



No 24: September 2013

Connecting the Search and Rescue Sector



SAR IN ACTION
Alpine Rescue

INSIGHT
Two Sides To Every SAROP



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NZSAR
New Zealand Search
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◉ SAR IN ACTION

Alpine Rescue

Collaboration has been at the forefront of search and rescue in the Ruapehu region for over 20 years now, after the establishment of the Ruapehu Alpine Rescue Organisation (RARO), where four organisations have joined forces and resources to become an Alpine Cliff Rescue Team (see side box on page 3).

This recent rescue operation is just one example that illustrates how building relationships enables lives to be saved. A 62 year old man had fallen about five metres from the top of Pinnacle Ridge, at around 300m on Mt. Ruapehu.

The operation began when the Whakapapa Ski Patrol was alerted to the accident via the local ambulance officer. Andy Hoyle, whose day job is managing Whakapapa's Safety Services, set the RARO protocol into action, contacting the National Park Police who would coordinate the search and rescue operation.

"I called a member of the climbing party and quickly confirmed help was needed. The injured climber was hanging off a rope in a very precarious part of the mountain. We immediately sent one of our ski patrollers up there, who did an amazing climb to get to the injured man, giving us a good heads-up on his injuries. Even the weather was collaborating for this one, perfect for an air rescue, which was certainly the best option given where the climber had landed when he fell, and the alternative of strapping him to a stretcher and lowering him down the mountain."

The Greenlea Rescue Helicopter from Taupo was called in and pilot Nat Every met the rescue crew at Whakapapa's staging pad.



"It really is essential that you know the pilot, you trust their skill, understand their decision-making and how they function. It is all about training, working together often and building relationships."

"By that point Andy and I had already spoken several times; having worked together often we know the importance of thorough planning. As we intended to use our HETS (Human External Transport System) long-line, we first flew over the scene to evaluate our plan and establish a suitable landing area as close as possible to the accident scene to set up and stage from."

Andy stayed on the ground to keep weight down, while the helicopter had Nat and one crewman on board, and Ryan Leong hooked onto the long-line. They flew back to the scene and with the help of the team on the ground Ryan attached the nappy harness to the injured climber. They were then flown back to the staging point where the patient was made comfortable before being flown to the base area where he was assessed by ski area emergency medical staff and then airlifted to hospital.

Ryan points out that although it is exciting to be flying beneath the helicopter, these operations are highly technical and require a great level of competence and trust by all involved.

"It really is essential that you know the pilot, you trust their skill, understand their decision-making and how they function. It is all about training, working together often and building relationships."



Nat says RARO is a great asset. “They are a small group of passionate volunteers, with whom we train several times a year. I have great respect for them and confidence in their abilities. I have to – if am hovering 110-160 feet above with someone on the end of a long-line, I need to know they are capable of doing their job. They (RARO) have earned our trust with their professionalism, their knowledge, and the way they operate, both in the alpine environment and around the helicopter.”

Andy says the Pinnacles rescue pushed everyone’s ability. “It was real; it was one of the most technical rescues we’ve been involved in for a long time. At any point if a mistake was made there could have been disastrous consequences, so we must know and trust the abilities of those we are working with. And we have that within RARO: the cooperation and commitment amongst all the people and the organisations involved.”

Blake McDavitt, DOC’s Public Safety Ranger at Whakapapa, presently administers RARO. He says that because they are an organisation of professionals – who during operations become volunteers – they must have clear protocols around who can do what. For example Ruapehu Alpine Lifts evaluate their staffing and safety requirements each time there is an incident. Andy says this is accepted by the RARO partners and there is a clear understanding that they will provide staff and resources that they can spare.

Blake says therefore they have the advantage of being able to work with the same people all the time, something they all value and are keen to protect.



“RARO gives us structure; it gives us the ability to carry out operations effectively and efficiently. It gives organisations resources that are available for any type of alpine rescue and it also provides agencies with individuals that are highly experienced, skilled and capable, all of which is pretty vital for a team environment.” ●

Photographs courtesy of Greenlea Rescue Helicopter



RARO

RARO is a volunteer-based group responsible for carrying out alpine search and rescue work in and around the Tongariro National Park.

It was established in April 1991 after the tragic deaths of six Defence Force soldiers in 1990 demonstrated a need for a specialised alpine rescue group.

The organisations contributing to the rescue group, who are bound by a Memorandum of Agreement, are the New Zealand Police, Department of Conservation, Ruapehu Alpine Lifts and the Sir Edmund Hillary Outdoor Pursuits Centre.

