



NEW ZEALAND POLICE

EXERCISE EVALUATION REPORT

Auckland Districts SAREX

Location: Auckland – Manukau Harbour

Date: 13th – 15th September 2019

Report Version: Final

Evaluator:

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Waikato Police SAR Co-ordinator

Contents

1. Evaluation Summary.
2. Recommendations.
3. Introduction.
4. Background.
5. Exercise Scenario.
6. Evaluation Methodology.
7. Findings.
8. Conclusion.

1. **EVAULTION SUMMARY**

This was a successful exercise of a major search and rescue incident on the Manukau Harbour environment. In this case an overdue boat returning from an excursion outside the harbour entrance.

The Agencies involved in this exercise include

Police- Auckland Districts SAR Squad and Auckland maritime Unit.

Coastguard

Surf lifesaving

RNZAF CDRG

Airport Crash rescue

Auckland LandSAR

Auckland Harbourmasters

The exercise was managed by the exercise facilitator and exercise manager at the forward base, Port of Onehunga and at the Marine rescue Centre, Mechanics Bay.

This report relates to the evaluation of the exercise as a whole, but particularly that of the Incident Management Team component of the exercise.

The evaluation of search resources was done throughout the exercise by the respective organisations. However, my observations were of a group of highly motivated and skilled organisations working very well together.

The exercise started at 1700 hrs on Friday night, 13th September, with a scenario briefing by the exercise planning team to the selected Incident management team.

That team had been selected to include multi agencies at that level, and to mix the level of experience within that team.

That Friday night activities were restricted to search planning with search resources deployed on Saturday morning in line with the plan that had been developed.

The exercise duration was from Saturday Morning to Saturday night and into Sunday morning, or until the exercise targets ("victims") were located and objectives of the exercise met.

In this exercise these were achieved late of Saturday afternoon.

Sunday morning was set aside for a hot debrief session. The hot de-brief was very well documented by the exercise manager and included within the exercise documents. Comments throughout this de-brief were all very positive and complimentary of the exercise planners. Several comments reiterated that this was the first multi-agency exercise of this nature for several decades and that future exercises to imbed learnings should follow.

2. RECOMMENDATIONS

1. That regular desktop scenario based exercises be held with key agencies, to reinforce the Coordinated Incident Management System (CIMS) structures and planning processes.
2. That future SAREX activities include multi agencies, particularly in the marine environment.
3. That SARTRACK management tool is learnt and practiced at all opportunities.

3. **INTRODUCTION**

This exercise was planned and managed by Garry LEARMONTH of the Auckland Police Search and Rescue Squad along with John SAUNDERS of the Auckland Police maritime Unit.

The exercise was developed as a learning of the CIMS system and functions and to test the application of the CIMS process within the Incident Management Team. It also gave the opportunity to test the SARTRACK systems and its impact on the Planning and communication of that plan.

It was also developed to practice and develop SAR operational activities.

The agencies involved included:

Police- Auckland Districts Search and Rescue Squad and Auckland Maritime Unit
Coastguard
Surf lifesaving
RNZAF CDRG
Airport Crash rescue
Auckland Harbour masters
Auckland LandSAR Group.

4. **BACKGROUND**

My involvement in the exercise was that of the evaluator of the IMT component of the exercise.

The exercise was based on the ability of responding agencies to work under an IMT operating in the CIMS structure and using SARTRACK as a management tool.

The exercise was conducted between the 13th and 15th September 2019. The Incident management Team was set up in an Incident Control Point at the Marine Rescue Centre, Mechanics Bay.

A forward base was set up at the Port of Onehunga.

SARTRACK was used and tested as a communication tool between the incident management team and the forward base managers, and also as a planning tool.

The objectives of the exercise was to:

- (1) To exercise and evaluate a joint response capability on the Manukau harbour, using the CIMS structure within the incident Management Team.
- (2) To continue to grow relationships between these groups and to put in practice the skills learned and required to continue being efficient search and rescue resources for Auckland.
- (3) To test the SARTRACK programs to determine the future abilities and difficulties of it to allow the SAR Coordinators to make a decision on its future use with Auckland SAR.

My evaluation is primarily aimed at these objectives.

5. **EXERCISE SCENARIO**

Friday night, information received of an overdue fishing vessel on the Manukau Harbour. Unknown number of persons on board.

Incident Management Team set up at the Marine rescue Centre, staffed by SAR organisations.

Communications and SARTRACK had previously been set up in the incident control point.

Over the course of 2 hours, further information fed to the IMT as they asked the relative questions.

The aim for Friday night was to develop a plan for search resources to respond to from Saturday morning.

Saturday morning, search resources gathered at the forward base, Port of Onehunga.

Forward base manager to brief SAR resources from tasks in SARTRACK which had been developed by the incident management Team.

"Victims" included 6 floating dummies and 4 live targets. The dummies anchored in the water, with live targets placed at strategic locations on shore. A total of 10 to be found by search resources.

Injects throughout the day, as targets were found and questions asked, identified the number of missing people and their identities.

6. **EVALUATION METHODOLOGY**

My evaluation was to identify the response of the Incident Management Team and the relationship with their response to the CIMS structure.

The exercise manager and I discussed the scope of my evaluation prior to the exercise date. All of my observations were of the response activities of the IMT at the marine rescue centre and at the forward base, Port of Onehunga. The on-water activities were not observed and do not form part of this evaluation, other than comments by those involved.

7. FINDINGS

1. The CIMS structure was generally understood by participants within the IMT, with some cross-over activities between functions. At times this created confusion as to who was doing what role.

The IMT was calm and decisions made were based on sound SAR practices.

2. An initial misunderstanding of the role of the forward base manager. i.e he is the forward base manager, not an on scene co-ordinator. However as the exercise progressed the functions of this role were identified and sorted.

The action plan was drawn up and tasks assigned according to that action plan. The tasks were developed within the SARTRACK program and forwarded to the forward base to brief teams. As tasks were completed, resources were re-tasked direct from the ICP.

The communication between the forward base and IMT developed to a good standard as the exercise progresses.

3. The meetings of the IMT were ongoing throughout the exercise and all functions were involved in that planning process. These meetings and internal briefings were of a high standard.
4. The tasks assigned to search resources were based on the action plan developed and were logical, sound tasks.
5. Charts, plans and information boards developed during the exercise and were placed in and around the ICP as is appropriate. This information was mirrored at the forward base for the briefings.
6. The exercise de-brief involved all agencies and was overall and soundly, positive of the exercise.
7. SARTRACJK is a useful search management tool and worthy of further exercising and training to develop skills and understanding of its usage.
8. The relationships between agencies and organisation were very strong, despite limited training together.
7. All objectives were met.

8. **CONCLUSION**

Objective 1

To exercise and evaluate a joint agency response on the Manukau Harbour using CIMS structure.

Objective met

The exercise contained sufficient problems to evaluate the joint agency response and capability. Throughout the exercise each agency worked to their own strengths.

A basic CIMS structure was set very early by the IMT and grew as the exercise progressed.

Objective 2

To continue to grow relationships between these groups and put in practice the skills learned and required to continue being efficient search and rescue resources.

Objective met

The exercise tested the relationships between organisations across the exercise, within the IMT functions and the response functions. Organisations worked well within their strengths and identified weaknesses and better processes as a consequence of the exercise.

