PLAN - EXERCISE "HARVEST"

September 7 (Live exercise) 8th as backup

OVERVIEW

Water-based activities including and not limited to recreational boating, diving, and fishing are popular at various locations on the Southern Hawkes Bay and Wairarapa Coastlines. Those activities are increasing in popularity.

There are no Coastguard units between Hawkes Bay and Wellington - the closest is Napier, which is at least 4 hours from Akitio in good conditions.

Wellington Police Maritime Unit can be available to attend Wairarapa Coastal incidents, but is at least 2.5 hrs away in good conditions.

All Marine SAR on-water responses between Cape Turnagain and Palliser Bay therefore rely heavily on the goodwill of local commercial fishermen and vessels of opportunity.

There has been no opportunity for local people to work together in a training environment for several years - if at all.

IDENTIFIED RISK AREAS

The entire coast features a range of isolated launch sites that are used by amateur recreational fishermen, some of whom are poorly equipped. Cellphone coverage is intermittent, and channel 16 coverage is patchy to non-existent.

Castlepoint Reef - has potential for people to be swept off the reef and into the lagoon by waves then be sucked out through the gap in the reef and into the open sea very quickly. This is a regular occurrence.

Akitio and Riversdale are popular surfing venues all year round, but Surf Patrols only cover the area over the summer months for **Riversdale** only. **There is no surf patrol at Akitio.**

NEEDS ASSESSMENT

Increased recreational boating and water-based activities will have an impact on the number of incidents requiring a SAR response.

Local weather sea and weather conditions can change quickly. **This coastline is at times subject to extreme off shore winds**. Local geography means there are few areas to hide from unpredictable or unexpected changes in weather conditions.

The need for a multi agency across district Marine SAREX exercise is long overdue; it is only a matter of time before a full scale SAR response will be required.

Specifically there is a need to:

- Run a Marine IMTEX prior to a full scale on-water exercise.
- Review existing plans to ensure they summarise the best response to Marine SAR incidents.
- Improve networking within and across the Police District and key responders.
- Test the response by running a full scale on-water exercise.
- Evaluate exercise outcomes for improvements.
- Modify the Marine SAR plans if necessary.

EXERCISE OBJECTIVES

1. To identify all agencies that may be required to respond to the scenario.

2. To enhance the inter-group operating capabilities of Marine SAR agencies on the Wairarapa Coast;

3. To test existing Plans and SOP's;

4. To provide an opportunity for agencies to train together in a full scale operational exercise to improve networking and develop an efficient and effective team approach to SAR water incidents

5. To identify any problem areas that may need addressing at a local or District level;

6. To develop plans to address identified gaps;

7. To ensure value is delivered for all personnel involved.

PURPOSE STATEMENT

Exercise Aims:

To test the existing Marine SAR systems, Plans and land based facilities to manage an incident of a recreational vessel sinking with persons requiring to be rescued;

DATES:

Proposed IMTEX Sunday August 11th 2013

Venue: Masterton Police Station

Sgts Bill NICHOLSON and Jo HOLDEN to facilitate.

IMTEX format will consist of a brief refresher on CIMS, risk area overviews (MATHESON) followed by table top scenarios specific to identified risk locations.

IMTEX Participants drawn from:

NZ Police
Wairarapa SAR Marine Advisor(s)
Wairarapa commercial fisherman
Cape Palliser Marine Radio Association
Akitio Boating Club
Wellington Police Maritime Unit
RCCNZ

Full Scale Exercise Saturday 7th September (with 8th as backup if bad weather)

Location: Castlepoint & environs.
ICP will be located at the Wairarapa Sports Fishing Club.

SAREX Participants drawn from:

NZ Police
Wairarapa SAR Marine Advisor(s)
Wairarapa commercial fisherman
Cape Palliser Marine Radio Association
Akitio Boating Club
Wellington Police Maritime Unit
RCCNZ
Coastguard Air Patrol (TBC)
Amalgamated Helicopters
Outback Helicopters

Execution - Full Exercise

The Live exercise will be conducted in 5 phases:

Phase 1 – Initial Notification

The Exercise will start in a Reflex Action stage. Personnel who would normally assume IMT roles will already be assembled at the ICP in anticipation of the IMT being established. The Exercise Facilitator will assign personnel to IMT roles.

Initial Information will be provided by the Exercise Facilitator. Standard Operating Procedures and Local SAR Plans will be followed from that point.

Phase 2 - Briefing

A briefing will be held at the exercise venues prior to SAR assets being deployed to the Search Area. The briefing will familiarize participants with the guidelines and rules for the exercise and to provide them with sufficient information with which to successfully participate in the exercise.

Targets will be deployed at the same time as the briefing via helicopter or a local vessel.

All exercise participants are to be on standby for the SAREX call out from around **1000hrs on Saturday September 7th.**

The exercise will not commence until briefings have been completed.

Phase 3 – Search phase

The scenario will be similar to that exercised in the Desktop. IMT personnel will assign tasks to personnel and assets and conduct the "search" in accordance with SOPs and Local SAR Plans

Phase 4 – End State

The SAREX will conclude when all targets are located, or at a time to be decided by the Exercise Controller.

Phase 5 - Exercise Debrief

The exercise debrief will be held at Castlepoint on **SATURDAY SEPTEMBER 7th** once all personnel and vessels are off the water.

Food & refreshments will be provided.

Exercise Facilitation

The exercise will be facilitated by Sgts Bill NICHOLSON and Jo HOLDEN who will be responsible for:

- Initiating the Exercise and notifying the relevant agencies;
- Coordinating the flow of information requested by the IMT;
- Monitoring performance and providing guidance and/or tuition on operational matters if required by using a 'Time-out' facility.
- Terminating the Exercise and notifying the relevant agencies.

Umpires will be located in the ICP and on the water (?) to observe and evaluate the SAREX response.

Conduct of on-water Exercise

This SAREX is to be a Category 1 SAR response coordinated by Police at Castlepoint - venue to be confirmed.

The Incident Control point (ICP) will be set up by the Incident Controller and will be resourced by Police SAR Squad members and nominated Marine SAR volunteers.

All SAR resources **must** be briefed prior to deployment.