Team members range from outdoor instructors to ski patrollers to active recreationalists, who all have one thing in mind – helping others in need.

Their core training involves avalanche training, waterfall hole rescue, long-line training, scree lowering on Ngarahoe and helicopter procedures & operations.

Last year RARO volunteered 900 hours, carried out 50 operations and rescued 85 people – 11 of those categorised as lives saved.

Two Sides To Every SAROP

The Rescued:

Steve Bullock who was rescued with his son Caleb and nephew Brodie – both 13 years old:

I am what you probably term an inexperienced hunter. Before this trip, I left a map of where we intended to go on the bench before I left the house. Normally I just give my wife a general indication of my intentions. I told her we would be back by mid-afternoon. We headed out with some food bars and chocolate, plus I always carry thermal blankets, and I had my GPS.

We went to an area I had been to years before, although last time others had led. We set off following a series of tracks that climbed up a hill. We got to the top and I tested the boys skills, asking them where they thought our truck was, and used the GPS to find it before heading back down the hill, which was steep and took a long time to get down. The boys then voted to go around the side of the hill rather than climb back. We headed inland, but that was pretty tough going, pushing through dense native bush, and after about 20 minutes we decided it wasn't a good idea. I turned on the GPS to work out where we were – its batteries were flat.

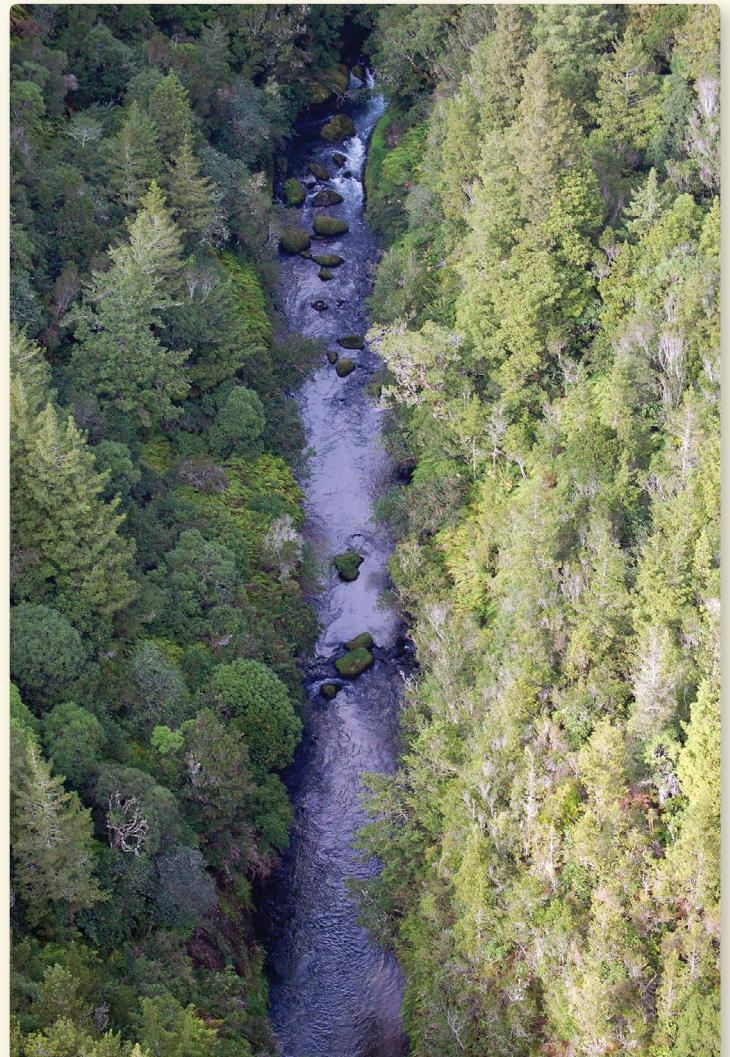
I talked to the boys then about following streams and rivers when you lose your way. We started to follow the stream, but the terrain was very steep and slippery so we headed back into the bush. It was hard going, really thick, and we were on our hands and knees. I was getting exhausted so we headed back to the river. My nephew had borrowed his uncle's boots, which fell apart so he was now only in socks. We got to a point along the stream where we were bluffed in. I then knew we weren't going to make it out that night. We needed to set up a camp, light a fire and get warm.