Objective 3

To test the SARTRACK programme to determine the future abilities and difficulties of it to allow the SAR coordinators to determine its future use within Auckland SAR.

Objective met

SARTRACK was utilised throughout the exercise and demonstrated weaknesses, particularly the lack of knowledge and understanding of the program and its processes. It identified that SARTRACK could be useful, but that investment into further training is required.

Overall the exercise was of significant benefit to Search and Rescue for the greater Auckland region and was a great success.

All of the participants I spoke to, and certainly echoed by individual agencies, was the learnings from working together for a common goal.

Everybody appeared to enjoy the opportunity to participate.

The exercise highlighted the capabilities of each organisation and gave each organisation a greater understanding of the capabilities of each other.



SAREX DEBRIEF, 13TH TO 15TH SEPTEMBER 2019

Debrief undertaken by Senior Constable Garry LEARMONTH, Auckland Police SAR, 15th September, at the Marine Rescue Centre, Auckland.

ATTENDEES PRESENT.

Alan Gibson, Ari Peach, (SLSNR), Alita Bigwood (NZSAR), Garry Learmonth. Brandon McCarthy, Steve Webb, Kelvin Meek, William Flapper (Police SAR) John Saunders, Jamie Dormer, Carl Day (Police Maritime unit), Vince Ranger (Waikato SAR Coordinator / NZSAR evaluator), Hemi Manaena (Coast Guard), Jay Thompson-Milne, Tahī Ngawaka (Auckland Harbour Master).

DEBRIEF PURPOSE.

This debrief was to capture information as soon as possible after the completion of the SAREX, in regards to what was done well, and what we could improve on when involved in joint agency exercises or actual operations. The planner would collate this information and produce this report to be sent out to all participating agencies.

SAREX BACKGROUND.

Under General instructions, Police are required to run a Land based Exercise and a Marine based exercise every year. The Auckland SAR Coordinator had planned and ran a Land based exercise back in March 2019 in the Riverhead Forrest. This started on Friday the 15th March. On the 16th March he deployed numerous staff to Christchurch after the March 15th Shooting. Whilst this changed the dynamics of the SAREX in progress, the remaining Police staff and 45 LandSAR volunteers completed the SAREX having met the objectives of the Exercise.

The Police Maritime unit deploys to numerous incidents on the Waitemata Harbour and manages numerous incidents on the Manukau Harbour. Due to the number of incidents they attend, it can be seen by many staff that having a Marine based SAREX is unproductive due to the fact that they are out there every day doing the job.

There has not however been a combined Maritime SAREX on the Manukau harbour in the last 30 years involving multiple agencies. The Manukau however sees numerous deployments of Marine assets to reports of missing and overdue vessels and persons. These searches are overseen by the

Police Maritime unit staff and have involved either Coast Guard vessels and crew, Surf Lifesaving inflatables and crew, the Harbour Master, Auckland Airport Rescue, Land SAR volunteers or Police SAR staff, or a combination of several of them.

Whilst they deploy and attend to these incidents, it was recognised that there are different ways of managing and deploying assets during these incidents between the participating agencies. Comments from other agencies staff members suggest that they don't know how these events are managed as they get deployed by Police, but are not involved in the managing of this searches.

Due to these comments, and the lack of a Combined SAREX for 30 years on the Manukau, and that upcoming staff need to be trained to run these incidents, and the requirement under the Police instructions, and NZSAR offering to fund a Police District SAREX up to \$7,500.00, the planner has taken the challenge on board to plan a combined Marine SAREX involving as many staff from participating agencies as possible.

From this the following SAREX was planned.



SAREX OUTLINE.

The combined SAREX between members of the Police PMU, Police SAR, Coast Guard, Surf Lifesaving Northern Region, Airport Crash Rescue, Auckland Volunteer Land SAR, RNZAF CDRG, and the Auckland Harbour Master, was planned for the dates of Friday the 13th September 2019 to Sunday the 15th September 2019.

This weekend was chosen for several reasons. Suitable tides, staff availability, availability of other agency assets etc. The SAREX was to be a relatively short, but quick running exercise which would involve the agencies that would benefit the most from a SAREX of this type.

It was planned to be held at the Marine Rescue Centre, (Management team) and the Port of Onehunga (Search teams and vessels). All agencies were contacted several months prior to the SAREX. All agencies expressed their willingness to partake and be involved.

The principle objective was to:

TO EXERCISE AND EVALUATE A JOINT RESPONSE CAPABILITY ON THE MANUKAU HARBOUR USING CIMS.

The secondary objectives were to:

***To continue to grow relationships between these groups and to put in practice the skills learned and required to continue being efficient Search and Rescue resources for the Dominion of Auckland.**

***To test the SARTRACK program to determine the future abilities and difficulties of it to allow the SAR coordinators to make a decision on its future use with Auckland SAR.**

SARTRACK is an online search management platform which is used by numerous groups around New Zealand and the world.

SCENARIO.

*To respond to an incident on the Manukau Harbour where a vessel was reported overdue from a fishing trip with ten persons on board.

*The management team was selected to evaluate the incoming information from the SAREX planner and formulate a plan to locate the missing persons.

*Management staff were selected from Police Maritime unit, Police SAR, LandSAR, Surf Lifesaving and Coast Guard. CIMS.

*The management team had all the participating agencies at their disposal as search assets.

*The Port of Onehunga was pre-arranged as a forward control point for searchers to gather and deploy from.

*Friday evening saw all participating agency heads and representatives gather at the MRC. A mock control room was set up by Coast Guard staff for the management team to operate from.

*The initial information was relayed to the Incident management team by the planner.

*This IMT had all the agency heads at their disposal to formulate a plan and work together to deploy assets to locate the missing persons. CIMS.

*Friday evening saw the management team work hard from 1800 hrs. to 2130 hrs. As part of the SAREX brief from the planner, Friday evening was also a time for staff to learn from other agencies, and have a plan ready to deploy staff and assets by 0630 Saturday the 14th September.

*Mock information also included drift patterns for persons in the water (supplied by PMU staff).

*It is recognized that on an actual event of this nature, staff and searchers would be deployed as soon as the initial reports came through to police. The nature of the SAREX and the objectives set, enabled management staff to have this extra time to plan. It is also a learning exercise.

*As the management staff were planning the search, staff and assets from the participating agencies were also meeting at the Port of Onehunga. The Port had supplied a large powered shed, areas to park, toileting and shower facilities, and security staff.

*Assets and staff were also used on this Friday evening to deploy mock missing person / SAREX targets on the Manukau Harbour. These assets and staff were also used to deploy live subjects / missing persons at 0530 hrs on Saturday the 14th September on coast lines on the Manukau.



*The Saturday morning saw the management plan spring in to action.

*Management staff relayed the search tasks to the Port staff. Search staff and assets were deployed on to the Manukau and the surrounding coast lines.

*The Harbour Master vessel, Coast Guard vessels and the Auckland Airport hovercraft were all used, firstly to deploy Land searchers to the North and South heads on the Manukau, then start their search patterns on the water.

*Throughout the day, the search progressed well. Missing Subjects, both alive and plastic floating dummies, were located by both Land based teams and marine vessel crews. Land SAR staff were deployed on vessels as observers.

*The land search teams were a combination of Police SAR, LandSAR and Airforce staff. This allowed each agency to have at least one or two of their staff involved in different aspects of the search.

