinhead..... communications....., over”

C. At the end of the communications, the terminating station will signify the end of the communications with “out”, such as: “This is Pinhead, =communications=, out”

3. Passing information clearly and accurately is essential. Be sure to pass the information clearly and concisely in order to avoid unnecessary repetition of information that may delay other stations from being able to port marathon information.

4. When reporting runner time information, you need to report the bib number and the time through your reporting station.

There will be two pieces of information necessary for properly recording the participants tracking: A. The participants **bib** number which can be either numbers or a combination of numbers and letters and the participants **time** through. The time reporting must be in 24 hour military format. Examples are: 1) When reporting a runner with multiple digit bib numbers, state: “BIB FIGURES ONE, TWO, THREE TIME ZERO TWO FOUR ONE” for runner with bib number 123 passing through your station at 2:41 in the morning. 2) When reporting a runner with a single digit bib number, state: “BIB SINGLE DIGIT FIGURES FOUR, TIME ONE ONE THREE TWO” for runner with bib number 4 passing through your station at 11:32 in the morning. 3) When reporting a runner with an alpha-numeric bib number, state: “BIB MIXED GROUP ALPHA TWO SEVEN NINER, TIME TWO TWO ONE SIX” for runner with bib number A279 passing through your station at 10:16 in the evening.

5. Once you have completed the list of runners being reported, clearly state “OVER” and wait for the receiving station to acknowledge your report.

6. When reporting an injury or other significant information concerning a participant which it is deemed to be critical in nature, state clearly “BREAK, BREAK, BREAK” and wait for a clear net from Net Control. If it is NOT critical in nature, contact Net Control as stated above, Be sure to collect and report at least the following information: Bib number, Gender of the participant, Approximate age range of the participant, A short description of the injury/incident and Any aid that is being given and by whom.

7. If you need to leave your station for any reason and do not have a relief available, be sure to contact Net Control and let them know you will be off the air for a period of time. Be sure to contact Net Control and let them know when you have returned to your station. If you need to leave the net, be sure to let Net Control know so that they can try to secure a replacement for your location.

**SEE Below for detailed terminology to remember:** “Over” means you are expecting a response. “Out” means that you are NOT expecting a response, and the conversation is finished. “Wait” means that you will be interrupting the conversation for only a few moments. “Wait Out” means that you will be interrupting the conversation for a longer period and might possibly lose your place in line. “Figures” is used to indicate that what follows is numerical digits. “Mixed Group” means that what follows will be a mixture of letters and numerical digits. “Time” means that what follows will be military time format. “BREAK, BREAK, BREAK” means that you have an emergency and need a clear operating frequency.

	Code	Letter	word	U.S. Army standard <sup>[11]</sup>	ICAO <sup>[10]</sup> and ITU Roman standard <sup>[12]</sup>	FAA standards <sup>[13]</sup>	ICAO IPA standard <sup>[10]</sup>	SIO <sup>[15]</sup> (France )	ICAO recording (1955) <sup>[16]</sup>	Consolidated transcription
<u>A</u>	<b>Alfa</b> ATIS: <b>Alpha</b>	AL	fah		<u>AL</u> FAH	ALFAH or AL-FAH	'ælfɑ	<u>al</u> fah	['ælfʌ]	<u>/ˈælfɑː/</u> <u>AL-fah</u>
<u>B</u>	<b>Bravo</b>	BRAH	voh		<u>BRAH</u> VOH (1955: <u>BRAH</u> <u>VOH</u> )	<b>BRAHVOH</b> or BRAH-VO	'brɑː'vo	<u>bra</u> vo	[brɑ'voʊ]	<u>/ˌbrɑː'voʊ/</u> <u>BRAH-VOH</u>