I found a spot in the open air that provided some protection from the weather. We used up all the firelighters I bought trying to get a fire started – the wood was too wet. It was at this point I noticed the boys' behaviours changing. My nephew was becoming increasingly withdrawn, my son was becoming a robot. On reflection it has become apparent to me, my son trusted me emphatically so, therefore, was willing to follow all my instructions. He got stuck into finding firewood. My nephew, who did not know me that well, didn't believe in me and he needed to find his own way out of the situation. He used his Hi Vis jacket to make a flag, which he took into the open air in the hope he would be seen – an insight into how different people react when lost.

By now it was dark. The boys used their thermal blankets to keep warm, eventually falling asleep. I knew my wife would have called the police, so I kept an ear and an eye out for searchers. Eventually I heard the helicopter.

I flashed around my LED headlamp to attract their attention. To be honest, from the ground it is all quite confusing. They seemed to be taking a very long time and then they appeared to drop the rescue team on the wrong side of the stream! I later found out the helicopter kept circling, looking for the two boys, and the other side of the stream was the best option for landing the helicopter and getting to us. It was most reassuring to hear the rescue team yell out to us as soon as they were set down. As they say: we were found safe and well, if a little tired.

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The Searcher:

Senior Constable Barry Shepherd – Taupo SAR Squad Team Leader and Incident Controller of Pureora SAROP:

I got a call at home at 8pm telling me a man and two boys were overdue from a day hunt in Pureora Forest Park. That man just happened to be my Area Commander, Inspector Steve Bullock, and the boys were his son and his nephew; his wife had phoned to say they were overdue.

I made a few phone calls and went to the Taupo Police Station where I gathered an Incident Management Team (IMT) together.

From the outset we addressed the issue that a few people involved in this operation knew the missing trio. I was aware Steve was a relatively inexperienced hunter, but I also knew he would be mindful of what he needed to do to be found and that he would be aware that we would come looking for him.

Besides these observations, the fact that he was my boss did not enter into our thinking. No favouritism was given to him, the incident was treated on merit. As far as we were concerned we were looking for an overdue man and two boys.

The IMT went through its usual processes – search urgency, reflex tasking – and settled on assembling a team of four LandSAR volunteers. We had the Mangakino Police out looking for Steve's vehicle, which they subsequently found. We asked them to secure the area to ensure there was no contamination. We didn't want anyone charging off into the bush looking for the missing three and disturbing footprints, or contaminating any sign.

The LandSAR team headed to Steve's truck and were able to successfully sign cut around it. (A SAR term in which they find footprints or clues that can determine the direction people travel.)

We established communications using a temporary repeater on a high point at Whakarua, which fed back into the Incident Control Point set up at the Police Station in Taupo.

Having given consideration to all the circumstances – the age of the boys, that fact they were only out for a day hunt – clearly something was amiss, so we sent out the Taupo rescue helicopter. The crew had night vision goggles, which proved invaluable as they spotted Steve's headlamp. The missing trio was found about 11pm on the western side of the Mangakino Stream. It was a reasonably quick, successful search.

We then turned our attention to rescuing them. The terrain in this area is pretty gnarly (see image opposite). The Mangakino Stream is narrow and surrounded by gorges; there was no way the boys were going to be able to walk out of there without help. So the helicopter picked up the LandSAR searchers and dropped them on the eastern side of the stream, where they crossed the stream and helped get the three back across to where the helicopter was waiting to take them out. The crossing was a bit unorthodox, although we judged it to be safe, and we did discuss how it could have worked better at the subsequent debrief.

Job done by 1.30am. From our perspective it was a good operation, almost text book, bearing in mind the perfect game hasn't yet been played... ●

“We asked them to secure the area to ensure there was no contamination. We didn't want anyone charging off into the bush looking for the missing three and disturbing footprints, or contaminating any sign.”



The Mangakino Stream in the area where Steve Bullock and the boys got lost. The paddocks on the right are on the eastern side of the stream.

INSIGHTS

- Personal relationships should never be a part of the SAROP decision-making process.
- Ensure you secure the last known point – contamination is always a risk.
- Consider the specialist skills required in circumstances such as river crossings.
- Use all the tools at your disposal – the effectiveness of the night vision goggles proved invaluable.
- People behave very differently when they are lost and scared. Individual's survival instincts kick in.
- Establish contact with the missing party as soon as practicable; it is a very confusing situation on the ground.
- Keep up the public education – telling someone your plans or taking a torch, even on a day walk, could be the difference between staying lost or being found.



Training Update

It's been a very busy few months in the SAR training world as the new SAR ACE funding model beds down. A number of training courses are either being planned, piloted or are underway.