*Surf Lifesaving crew were deployed across the Harbour. Due to the outgoing tide a vessel became stranded on the sandbanks. Another search craft was deployed to retrieve this stranded craft and the search continued.

*LandSAR and AREC volunteers manned the radios at the MRC and the Port. They also entered the information and tasks in to SARTRACK.

*The search continued until the planner made the call to finish the search phase of the SAREX at approximately 1630 hours. The searchers had located 9 out of the ten subjects / targets that had been deployed. The planner based this decision on the time that staff had already been searching, and the progress of the search. He was confident that if the search continued on then the searchers would have located the last plastic dummy within a short time.

*All searchers were back at the Port of Auckland by 1900 hrs.

* A BBQ organized by LSAR volunteers fed the attendees.

RESOURCES.

Police, SLSNR, Coast Guard, LSAR, Harbour Master, Auckland Airport Rescue, RNZAF and the Port of Onehunga all supplied staff and / or assets to make this SAREX happen. Without these resources the SAREX would not have happened.

EVALUATION.

As part of the running of any exercise or operation, the need for evaluation is essential. NZSAR have provided a great incentive to have SAREX's evaluated. They offer funding to the Police District that plans and runs the SAREX, on the condition that one of their trained evaluators attend and evaluate the SAREX, and use the correct documentation. The Planner will forward this evaluation to NZSAR once completed and request funding is forwarded to the Police District involved.

Auckland Police SAR have not taken up this offer in the past. Auckland SAREX's in the past have been funded out of operational funding. The planner for this SAREX is taking the opportunity to gain this funding for the Auckland Police District.

A copy of the evaluation is attached.

ASSESSMENTS.

*As part of any training exercise, assessment is crucial. The planning, the staff used, resources and equipment used, how the SAREX ran, and the outcome are all looked at to see how things can be improved and what was learnt.

*The debrief on Sunday the 15th, allowed all participating agencies to put forward their thoughts and suggestions.

*The following is a summary of these thoughts and suggestions.

***Items highlighted in yellow in the conclusions sections will be followed up on by the Planner.**

SARTRACK

*Auckland LSAR have only used this system in training exercises. It is hoped that it becomes a tool used during most SAROPS as it does for other Police and LSAR in other districts around the country.

*They are still in the early stages of learning its capabilities and got off to a bumpy start on this SAREX. They started to find their rhythm on Day two.

*Several staff had never used SARTRACK before. It took some time for staff to understand how it works.

*Paper based searches are laid out in front of you, whilst SARTRACK is Information in a computer. Unless you search for it, you don't know at a glance what is going on.

*It felt a little disconnected to other groups. Coast Guard has there system, Police Maritime have theirs. Introducing it to these other groups was a challenging ask as staff from the other groups were under the impression that the Staff using SARTRACK were more experienced in its use.

*There was a perceived disconnect of control between the IMT and the forward point at the Port.

*Does the forward base need to have SARTRACK displayed? The IMT is tasking the assets and the forward base is making sure the assets get deployed.

*How is SARTRACK going to look as a finished product?

*No facility in SARTRACK to enter debriefs notes.

*Final production of documents for hearings (IE; Coroner requires a paper file). Producing these from SARTRACK?

*SARTRACK has merit, however no Marine capability so means nothing to Mariners.

*Coast Guard has the ability to look at Air, Surf and marine assets but not LSAR.

Conclusions

***Continue to train and operate with SARTRACK.** Staff will refine the use of this system in the near future.

*Suggest changes and modifications to program designer.

***Discussions / practice to be done to produce a final SARTRACK document for hearings.**

*If used again in two places (IMT and at a forward point), then decide early on what staff will enter the tasks etc.

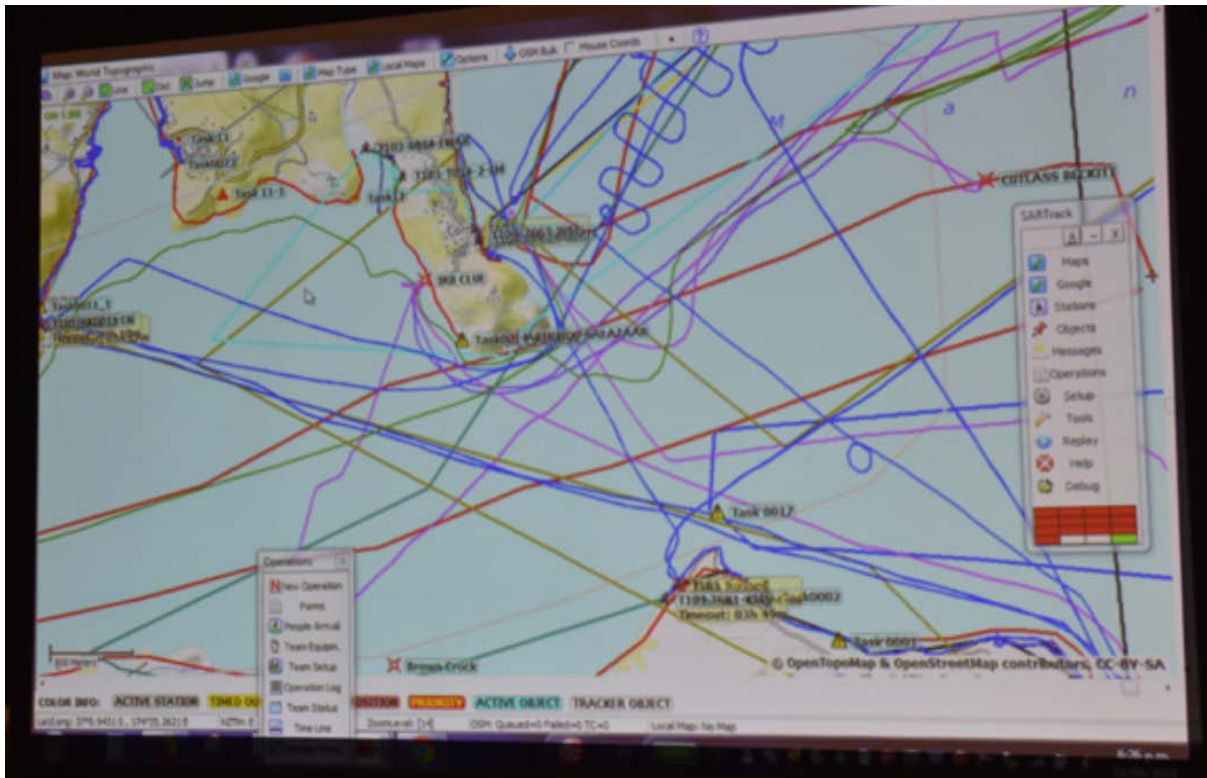
*The forward base does not need SARTRACK set up to run the search, as it can be used only to relay the tasking from the IMT to forward base. There are different ways to utilize this system.

*SARTRACK is not a marine based system. If a Marine SAROP happened then the Coast Guard System would be more appropriate to deploy marine assets. There are no marine charts on SARTRACK.

*Extra screens to display information to management staff which is held in SARTRACK. This would enable the management team to see at a glance of what is going on.

*Coast Guard staff have been made aware of the system, and if a Land based component was required during the Marine SAROP, then SARTRACK could be used as another tool to deploy and monitor Land searchers.

*The use of SARTRACK has made other agencies aware of its presence and capabilities.