The scenario will require some degree of investigation and intelligence analysis to formulate an Incident Action Plan (IAP). The Exercise Facilitators will be the first point of contact for requests for information and interviews. All information gathered will be recorded in either Statement or Jobsheet format, or at the very least documented in a note book.

The weather and tides will be those that occur on the day.

Bad Weather Alternative

A Go/NoGo call will be made on the morning of the exercise. If bad weather prevents the deployment of SAR assets, a number of tabletop exercises will be run at Castlepoint, and the practical exercise will be postponed to either the following day (Sept 8th) or later in the year.

Communications:

SAREX Communications will be on existing VHF radio channels, cell phone, landline or face to face.

Channel [redacted] will be the working channel throughout the exercise. Normal radio call signs will be used.

All radio comms related to the exercise must be prefixed with ***"SAREX SAREX".***

The Exercise Facilitator will inform RCCNZ Wellington Ops room on 04 577 8030 and Police Central Comms on 04 472 1487 at the start and finish of the exercise.

Exercise Location

Chart NZ57 - Blackhead Point to Castlepoint
Chart NZ58 - Castlepoint to Cape Palliser

Safety Brief:

The emphasis during the entire Exercise is **SAFETY FIRST.**

At no time should anyone take any unnecessary risks that could endanger any Exercise Participant or cause damage to any vessel or equipment.

Any accident that does occur must be reported to Exercise control as soon as possible.

Any on-water safety issues arising during the SAREX will be managed according to the respective vessel's Heath and Safety plan.

All Radio traffic will be prefixed with '**SAREX SAREX'** and in the event of a real time emergency the Prefix '**NO DUFF NO DUFF'** is to be used.

All normal Radio channels will be monitored and marine channel [redacted] will be used for all SAREX communications.

An **ALL STATIONS** call will be made by the radio operator prior to the SAREX commencing to advise other Mariners of the exercise and again on completion.

All participants of the exercise are to fully prepare for the exercise and dress accordingly. Any participant on or near water must wear a Lifejacket and have a form of communication that will work during the SAREX.

Standing Operating Procedures must be followed at all times.

Each Participant will be requested to record details of a contact person on shore. Participants leaving the exercise are required to sign out.

Reporting

Search and Rescue Units (SRUs) and Incident Management personnel will be observed during all aspects of the exercise. An experienced Marine SAR practitioner will:

- Observe, monitor and evaluate the exercise in relation to the Key Performance Indicators (refer Appendix A);

- Formally report back on the SAREX, identifying good practice, areas for improvement and lessons learned;

- Recommend any alterations to processes and procedures, particularly identifying Training requirements.

Finance

Police - Planning, administration, reporting, travel, accommodation, messing, incidentals and remaining assert costs not covered by NZSAR.

NZ Secretariat - Vessel operating costs, Helicopter & fixed wing costs to a maximum of [redacted]

Risk and assurance

Risk assessment – refer separate Health & Safety

Distribution

- Wellington District Police Operations Services Manager
- Wellington District Police Search and Rescue Coordinator
- Wellington Police Maritime Unit Supervisor
- Central District Police Search and Rescue Coordinator
- Wairarapa Police SAR Squad
- Wairarapa Marine SAR advisor(s)
- CPMRA representative
- Commercial Fishermen representatives

APPENDIX A - KEY PERFORMANCE INDICATORS

1. Appropriate callout procedures occur; the correct resources are used at the right time and in the right order.

2. Resources are crewed correctly, briefed and debriefed properly.

3. IMT members know their roles and responsibilities, and complete the transition from reflex to formal planning. Actions are actions logged, correct radio procedure used.

4. Plans and SOP's are monitored and check listed through out the exercise for improvements

5. Information is obtained, contact maintained with informant, information analysed appropriately, disseminated correctly, confirmed independently.

6. An appropriate IAP is developed, the plan works, everyone knows the plan

7. The exercise provides an opportunity to assess the operational competencies of all agencies taking part

8. Participants find the exercise challenging, realistic and valuable

9. The exercise delivers value for money to participants and SAR sector agencies

10. Risks and Safety are managed throughout the exercise

EAST COAST MARINE SAREX

CASTLE POINT

SATURDAY 7TH SEPTEMBER 2013

SCENARIO

Central Police Communications Centre ring the on call Wairarapa SAR phone.

They have been contacted by the Marine Operations Centre (MOC) 5 minutes ago to say they have just picked up a Mayday call on Ch 16 from 18 ft runabout calling itself "Heart of Gold"

The caller was male with an American accent, he sounded panicked and said they were rapidly sinking off Mataikona and needed help. He did not say how far off he was.

He said there were 4 persons on board.

He said they were at latitude 40 degrees 49' .500" S

All communications were then lost.

The MOC have advised the RCCNZ

An all stations broadcast has been made but there have been no responses on Ch 16.

This is Category 1 Police controlled operation.

EVENT NO: P00123456

5 MINUTES LATER

Central Communications received a 111 call from a Mrs Peggy YOUNG. Phone [redacted]

She advises a few minutes ago she received a distressed phone call from her husband Neil YOUNG who is out fishing with his old band mates David CROSBY, Stephen STILLS and Graham NASH.

Neil said they were anchored off Mataikona when they were swamped by a rogue wave and were about to sink and to ring the authorities and get help. He told her he managed to get a Mayday call away.

She then lost contact with him. Neil's cellphone is [redacted] and attempts to ring him back have indicated the phone is no longer working.

She is staying at the Castlepoint Motor Camp and is now making her way down to the beach to where they launched from earlier this morning. She stated the boat is an 18ft runabout by the name of "Heart of Gold"

Comms are now dealing with a pursuit and request you contact Peggy YOUNG for any further information.

The event number for this call is P00123457.

Comms will merge the events.

INFORMATION TO BE EXTRACTED FROM PEGGY YOUNG
[redacted]

She and her husband Neil and his old band mates David CROSBY, Stephen STILLS and Graham NASH have decided to take a break in NZ and have been holidaying at Castlepoint for the last 2 weeks and staying at the Motor Camp.

A week ago Neil bought an 18Ft Hanes Hunter fibreglass runabout from a boat shop near Paraparaumu.