SAR ACE is the Tertiary Education Commission annual ring-fenced funding pool used to purchase SAR Short Award training for SAR people. Tai Poutini Polytechnic is currently the sole approved training provider and the courses are fees free for participants.

Two pilot courses have been run successfully; one for SAR managers and one concentrating on SAR leadership.

SAR Manager's Course

The SAR Manager's course was held in June. Students were experienced Police Incident Controllers from all around the country, with a mixture of marine and land backgrounds, and all with an extensive knowledge of SAR practices and processes. As well as using this course as a trial for future courses, one of the objectives was to document standardised police best practise for SAR operations. It was emphasised that the course was not about problem-solving, i.e. finding the missing party, but more about the processes, including the management of those processes.

"It offers skills and knowledge that transfer beyond their immediate volunteer environment into their home and work lives."

NZSAR is now collecting and assessing feedback, knowledge and experience to finalise the SAR Manager's Course content. The next course will be held in June next year.

SAR Leadership Course

The SAR leadership course took place out on Motutapu Island in the Hauraki Gulf and was attended by 23 people, all volunteers from various backgrounds and ages. Most were Coastguard volunteers, but LandSAR and Surf Life Saving New Zealand people also attended.

The course participants spent 1½ days in the classroom learning functional leadership, motivational skills and problem-solving and decision-making models, amongst other subjects.

The rest of the time was spent out in the field putting it all into practice to make it realistic and help the knowledge 'stick'.

"I was quite sure that I would gain knowledge from the course that would also benefit my working relationship with the staff that I have under my umbrella."

Dave Ritchie is the Head of Department Outdoor Education, Emergency Management, Search and Rescue at Tai Poutini Polytechnic. He was the course tutor and says courses like this present not only the chance for volunteers to share their experiences and learn from each other, but also "it offers skills and knowledge that transfer beyond their immediate volunteer environment into their home and work lives."

Course participant Craig McGill, who is both Crew Chief and a skipper at Coastguard Maraetai, agrees adding that access to this type of training will ultimately aid in volunteer retention. "Crew management and leadership skills always have room for improvement in both my professional life and volunteer role. The delivery of the theory was constantly reinforced with small practical exercises, with everyone on the course involved giving personal insights into the subject matter. It kept everyone engaged and brought great scenarios to the table."

Another participant, Aaron Conaghan, is from Northland LandSAR. His day job is Mechanical Services Project Manager at Chill Technology in Whangarei.

"I was quite sure that I would gain knowledge from the course that would also benefit my working relationship with the staff that I have under my umbrella. Since my return to work I have already been able to utilise information that I learnt, I can't wait to take this knowledge back to our SAR team."

His employer Richard Crum continued to pay Aaron wages while he attended the course.

"I am impressed with the fact that Aaron is willing to give up his personal time to assist with an organisation such as Northland LandSAR, helping those in need in the community. The fact that he has access to learning opportunities such as the SAR Leadership course, and is learning valuable skills that he can bring back into his working environment, is brilliant."

Watch out for a more detailed article on this course in the December Link

E-learning

Studying at your own pace in your own space is becoming an increasingly popular way to gain the knowledge you need. E-learning, or online learning, is an effective tool that recognises the time and money pressures placed on volunteers and organisations.

NZSAR and the Rescue Coordination Centre have been working with technology company Marops to develop some e-learning opportunities for SAR people. They have begun by developing training material for the SAR-DF 517 Wideband Precision Direction Finder (DF) System to help air crews get the maximum benefit from it. This DF equipment is used for locating 406MHz distress beacons and is installed mostly on aircraft.



Air crews need to be trained and kept familiar with its operation, but airborne instruction is prohibitively expensive. This tool will allow air crews to practice on the ground.

Marops Director Andrew Howes describes what they do as: "bringing an instruction manual to life. We have developed training tools that talk you through the steps and let you play with the equipment on-screen as if it were the real thing."

The DF training module can be accessed from the NZSAR website <http://searchandrescuecouncil.org.nz/Knowledge-Training/-SAR-Knowledge>.

It is a menu-based system – a cross between a simulator and e-learning – that brings up the displays as they would appear in the aircraft, simulating how the DF works. The module finishes with a scenario where the participant must find the source of a beacon.

Marops is now working with Police, RCCNZ and NZSAR on an e-learning tool to support the SAR Manager's course. ●

Tai Poutini Polytechnic is currently scheduling another six SAR Leadership courses to be held around the country before Christmas. NZSAR will keep you informed about where and when, so keep an eye out for the one nearest you!