COMMUNICATIONS

*LSAR coms (not enough of it over the radio to fully communicate the situation.)

*Marine coms (too much of it, lots of radio chatter)

*LSAR radios do not work within the Hovercraft. No coms or live tracking. Steel structure of the craft.

*Operator procedures. Some were muffled, head set use.

*Lack of coverage on certain channels during exercise.

*Excess staff on the radios. At one point 7 staff on Radios and SARTRACK at the forward base.

*Coast Guard do not have endless repeaters.

*The IMT needs to have a robust Coms plan which is relayed during the briefings.

*SLNZ radios do have GPS capability in them which may link up to SARTRACK.

*SLNZ do have mobile repeaters that could be used.

*Not enough communication between the IMT and forward base. Need to know when the assets and staff have been deployed to enable the next tasks to be planned.

Conclusions

*This was a learning exercise for a lot of staff as many staff have not worked with other agencies.
*Each agency has their way of doing things and staff should take on board these differences. With further participation in SAREX's / SAROP's, staff should start to find middle ground when working together. Natural progression.

***If possible, produce a chart which shows the capabilities and coverage of all radio channels and cross agency communication capabilities.**

*Revision training to be given in the use of radios. How to talk in to them. Use of headsets and microphones.

*Accept that there may be times when radio coverage is lacking, and utilize backup channels. This worked well during the exercise. The job got done.

*SARTRACK captured the assets being deployed and the information was in the system to be accessed by the IMT.

***Better knowledge / training of how to access this information by all staff is required.**

*This was an exercise and there were numerous staff available to utilize in roles.

***Discuss the use of Surf GPS capable radios with Radio techs re SARTRACK compatibility.**

***Discuss the set up and use of mobile repeaters during searches.**



MANAGEMENT / CIMS

*Manager and staff were absent at one point from the IMT. This was due to being on a helicopter reconnaissance of the search area. Lack of perceived control at the IMT during this absence.

*The roles of the management staff seemed to float between different persons. The CIM's structure appeared to be slightly disorganized. (Who was doing what ?).

*Forward base management roles seemed a little disjointed.

*Initial beliefs were that the Forward base was to have more control of the tasking of assets.

*Tasking's were being set at the IMT and forward point.

*The appointed On Scene Coordinator at the Port was not used in that capability.

*incident Controller needed to provide more direction.

*A paper trail is also important to keep clarity on what is going on.

Conclusions

- *A reconnaissance of the search area by management staff is recommended as it allows the managers to see what the ground is like. This enables better decisions on deployments to be made.
- *Members of the IMT may be absent for a period of time as long as they are contactable.
- *The incident controller can manage the CIM's structure as he sees fit.
- *Part of the objectives were to test the roles within the participating agencies.
- *The processes were well within the CIM's structure and roles crossed over.
- *As long as the responsibility of each task lies with the initial appointed manager.
- *Staff need to understand roles.
- *CIM's does not need to be a rigid structure, as long as it is managed.
- *The forward base should be considered another asset to be used by management, not as an on scene coordination Centre. The On scene coordinator is really a forward control point manager.
- *The role should be defined earlier by the Incident controller.
- *Saying that, the forward base ran smoothly. Assets were deployed and subjects were located. All searchers were managed and catered for.
- *Forward base to advise IMT if tasks need to be done. Keep them informed / request that tasks are done. This allows the IMT to have better control over the planning.
- *The Incident controller was also learning during this SAREX. He recognized the need for more control.
- *The staff at the forward base made it happen. Full credit to all of them.

CROSS AGENCY COOPERATION

- *The SAREX was a way of increasing inter agency knowledge of other agencies capabilities.
- *It was expected that there may be differences in procedures between agencies.
- *Agencies capabilities were pushed during the SAREX. I.e. Hovercraft working times.

Conclusions

- *Recommend that there are further combined agency SAREX's to increase inter agency knowledge.
- *Information sharing in regards to capabilities. Being aware of CIM's roles and how we fit in to other agencies beliefs. Remembering it is not a rigid structure as long as it is being controlled.
- *Staff and vessels / craft have to be used and tested in challenging situations prior to the real incident. This gives the staff the confidence in their fellow staff and assets.



LOST PARTY ROLES / RULES

- *Several of the missing / lost parties used during the SAREX added their creative license to the scenario. At one point during the SAREX due to this creative license, this created confusion surrounding the identities of the parties which gave the false belief that there may have been an actual SAR operation happening. This was quickly sorted out by the forward base staff
- *Inadequate briefings to lost party.

Conclusion

- *Ensure a more detailed briefing is given to the lost parties.

CREW DEPLOYMENTS / PROSPECTIVE

- *Several Crew members on vessels were wondering why they had to go to the Port to and not just deploy from their bases. Wasted time for them when they could be searching.
- *Radio messages from both the Ports and the IMT advising them of their tasking. (Double ups).
- *Better use of assets. IE; time and fuel cost for vessels. Partial loads and not enough pre planning of future tasks. I.e.; to have return journeys tasked as well to maximize vessel usage.
- *The role of the forward control point is to ensure assets are deployed, not to task the assets.
- *The need for the management staff to complete a briefing for each new crew when they come on board. Update on the situation as a crew did not receive a good hand over from the previous crew.
- *Logistics organizing. Issues re: supplying catered lunches to crews and ground staff. This was combined within a deployment and pickup task.
- *Regular updates out to all participating staff and assets on the progress of the search to keep them updated. Everyone is interested in how the search is progressing.

Conclusions

- *Better initial and ongoing briefings for these crews to update them and advise them that they may be used in different roles. In this SAREX, Coast Guard vessels were also used for deploying LSAR, Police and Airforce ground Staff. Not normal practice for these assets, however essential for this SAREX. They may become a multi-agency deployment asset.
- *Regular updates to be communicated to all staff.
- *Extra communication between IMT staff to manage current and future tasks. This may be difficult during a real event, as urgency takes priority, however for efficiency of asset usage, this needs to be managed.
- * keeping the staff fed is important. Maybe task a separate lunch run. It is agreed however, that all searchers when going in to the field are expected to be self-sufficient for a period of 12 hours. This is how Land SAR searchers are trained.



AGENCY LIAISON COMMENTS

- *During a large scale search, the MRC is to be used for the IMT. Parking is now become an issue at the MRC due to the Helicopter company taking over the carparks.
- *During briefings the word "Hazards" was not mentioned.
- *Hazards when dealing with the deceased parties during recoveries.
- *Lack of training for Marine assets staff when searching shorelines.
- *IMT knowledge of available assets.
- *Full time / part time / volunteer's staff. Surf on office / work days would be stretched to provide staff.
- *Tasking's need to suit assets. IE; Lat / long versus Grid references.

Conclusions

*Speak to the landlords to organize emergency parking procedures / rules, and have these distributed to the staff that are required to go to the MRC during these events. Maybe the grass area becomes the emergency parking area.

*Ensure that briefings are full and cover all possible hazards and factors.

*An information package is to be distributed out to agencies which covers the risks and procedures when dealing with the deceased. What to look out for, how to deal with the property associated with the body, Coronial requirements etc.

*Combined training with Marine assets staff in Police and LSAR shoreline searching procedures.

*Asset list on SARNZ showing assets and abilities / capabilities.