Peggy likes fishing and has been out on the boat on 3 occasions so has a good idea of what's on board.

It is white with a blue fold down canopy.

He paid 45K for it. It was new.

It has a 150 HP Yamaha 4 stroke motor (Grey) and a 10 HP 2 stroke auxiliary motor (white).

The fuel tanks are red plastic ones, one for each engine.

There are no spare fuel tanks.

There was just the 1 anchor - grey in colour - it was tied to a yellow nylon rope that had some blue tape on it.

There are several fishing rods on board.

It has a marine radio (just the 1) an EPIRB that was fixed to the inside of the cabin and a depth sounder/fish finder.

There are life jackets on board and they usually wear them the whole time they are out.

As best as she can recall there are 2 orange, 1 red and 1 yellow life jacket.

There was a strobe light on one of the life jackets but she can't recall which one.

The chilly bin is missing so she assumes its on board. It is a 20 litre one coloured blue and white.

Neil has taken his prized D45 Martin guitar is missing from the camp so she assumes he has taken it out with him.

She was in bed when they left at about 7 am this morning so does not know what they are all wearing.

Neil never takes alcohol or drugs while out fishing.

Neil YOUNG is a Male Caucasian aged 67 Born 12/11/1945 6'1" in height, medium build.

Brown/Grey shoulder length hair with a receding hairline.

David CROSBY is a Male Caucasian aged about 70?, about 5' 8" in height and of fat build. He has long grey hair and a mostache.

Stephen STILLS is a male Caucasian aged about 67 years. He is about 5'10" in height and of solid to fat build. He often wears glasses. He has shortish brown hair with a goatee beard.

Graham NASH is a male Caucasian aged about 68 years. He is about 5' 10' in height and of slim to average build. He has collar length grey hair.

All of the missing men reside in California.

Peggy YOUNG has contact details for the NOK of CROSBY STILLS and NASH.

She is very distressed and wants to know what's going to happen.

FURTHER INFORMATION

Event P00123458

20 minutes into the scenario Police Comms receive a call from a Billy APIATA (Bill make it up as you go NICHOLSON) on cell [redacted].

He was up hunting in a forestry block behind Mataikona when he saw a red parachute flare out to sea about 15 minutes ago.

It looked like it was several miles off shore but he can't estimate the distance.

He is ex SAS and familiar with what red flares look like.

He had a compass with him and took a bearing to the flare that was roughly 105 deg Magnetic from his position.

He was next to the trig at HP 501 (Pukeamuku) Grid 1871526/5486084 (Lat 40 deg 43' .880" S 176 deg 12'.916" E.) at the time.

He has since walked to his 4 X 4, located his cellphone and rung the information in.

MARINE SAREX, CASTLE POINT, SATURDAY 7th SEPTEMBER 2013

SUMMARY OF LEARNINGS FROM THE DEBRIEF

INCIDENT CONTROLLER - [redacted]

Reflex taskings were achieved quite quickly, were quite relevant.

The Incident Action Plan was set in place and revisited several times to make sure that we were achieving the objectives that we'd set.

People in their individual positions were managing the roles that were delegated to them.

It was very difficult to think three dimensionally as to where all the assets were at any particular time; I didn't have a complete, clear picture in my own mind about exactly where everyone was and what everyone was doing.

However, the portfolio holders had an instant answer in relation to any questions that I did have.

OPERATIONS - [redacted]

I underestimated the size of the IMT. It needed to be bigger and there needed to be a clearer delineation of roles.

Comms team was the same - not enough people.

I needed to have someone dedicated to aviation liaison from the start.

Updates on the white board weren't done; it was hard to see asset location and asset availability and what was going on at the time.

The initial information flow didn't go well because I didn't set up a process for that to happen, so the information flow from Comms to Operation and Planning and back and forth needed to be from the start.

The dynamics of the room in there didn't work well. Having Comms in there made it much more difficult and harder.

Note: Ideally comms would be in a separate room but close to the IMT. Ops could keep a listening watch on progress via a separate base set or portable radio.

I lost a little bit of situational awareness about asset location, the asset availability and the asset type. That made it harder to anticipate what was happening so the decision making was reactive rather than being proactive because we were behind.

The victim liaison and victim interview fell through a bit.

Note: Spidertrack devices were on 4 of the 5 cray boats and Tony [redacted] and I were tracking them. I assumed the IMT were aware of this facility but from the above comments they were not. The tracks were a very handy debrief tool.

In reality we wouldn't have Spidertracks on the vessels, so that reflected what would be the case in reality for the IMT. Illustrates how difficult it can be for the IMT to maintain a situational awareness of asset location.

In the absence of tracking devices, as the search progresses the IMT would have to rely on regular position reports from the On Scene Coordinating vessel and those position reports being plotted by Planning and Intel.

This would help the Ops Manager to determine any gaps in the search area early.

PLANNING & INTEL - [redacted]

I had problems trying to keep track of where the assets were. Something visual would have been really good.

Note: An option would be to increase the personnel assisting Planning and Intel and assign them to specifically plotting the current position of assets and eave the P and I Manager to focus on other aspects. The P and I section plays a crucial role and needs to be staffed with skilled management support personnel if it is to achieve its many tasks.

COMMS - [redacted] - Cape Palliser Marine Radio.

We learnt a lot - I had an excellent team, but we didn't realise what we were in for.

The radios weren't 100%, there's a few things to be sorted out.

The aircraft radio tended to take over.

There was a lot of repeating going on

However, all of the crews were clear as a bell.

There was a lot of background noise which made it quite hard to hear.

Note: There were 2 marine radios (1 on Ch [redacted] the other on Ch [redacted]) and 1 ground to air radio operating. All radios were in close proximity and often receiving transmissions simultaneously which added to the difficulty for the radio operators.

In the perfect world you would have 1 radio operator per radio operating in a booth to cut down peripheral noise.
Ch [redacted] was being recorded via a dictaphone and was essentially a log in itself and great if you need to replay a crucial transmission.

The Fixed Wing's Marine radio was receiving but not transmitting so they had to revert to Air to Ground radio - <u>This again shows the value of redundancy in comms</u> .

Outback Helicopters had similar issues with the marine radio and again had to use air to ground.