Better, Stronger, Faster

SARNET has successfully completed its trial period and has been purchased by NZSAR for use by the wider SAR sector. It is now based in New Zealand and operating at top speed.

- **What is SARNET?** SARNET enables SAR people to connect and communicate via the internet. It supports video conferencing, online meetings, information sharing, presentations, online training and alike. No software installation is necessary for most computers.
- **What has improved?** SARNET is now faster and the audio quality is much better. We have also created a great set of user guides to assist people to use the system.
- **How can it help us?** It allows us to meet and collaborate with SAR people over the internet. It can also be used for training, presentations, status boards and operations.
- **What will it cost?** Nothing – NZSAR is meeting all SARNET costs. You will need your own computer or mobile device and internet connection. Ideally, it should save you money as many meetings can now take place over the internet saving you time and travel costs.
- **Mobile Devices?** Yes – SARNET will work on iOS and Android mobile devices, but you will need to install an Adobe Connect™ App. Note that your connection speed will affect its performance.
- **How do I find out more?** The team at IT Rescue Solutions administer SARNET and created the user guides to assist us to use the system.

For more information contact:
Annatia at Annatia@itrs.co.nz

You can find a copy of the guide to use SARNET at <http://searchandrescuecouncil.org.nz/Resources/NZSAR-Guidelines>

○ SAR ORGANISATIONS



Photograph courtesy of Tony Graham

Maritime Operations Centre

In New Zealand, the Safety of Life at Sea (SOLAS) monitoring responsibility sits within the Maritime Operations Centre.

Its area of responsibility is one of the largest in the world, covering more than New Zealand's search and rescue region. Known as NAVAREA XIV, it stretches from the South Pole to the equator, half way across the Tasman Sea and half way towards South America. That equates to some 50 million square kilometres of ocean, making up 12.5% of the Earth's total water surfaces.

The maritime radio network they use is jointly provided by Maritime New Zealand (MNZ) and Kordia. This network is a series of radio stations tuned to maritime frequencies and linked to MOC, which is based in Wellington and co-located with the Rescue Coordination Centre (RCCNZ).

The network comprises 30 coastal VHF stations. Of these stations, 28 provide VHF radio coverage throughout the coastal waters of New Zealand. The other two stations provide VHF radio coverage in the coastal waters of the Chatham Islands. There is also an oceanic MF/HF radio station located east of Lake Taupo.

The Maritime Operations Centre has 17 radio operators who keep a 24-hour watch of all the stations in the radio network. The operators, some of whom have been involved in more than 1,000 maritime incidents, respond to distress calls, handle trip reports and broadcast safety information.

Monitoring both HF and VHF bands in a SOLAS capacity, the MOC relays information to search and rescue authorities, specifically the two coordination authorities, Police and RCCNZ. Its priority is to ensure accuracy in communication and speed of response.

Over the past 20 years that it has been in operation (est. 1993) it has responded to 15 thousand maritime incidents and assisted more than 46 thousand people. In an average year, MOC receives an around 1,000 SOLAS related calls and broadcasts 565 safety information bulletins.

Between the Australian and New Zealand businesses, Kordia monitors almost a quarter of the world's oceans. It has just signed a new 11 year contract with Maritime New Zealand to continue to supply maritime distress and safety communications services.

Under the new contract, the MOC will be modernised to incorporate the latest digital technology and Kordia will assume responsibility for maintenance of the network and infrastructure previously managed by MNZ.

Kordia's plan for the new MOC includes leading-edge technology allowing 'MOC from Anywhere' potential; a world first in Maritime Coast Station capability. This new concept means the MOC has the potential to relocate rapidly and continue operation throughout a national emergency or loss of normal operations.

MOC works closely with RCCNZ and the Police as well as NZSAR, Coastguard, SAR helicopters and the RNZAF.

MOC is more than just a SAR service, though. It has a variety of other interesting roles. It provides radio schedules for yacht races, it works with Customs, Immigration and the Ministry of Primary Industries, as ships gain the necessary clearances to enter or leave our shores, and it tracks shipping as it transits Cook Strait.

MOC also plays a part in conservation monitoring the Poor Knights Marine Reserve exclusion zone. ●



The NZSAR Council has adopted the May 2013 Wander/Safer Walking Framework that intends to enhance connectivity and awareness of the 'safer walking' sector (known by SAR agencies as the 'wander' sector). The aim is to achieve greater alignment and coordination in the support and provision of services for people with cognitive impairment who can and do get lost or go missing.