*Volunteers do a great job. As search managers we must take their availability in to account when managing searches. If they are not available then we must adapt / plan our search accordingly. When they are available then we will welcome their input and assistance.

*If deploying Land assets on a marine craft, ensure marine asset crew have Lat / Longs, as GR's don't mean much to them.

SUMMARY

As a planner for this exercise, I was pleased with the outcome of the SAREX.

All the agencies came together to train and participate in this SAREX. Everyone appeared to enjoy the experience. I expected issues to arise and the team dealt with these.

It was not a complicated scenario as time and staff availability were taken in to account.

I have tried to capture all the comments made at the debrief by the attending parties. This may not be a full list, as we always think of things at a later date that can be improved on.

It is hoped that I can work on the areas highlighted in the report and provide solutions.

This SAREX on the Manukau Harbour came together with the Cooperation of the people and agencies below. Without their participation and wiliness to provide search staff and assets, then we would have failed on our objective. That being:

TO EXERCISE AND EVALUATE A JOINT RESPONSE CAPABILITY ON THE MANUKAU HARBOUR USING CIMS.

I would like to express my thanks to all the agencies, and hope that they will pass this on to all their participating staff members.

I also wish to thank Sgt John Saunders for his great planning in this Exercise. It was greatly appreciated.

A total of 95 persons were involved in part, or full during this SAREX. They were a great looking crowd.



Further discussions will take place in regards to the next SAREX.

The following is a list of the agencies and contact persons who participated in the SAREX.

Participants and contact details

***Auckland Volunteer Land SAR**

***Royal New Zealand Airforce CDRG staff**

***Ports of Onehunga Operations manager.**

***Auckland Coast Guard.**

***Auckland Harbour Master.**

***Surf Lifesaving New Zealand,**

***Auckland Airport Crash Rescue**

***Police Air Support unit.**

***New Zealand Police Maritime unit.**

***Police SAR team members.**

***Police Media section.**

***New Zealand Police, Waikato SAR Coordinator.**

***Auckland Police District Commander.**

***S/Sgt In charge Auckland SAR / Maritime unit**

SAREX

Marine Rescue Centre / Manukau Harbour, Port of Onehunga

Author, A/Sgt Garry Learmonth, Auckland SAR Coordinator

SAREX OUTLINE notes.

DATES OF SAREX

1600 hrs, Friday the 13th September 2019 to Sunday the 15th September 2019, 1500 hrs.

GROUND

Marine Rescue Centre, with persons attending from the Police, Coast Guard, Surf Lifesaving NZ, Airport Crash Fire, LSAR, RNZAF CDRG, Auckland Harbour Master.

SITUATION

Auckland Police Search and Rescue is partnering with partner agencies to run a Multi agency SAREX to test CIMs between the Police SAR squad, Police Maritime Unit, Coast Guard, Surf lifesaving NZ, Auckland Harbour Master, Auckland Airport Crash Fire, Auckland LSAR volunteers, RNZAF CDRG, and AREC. This SAREX is to be managed from the MRC, however the forward base will be located at the Port of Onehunga.

MISSION / OVERALL OBJECTIVE:

TO EXERCISE AND EVALUATE A JOINT RESPONSE CAPABILITY ON THE MANUKAU HARBOUR USING CIMs.

SUB OBJECTIVES / PURPOSE

To continue to grow relationships between these groups and to put in practice the skills learned and required to continue being efficient Search and Rescue resources for the Dominion of Auckland.

To test the SARTRACK program to determine the future abilities and difficulties of it to allow the SAR coordinators to make a decision on its future use with Auckland SAR.

EXECUTION

The scenario is set down for this exercise and is laid out in the outline that was sent out to everyone. This is a guide to the exercise and should be considered just that. SAREX's are flexible in nature and can be varied depending on the time and resources available at the time. I.e.: It can be changed during the SAREX by the SAREX coordinator to lesson or lengthen the time that troops are in the field.

MANAGEMENT CENTRE

Coast Guard board room, Marine Rescue Centre, 3 Solent Street, Mechanics Bay, Auckland. The IMT will run out of this location and run the search remotely. Partner agency representatives will be available at this location on the Friday evening to provide the IMT guidance and information re the capabilities of their own assets and staff.

FORWARD BASE

Port of Onehunga. Facilities provided by Auckland Councils subsidiary Panuku.

SCENE

*The Manukau Harbour is the scene for the exercise.

*The initial incident will occur on the bar at the entrance to the Manukau Harbour. This will be at low tide Friday 13th September at approximately 1600hrs. The SAREX will be managed to run within the confines of the Manukau Harbour. We will not be working outside the Harbour entrance.

*The attending staff and SAREX assets (vessels / crafts etc) will be based out of the Port of Onehunga. We have the use of a large shed at the Port and the use of the wharf to moor vessels. We will supply our own security for the vessels at night if required.

*It is the intention of the SAREX planners to test as many staff as possible during this SAREX, however this will depend on turnout. Roles will be divided up amongst the different agencies taking into account that the Police will be in charge during a real event.

*We are aware that operational requirements may have an effect on the staffing of the exercise. Actual incidents will be dealt with as per normal and we believe we have the numbers to maintain full operational response.

SCENARIO START FOR EXERCISE

Friday the 13th September 2019. (timings are approximate)

*1730 hrs. Police start to receive phone calls from family members informing them that the charter boat that their family members have gone out fishing on, has not returned from a fishing. Coast Guard and police are made aware of this reported overdue fishing vessel.

*The incident controller is appointed to start initial enquiries (Police Maritime unit member). He will initiate a search and start setting up an IMT at the MRC. Coast Guard boardroom number one.

*He will appoint a planning / Intel team. (Police Maritime member and a Coast Guard member).

NOTE: For the purpose of this training exercise, roles will be appointed by the Police SAR coordinator. This is to ensure we direct training in these roles to staff who are heading towards / shown interest in being future management staff. (Succession Planning).

NOTE: These two Police Maritime unit members are being evaluated as part of their Maritime Unit advancement competencies.

NOTE: The Coast Guard member is also being evaluated as part of their advancement plan.

*Information will be passed to them by the planner at predetermined times, and when the IMT ask the right questions.

*Communications staff will arrive at the IMT prior to this (approximately 1500 hrs) to set up a mock control room in the Coast Guard number one boardroom. The coms staff who will also set up and run the SARTRACK program will be Volunteer LandSAR staff and AREC volunteers.

*They will have the use of a radio channel from Auckland Council and Police channel Waitemata 3, which has been reserved for this SAREX.

Other radio channels available to use are:

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* LSAR staff will act as Radio operators and SARTRACK data entry. Tasking's from the Planning team will be passed to the LSAR staff. These will be entered in to SARTRACK.

* SARTRACK will enable live tracking of ground staff. We hope to have the live tracking projected on to screens at the MRC. We are hoping that we can also project live AIS tracking from the vessels on the Manukau at the MRC. I hope that we can record this AIS tracking of all vessels as an alternative to each vessel having to record their tracks by GPS.

*Over the course of the next two hours, further information will arrive at the IMT indicating that the IMT are dealing with a multiple missing person's matter relating to an overdue fishing charter boat. A lot of this extra information will be arriving after the hour of darkness, requiring a decision to be made by the IMT to commence the official search the next morning at first light.