<u>C</u>	<b>Charlie</b>	CHAR lee	<u>CHAR</u> LEE	<b>CHARLEE</b> or CHAR-LEE	'tʃɑ:li or 'ʃɑ:li	<u>tchah</u> li, [ <u>tʃɑ</u> -li], <u>char</u> li ['ʃɑ-li]	<u>/'tʃɑ:ri:/</u> <u>CHAR-lee</u> or <u>/'ʃɑ:ri:/</u> <u>SHAR-lee</u>
<u>D</u>	<b>Delta</b>	DEL tah	<u>DELL</u> TAH	<b>DELLTAH</b> or DELL-TAH	'delta	<u>del</u> tah ['deltʌ]	<u>/'delta:/</u> <u>DEL-</u> <u>tah</u>
<u>E</u>	<b>Echo</b>	EKK oh	<u>ECK</u> OH	<b>ECKOH</b> or ECK-OH	'eko	<u>èk</u> o ['ekɒs]	<u>/'ekɒs/</u> <u>EK-oh</u>
<u>F</u>	<b>Foxtrot</b>	FOKS trot	<u>FOKS</u> TROT	<b>FOKSTROT</b> or FOKS-TROT	'fɒkstrɒt	<u>fox</u> trott ['fakstrat]	<u>/'fɒkstrɒt/</u> <u>FOKS-trot</u>
<u>G</u>	<b>Golf</b>	Golf	GOLF	GOLF	gʌlf [ <u>sic</u> ]	<u>golf</u> ['gʌl(f)]	<u>/'gɒlf/</u> <u>GOLF</u>
<u>H</u>	<b>Hotel</b>	HO tell	HOH <u>TELL</u>	<b>HOHTELL</b> or HOH-TELL	ho:'tel	ho <u>tèll</u> [hɒs'tel]	<u>/hɒs'tel/</u> <u>hoh-</u> <u>TEL</u>
<u>I</u>	<b>India</b>	IN dee ah	<u>IN</u> DEE AH	<b>INDEE AH</b> or IN-DEE-AH	'indi·ɑ	<u>in</u> di ah ['indi.ʌ]	<u>/'ɪndi:ɑ:/</u> <u>IN-</u> <u>dee-ah</u>
<u>J</u>	<b>Juliett</b> ATIS: <b>Juliet</b>	JEW lee ett	<u>JEW</u> LEE <u>ETT</u>	<b>ETT</b> or JEW-LEE- ETT	'dʒu:li·'et	<u>djou</u> li <u>ètt</u> [ˌdʒuli'et]	<u>/'dʒu:li:et/</u> <u>JEW-lee-et</u> or <u>ˌdʒu:li:·'et/</u> <u>JEW-lee-ET</u>
<u>K</u>	<b>Kilo</b>	KEY loh	<u>KEY</u> LOH	<b>KEYLOH</b> or KEY-LOH	'ki:lo	<u>ki</u> lo ['kilɒs]	<u>/'ki:lɒs/</u> <u>KEE-</u> <u>loh</u>
<u>L</u>	<b>Lima</b>	LEE mah	<u>LEE</u> MAH	<b>LEEMAH</b> or LEE-MAH	'li:ma	<u>li</u> mah ['limʌ]	<u>/'li:mɑ:/</u> <u>LEE-</u> <u>mah</u>
<u>M</u>	<b>Mike</b>	Mike	MIKE	MIKE	maik	<u>maik</u> ['maɪk]	<u>/'maik/</u> <u>MYK</u>
<u>N</u>	<b>Novembe</b> <b>r</b>	NOH vem ber	NO <u>VEM</u> BER	or NO-VEM- BER	no'vembə	no <u>vèmm</u> [nɒs 'vembɪ]	<u>/nɒs'vembər/</u> <u>noh-VEM-</u> <u>bər</u> <sup>(12)</sup>
<u>O</u>	<b>Oscar</b>	OSS car	<u>OSS</u> CAH	<b>OSS-SCAR</b> or OSS-CAR	'ɒska	<u>oss</u> kar ['askɪ]	<u>/'ɒska:/</u> <u>OS-</u> <u>kah</u>
<u>P</u>	<b>Papa</b>	PAH pah	PAH <u>PAH</u>	<b>PAHPAH</b> or PAH-PAH	pə'pa	pah <u>pah</u> [pə'pɑ]	<u>/pɑ:'pɑ:/</u> <u>pah-</u> <u>PAH</u>
<u>Q</u>	<b>Quebec</b>	keh BECK	KEH <u>BECK</u>	<b>KEHBECK</b> or KWUH- BECK	ke'bek	<u>ké</u> <u>bèk</u> [ke'bæk]	<u>/kɛ'bæk/</u> <u>ke-</u> <u>BEK</u>
<u>R</u>	<b>Romeo</b>	ROW me oh	<u>ROW</u> ME OH	<b>ROWME OH</b> or ROW-ME-OH	'ro:mi'o	<u>ro</u> mi o ['rɔʊmi.ɒs]	<u>/'rɔʊmi:ɒs/</u> <u>ROH-mee-oh</u>
<u>S</u>	<b>Sierra</b>	see AIR ah	SEE <u>AIR</u> RAH	<b>SEEAIRAH</b> or SEE-AIR-AH	si'era	si <u>èr</u> rah [si'ɛɾʌ]	<u>/si:'ɛrɑ:/</u> <u>see-</u> <u>ERR-ah</u>
<u>T</u>	<b>Tango</b>	TANG go	<u>TANG</u> GO	<b>TANGGO</b> or TANG-GO	'tængo	<u>tang</u> go ['tæŋgɒs]	<u>/'tæŋgɒs/</u> <u>TANG-goh</u>
<u>U</u>	<b>Uniform</b>	YOU nee form	<u>YOU</u> NEE FORM or <u>OO</u> NEE FORM	<b>FORM</b> or YOU-NEE- FORM or OO-NEE- FORM	'ju:nifɔ:m or 'u:nifɔ:m	<u>you</u> ni form, [ˌjunɪfɔ:m], <u>ou</u> ni form [ˌunɪfɔ:m]	<u>/'ju:ni:fɔ:rm/</u> <u>EW-nee-form</u> or <u>/'u:ni:fɔ:rm/</u> <u>OO-nee-form</u>
<u>V</u>	<b>Victor</b>	VIK ter	<u>VIK</u> TAH	<b>VIKTAH</b> or VIK-TAR	'vikta	<u>vik</u> tar ['vɪktɔɪ]	<u>/'vɪktɑ:/</u> <u>VIK-</u> <u>tah</u>