The framework proposed a collaborative, multi-agency approach to Wander/Safer Walking reduction and readiness through the establishment of a network of local (or regional) entities to take charge of these responsibilities. The NZ Police, with the support of Land Search and Rescue (LandSAR), will maintain their responsibility for search and rescue response as and when the need arises. All associated agencies will participate in recovery activities and knowledge sharing as required.

Our objective now is to establish a network of entities, located according to operational need to fulfil Wander/Safer Walking SAR reduction and readiness requirements.

Land Search and Rescue will lead this project on behalf of NZSAR. Ideally, we will create a future where the entities exist where they are needed, based on operational requirements and shaped by their own local requirements. They will:

- **network together**
- **use the same documentation**
- **broadly fulfil similar functions across the country**
- **cooperate and collaborate**
- **share ideas and learnings**
- **be self-funding from local sources**
- **have strong linkages with the Police and LandSAR (in case people transition into requiring a SAR response)**
- **embrace a wide view of wander/safer walking reduction and readiness**
- **be inclusive in their membership.**

This project will take quite some time to fully realise, but we hope to have the bulk of the initial work completed by mid-2014. ●



Website Goes Mobile

Making sure it is as easy as possible for people to plan and prepare their adventures, NZSAR has provided smartphone users with a mobile version of www.adventuresmart.org.nz

Suitable for visitors to New Zealand, but equally useful to Kiwis alike who take part in adventurous activities around our country, the mobile version focuses on providing the Safety Code information with one click. The Safety Codes have also been translated into 16 different languages, all accessible from the home page. The site will also lead users to safety information for the wide variety of activities on offer across New Zealand.

We would appreciate you spreading the word as we know this is a highly effective way of providing adventurers with information that can help keep them out of trouble. The website address is the same: www.adventuresmart.org.nz



NZSAR Release New Guidelines

The importance of having effective processes in place during SAROPs has led to the release of a series of guidelines outlining planning, debriefing and evaluation procedures.

NZSAR has written the readiness and evaluation guidelines in consultation with agencies and experienced members of the SAR sector. The guidelines are generic in nature and can be used for either land or marine SAR. They are simply a guidance tool or a set of considerations that can prompt and assist good practice. In the true spirit of one SAR body the sector has also adopted the Police debrief guidelines.

It is anticipated that SAR people will integrate them with their own experience, local knowledge, conditions, etc., to meet their own local requirements.

They will used will be used at SAR Managers courses and at appropriate SAREXs.

The guidelines can be found at <http://searchandrescuecouncil.org.nz/Resources/NZSAR-Guidelines>



NZ Police Debrief Guideline

Following a category 1 operation, it is necessary to give volunteers and other agency representatives assisting Police an opportunity to review what took place. It is therefore important to debrief for significant category 1 operations where improvements to SAR responses can be learned, inviting key personnel to attend. Such debriefs should be held within 21 days of the operation.

A search and rescue incident can involve many persons and there may be issues arising that require a formal debriefing process.

A debrief should be held if: a land SAR exceeds 300 hours total time contributed; a marine SAR 50 hours; a loss of life has occurred (except for a suicide); or you are directed to do so by the District Commander.

The debrief must be chaired by a senior Police employee, or suitable land or marine SAR adviser who should not have been directly involved in the operation.

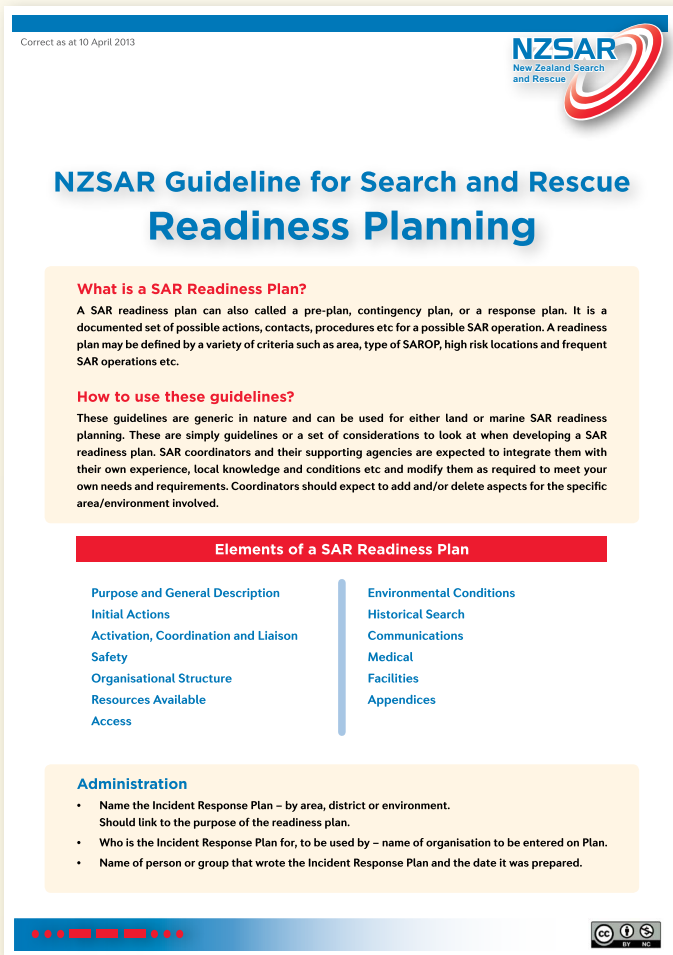
Any SAR Support agency can request the Police to conduct a debrief into a category 1 operation. Should Police decline to run a debrief, the matter can be referred to the National Manager: Operations at PNHQ.

