



MARINE SAREX EXERCISE 'LUBBER'
WHANGAMATA COASTGUARD UNIT
SATURDAY 12TH NOVEMBER 2016



Trip Report



DATE OF REPORT	20 January 2017
SUBJECT	Marine SAREX "LUBBER"

Marine SAREX "LUBBER" was conducted on 12 November 2016 at the Whangamata Coastguard Unit base.

The New Zealand Police (Waikato SAR District) requested that selected Coastguard Units and Surf Life Saving Clubs take part in a combined exercise to provide training for and to test the capabilities of Incident Management personnel of the three Marine SAR partners, Police, Coastguard and Surf Lifesaving.

The objective of the day was to provide training to enable IMT personnel to work effectively within the CIMS management process and to test the capability of inter-agency IMT personnel to work together with a Coordinating Authority to manage a Marine SAR incident.

Participants:

New Zealand Police (Waikato SAR District)

RCCNZ

Coastguard Eastern Region

Whitianga, Tairua/Pauanui, Whangamata and Waihi Coastguard Units

Surf Lifesaving

(Andrew Parsons and myself represented RCCNZ as observers/moderators and with local RCCNZ injects as required by the IMT's)

Functions exercised:

- Multi-agency and inter-group coordination
- Search and Rescue Incident Management
- Applying CIMS to SAR within a scenario-based environment

Introduced:

- SARNET
- SAROP Planning process and NZSAR Forms
- SAR Resource database

The Exercise:

IMT's were setup with personnel rotated throughout the exercises, and various table top scenarios were provided to the teams. The exercises were conducted using the CIMS process with all members of the IMT having assigned roles and responsibilities, with appropriate vests worn by persons assigned management roles. (refer photos attached below)

Documentation regarding the SAREX was concise and outlined the Purpose and program along with the exercise instructions and coordination. administration, logistics, command & control, communication and safety plans.

Observation and Conclusion:

From our RCCNZ perspective, SAREX "LUBBER" was a huge success. Continuing from previous year's SAREX with these groups, planning to execution by the Coordinators, the personnel involved in the IMT's, the display of professionalism and enthusiasm shown by all parties involved in the exercise is always at a very high level. There was a total willingness to be involved and continue to improve knowledge and understanding of SAR and CIMS processes for responding to incidents.

Having said that, it was noted:

(1) New persons unfamiliar with the whole CIMS IMT management structure should be welcomed and encouraged to learn and participate. Such personnel are always willing to assist but often get overlooked in the heat of the moment.

(2) Control must be properly exercised. While the groups had correctly identified a Controller and personnel were assigned to the various management functions (i.e. Intel, Planning, Ops, etc), it must be said that as with any volunteer organisations there are strengths and weaknesses among the group and occasionally during a tabletop exercise the Controller was overwhelmed by other personnel making decisions outside of their declared roles, which may have impacted the end result in a real scenario. Ultimately there can only be one person in charge of the operation. This is not a criticism as such, but pointed out as a learning objective for future IMT based exercises.

We congratulate NZ Police Waikato SAR squad and Coastguard Eastern Region and associated Units for their continued competence and ability to respond to SAR related incidents, and the IMT based SAREX has again reinforced this group's capabilities in the case of a major incident.