<u>W</u>	<b>Whiskey</b>	WISS key	<u>WISS</u> KEY	<b>WISSKEY</b> or WISS-KEY	'wiski	<u>ouiss</u> ki ['wiski]	<a href="#">/'wiski:/</a> <b><u>WIS-</u></b> <a href="#">kee</a>
<u>X</u>	<b>X-ray</b> or <b>Xray</b>	EKS ray	<u>ECKS</u> <u>RAY</u>	<b>ECKSRAY</b> [sic] or ECKS-RAY	'eks'rei	<u>èkss ré</u> ['eks.ɪɛɪ]	<a href="#">/'eksrei/</a> <b><u>EKS-</u></b> <a href="#">ray</a> or <a href="#">/,eks'rei/</a> <b><u>EKS-RAY</u></b>
<u>Y</u>	<b>Yankee</b>	YANG kee	<u>YANG</u> KEY	<b>YANGKEY</b> [sic] or YANG-KEY	'jænki	<u>yang</u> ki ['jæŋki]	<a href="#">/'jæŋki:/</a> <b><u>YANG-kee</u></b>
<u>Z</u>	<b>Zulu</b>	ZOO luu	<u>ZOO</u> LOO	<b>ZOOLOO</b> or ZOO-LOO	'zu:lu:	<u>zou</u> lou ['zulu]	<a href="#">/'zu:lu:/</a> <b><u>ZOO-</u></b> <a href="#">loo</a>
	<b>-</b> (hyphen) <b>Dash</b>						<a href="#">/'dæʃ/</a> <b><u>DASH</u></b>