The alternative would have been cellphone for aircraft but this can be difficult if the aircraft does not have bluetooth or phones wired in through the crew headsets.

For the East Coast initial phases of reflex tasking, cellphones will most likely be the initial primary means of communication between asset and the Incident Controller until we can get Police on the ground at the scene with marine and air to ground radios.

LOG KEEPER - [redacted]

SAFETY - was an issue because we had to work out the capabilities of all 5 boats that responded to the initial call.

Information lag - we were taking a lot of information in but didn't have the ability to write that information down and pass it onto the planning and intel. Once we got help the information started to flow a little bit better.

It was too noisy in the room at times - we couldn't get lat / longs accurately - that becomes another safety issue. Need to separate radios from the IMT

We needed to get a chart on the wall to show where assets were.

Intel and Planning could have been next to the radios for the first 5 or 10 minutes with the big flow of information coming in. They could have kept up to speed more with what was going on and then moved away.

The taskings needed more detail.

P[redacted] - Skipper on [redacted]

I learnt heaps. I was trying to do the whole lot at once but found it was getting slightly on top of me.

After W[redacted] took over the radio and started writing down the co-ordinates it ran smoothly.

The orange targets really shone out, the white ones were a bit harder, the blue one was a bit harder still.

There was a lot of chit chat on the radios and there seemed to be a lot of doubling up and traffic noise

It was a bit of a pain when both radios were going - quite hard to get new co-ordinates

I was looking after five boats. For a start I really didn't take enough control but they all came into line anyway and I didn't have to say too much. That first run we all pretty well knew what to do.

When we first left someone said if you can see a seagull in the water that's about where you should be looking but we were about 150 - 200 metres apart. We could have gone a bit further.

It was hard to understand the aircraft. When I stood the portable air to ground radio upright it was a lot clearer.

Note: the A2G must be held upright for best reception.
If the aircraft is directly overhead there can be a dead spot due to the transmitting signal propagation not hitting a vertically aligned receiving aerial on a boat. In that case holding the portable radio horizontally might fix that. The issue corrects itself the further away the aircraft flies from you.

I should have chucked my life buoy over at the start and found the direction of tide which would have confirmed exactly the drift of the targets.

Bill [redacted]

We didn't allow any water current initially. After you found the chilly bin, RCC were able to plot from the splash point to where the chilly bin was found. It was travelling at 108º and also gave us a fairly accurate speed of drift

Br [redacted] **- Skipper on** [redacted]

When we arrived at the splash zone we couldn't talk to the base at all. Having to relay information through the other boats took up radio time repeating the information.

The search was good, we were all a good distance.

T [redacted] **- Skipper of** [redacted]

There was good visibility out there today, and a bit of a nor'west slop.

I just went out to the splash point, we carried out a good search and found a couple of targets.

We've got a bit of extra height with a sort of a bridge up top.

We still need a bit more practice on the plotter to familiarise ourselves with the grid searching.

Comms were all good, radios were pretty fair.

We had no contact with aircraft

Bi[redacted] - Skipper of [redacted]

We all learnt quite a lot.

Even though we knew where the targets were, we struck the targets on the lat line we were given.

We dropped the targets at 9.30, found one on that same latitude line at 10.40.

We found Robert, at 11.15, when we were picking him up we could actually see three of the other targets

The targets were 300 metres from start to finish, sort of in an arc.

Comms worked well but they need to read co-ordinates slowly because we're trying to write them down and there's other communications going on.

When the helicopter was sitting over the targets we just went there and picked it up.

We saw the smoke flare - you can see those a long way away.

Ji[redacted] - Skipper of [redacted]

When we got to the latitude we were given there, there was nothing from the control centre so we were sort of sitting there for a while.

There should have been a boat appointed as a command boat before we all got to the splash point. We sort of took it on ourselves to appoint Pete's boat just so there was someone in charge.

Pete acknowledged in hindsight that once they arrived at the scene, he should have announced over the radio that he was command boat so all boats would have been aware. That was known to the Castlepoint boats before they left but not the Akitio ones as they were already at sea.

Ed[redacted] - Coastguard Manawatu

If it was a search at night in those conditions, the boats wouldn't want to be more than 50 metres apart.

Apart from that the search went really well - the guys spotted things pretty quickly.

[redacted] - Amalgamated Helicopters, Masterton

We found that one of the co-ordinates of the search box was not in the right place when we entered the co-ordinates into our GPS.

We got that rectified and then did a coastal search with an AB line tracking out to the open ocean. We were parallel swathing 200 metre lines which is a really useful tool for us because over the water you've got nothing to reference off.

The area was a lot bigger area than we thought; it took us quite a while to do 2 or 3 runs and it didn't feel like we were moving over very far. It was taking probably 10 to 15 minutes to do that long line along the coast one way

When we heard that the boats had found some things we could see them all in a group about 7 miles out so thought we would better used out there given that the wind was off-shore. We called SAR base and they instructed us to move out 3 nautical miles and continue our search towards the boats.

The fixed wing plane spotted something they thought was a maroon/purple square box in the water in front of us; we didn't locate that but did see some seaweed so maybe that might have been what they saw.

When the fixed wing plane called in some more targets they asked SAR base to redirect us over there. On our way to there we found three more targets.

Key points - separation - we were searching at 400 feet but the optimum height for the helicopter would probably have been 500 feet.

The fixed wing was operating at 600 feet which didn't give us a lot of separation; every time we came near the fixed wing, we tended to drop in altitude to about 200 - 300 feet and he was remaining at 600 feet which still only gave us 3 or 400 feet max.

We had good comms with them and most of the time we had visual obs with but not always. At 400 feet you just naturally want to go just a little bit higher to 500.

Note: If the aircraft is much lower than 500 Ft it is often difficult for the eye to properly scan the surface. A lot depends on the aircraft speed and things like glare as was prevalent that day. For a fixed wing the ideal height range for a PIW is 500 to 800 Ft.

We didn't liaise with the boats directly on the radio to pick up targets because we could hear SAR base telling boats go and position under the helicopters to do the pick ups

Note: If you see a target just talk directly to the nearest vessel and get them to pick it up. Don't have to get SAR Base authority first

We were doing round about 50 knots. Any faster than that and I think we'd be missing things

Glare was a bit of an issue.