John Ashby

Senior Search & Rescue Officer









INCIDENT ACTION PLAN			NZZSAR New Zealand Search and Rescue	
Situation: 3 persons in Water Diver's Boat drifted away; unknown position; Diver where boat is unknown; Motiti		Phase/Operational Period: 0930HR - 2000 HRS		
Mission/Goal: Safely retrieved all persons and vessel		overcome all safety Hazards		
Date/Time Missing: 09.30 Report	OBJECTIVES FOR OPERATIONAL PERIOD (Keep it SMART)	STRATEGIES TO ACHIEVE IT	Comms Plan: VHF 01 UHF 16	
Missing Person and NOK: Dave; drifting in Boat Bill, Mike, Scott adrift in Water (Divers) Natalie & Gladys LKP: SPASH Port Assumption 37.391.00 S 176.26.600 E	1 locate Divers	Surf Life Savers RQNZ Coast Guard		
	2 locate vessel & Passenger	"		
	3 Gather Intel	Contact Gladys for solutions		
	4			
	5			
Survivability:	Weather: 1 mtr Swell 15-25 knt Wind Westerly Water Temp 19°C	Safety/Hazards: Weather Deterioration Sea Sickness Multiple R. Vessel	Critical Elements/To do:	Rescue Plan: up lift driver (Mud etc) Natalie Gladys
COMMAND STRUCTURE				
RCCNZ CAT II INCIDENT:		Incident Controller: SAM		Media:
Intel: Alli	Planning: Mike	Operations: George	Logistics: Mike J	

Situation: Drifting boat with 1 P.O.B. - very unwell, nil contact. 3 divers in water		Phase/Operational Period: 0930 hrs - 1200hrs	
Mission/Goal: To safely locate and recover all 4 persons + boat			
Date/Time Missing: 12-11-2016 0930	OBJECTIVES FOR OPERATIONAL PERIOD (Keep it SMART)		STRATEGIES TO ACHIEVE IT
	1. Locate + recover boat + KNIGHT		Sea + Air search
Missing Person and NOK: Dave KNIGHT (boat) Bill CROSBY - diver Scott CROSBY - diver Dick / ? - diver LKP: Motiti Island Sea Map beds	2. Locate + recover 3 x divers		Sea + shore search in area of sea map beds
	3		
	4		
	5		
	5		
Survivability: Contact (Doctor) expert matter?	Weather: NW 25kts. " 30kts from 1200hrs High tide 1800hrs low tide 1700hrs	Safety/Hazards: Boat adrift. Rocky shore Rising wind conditions Persons in water (exposure) Fatigue of staff. Experience Levels	Critical Elements/To do: Search predicted search areas. Plan for next search period.
COMMAND STRUCTURE			
RCCNZ CAT II INCIDENT:		Incident Controller Peter	
Intell Paul	Planning Pete	Operations Safety Steve Ian	Logistics Brad
		Media: B.O.P. Police DCC	

MARINE SAREX "LUBBER"

12th November 2016

Introduction:

The New Zealand Police, Waikato SAR District, have requested that selected Coastguard Units and Surf Life Saving Clubs take part in a combined exercise to provide training for and to test the capabilities of Incident management personal of the three Marine SAR partners, Police, Coastguard and Surf Life Saving.

It is acknowledged that whilst Coastguard and Surf Life Saving wet crews are subjected to ongoing training which enables them to address the tasks set for them by the IMT, the incident management system is a relatively new concept. As such there is a need for training at an inter-agency level to ensure consistent procedures and standards are adopted across the Marine SAR agencies in relation to Marine incident management.

Needs Assessment:

A comprehensive needs assessment has been carried out in relation to SAREX LUBBER which has been fully documented on the attached NZSAR SAREX guidelines form.

Likewise, the specific SAREX objectives and set key performance indicators have been set by the SAREX Directors and recorded on the above document.

Exercise Name:

This SAREX will be called Operation "LUBBER" as in land Lubber to reflect the shore based nature of the exercise.

Exercise coordinating instructions:

Ground:

The Venue for SAREX Operation "LUBBER" will be the Whanagamata Coastguard Units HQ On Saturday the 12th of November 2016 IMT personal from Police, Coastguard and Surf Life Saving, within the Waikato Police SAR District, will assemble to take part in a day of Marine Incident management workshops and table top marine SAROP scenarios. The objective being to provide training to enable IMT personal to work effectively within the CIMS management process and to test the capability of inter-agency IMT personal to work together with a Coordinating Authority to manage a Marine SAR incident. There will be no on water resources tasked during this exercise.

Execution:

Participants:

New Zealand Police, Waikato SAR District.

RCCNZ. – SAREX Evaluators.