*If the IMT task the Police Air Support unit to do an initial sweep of the area, within 30 to 40 minutes the ASU will provide a report saying nothing located, weather deteriorating which will prevent further flying. They will recommend that the search restarts at first light.

*It is expected that the IMT will initiate the set up of a forward control point at the Port of Onehunga for search teams to start arriving at.

*This Forward control point has been pre arranged. At approximately 1600hrs on Friday the 13th, LSAR volunteers and AREC volunteers will be at the Ports setting up SARTRACK and radios repeaters ready to go. This early set up is being completed early to fit in with movements and timings at the Port. The time that it takes to complete this set up will be built in to the scenario timings.

*By the end of Friday evening it is hoped that the IMT will have set up a forward base at the Port.

*It is hoped that they would have established that there were at least 9 persons on board, possibly 12.

*It is hoped that they would have made a conclusion that the boat may have come to harm on the bar at low tide when entering the harbour at approx. 1600hrs 13th September.

*It is hoped that they have had Eagle do a fly over, however nothing will have been sighted at that time. NOTE; The flyover is on paper and will not actually occur.

*It is hoped that polling would have been completed on all phones of missing / overdue fishing parties.

*It is hoped that they would have liaised with Coast Guard, Harbour master, Surf Lifesaving, Airport Crash Fire and Auckland Police SAR Coordinator Will Flapper. Will being on Call SAR Controller.

*It is hoped that they will make a decision to start a first light search on the Manukau at 0630 hrs 14th September using assets and search staff whom have started to arrive at the port on Friday evening awaiting instructions.

*It is hoped that by close of business Friday evening , 2200 to 2300 hrs, that the Incident Controller and Planning team have in place tasks for the assets to start searching at first light, and these have been entered into SARTRACK for the operations managers to access at the Port.

This exercise is to assimilate a real time scenario so urgency is also expected. However there is a requirement to be taught and learn. It would be expected to have the first search teams commencing their tasks at 0630 hrs on the 14th September.

NOTE. Eagle has become unavailable for use due to mechanical issues. Westpac is also down for preplanned maintenance this weekend.

Saturday the 14th September 2019. 0600 hrs

Information has come in overnight with what is believed to be confirmed missing parties' numbers.

There are 10 confirmed missing persons.

7 Metre alloy vessel. NAME of vessel similar to "Black Pearl". Private boat not registered. But belongs to Captain Jack Sparrow.

*It would be expected to see these names displayed with all relevant contact information and descriptions of missing persons.

*It is hoped that Polling will have been attempted on all phones of missing persons again. One phone will have pinged on the South head of the Manukau Harbour at 2310hrs, Friday 13th. This belongs to one of the missing persons and Text information is incomplete for last text sent.

*The on-scene Coordinator / On call SAR controller has established a forward base at the Port of Onehunga.

*The following assets have arrived and are available to deploy.

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*it is hoped that the OSC has advised that he has put in place two Operations managers and has two logistics officers ready to go.

*SARTRACK will be set up and awaits the tasks for deployments.

*It is hoped that the IMT will use the Drift model provided to base a search on. This drift model will indicate that the missing persons will be spread out across the Manukau harbor and along the inner coast lines of the Manukau Harbour.

*it is hoped that all ground searchers and vessels will be deployed to deploy ground searchers and completed grid searches on the Manukau.

*it is hoped that the agencies will share information and learn from this multi agency search.

MISSING PERSON. Number One

Name.... Jack Sparrow.....

Age...35.....

Description...M/C, 175 cm,

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Phone number.....021 5551111.....

Equipment description

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MISSING PERSON. Number Two

Name.....Hector Babossa.....

Age.....45.....

Description...M/C, 175cm.....

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Phone number.....021 555 2222.....

Equipment description

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MISSING PERSON. Number Three

Name.....Davy Jones.....

Age.....38.....

Description.....M/C, 175cm.....

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Phone number.....021 555 3333.....

Equipment description

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MISSING PERSON. Number Four

Name.....Armando Salazar.....

Age.....28.....

Description.....F/C, 168cm.....

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Phone number.....021 555 4444.....

Equipment description

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MISSING PERSON. Number Five

Name.....Joshamee Gibbs.....

Age.....26.....

Description.....M/C, 163cm.....

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Phone number.....021 555 5555.....

Equipment description

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MISSING PERSON. Number Six

Name.....Cutler Beckett.....

Age.....38.....

Description.....M/C, 164cm.....

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Phone number.....021 555 6666.....

Equipment description

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MISSING PERSON. Number Seven

Name.....

Age.....

Description.....

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Phone number.....

Equipment description

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MISSING PERSON. Number Eight

Name.....

Age.....

Description.....

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Phone number.....

Equipment description

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MISSING PERSON. Number Nine

Name.....

Age.....

Description.....

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Phone number.....

Equipment description

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MISSING PERSON. Number Ten

Name.....

Age.....

Description.....

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Phone number.....

Equipment description

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RESOURCES

POLICE SAR will have the SAR van to be taken to the Port Of Onehunga on Friday Evening following another SAROP in Onehunga which may have started by 1200 hrs

Police SAR will also have the SAR 4 x 4 ute which will be used from the MRC to transport management and other agency head staff if required out to the Port of Onehunga.

Police SAR staff may travel in their own vehicles to the Port where parking is provided.

Police maritime Unit have the use of their 4 x 4 ute from the MRC to travel back and forth to the Port forward base.

HEALTH and SAFETY

IMPORTANT

The Port of Onehunga is an operational / working area.

The following rules shall apply to all participants. No exceptions

*All attending staff will be sent the Port induction and must complete this prior to arriving at the ports. This document outlines the Port Health and safety requirements.

*A map of the port is to be sent out to all participants to ensure attending staff are aware of the forward control points location.

*A parking area is provided.

*Toilets are provided.

*An office is available for planners to brief staff in. This room has adjoining toilet that can be used by the female attendees. It also has a small kitchen area. It is the main office and it will be secured at all times whilst not in use.

*All attendees accept that this is a nonsmoking exercise. (Fire risk)

A HEALTH AND SAFETY PERSON WILL BE APPOINTED FOR THE EXERCISE.

ASSESSMENTS

As part of any training exercise, it is expected that the exercise is assessed for the future planning of training development of staff.

During this exercise, all levels of the exercise are to be assessed.

These include but are not limited to the following.

*Overall exercise planning. (Assessed during exercise and to be recorded for NZSAR reporting requirement's). Sgt Vincent Ranger from the Waikato SAR squad is evaluating the SAREX and will provide this evaluation within two weeks of the completion of the SAREX.

A formal debrief will be held after this evaluation has been provided by the SAREX evaluator. This is to be held at the MRC.

*Management knowledge and future requirements for up skilling of management staff. (Assessed during and after to plan future training requirements)

*Assessments on management decisions for the SAREX. (to be done as exercise progresses)

*Assessments of searchers (for their competencies). (to be done as exercise progresses)

*Assessments on SARTRACK. Monitoring the reliability of the program to operate remotely from the MRC / Main Hamilton Server and the Port of Onehunga forward base.

*Testing of the Dual SIM card router on loan from the RNZPC to see if this internet capable device will provide the accessibility to the internet that we require throughout the exercise.

EQUIPMENT REQUIRED for use in scenario/s.

Tick when item is on board

*Key for Port office (pick up on Wednesday the 11th from Port manager)

*SAR 4 x 4 Holden Ute

*Maritime unit 4 x 4 ute. (booked by John 11/09/2019)

*Police SAR van.