We were at the extent of our safe operating range, I wouldn't want to be out there without the knowledge of these guys in their boats - it's a long way for us to be out.

It was a huge search box. I don't know how many thousand hectares in that square grid, but if it was a sowing operation I'd still be going in a week's time, and I'd need about 10 refuels.

So once you start finding targets it would be more useful to put the helicopter in that area.

[redacted] **- Outback Helicopters**

We had issues with comms so I'll be looking into that this week.

Apart from that the targets were easy enough to see and we thought we were tasked quite well for what we did.

Comms with the fixed wing was good.

We didn't have any comms with the boats.

I could hear Bi[redacted] in [redacted] but couldn't talk back.

Same as JD - that's about the limit for what I like to go out on.

Ma[redacted] - HAWKES BAYS COASTGUARD AIR PATROL

Taskings were clear and good, in our normal terminology.

Search area was changed on arrival over RDO. Last coordinate was assumed to be incorrect as it looked to be over land.

Comms: reception good, not able to get through on Marine 3. Air band worked went well eventually**. (Apologies from SAR Base - the volume was turned down for a while)**

Conditions: wind ok. White caps but not too bad. Sun glare made target holding difficult and east west headings inefficient, north south headings were ok.

Coordination with choppers: very good, we were happy with the 200 ft separation.

Smoke: good in these condition.

[redacted]- Rescue Co-ordination Centre

RCC had a little bit of issue getting computers to work here but in the Ops room would have multiple computers able to do that.

The SAD (Search Area Determination) programme is a computer driven model; we strongly recommend that the officer who is running the incident talk to their local people, i.e. the local boaties, and see what the theory is against the reality; in this case you would have a really high success rate based on the theory of finding the objects which was obviously evident today.

Once we had the location of the chilly bin we knew what the splash point was so we could establish the drift direction and speed.

The initial information was quite wide and generic in terms of where the splashpoint was, so that's why I created a 1 mile error in radius. If it was a lot tighter, a lot smaller, then the scatter would be a lot more denser, denser packed.

All the targets were found within the SAD.

I wasn't given the cross reference information, but did get information about the finds.

From an RCC perspective there had been a lot of phone calls going back and forth but the Comms were good.

[redacted] - coastal spotter

Didn't have the tools (other than on the i-phone) to give a GPS fix if we saw anything in the water.

[redacted] O/C of Wellington Police Maritime Unit (WPMU

One of the better SAREX's I've been on - the IMT did well. All the agencies and groups did really well mixing in - good networking.

On Scene Coordinator - it's your role to take responsibility for all the boats; when you arrive, you need to say to all the boats "I am the on scene co-ordinator". That slows all the radio traffic down. You can then dictate how the search goes.

The paperwork, the white boards, the layout at the special ops room I thought worked really WELL.

The Clue board was really good, easy to read.

The I/C needs to ensure he doesn't get bogged down by the paperwork at the very start.

Get the assets out and task them verbally so they've got something to do when they get on scene.

Make a decision at the start even if you dont have all the information; everyone's waiting for you to make decisions, especially in the IMT.

Get that search box drawn straight away; you need an area that you can actually visually look at so you can determine how you're actually going to search it

I would recommend 6 mile box as you're taught, not a 3 mile box. Get hold of the SAD and put those co-ordinates inside that box and then you can focus on that area.

SUMMARY OF MAIN OUTCOMES - [redacted]

1. GREAT NETWORKING BOTH ON THE 11TH AUGUST AND 7TH OF SEPTEMBER.

2. THERE WERE A FEW ISSUES WITH COMMS (AS THERE ALWAYS IS) BUT WITH GOOD TEAMWORK THESE WERE OVERCOME. THE AIR TO GROUND RADIO PROVED INVALUABLE DUE TO ISSUES WITH MARINE RECEPTION IN 1 CHOPPER AND THE FIXED WING. CELLPHONES WOULD HAVE BEEN THE ALTERNATIVE FOR COMMS WITH SAR BASE IF NO AIR TO GROUND RADIO AVAIABLE. THIS CONFIRMS THE VALUE IN HAVING REDUNDANCY IN COMMS.

3. THE IMT WORKED UNDER CONSIDERABLE PRESSURE AND DID WELL DESPITE THE VOLUME OF INFORMATION AND THE NO. OF ASSETS IT WAS REQUIRED TO MANAGE IN A RELATIVELY SHORT TIMEFRAME (5 VESSELS AND 3 AIRCRAFT OVER A 3 HOUR PERIOD). THE CONVENING OF REGULAR "WHERE ARE WE AT" MEETINGS BY THE INCIDENT CONTROLLER (IC) HELPED KEEP THE TEAM FOCUSED AND ON TASK.

4. THE EXERCISE PROVIDED AN OPPORTUNITY FOR VALUABLE LEARNING OUTCOMES FOR ALL INVOLVED.

5. THE GPS AND SPIDERTRACK DOWNLOADS SHOWED THE ASSETS WORKED WELL TOGETHER ESTABLISHING THEIR SEARCH PATTERNS DESPITE NEVER HAVING PRACTISED THIS TOGETHER BEFORE.

6. THE URGENCY AND DYNAMICS OF A MARINE SAR WILL OFTEN REQUIRE FLEXIBILITY IN THE IMT ESPECIALLY FOR TIMELY TASKING. AS SENIOR SERGEANT [redacted] IDENTIFIED - DON'T GET BOGGED DOWN IN PAPER WORK OR PROCESS THAT ADDS TO TASKING TIME DELAYS. WE DON'T HAVE THE LUXURY THAT USUALLY GOES WITH RUNNING A LANDSAR JOB WHERE THE OPS MANAGER AND PLANNING AND INTEL HAVE MORE TIME TO CONDISER HOW TO TASK AND THE RADIO OPERATOR SENDS THE MESSAGE OFF A PREPARED MESSAGE/TASKING FORM. IN PRACTISE I HAVE FOUND THE OPS MANAGER AND OR THE IC MAY JUMP ON THE RADIO AND TASK DIRECTLY, PARTICULARLY AT CRUCIAL STAGES OF THE OPERATION. FOR EXAMPLE - A VESSEL LOCATES A TARGET AND ADVISES SAR BASE. AIR ASSETS SHOULD THEN BE IMMEDIATELY TASKED TO THE AREA BY THE OPS MANAGER RATHER THAN GOING THROUGH THE PROCESS OF FILLING OUT LOTS OF MESSAGE FORMS CREATING UNNECCESSARY DELAYS - GOOD OLD COMMON SENSE REALLY. POLICE DO THIS IN EVERYDAY POLICING AND IT'S ALL RECORDED AND TIME STAMPED AT POLICE COMMS (EFFECTVELY A LOG).