Coastguard Eastern region.

Surf Life Saving Eastern region.

Whitianga Coastguard Unit.

Tairua/Pauanui Coastguard Unit.

Whangamata Coastguard Unit.

Waihi Coastguard Unit.

Conduct of Exercise:

Safety:

Sergeant Vince Ranger will be the venue safety Officer for the duration of the Exercise.

As this is a land based exercise it has been determined that there is not a need for a comprehensive Safety Plan.

A venue safety briefing will be given to SAREX participants on their arrival at the venue in relation to fire evacuation. An exercise safety briefing will be delivered at the commencement of the Saturday morning activities.

At no time should any SAREX participant take any unnecessary risks or behave in such a manner that would endanger themselves or any other SAREX participant.

Any accidents that do occur should be reported to the Safety Officer as soon as possible.

Exercise Coordination:

A full agenda for the SAREX programme has been prepared and is attached for the information of participants.

The exercise shall be coordinated by an exercise coordination team lead jointly by the SAREX Directors and their management team.

The Exercise Coordinating team will facilitate the various stages and will be responsible for initiating the workshops and table top Scenarios, coordinating the input of information to keep the exercise on track, monitoring performance and providing guidance and tuition when required.

Charts, trestles and white boards will be provided. Participants are requested to provide their own resources in relation to reference material, plotting equipment etc. A copy of CIMS manual edition two would be a helpful tool during this exercise.

The exercise will be conducted using the CIMS process during all table top Scenarios with all IMT members being assigned roles and responsibilities. The appropriate CIMS vests are to be worn by personal assigned to management roles.

This is a learning exercise. All participants are encouraged to ask questions or to seek clarification of any procedure or process as required. Use of a time out facility is also encouraged where a wider group or team discussion is required. This will fill the learning gap or realign the team's efforts with search management best practice.

A hot debrief is to be held at the completion of the SAREX. The debrief will be Chaired by the Police SAREX Director. All SAREX participant should be given ample opportunity to make any comments they think appropriate. Notes will be taken of any feedback positive or negative and these notes should be made available to the SAREX Management team at the cold debrief.

Administration & Logistics:

Accommodation required by Police and RCCNZ Personal participating in this SAREX will be organised by the relevant agencies.

For advice in relation to accommodation available in Whangamata please contact George Williams, President of the Whangamata Unit at 0274950061

Coastguard and Surf Personal will attend the SAREX on a day basis with no accommodation required.

Morning and afternoon tea along with lunch will be provided for all SAREX participants.

Transport to and from the SAREX venue will be the participant's responsibility.

Coastguard members may claim travel allowance at the rate of 72 cents per km travelled by submitting an expense claims form to the CER Regional manager (Operations) Members are asked to car pool whenever possible.

Surf Life Saving Personal will be governed by their own organisations Policy and procedures in relation to expense claims.

Exercise Observers:

There will be two independent observers from RCCNZ who will be evaluating conduct of SAREX "LUBBER" to ensure that the objectives and KPI's of the exercise have been met.

KPI evaluation forms have been provided to the evaluators under separate correspondence.

The completed evaluation forms and any recommendations made by the evaluators are to be made available to the SAREX Management team for consideration during the Cold debrief of this SAREX.

COMMAND:

Coordinating Authority: New Zealand Police

SAREX Directors: Sergeant Vince Ranger, New Zealand Police, Stuart Lowth, CER Regional manager (Operations) 021364671, Allan Mundy, Surf Life Saving National Manager, 0272452660

SAREX Coordinator, Graham Caddy 0272954861

SAREX Logistics Officer, Murray Whitehead, 0272105196

Graham Caddy

SAREX Coordinator.