### Digits

<b>Digit</b>	<b>Code word</b>	<b>Pronunciation</b>	<b>SIO<sup>[15]</sup></b>	<b>Wikipedia transcription</b>
<u>0</u>	Zero (FAA, USMC) Nadazero (ITU, IMO)	ZE-RO (ICAO), ZE RO or ZEE-RO (FAA) NAH-DAH-ZAY-ROH (ITU, IMO)	<u>zi ro</u>	<a href="#">/'zi:roʊz/</a> <b><u>ZEE-roh</u></b> <a href="#">/,nɑ: dɑ: zeɪ'roʊz/</a> <b><u>NAH-</u></b> <b><u>DAH-ZAY-ROH</u></b>
<u>1</u>	One (FAA), Won (USMC) <sup>[18]</sup> Unaone (ITU, IMO)	WUN (ICAO, FAA) OO-NAH-WUN (ITU, IMO)	<u>ouann</u>	<a href="#">/'wʌn/</a> <b><u>WUN</u></b> <a href="#">/,u: nɑ: 'wʌn/</a> <b><u>OO-NAH-</u></b> <b><u>WUN</u></b>
<u>2</u>	Two (FAA), Too (USMC) Bissotwo (ITU, IMO)	TOO (ICAO, FAA) BEES-SOH-TOO (ITU, IMO)	<u>tou</u>	<a href="#">/'tu:/</a> <b><u>TOO</u></b> <a href="#">/,bi: sɒs'tu:/</a> <b><u>BEE-SOH-</u></b> <b><u>TOO</u></b>
<u>3</u>	Three (FAA), Tree (USMC) Terrathree (ITU, IMO)	TREE (ICAO, FAA) TAY-RAH-TREE (ITU, IMO)	<u>tri</u>	<a href="#">/'tri:/</a> <b><u>TREE</u></b> <a href="#">/,teɪ rɑ: 'tri:/</a> <b><u>TAY-RAH-</u></b> <b><u>TREE</u></b>
<u>4</u>	Four (FAA), Fo-wer (USMC) Kartefour (ITU, IMO)	FOW-ER (ICAO), <b>FOW</b> ER (FAA) KAR-TAY-FOWER (ITU, IMO)	<u>fo eur</u>	<a href="#">/'fɒs.ər/</a> <b><u>FOH-ər</u></b> <a href="#">/,kɑ:r teɪ'fɒs.ər/</a> <b><u>KAR-TAY-</u></b> <b><u>FOH-ər</u></b>
<u>5</u>	Five (FAA), Fife (USMC) Pantafive (ITU, IMO)	FIFE (ICAO, FAA) PAN-TAH-FIVE (ITU, IMO)	<u>fa if</u>	<a href="#">/'faɪf/</a> <b><u>FYF</u></b> <sup>[19]</sup> <a href="#">/,pæn tɑ: 'faɪv/</a> <b><u>PAN-TAH-</u></b> <b><u>FYV</u></b>
<u>6</u>	Six (FAA, USMC) Soxisix (ITU, IMO)	SIX (ICAO, FAA) SOK-SEE-SIX (ITU, IMO)	<u>siks</u>	<a href="#">/'sɪks/</a> <b><u>SIKS</u></b> <a href="#">/,sɒ:k si:'sɪks/</a> <b><u>SOK-SEE-</u></b> <b><u>SIKS</u></b>
<u>7</u>	Seven (FAA, USMC) Setteseven (ITU, IMO)	SEV-EN (ICAO), <b>SEV</b> EN (FAA) SAY-TAY-SEVEN (ITU, IMO)	<u>sèv n</u>	<a href="#">/'sɛvən/</a> <b><u>SEV-en</u></b> <a href="#">/,seɪ teɪ'sɛvən/</a> <b><u>SAY-TAY-</u></b> <b><u>SEV-en</u></b>
<u>8</u>	Eight (FAA), Ate (USMC) Oktoeight (ITU, IMO)	AIT (ICAO, FAA) OK-TOH-AIT (ITU, IMO)	<u>èit</u>	<a href="#">/'eɪt/</a> <b><u>AYT</u></b> <a href="#">/,ɒ:k tɒs'eɪt/</a> <b><u>OK-TOH-AYT</u></b>
<u>9</u>	Niner (FAA, USMC) Nine <i>or</i> niner (ICAO) Novenine (ITU, IMO)	NIN-ER (ICAO), <b>NIN</b> ER (FAA) NO-VAY-NINER (ITU, IMO)	<u>naï neu</u>	<a href="#">/'naɪnər/</a> <b><u>NY-nər</u></b> <sup>[20]</sup> <a href="#">/,nɒ:v eɪ'naɪnər/</a> <b><u>NOV-AY-</u></b> <b><u>NY-nər</u></b>