*Two x pop up shelters (police SAR)

*Four x tables (police SAR)

*Plastic chairs x 10 minimum)

*1 Kw generator (Police van)

*3 Kw Generator (police, back up in case we lose shed power at the port.)

*Power leads and RCD

*Multi plugs

*Printer A3 (to be used at the MRC by the IMT) Dual USB input plug.

*Dual sim router (provided by RNZPC for use at the Port)

*Two x police laptops. 1 for MRC, 1 for the Port

*Fuel, 91 Octane (to be filled prior to exercise, extra fuel containers.)

*Stationary supplies, Pens pencils, Paper etc

*SAR radios

- *SAR radio charging unit.
- *Lighting units and charger, Older units x 2, new units to stay in SAR van.
- *Repeaters x 1 (yellow)
- *Team boxes (complete with Cookers and gas canisters', billys etc)
- *Ration packs x 2 cartons as emergency rations
- *Water containers (police 5 litres) as many as possible otherwise buy 4 x 20 litre containers.
- *Charts of Manukau Harbour x 2 (for use by Port staff)
- *SARTRACK equipment, computer, base radio, portable radios, etc
- *Furno stretchers x two (one from SAR van and the other full stretcher.)
- *Old style body bags x 6 (for deceased missing persons / mannequins.)
- *6 x mannequins (Surf Lifesaving NZ to provide)
- *PFD's x 8, (6 for mannequins and 2 for live subjects to be recovered on land)
- *Clothes for mannequins.
- *Anchors for mannequins (to position mannequins in the harbour)
- *Laminated water proof labels for mannequins (firstly to advise members of the public that the mannequins are involved in an exercise and a number to call if they are located by public, and secondly to provide a name to each mannequin for exercise identification purposes.)
- *Evaluation requirements. (From NZSAR) Print of forms, examples.

*Planning white boards.

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LOST PARTY REQUIREMENTS.

NOTE. The four live subjects will be located on the coast at areas which relate to the provided drift pattern provided by Sgt Peter Comer from the PMU.

The following positions and coordinates are for these missing persons.

1. Missing Person.....

Phone number.....

Coordinates.....

Physical location.....

Concerns.....

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2. Missing Person.....

Phone number.....

Coordinates.....

Physical location.....

Concerns.....

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3. Missing Person.....

Phone number.....

Coordinates.....

Physical location.....

Concerns.....

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4. Missing Person.....

Phone number.....

Coordinates.....

Physical location.....

Concerns.....

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The missing persons shall be deployed by the Harbour Master to these locations early on the morning of the 14th September. (to leave the Port at 0530 hrs)

They should be self sufficient and will be briefed by the lost person coordinator prior to deployment to their respective location. Have enough food and water to be in position for ten hours. It is expected to pick them up at about 1700 hrs on the 14th September for return to the port.

They will be redeployed out to their respective positions if required early on the morning of the 15th September

When located by searchers they are to be in different states of responsiveness, hypothermia and injured. Closed fractures, pain etc and not capable of moving / walking etc. All to simulate being soaked to the skin following a large swim from the overturned vessel. Make the searchers earn their money and ask the right questions, treat accordingly.

They will say if asked what happened, that they were coming over the bar back into the harbour around 4pm from a fishing trip when the boat got flipped by a rogue wave. This threw them all into the water. They tried to stay together but the current pulled them in all directions. They will say that there was 9 or 10 on board, Jack being the skipper.

It is expected that the searchers complete a primary and secondary first aid survey and treat accordingly.

The missing persons will be asked to provide a sitrep on their care in the field.

The located missing persons will have to be transported to the Port for treatment and transport to hospital. No exceptions.

No helicopter available for transport. Marine assets only.

They will require a fully charged cell phone and will be provided with an emergency number to call.

They will receive updates by the health and safety manager / lost person coordinator in regard to expected searcher locations and possible times that they may be located.

They are required to have warm waterproof clothes.

They will be provided with information outlining their condition.

Health and safety manager /Lost party coordinator for the four live subjects is Scott Iszard.

He is responsible for placing lost parties in the field on the Saturday Morning, and their well being whilst out in the search area.

He is too brief all parties on their roles and characters that they are required to play.

Food and supplies for the lost parties will be arranged by the Lost party coordinator.

The lost party will however be expected to provide a debrief after the search on how well they have been handled by the searchers.

Cell phones to be used between all missing parties and lost party coordinators (text messages can be used to enable confirmation of messaging if a No duff is called.

They must be checked on at least every two hours.

In the event of the search not looking like they will locate the missing persons, they may be moved so as to achieve an objective of finding them. The planners will make this decision.

AREA

The Manukau Harbour, ranging from the Manukau Bar and all water ways to the west of this bar. All land and coast areas inside the bar including the North and South heads of the Manukau Harbour. A strong emphasis on the drift pattern areas is recommended.

RADIO MESSAGES

NO DUFF shall be used in the event of an actual emergency which requires immediate action or evacuation of one or more of the missing parties. If a NO DUFF is called, the SAREX IMT will immediately divert resources to deal with this NO DUFF. Once this is dealt with then the SAREX will recommence.

CATERING

Catering for searchers is to be by way of purchased food on the Friday evening. Numbers will be determined on Friday evening as SAR members have the option of staying at the port or going home.

Hayden Butcher has arranged the Placemakers BBQ from Pukekohe for the SAREX and this will be delivered Saturday Morning.

Saturday breakfast. To be purchased on Friday evening. Cereal, fruit, bacon eggs, tea coffee etc. Dependent on numbers.

Saturday Lunch. Searchers will be in the field and require feeding. To be actioned and provided at the port.

Saturday evening. BBQ dinner. Purchase food and this is to be cooked by the troops on the BBQ.

Sunday breakfast. Same as Saturday breakfast

Sunday lunch. A final meal which should coincide with the end of the SAREX and the finding of all of the missing parties, mannequins. BBQ food. Meat salads etc.

Catering for the management staff at the MRC is to be arranged as required. Kelvin Meek the assistant for the planner at the MRC, is to arrange this as required.

Supply runs can be made Friday and Saturday evening if and when required to local supermarket in Onehunga.

ACCOMMODATION

Accommodation for searchers is to be at the main shed at the Port. It has a concrete floor and the searchers will need stretchers or sleeping mattresses. Alternatively, they can sleep in their vehicles at the port. They also have the option of going home to sleep and returning each morning.

Accommodation for Management team at the MRC will be at their respective homes. They will need to return to the MRC early each day to commence the search.

The SAREX Evaluator will be put up in a motel in Parnell. Already arranged

All MRC and forward Base staff are expected to be aware at all times of what the search team's status/s are whilst they are in the field.

NORMAL DUTIES

William Flapper, Stephen Hunt or Brandon McCarthy will hold the SAR phone during this exercise.

They will coordinate any POLSAR operations as they come through, managing SAR deployments. Police SAR van to be used for these Operations.

If further staff are required for the POLSAR then the OSC will release staff from the exercise.

LSAR STAFF

LSAR members will be coordinated by Paul Treadaway. TBC.

Port of Onehunga rules

Induction for the port to be sent out to all parties to complete and submit.

A map of the area will also be sent out to all participants.

TRANSPORT

Transport during the exercise will be by the police 4 x 4 utility and the PMU utility.