SAREX-OPERATION "LUBBER"
PROGRAMME

Saturday 12th November 2016:

0830 – 0845 Hrs	Welcome – Introductions-SAREX outline	Vince Ranger
0845 – 0930 Hrs	Introduction to SARNET	Stuart Lowth
0930_1000 Hrs	The CIMS process Police/Coastguard/Surf	Vince Ranger
1000 -1015 Hrs	Morning tea.	
1015- 1100 Hrs	SAROP Planning process/SAR Forms	Graham Caddy
1100- 1200 Hrs	Scenario 1	Planning team
1200 – 1230 Hrs	Lunch.	
1230 – 1330 Hrs	Scenario 2	Planning team
1330 -1430 Hrs	Scenario 3	Planning team
1430 -1445 Hrs	Afternoon tea.	
1445 – 1600 Hrs	Scenario 4	Planning team
1600 – 1630 Hrs	Hot Debrief	Vince Ranger

Programme may vary on the day depending on how the Scenarios play out.



New Zealand Search and Rescue SAREX Guidelines

Analyse SAREX Need

completed ✓

1 Establish SAREX Planning Team. (See Appendix A on page 6 for instructions and Appendix C and D on pages 8-13 for examples)



Sgt Vince Ranger Waikato Police SAR - SAREX Director

Stuart Lowth Coastguard Eastern Region -SAREX Director

Allan Mundy Surf Lifesaving NZ - SAREX Director

Graham Caddy Coastguard Eastern Region -SAREX Coordinator

Murray Whitehouse Coastguard Eastern Region-SAREX Logistics

2 Identify trends and predictions, response needs and asset assessment. (See Appendix B on pages 5-6)



Coastguard recognise that in the event of a major Marine SAR incident off the New Zealand Coastline a multiple SAR Agency response would be required .

To meet this challenge NZSAR and the NZ Police are actively encouraging Multi SAR agency interaction and training.

Coastguard Eastern Region are committed to the establishment and training of IMT's capable of providing IC's of the Coordinating Authorities with Marine SAR Subject matter expertise within the CIMS process.

Despite the fact that considerable financial outlay has been committed to train Coastguard personal up to CIMS4 standard there are very few designated IMT's within Coastguard Eastern Region.

It has been established with experience that the most cost effective method of providing IMT training on a Multi agency basis is by the use of Multi scenario table top exercises.

The NZ Police ,Waikato SAR District, have the need to provide their personal with hands on training as Marine Incident controllers within a multi-agency IMT.

Coastguard Eastern Region have the need to provide IMT training on a Regional basis to ensure that there is consistency of the implementation of the CIMS process by Unit IMT's through out the Region.

3 Summarise need:



A major Marine SAR incident off the New Zealand Coastline would require a multi SAR agency response.

There is a need to provide training for Police,Coastguard and Surf lifesaving IMT personal on a Multi agency basis.

The most cost effective way of delivering this training is by the way of a series of workshops followed by table top scenarios.

4 Specify the purpose of this SAREX:



To facilitate the necessary training needed to enable Multi Agency IMT personal to work effectively together as a team.

5 Determine specific SAREX objectives:



- i. To identify and manage the CIMS process from initial planning and tasking through to the formal CIMS planning process.

- ii. To establish a consistent approach to the CIMS planning process including establishing a chronological approach to the setting out of information on white boards.

- iii. To introduce the appropriate NZSAR forms necessary to establish a working file on the management of the SAR incident.

- iv. To introduce the use of SARNET during a Marine SAR incident.

- v. To exercise the ability of Multi agency SAR personal to work effectively together to manage a series of Table top Marine SAR scenarios including the hand over process and the completion of a hard copy incident file.

- vi.

6 Select exercise name:

Operation LUBBERS



7 Establish a budget:

Budget providers NZ Police/Coastguard Eastern Region



8 Obtain lead/joint agency authority:

New Zealand Police



9 Seek multi agency participation:

New Zealand Police
RCCNZ
New Zealand Surf Life Saving



10 Set key Performance Indicators (KPI's):



- i. To provide a series of workshops to refresh participants knowledge on the skills required for sound incident management within the CIMS process and to introduce new tools to assist with the planning process.
- ii. To enhance multi-agency and inter-group coordination between the Police, RCCNZ, Coastguard, Surf life Saving, and their support agencies and personal in the event of a marine Search and Rescue Incident.
- iii. To provide all participants the opportunity to refresh and practice their search and rescue incident management knowledge and skills during a full scale operational exercise previously learnt during Coastguard training ,CIMS courses, Marine SAR controllers Courses and through own experiences. Identifying gaps and areas that need further development.
- iv.
- v.
- vi.