hun-

<a href="#">100</a>	Hundred (ICAO)	HUN-dred (ICAO)	dred	<a href="#">/ˈhʌndrəd/</a> <b><i>HUN-dred</i></b>
<a href="#">1000</a>	Thousand (ICAO)	TOU-SAND (ICAO)	<a href="#">taou</a> <a href="#">zend</a>	<a href="#">/ˌtəʊˈsænd/</a> <b><i>TOW-ZEND</i></b> <sup>[21]</sup>
<a href="#">.</a> (decimal point)	Point (FAA) Decimal (ITU, ICAO)	DAY-SEE-MAL (ITU) (ICAO)	<a href="#">dè si</a> <a href="#">mal</a>	<a href="#">/ˌdeɪˌsiːˈmæl/</a> <b><i>DAY-SEE-MAL</i></b>
<a href="#">.</a> (full stop)	Stop (ITU)	STOP (ITU)		<a href="#">/ˈstɒp/</a> <b><i>STOP</i></b>

Each area of usage will have its own subset of prowords, usually derived from the NATO set, but sometimes from earlier Q-code and morse operator practices. Furthermore, the use of some special prowords is tightly controlled, with that word never used on the air in other contexts within that area of usage.

Examples include "repeat" (for additional artillery fire in military communications), "take off" (granting permission for aircraft take off in airfield), "rescue" (rescue in progress in surf life saving), and "mayday" (safety-of-life emergency in maritime and aeronautics).

**Affirmative / Affirm** — "Confirm" or "Yes", used in Aviation. Some air arms of military forces also use a "double click" sent over the radios by keying the mic twice to produce a "--" like Morse code, this is usually used when the pilot is unable to talk due to heavy workload or stress.

**Break** — Signals a pause during a long transmission to open the channel for other transmissions, especially for allowing any potential emergency traffic to get through.

**Break-Break** — Signals to all listeners on the frequency, the message to follow is priority.

Almost always reserved for emergency traffic or in [NATO](#) forces, an urgent [9 line](#) or [Frag-O](#).

**Clear** -- The transmitting station's [call sign](#) followed by the word "clear" is used to indicate the sending station is done transmitting and leaving the airways, alias turning off the radio.

**Callsign-Actual/Callsign-Niner** — Sometimes an individual (generally a superior) may have a person monitor the network for them. Saying "actual" after their callsign asserts you wish to speak to the specific person the callsign is attached to. ex: calling the callsign "Headquarters" would often get junior clerk or similar. Calling (or identifying yourself as) "Headquarters-Actual" would indicate that the commander of the headquarters detachment, and thus the entire unit to which it is attached, is requested to be spoken to, or is actually speaking. (In Canadian use, this is **Callsign-Niner**, with "9" designating a unit commander. An individual monitoring the net but is not the actual commander may use the call-sign "Niner-Zulu". As well, the codeword "Sunray" is also used to designate a unit commander.)