A suggested three step model:

1. Participants, or participating agencies discuss the SAROP/ SAREX.
2. They identify those things that require improvement using the DESC model (**D**escribe what happened; **E**xplain the consequences; **S**uggest an alternate approach; explain the **C**onsequence, how the outcome would have been different if that alternate approach were followed.
3. They then identify those things that went well and that should be retained in any future SAROP/SAREX.

The debrief for a category 2 operation is the responsibility of the RCCNZ. Police should also debrief personnel under their direction so that comment can be conveyed to the RCCNZ debrief. In appropriate cases, key personnel should attend both Police and the RCCNZ debriefs.

Note: Police transport, or reimbursement of travelling expenses, can be provided for volunteers attending debriefs.

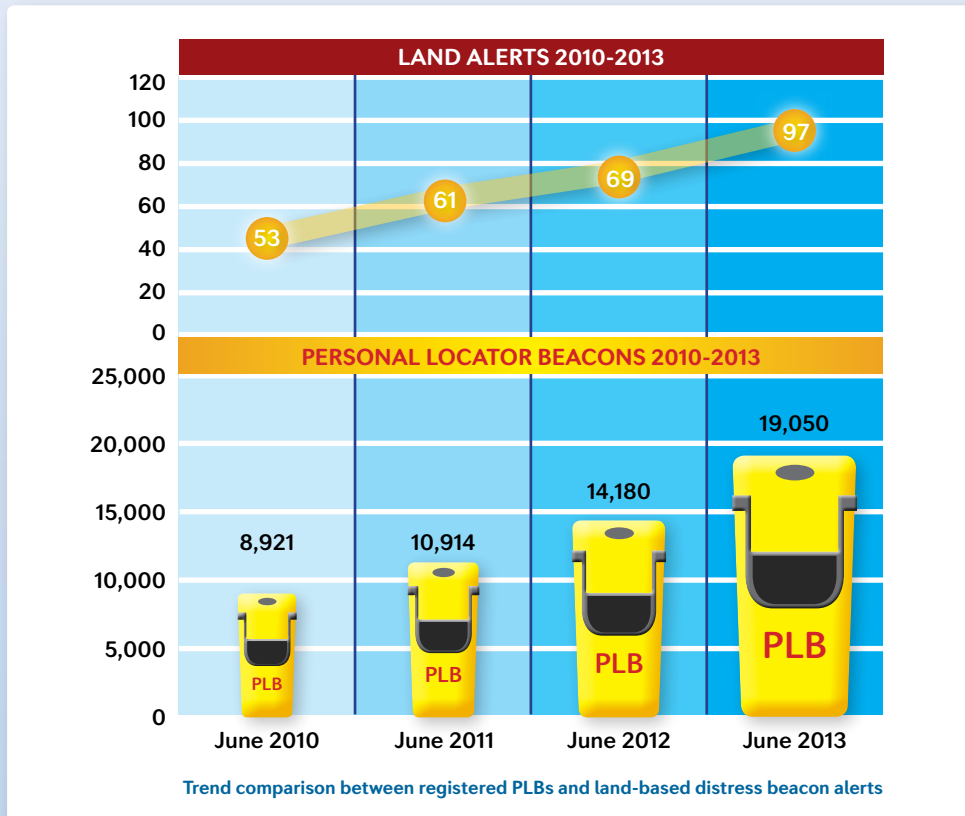


Excerpts from the recently released NZSAR & NZ Police Guidelines

Duncan's Desk



Well that winter was a bit of disappointment – for us snow lovers at least. However, it seems the unusually warm weather didn't greatly affect SAR operations or training, as the overall numbers are very similar to previous years. One significant change Carl has noticed is a very definite trend towards greater use of Personal Locator Beacons (PLB) in the land environment. Police are still coordinating the vast majority of land SAROPs, but the increased numbers of PLBs out there is correlating with an upswing in PLBs being used to call for assistance.