11 Develop exercise scenario:

Multiple desk top scenarios to be developed



12 Evaluate plan against training need:

Desktop exercises and content meets training need.



13 Determine exercise controllers, participants and resources required:

Exercise controllers as per item 1.
 Logistics plan to be developed By Murray Whitehead.
 Accommodation and meals provided by Police.
 Transport allowance , Friday meal Coastguard Eastern Region.



14 Confirm and announce exercise date/time location:

Advances warning notice to Participants required 12 weeks prior to SAREX date SAREX coordinator. SAREX date 11th 12th 13th November 2016.



15 Develop detailed events:

SAREX program and time line to be finalised and signed off by SAREX Directors
 Prior to advance warning notice to participants.



16 Develop exercise safety plan:

Paper exercise. On site safety briefing to be delivered by Sgt Vince Ranger



17 Develop exercise 'control rules':

To be defined by the SAREX Directors and planning team



18 Appoint exercise monitors (local and external) and define their role:

2 x RCCNZ SAREX assessors. Approach to be made to John Ashby and Conrad Reynecke - Sgt Vince Ranger

Will be provided with check list for Key performance Indicators.

All prepared.



19 Confirm multi agency participation:

As per item 9



20 Set up SAREX



OPERATION 'LUBBER – SCENARIO 1

OPERATION SOUTH SUNK;

At 1255pm on Saturday the 12th of November the Coastguard duty Radio Operator has received a distress call from the vessel Huntress indicating that they have a Diver in the water at South Sunk Rock who is now 20 minutes overdue. South Sunk Rock is on the Eastern Boundary of the Hahei Marine reserve.

The Diver was one of a group of four who were diving for cray fish on the Rock. The other three divers are safely back on board Huntress.

The missing diver is Rock Hudson, aged 34 years, he is a reasonably experienced diver although he has never done a dive course. He was wearing borrowed dive gear. No known medical conditions.

Rock was last seen by his dive buddy shortly after his decent about half way down the rock face.

At this time he indicated that he was having some trouble clearing his ears and was going to make his way back up the rock face. He has not been seen since.

Rock was not seen to resurface by the vessels skipper who was acting as the boat man however the skipper does admit that he was having a clean-up of the lower cabin for the first 30 minutes of the groups dive and may not have seen Rock if he did resurface.

Huntress is still anchored at dive site on South Sunk Rock Coordinates 36.40.000 175 49.300

The Dive party are all related in way or the other and emotions are already running high on the vessel.

There is a 15knot NW breeze blowing on site with a slight surface chop. It is overcast with the odd shower passing through. It is slack tide at the moment with the tide just turning to run in.

Resources:

Whitianga CRV NZCT Rescue, Tairua/Pauanui CRV Out and About Rescue, Ocean one, local commercial tourist Operator (has passengers on board), Scuba Doo, Local Dive charter Boat. Local Coastguard Skipper in private vessel Jasmine.

Westpac Rescue on Route ETA 40 minutes.

Interject:

At 1310 Hrs a very emotional Call is received by the Coastguard Radio Operator from the Skipper of Huntress indicating an intention of putting his divers back in the water to search for Rock.

OPERATION 'LUBBER'-SCENARIO 2

OPERATION EASYRIDE:

At about 0500hrs on today's date Police Northern Communications received a 111 call from Harry WAI informing them that two passengers on his vessel "Easyride" had been washed off the rear deck as the vessel was negotiating the Raglan bar.