7. THERE ARE ALWAYS RISKS ASSOCIATED WITH ANY SAR OP. THESE WERE COVERED OFF IN THE RISK ASSESSMENT FORM WE DISTRIBUTED. IN A MARINE SAR (INITIAL REFLEX TASK PHASE) WE DON'T HAVE THE LUXURY OF A NICE LITTLE GET TOGETHER BEFORE HAND TO DISCUSS WHAT THE RISKS ARE AND HOW TO MINIMISE THEM. ASSIGNING A COMMON CHANNEL SO ASSETS CAN TALK TO EACH OTHER AND A REMINDER ABOUT COLLISION AVOIDANCE IS USUALLY ALL THAT IS REQUIRED FOR REFLEX TASKING. THE RISKS A PRETTY OBVIOUS AND THE BULK OF THE RISK MANAGEMENT IS DONE BY DOING EXERCISES LIKE THIS. FOR SECOND PHASE SEARCHING THERE WILL USUALLY BE TIME ALLOCATED FOR A MORE FORMAL RISK ASSESSMENT BRIEF.

8. WE NEVER GOT TO A STAGE WHERE WE WERE PLANNING FOR A SECOND OPERATIONAL PERIOD. FATIGUE IS A BIG ISSUE FOR ALL CREWS. IF WE HADN'T FOUND THEM ALL, WHO WOULD WE HAVE CALLED ON ??

SOME SUGGESTIONS.

VESSELS

WELLINGTON POLICE MARITIME UNIT. (WPMU)
NAPIER COASTGUARD VIA SEA - 4 TO 5 HOURS AWAY IN REASONABLE SEAS.
MANAWATU AND WANGANUI COASTGUARDS - THEIR VESSELS CAN BE TRAILERED - PROBABLY 3 TO 4 HOURS AWAY

SURF LIFE SAVING FOR CLOSE TO SHORE SEARCHING IF APPROPRIATE

AIRCRAFT

BACKUP MACHINES/CREW FROM AMALGAMATED HELICOPTERS
BACKUP MACHINES/CREW FROM OUTBACK HELICOPTERS
HELICOPTERS HAWKES BAY - BASED AT ONGA ONGA
TARARUA HELIWORKS BASED AT PAHIATUA
PALMERSTON NORTH RESCUE HELICOPTER (EMS)
HELIPRO HELICOPTERS
WESTPAC RESCUE HELO (EMS)
HAWKES BAY RESCUE HELO (EMS)
RNZAF 3 SQUADRON IROQUOIS
BACKUP COASTGUARD AIR PATROL CREW
AIR OBERSVERS FROM WELLINGTON/CENTRAL AND EASTERN DISTRICTS
AIR CHARTER MANAWATU - FEILDING BASED PATENAVIA TWIN ENGINE HIGH WING

DON'T FORGET THE NZSAR DATATBASE WEBSITE

FOR SECOND OPERATIONAL PERIOD POLICE WOULD MOST LIKELY OPT FOR ASSETS THAT WE CAN TRACK REAL TIME USING SPIDERTRACKS OF TRACKPLUS PARTICULARY GIVEN THE SEARCH AREA IS ALWAYS EXPANDING.

GENERAL COMMENT

THERE ARE ALWAYS ARTIFICIAL ASPECTS TO EXERCISES THAT MAKE IT HARD TO REPLICATE REALITY.

THE EXERCISE WAS MORE ABOUT PROVIDING A LEARNING OPPORTUNITY RATHER THAN BEING A BIG TEST.

AS EXERCISE CONTROLLER, IN HINDSIGHT I WOULD HAVE KICKED THE EXERCISE OFF BY TAKING THE INCIDENT CONTROLLER (IC) ASIDE AND SIMULATING A SCENARIO OF BEING AT HOME AND OFF DUTY ON A SATURDAY MORNING WHEN THE CALL COMES IN AND ALLOCATING 20 MINUTES TO REFLEX TASK.

IN THAT SITUATION THE IC ASSUMES EVERY ROLE UNDER THE CIMS MODEL UNTIL MORE HELP COMES ON LINE - AND THAT CAN TAKE CONSIDERABLE TIME. THE PRESSURE IS ON RIGHT FROM THE START. POLICE COMMS WILL ASSIST THE IC TO A LIMITED DEGREE BUT THEY DO NOT HAVE THE IN DEPTH KNOWLEDGE AT A LOCAL LEVEL.

INITIALLY THE IC NEEDS TO BE AUTOCRATIC IN LEADERSHIP STYLE MAKING QUICK COMMAND DECISIONS. UNLESS INFO SUGGESTS OTHERWISE ASSUME THE VICTIM/S ARE ABOUT TO DIE. SPEED OF RESPONSE IS CRUCIAL.

THIS IS WHERE A REFLEX TASKING GUIDE SPECIFIC TO AREA CAN BE VERY HELPFUL.