**Come in** — You may begin speaking now

**Copy (U.S.)** — I heard what you just said; ok; all right.

**Go ahead or Send your traffic** — Send your transmission.

**Correction** -- Your last transmission was incorrect; the correct version is . . .

**Mayday** — Maritime/aviation distress call. Repeated three times and at beginning of every following transmission relating to the current distress situation. Has priority over urgency and safety calls.

**Negative** — "No" or "NEG". Sailors are instructed to instead use "yes" and "no".

**Out** — This is the end of my [transmission](#) to you and no answer is required or expected.

**Over** — I have finished talking and I am listening for your reply. Short for "Over to you."

**Pan-pan** — Maritime/aviation urgency call. Repeated three times. Has priority over safety calls.

**Reading you Five / Loud and clear** / Your signal is clear; [5×5](#).

**Ready to Copy** — Write down (e.g., "Prepare to copy" - I am going to give you detailed instructions, have something ready to write them down with; or 'I am ready to write down' when used in a reply transmission).

**Roger** — "I have received all of the last [transmission](#)" in both [military](#) and [civilian aviation radio communications](#). This usage comes from the initial R of *received*: R was called *Roger* in the [radio alphabets](#). The word *Romeo* is used for "R", rather than "Roger" in the modern [international NATO phonetic alphabet](#).

Contrary to popular belief, "Roger" is used occasionally to mean "yes", but this is incorrect. The proper proword for "yes" is "Affirm".

**Roger So Far** — Confirm you have received and understood the contents of my transmission so far. This is used during Long Message Procedure (Messages lasting over 20 seconds prefixed by the Pro-Word 'Long Message' and the initiating C/S must give a gap of five seconds after the receiving station has replied with 'Roger'. This five seconds is to allow other Stations onto the net if they have important messages.

**Say again** -- Please repeat your last message (*Repeat is only used in ustralian/Canadian/UK/US military radio terminology to request additional artillery fire*)

**Sécurité** — Maritime safety call. Repeated three times. Has priority over routine calls.

**Standby** or **Wait, out** — Pause for the next transmission. This does not usually entail staying off the air until the operator returns as they have used the word 'Out', which indicates the transmission has ended. The net is now free for other traffic to flow but users should be aware that the previous C/S may re-initiate a Call as per their 'Wait, out'. As with 'Wait', this can be appended with a number to indicate estimated number of minutes. For example: "We are on the phone with them trying to sort this out, standby five.

**Wait, over** — I do not have the answer or information to hand, I will attempt to source the answer or information requested shortly but until then I have finished talking and do not expect a reply. Can be suffixed with a number to indicate estimated number of minutes until a reply can be expected. ex: WAIT TWO indicates "you should expect my reply in approximately two minutes."

**Wilco** — **Will comply** (after receiving new directions, implies Roger). "I understand and will comply." **WILL COMPLY** is shortened into **WILCO**. To be used only by the addressee.

**Niner** — Used by CSX to mean "nine/9" during radio transmissions, especially by talking lineside defect detectors. It is used to avoid confusion with five, as the two numbers can easily be mixed up when there is a lot of static. The [German](#) word for no is also "nein" (pronunciation: [/nam/](#)) and would cause confusion with the number 9.

## Amateur VHF practice

**Radio check:** What is my [signal](#) strength and readability; how do you hear me?

- A. [5 by 5](#) is an older term used to assess radio signals, as in 5 out of 5 units for signal strength and for readability. Other terms similar to 5x5 are "loud and clear" or "Lima and Charlie". Example:

**ALPHA 12:** X-RAY Two-Three, THIS IS ALPHA One-Two, RADIO CHECK, OVER

**X-RAY 23:** ALPHA One-Two, THIS IS X-RAY Two-Three, I READ YOU 5 BY 5, OVER

**ALPHA 12:** ALPHA One-Two ROGER, OUT

- B. US Army correct check:

**ALPHA 12:** X-RAY Two-Three, THIS IS ALPHA One-Two, RADIO CHECK, OVER

**X-RAY 23:** ALPHA One-Two, THIS IS X-RAY Two-

## Three, ROGER OUT

If the initiating station (ALPHA 12 in the example) cannot hear the responding station (X-RAY 23 above), then the initiator attempts a radio-check again, or if the responder's signal was not heard, the initiator replies to the responder with "NEGATIVE CONTACT, ALPHA 12 OUT".