It has been established that the vessel Easyride, Skipped by Harry WAI, had left the Raglan harbour at about 0400hrs this morning with 6 X POB. Their intentions were to cross the bar and then head North up the Coast for a day's fishing. As they approached the Raglan Bar Harry was aware that he and three of the crew were inside the wheelhouse while he assumed the other two crew were out on the aft deck.

Whilst negotiating the Raglan Bar the vessel was hit by a series of larger waves which sent a considerable wash over the vessel.

About 15 minutes after crossing the bar it was discovered that the two passengers who had been on the aft deck were no longer on the vessel. At this time the vessel was about half a nautical mile off the Coast. The vessel had been cruising at a speed of about 14 Knots. The Skipper re-traced his course back to the point where the bar crossing was made but no trace of the missing men was found. A radio call was then made to Coastguard Radio informing them of the situation. A 111 call was also made to the Police.

Harry Wai has indicated that one of his crew has gone into shock so he is returning to Raglan Harbour.

The missing passengers are: Mannie KINN, Male, 30 years old, experienced West Coast fisherman, wearing dark coloured jacket and blue sea boots.

Mode Le'MAN, Male 50 years old, Cousin of Mannie KINN, wearing yellow rain coat and white gumboots. Both men were wearing manual inflatable life jackets.

High tide in the area was at about 0300 hrs.

There is a 15 – 18knot North Westerly Wind which is expected to rise to over 20 knots mid-morning. There is a 1.5 to 2-meter swell on the bar. It is overcast with the possibility of passing showers.

The Police Communications officer has advised that while talking to Harry WAI he has reached the conclusion that Harry may be under the influence of alcohol.

OPERATION "SCOLLY" SCENARIO

At about 9.30am on today's date the CER Duty Officer has received a telephone call from Gladys Knight to the effect that she and her Husband Dave are up from Wellington visiting Family friends at Papamoa Beach. Dave and his mate Bill Crosby along with Bills son Scott and his sons mate Dick left the Ramp at Papamoa beach at first light this morning to go over to Motiti Island to get some scallops. They are in Bills boat which is a 4.6 stabi craft with a centre consul.

Gladys has just received a phone call from Dave to say that at about 7.30am Bill and the two boys went into the water for a scolly Dive leaving him to look after the Boat. Dave had taken a couple of sea sickness tablets before leaving the house which were making him drowsy and he was not feeling at all well.

Dave had made himself comfortable in the hull of the boat and has fallen asleep waking up just after 9am this morning to find that the boat anchor had not held and he was drifting. Dave does not know the area and has no idea where he is. There is no sign of the three divers. Dave is reportedly very sea sick and is starting to panic. He is unable to get the Boat motor started. Dave has very little experience with boats.

The informant, who is an experienced boatie, was in the middle of obtaining information from her husband which she thought may help with the rescue response when she lost contact with him. All attempts to reconnect have gone directly to his answer service.

The information above will be volunteered by the informant without any prompting.

The information below this point will only be revealed by the informant if she receives the appropriate questioning or prompts from the CER Duty Officer.

There is a VHF radio on the vessel but it is not working.

There appears to be only a small depth sounder fitted which does not give location coordinates.

Dave pulled the anchor up whilst attempting to start the motor so the rate of drift has increased.

Dave has stated that he can see the Main Coastline from where he is and is about a mile off the Coast of Motiti Island.

There is no detailed description of the vessel Dave is in apart from the fact that it is a 4.6 Stabi craft with a centre consul.

Bill Crosby is a 52-year-old male and is a very experienced diver. He is a strong swimmer and knows the area well. He is the owner and skipper of the vessel involved.

Scott and Dick are both aged 21years. Scott is a qualified diver but has not had a dive for some time. Dick is a novice diver who has just completed a dive course. This dive is his first outside of his dive course.

All are wearing similar black dive suits with yellow tanks.

All communication with Dave has now been lost.

OPERATION LUBBER – SCENARIO 3

Operation Misty:

At 2330Hrs on date Coastguard Radio have received an urgent distress call on VHF Channel 84 as follows.