I HAD EXAMPLES OF THE REFLEX TASKING GUIDE I PREPARED FOR THE EAST COAST AREA (HERBERTVILLE TO AKITIO) AT THE EXERCISE ON THE 7TH SEPT AND AT THE LEADUP EXERCISE ON THE 11TH AUGUST. I SUGGEST A SIMILAR GUIDE BE DEVELOPED FOR CASTLEPOINT. IT COULD CLOSELY RESEMBLE THE HERBERTVILLE/AKITIO ONE AS LARGELY THE SAME RESOURCES WOULD BE USED. (I HAVE SINCE DEVELOPED A DRAFT ONE FOR CASTLEPOINT WHICH MASTERTON POLICE NOW HAVE)

FOR THE WATER EXERCISE WE HAD THE LUXURY OF BEING ON SITE WITH LOTS OF SUPPORT STAFF READILY AT HAND. EVEN WITH THOSE RESOURCES ON SITE IT STILL TOOK SOME TIME TO CRANK UP LARGELY DUE TO THE IC BEING SWAMPED WITH RESOURCES AT HAND AND THE PRESSURE OF BRIEFING AN IMT WITH LITTLE LEADIN TIME. AGAIN THAT IS NOT HOW IT IS IN REALITY. IT WAS EFFECTIVELY A LE MANS START. IN REAILTY THE JOB WOULD MOST LIKELY COME IN WHILE OFF DUTY AND BEING SEVERAL KM AWAY IN MASTERTON OR PALMERSTON NORTH AS THE CASE MAY BE. NOW ADD A NIGHT SCENARIO (WITH THE ADDITIONAL RISKS) AND YOU GET AN IDEA OF JUST HOW IMPORTANT HAVING AN OUTLINE PLAN AND GETTING ADDITONAL SUPPORT EARLY CAN BE.

TONY ACTING IN THE IC ROLE DID WELL TO MANAGE ALL THESE PRESSURES.

FURTHER NOW ADD MEDIA PRESSURE, INTERNATIONAL AND NATIONAL INTEREST THAT WOULD HAVE BEEN GENERATED IF PERSONS WITH A PROFILES OF THE LIKES OF CSNY WOULD HAVE GENERATED.

IN THAT INSTANCE DISTRICT POLICE MANAGEMENT WOULD HAVE BEEN TASKED TO DEAL WITH THAT TO LEAVE US TO GET ON WITH THE SEARCH OPERATION.

VICTIM LIAISON IS ANOTHER AREA THAT CAN REQUIRE LARGE AMOUNTS OF POLICE RESOURCE.

WE ONLY TOUCHED ON THIS BRIEFLY FOR THIS EXERCISE WITH [redacted] BEING ASSIGNED TO PEGGY YOUNG.

HOW WOULD I HAVE REFLEX TASKED IF I HAD BEEN AT HOME ON CALL IN THE PALMERSTON NORTH AREA ? - [redacted]

POLICE COMMS ADVISE THE RCCNZ AND MARINE OPS CENTRE (MOC) WERE ALREADY AWARE OF THE JOB AND A CH 16 BROADCAST HAD ALREADY BEEN MADE WITH NO RESPONSE SO THERE IS NO NEED TO CONTACT THEM AT THAT POINT. IF THERE WAS A RESPONSE THEN YOU'D RING MOC TO COORDINATE RESPONSE WITH VESSEL OF OPPORTUNITY.

THE INITIAL INFO GAVE A LATITUDE LINE ONLY AND A ROUGH LOCATION - "OFF MATAIKONA"

I WOULD HAVE...

1. COMMENCED A LOG.

2. BEFORE HANGING UP REQUEST POLICE COMMS TO;-
2.1 ACTIVATE SAR MEMBERS TO ASSEMBLE ASAP AT AN ICP (INCIDENT CONTROL POINT) AND..

2.2 CONFIRM POLICE COMMS HAVE DISPATCHED A GENERAL DUTIES PATROL TO NEAREST ON SCENE COORDINATION LOCATION I.E AKITIO BOAT CLUB OR CASTLEPOINT FOR ON SCENE SITREPS. AND

2.3 GET THEM TO RING RCCNZ AND REQUEST A SAD FOR SAY 5 MILES OF MATAIKONA FOR PIW (PERSON IN THE WATER) ON THE LATITUDE LINE AND EMAIL IT TO YOU. THIS IS A REPRESENTATIVE AREA ONLY BUT SHOULD CONFIRM THE DRIFT DIRECTION.

3. RUNG A RADIO CONTACT AT EITHER AKITIO OR CASTLEPOINT AND REQUESTED THEY MAKE AN "ALL STATIONS" CALL ON CHANNELS 2 - 3 AND 6 TO SEE IF THERE WERE ANY VESSELS OF OPPORTUNITY NEARBY. I WOULD HAVE KEPT THE CONTACT ONLINE TO CONFIRM ANY OR NO RESPONSES. ADVISE MY CONTACT NO.S TO THE RADIO CONTACT SO THEY CAN UPDATE ME.

4. ASSUMING THERE WAS A RESPONSE FROM A VESSEL OF OPPORTUNITY AND WEIGHING UP ANY RISKS - REQUEST THE VESSEL/S HEAD IMMEDIATELY TO MATAIKONA AREA AND REQUEST APPROX ETA. OBTAIN ANY CELLPHONE NO. THEY MAY HAVE ON BOARD (THAT REDUNDANCY IN COMMS THING AGAIN) HAVE THEM SWITCH TO WHATEVER CHANNEL YOU WANT TO RUN THE JOB ON. ASCERTAIN FROM THEM THE WEATHER CONDITIONS AND DRIFT.

5. RUNG A CRAYFISHER CONTACT AT AKITIO AND CASTLEPOINT AND GET THEM TO LAUNCH AND HEAD TO MATIAKONA AREA. REQUEST THEY START RINGING OTHER CRAYFISHERS AND GET THEM HEADING OUT TOO. ASSIGN A COMMS CHANNEL - CH 3 PROBABLY BEST IN THAT AREA. ADVISE THEN THAT SPECIFIC TASKING WILL FOLLOW VIA CELLPHONE OR TEXT.

6. RUNG [redacted] ON THE CHANCE HE MAY BE AT HIS AKITIO BASE WITH HIS JET RANGER. HE IS THE CLOSEST AIR ASSET. GET HIM TO UPLIFT SCOOP NET FROM AKITIO BOAT CLUB AND FLY TO MATAIKONA AREA - THEN OUT ON THE 40 DEG 49 ' .500" LINE. COME UP ON CH 3 MARINE AND AIRWAYS CHRISTCHURCH INFORMATION AVIATION CHANNEL 124.2. THIS IS THE AIRWAYS CALLUP CHANNEL FOR TRANSITING AIRCRAFT ON THE EAST COAST AREA. AT LOW LEVEL RECEPTION TO CHCH INFO ON 124.2 MAY NOT EXIST BUT I HAVE USED THIS SUCCESSFULLY IN THE PAST BY RINGING THEM ON 0800 626 756 AND GETTING UPDATES FROM THE RESPONDING AIRCRAFT. IT'S ALL TAPED TOO. CHCH INFO MAY ALSO KNOW OF AIRCRAFT OF OPPORTUNITY IN THE AREA AS WELL.