Marine vessels and craft will transport staff by water to search locations.

Drivers will be members of the MRC based team or Forward base logistics team.

NOTE

No Helicopter resources are available for use during this exercise as part of the search assets. They will however be available depending on operational duties to transport Agency heads over the search area.

STAFFING

POLICE

- The Police are providing the two SAREX planners. This being myself Garry Learmonth, a Police Search and Coordinator, and Sgt John Saunders from the Police Maritime Unit.
- The Police Maritime were to supply a RHIB and two crew members. Due to the Rhib needing urgent repairs this is no longer available. The two staff that were to crew this RHIB have been assigned to other duties.
- The Police maritime unit to provide two Maritime unit members to be the Incident controller and planning team member.
- The Police Maritime unit to provide a senior member to be present as an evaluator of the two management team members / mentor / advisor to them.
- Police Search and rescue staff (approx. 14 persons) some of whom will be at the Port by 1800 hrs Friday the 13th and will stay at this forward base overnight.
- Two of these police staff will be used as the On-Scene Coordinator and a logistics officer.
- Police will provide Internet access at the Port.
- Police will deal with all SAREX targets that may be located deceased. Victim identification procedures will be initiated by the On-Scene Coordinator at the Port of Onehunga. Liaison with the IMT.
- Police will provide a separate police radio channel as a back up channel for the duration of this exercise. Waitemata 3 has been secured for the weekend of the SAREX.

LANDSAR

- Volunteer Land SAR staff (approx. 30 staff), some of who will set up SAR TRACK at the MRC and Port. The rest will be available as ground / coastline searchers / searchers on search vessels during the exercise.
- One of these LSAR members will be a second Logistics officer.
- LSAR and AREC will be the main operators of SARTRACK.
- They will also be in charge of radio communication, live tracking of ground searchers.
- They will be in charge of setting up radio repeaters for this exercise.

RNZAF CDRG

- RNZAF CDRG staff from Whenuapai Air Base. (approx. 8 to 15 staff) are available to be coastal searchers / searchers on search vessels. They will be teamed up with LSAR and police Ground searchers in search teams. They can be tasked as the IMT requires.

COAST GUARD

- Coast Guard will provide two search vessels for use on the Manukau. They must have sufficient crew to enable participation in the SAREX and to carry out search duties.
- The two vessels will also be used to deploy ground searchers as directed by the IMT.
- They must have sufficient PFD's on board for the deploying of ground searchers.
- Re fuelling arrangements to be discussed.
- Radio channel to be decided on for communication between vessels and the Port of Auckland forward control point.
- Coast Guard to provide the use of a board room at the MRC to be used as the IMT control room.
- Access to the Wi fi connection at the MRC to allow the SATRACK program to run.

SURF LIFESAVING

- Surf Lifesaving will provide one to two rescue inflatables and a Jet ski.
- The crew to man these craft.
- Four volunteers for missing persons. These are to be deployed either on the evening of the 13th Sept or very early 14th Sept. Final decision yet to be made.
- A radio channel that is compatible with the SAREX coms plan. To discuss.
- Each vessel may be equipped with a live track Radio; however, this will depend on radios available.
- Alternatively, a GPS device to track all search tracks.
- To look into the availability of 6 to 8 mannequins for use during this SAREX.

AIRPORT CRASH FIRE

- Airport crash fire Hovercraft and crew.
- Compatible Radio channel with the SAREX Coms plan.
- Be available to deploy craft to search and or deploy staff.
- To be available to recover any targets in shallow water of on the tidal flats.

AUCKLAND HARBOUR MASTER

- To provide a vessel for use to pre deploy SAREX targets and radio equipment as required.
- Crew to man this vessel.
- This vessel to be available to deploy targets, missing persons and radio equipment on Friday the 13th Sept.
- The vessel and crew are available to the IMT for deployment to search or deploy staff during this SAREX.

PORT OF ONEHUNGA

- The Port will supply a large enclosed lockable shed for use by the Forward control point staff and the On-Scene Coordinator.
- This shed is powered.
- Toilets are located nearby this shed.
- Car parking for SAREX attendees is on site.

SEARCH DOGS

No Search dogs are required or planned for this SAREX.

MANAGEMENT REQUIREMENTS

NZSAR forms format are to be used for the exercise. Loaded in to SARTRACK as a tasking and printed of at the Port forward Base.

The SARTRACK program is capable of storing all information including debriefing information from search teams. At the conclusion of the search it is hoped that SARTRACK can print of everything that was done during this exercise or can be downloaded on to a memory stick for reporting and forwarding if required.

All forms and information are to be kept and sorted for collection by the SAR Coordinator at the end of the exercise for assessment.

Management positions

I/C (MRC).....Ph No.....

PLANNING (MRC).....Ph No.....

PLANNING (MRC).....Ph No.....

OSC (F/BASE).....Ph No.....

OPS (F/BASE).....Ph No

OPS (F/BASE).....Ph No

LOGISTICS (F/BASE).....Ph No.....

LOGISTICS (F/BASE).....Ph No.....

BASE SUPPORT.....Ph No.....

BASE SUPPORT.....Ph No.....

SAREX EVALUATOR

- Sgt Vince Ranger (Waikato SAR Coordinator) has been engaged to evaluate the SAREX.
- He will be present at the MRC on the 13th. He will visit the Forward control point at the Port of Onehunga.
- He will base his evaluation on the objective and sub objectives of the SAREX and see if the SAREX has achieved these objectives.
- His evaluation is supplied to the Planners at the end of the SAREX.
- This evaluation if then forwarded to NZSAR for their records.

GPS DOWNLOADING

This is to be done at the forward base and recorded on SARTRACK. This information is to be available to IMT planners for future tasking. All team members are to download their GPS on their return from their tasking.

SAREX MANAGEMENT OBJECTIVES

Working with Partner agencies whilst practicing their management skills.

Training of new up and coming managers.

Introducing SARTRACK to partner agencies.

Assessment of these up and coming management staff for their future roles in SAR.

OBJECTIVES FOR FIELD TEAMS

To ensure that safety is the first priority.

To search well using proven search techniques.

Accurate message reporting

These objectives will be relayed to the teams and management at the start of their briefing by the team management after they are briefed by the SAREX Co-ordinator.

CO ORDINATORS

They will only liaise with the team management, unless a matter of urgency deems that direct coms with the field staff is required.

They will communicate with the lost parties via cell phone for updates and issues.

DEBRIEF

The SAREX planners are to debrief the teams at the end of the SAREX.

The team leaders and their staff will debrief the field teams

The SARTRACK operators are to provide the documentation for the SAREX planner for evaluation of the SAREX. This will be reviewed by SAR Co-ordinator Garry Learmonth.

Photographs of the management sheets are to be taken prior to the management boards being cleaned. These can be printed off and attached to the file.

FUNDING

Auckland Police SAR will cover the cost of food, ration packs and management consumables for this SAREX.

NZSAR have indicated that they will contribute funding of \$7,500.00 after they are invoiced by the SAR Co-ordinator once they have received an evaluation of the SAREX from him.

It is anticipated that a proportion of this will be handed to LSAR, Coast Guard and Surf lifesaving NZ to assist attendees with travel costs. It all depends on if it comes through.

This is to cover the cost of running the SAREX.

Thank you

Garry Learmonth
Auckland SAR