The following readability scale is used: 1 = Bad (unreadable); 2 = Poor (readable now and then); 3 = Fair (readable but with difficulty); 4 = Good (readable); 5 = Excellent (perfectly readable).

However, Amateur radio operators use a different scale, called R-S-T, for readability, strength and tone (the latter only used with [CW](#) transmission, the best rating being 5-9-9).

**Read back for check:** Instruction to receiving station to read back the information it has received for confirmation. Same as HOW COPY. Reply from receiving station will be preceded by I READ BACK or I COPY, confirmation by transmitting station takes the form of the proword CORRECT or GOOD COPY. See example 2, below. The U.S. Army uses "HOW COPY" only.

**Say again :** "I have not understood your message, please say again". Usually used with prowords ALL AFTER or ALL BEFORE. Example: radio working between Solent Coastguard and a motor vessel, call-sign EG 93, where part of the initial transmission is unintelligible

A. All stations, all stations, this is Solent Coastguard, Solent Coastguard. Be advised large shipping vessel entering Southampton Water, currently at position ...[transmission unintelligible]...Out. Solent Coastguard, Solent Coastguard, this is Echo Golf Niner Three. Say again all after position. Over. At this juncture, Solent Coastguard would reply, giving the position of the shipping vessel preceded with the prowords I SAY AGAIN:

A. All stations, All stations, this is Solent Coastguard. I say again, large shipping vessel entering Southampton water, currently at position one decimal two miles from Calshot Spit on bearing one six five degrees. Vessel restricted in ability to deviate from its course. Do not impede. Out.

Note that the word "REPEAT" is never to be used in place of SAY AGAIN, except in aviation, where pilots say "Please say again" or "please repeat". (It's just a short-cut instead of saying "please repeat") especially in the vicinity of naval or other firing ranges, as REPEAT is an [artillery proword](#) with a wholly different meaning. However, REPEAT may be used in the middle of a signal to emphasise information. Example:

EG93: Victor Juliet Five-Zero, this is Echo Golf Niner-Three. How much fuel do you require? Over.

VJ50: Echo Golf Niner-Three, this is Victor Juliet Five-Zero. I require six five - repeat six five - litres of diesel. Over.

Or alternatively:

VJ50: Echo Golf Niner-Three, this is Victor Juliet Five-Zero. I require six five litres of diesel. Repeat six five litres. Repeat diesel. Over

However, given the above stricture on using 'REPEAT', it is better to use 'I SAY AGAIN' or 'WORDS TWICE' or 'FIGURES TWICE', as in:

VJ50: Echo Golf Niner-Three, this is Victor Juliet Five-Zero. I require six five litres of diesel. I say again six five litres of diesel. Over

**Station calling:** This proword is used when addressing an unidentified station which has just hailed the receiver. For example, Cowes VTS has received a transmission from an unidentified station. The correct reply would be:

"Station calling Cowes VTS, Station calling Cowes VTS - this is Cowes VTS. Over."

**This Is:** This [transmission](#) is from the [station](#) whose designator immediately follows. For clarity, the station *called* should be named before the station *calling*. So, "Mike Juliet Zero, THIS IS Golf Whiskey Three..." or for brevity, "Mike Juliet Zero, Golf Whiskey Three, ROGER and OUT". Never "This is GW3 calling MJ0", "Ground control to Major Tom" nor any other reversed combination.

**So Far:** During transmission with lots of information, this proword can be used between transmissions, to ensure all information is passed on correctly

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