7. IF NO LUCK WITH JASON P, RING [redacted] (JD) AT MASTERTON AND TASK HIM SIMILARLY IN ADDITION TO JASON P[redacted] GOOD BACKUP TO EACH OTHER AS THEY ARE BOTH SINGLE ENGINE MACHINES OPERATING OVER WATER. JD ALSO HAS A SCOOP NET BUT IS A BIT FURTHER AWAY. IN REALITY IT IS POSSIBLE NEITHER OPERATOR MAY BE READILY AVAILABLE DUE TO OTHER COMMITTMENTS OR LOCATION.

8. THEN RESPOND AN EMS (EMERGENCY MEDICAL SERVICE) HELICOPTER (PREFERABLY WITH RESCUE SWIMMER CAPABILITY AND A PARAMEDIC). WELLINGTON BASED WESTPAC RESCUE HELO HAVE TRAINED RESCUE SWIMMERS WHO ARE ALSO GENERAL CREW - THIS INCLUDES THEIR MEDICS WHO ARE GENERALLY ON BASE 0800 TO 2000 HOURS DAILY. ETA TO CASTLEPOINT IN CLEAR WEATHER IS 35 - 40 MINUTUES ONCE AIRBORNE. SECOND OPTION WOULD BE PHILIPS RESCUE BASED AT PALM NTH WHO ALSO HAVE RESCUE SWIMMERS BUT THEY WOULD NEED TO CALL THEM OUT WHICH WOULD INVOLVE SOME DELAY.

9. ONCE RESOURCES RESPONDING GRAB A CHART AND PLOT A REFLEX SEARCH BOX. YOU COULD DO THIS RIGHT AFTER STARTING THE LOG I GUESS. REMEMBER AT THIS POINT WE DON'T HAVE THE APIATA FLARE BEARING SO NO CLEAR SPLASH POINT. I WOULD DRAW AN OBLONG BOX FROM THE COAST OUT TO SAY 6 MILES STRADDLING THE 40 DEG 49' .500" LATITUDE LINE. THEN PLOT THE CORNERS AND TEXT COORDINATES TO YOUR ASSETS.

THAT'S PRETTY MUCH IT FOR REFLEX TASKING AND SHOULDN'T TAKE ANY LONGER THAN 30 MINUTES

SUGGESTIONS FOR IMPROVING MARINE RESPONSE CASTLEPOINT AREA

IDENTIFY SUITABLE AREA AS ICP - FISHING CLUB AS GOOD AS ANY - ARRANGE FOR 24 HR ACCESS.

CHARTS AND PLOTTING TOOLS STORED AT CASTLEPOINT ICP TOGETHER WITH COPY OF REFLEX TASKING GUIDE

IDENTIFY SUITABLE CASTLEPOINT LOCAL/S WHO COULD ACT AS LIAISON UNTIL POLICE GET THERE.

MARINE SAR AWARENESS TRAINING FOR MASTERTON GENERAL DUTIES POLICE WHO MAY BE TASKED TO CASTLEPOINT - 1 HOUR SESSION WOULD DO IT

PREPARE A REFLEX TASK GUIDE SPECIFIC TO AREA - EDIT CENTRAL'S ONE. (AS ABOVE DRAFT ONE SINCE PREPARED AND NOW WITH MASTERTON POLICE SAR TO ADOPT AS THEY SEE FIT)

WHITEBOARDS - OR IMPROVISE WITH WHITE BUILDER'S WRAP

AMALGAMATED AND OUTBACK HELICOPTER CREW GO THROUGH A BASIC HUET VIA PHILIPS RESCUE - SHOULD ALSO HAVE PLBS AND STROBE LIGHTS AS PART OF THEIR KIT

IDENTIFY COASTAL WATCHERS MATAIKONA AREA?? - TRAINED IN TAKING COMPASS BEARINGS

SET UP ETEXT ALERT FOR ALL CRAYFISHERS AND LOCAL AIR SUPPORT - PIGGY BACK ON PALM NTHS?? - ALLOWS RAPID WIDE SPREAD ALERT TO ALL ASSETS - BILL WORKING ON THIS

ANNUAL TABLE TOP WITH ALL ASSETS - CENTRAL TO BE INVOLVED

WATER EXERCISE EVERY 3 YEARS BUT ON SMALLER SCALE

TEST COMMAND AND CONTROL FROM MASTERTON SAR ROOM AT HOOD AERODROME - CAN WE ACCESS MARINE 3 FROM THERE ??? - TONY [redacted] AND BILL [redacted] TO EXPLORE PLEASE

CENTRAL CURRENTLY EXPLORING ABILITY TO PHONE LINK MARINE 2 AND OR 3 COMMS BACK TO PALM NTH SAR OPS ROOM

SET UP A CHARITABLE ORGANISATION (CASTLEPOINT MARINE SEARCH AND RESCUE GROUP ??) OR PIGGY BACK ON ANOTHER GROUP (FISHING CLUB??) AND APPLY FOR FUNDING TO PURCHASE ...

1. A SCOOP NET AND STORE AT LOCATION ALLOWING 24 HR ACCESS.

2. A BASE AIR BAND RADIO AND KEEP AT ICP WITH ROOF MOUNTED AERIAL

3. HAND HELD AIR TO GROUND RADIOS FOR VESSELS

4. PLBS AND STROBE LIGHTS FOR CREWS

5. HANDHELD SPOT LIGHTS FOR VESSELS

6. HAND HELD NVG UNITS FOR VESSELS (COASTGUARD HAVE THESE AND CAN ADVISE SPECS/COST ETC)

Bill NICHOLSON
SERGEANT 6577
SAR COORDINATOR
CENTRAL
[redacted]
Email wn6577@Police.govt.nz
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