“Mayday, Mayday this is the vessel Misty, ZMR 1110 we have a major Hull rupture, taking on water fast, our position is 37.04.42”

The transmission failed at this point and to date no further contact has been able to be made with MISTY.

The Coastguard Radio Log has revealed that MISTY filed a trip report at 2130Hrs to the effect that they were leaving South East bay at Mayor Island for an overnight trip to Coralie Bay, Great Mercury Island. There were 6 POB and their ETR at Coralie Bay was approx. 0300 Hrs.

The Skipper indicated that he would make contact again as they approached the Alderman Islands as they may stop there on route depending on conditions. They would monitor VHF channel 84 in the meantime.

A check of the VHF register shows MISTY to be a single engine 45ft displacement hull launch with a cruising speed of 10 Knots, safety equipment carried not shown. Home Port Tauranga.

There is a S/W breeze of 10 to 15 Knots overnight which is forecast to increase to 20 to 25 knots from 0600 Hrs. There has been an ebb tide running for three hours at the time of the distress call. There is some moonlight with a slight wind chop breaking the sea surface.

Resources:

You have the full Coastguard CRV resources available to you from Waihi to Whitianga.

Westpac Rescue Helicopter and the Police Helicopter are available but will have a delayed ETA of at least an hour. There is a fixed wing Coastguard Air patrol available at first light. A check of AIS has shown that there are no commercial vessels in the Area.

OPERATION 'LUBBER' – Scenario 4

Circumstances:

At 1400 Hrs on date Police Northern Communications have received a 111 call from Wally Fairweather the Skipper of the charter vessel Morning Star.

The caller stated that the vessel has a serious fire in the engine room and as a result the vessel has lost power to both engines. One crew member has received serious burns as a result of attempting to fight the fire.

The vessel position is just off the entrance to the Kawhia bar coordinates 38 04.224 / 174 45.150 having just negotiated the Kawhia Bar.

There are 8 x POB. 2 x crew and 6 passengers. The passengers are all male aged between 40 and 55 years. All are wearing inflatable life jackets and waterproof outer garments.

Immediate assistance is required.

Efforts are continuing to bring the fire under control.

Morning Star is a 45 foot glass over ply launch.

At 1410 hrs a second 111 call is received from Wally Fairweather to the effect that the fire is now out of control and it is his intention to abandon ship. The vessels life raft has been destroyed in the fire.

All communication has now been lost with the vessel.

Weather conditions:

Wind is from the S/W 15 to 18 knots. Forecast to increase to 20 to 25 Knots later this evening.

Last high tide was at 1300 Hrs.

Swell 1.5 to 2m

Overcast with passing showers forecast.

SAREX OPERATION LUBBER- SCENARIO 5

At approximately 0330 Hrs on date Police Northern Communications received a 111 call from Ian Jones reporting that he and a mate had been returning from a fishing trip at Mayor Island. When they attempted to cross the bar at the Bowen town entrance to Tauranga Harbour their vessel was rolled and both men were thrown into the water. This happened at about 2300 hrs

The pair stayed with their vessel and the incoming tide had taken them into the harbour and down towards Kauri Point.

On the change of the tide to an outgoing flow they decided that they would attempt to swim to shore as they didn't want to be taken back out over the bar.

This would have been at about 0230 or 0300 hrs and in the vicinity of Lead Point (Papatu Point)

The pair set off together but became separated in the dark.

Ian made it ashore and has raised the alarm.

There is no sign of his mate Rolly Barrett.

Rolly is aged 40 years. He is not wearing a life jacket. When last seen he was wearing a dark woollen jersey and jean shorts. No known medical history. Was in a reasonable physical state when last seen.

The tide is still running out. There is an off shore westerly wind of about 15 Knots. There is about a 1.5 meter break on the bar with choppy seas beyond.

CNR , who had radio watch at time, report no trip report on file for the missing vessel nor any Bar crossing report received.