We have also been working with partners throughout the sector to better define the strategic risks that may affect our ability to achieve the NZSAR Council goals. This Risk Framework is a “living” document that will both respond to our changing environment and be adjusted from time to time. The core risks are currently assessed as: SAR information, SAR funding, SAR inter-operability, volunteerism, recreational knowledge, mass rescue and MEOSAR delay. Each risk is expanded upon and analysed and then attributed a “treatment” to lessen its potential impact. Keep an eye out for the Risk Framework, which will be available on our website in the near future.

The NZSAR strategic plan redevelopment is due to be completed by year end. While it is still in an early draft stage, the current proposal is to redefine the NZSAR Councils goals as:

- A robust and integrated SAR system
- Efficient and sustainable SAR organisations
- Capable SAR people
- Reduced demand for SAR services.

We would welcome comment and advice as we finalise the new strategy in time for 2014.

Phil has been crazy-busy in the last few months working on a wide range of projects. These include the redevelopment of the NZSAR training framework, a variety of SAR training meetings, finalising the set of NZSAR guidelines as well as working on the SAR Manager’s course, Team Leader’s course, SAR exercises, mass rescue and attending a recent meeting on rescue swimmers. We are particularly impressed by the opportunity that the online delivery of SAR knowledge affords us and are working actively to make information readily accessible to everyone in the sector (see article page 6).

Spring will no doubt see the usual seasonal uptake in SAR operations – many of which could have been avoided through better preparedness or maintenance. Whenever the opportunity arises, please take the time to let people know how they can keep themselves safe and refer them to www.adventuresmart.org.nz for more detailed safety information.

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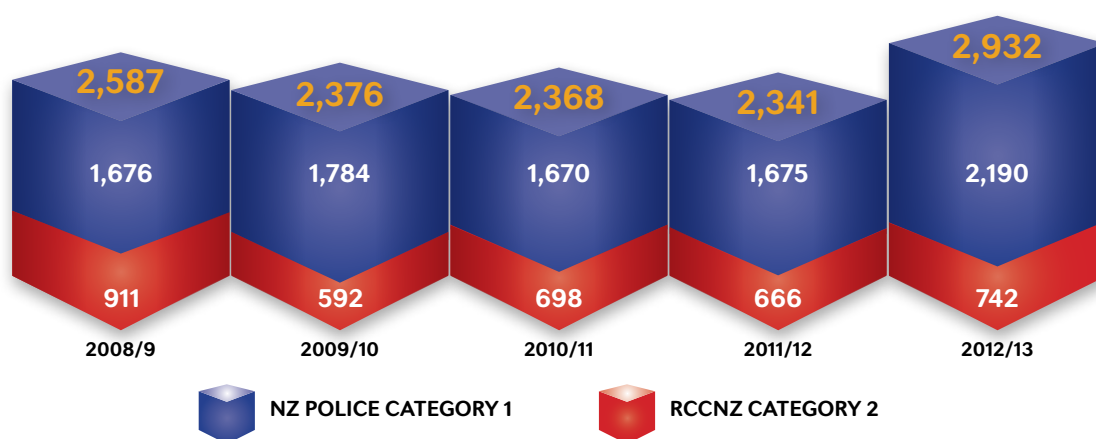


STATS ATTACK

What A Busy Year!

This last year was the busiest for the SAR coordinating authorities since 2004/05 (when we started collating SAR statistics). There were a total of 2,932 SAR incidents reported during the year; an increase of 591 (25%) on the previous year! That's an average of 8.0 incidents each day.

SAR Incidents



CALENDAR

SAREXs and SAR training - see

<http://searchandrescuecouncil.org.nz/nzsar-calendar>

National Pleasure Boating Safety Forum: 3 October, Queenstown

Water Safety NZ Conference: 3 - 5 October, Queenstown

NZSAR Consultative Committee Meeting: 5 November

NATSAR: 6 - 8 November, Hobart

LandSAR AGM: 16 November, Wellington

NZSAR Council Meeting: 21 November, Wellington

WEBSITES

www.nzsar.org.nz - New Zealand Search and Rescue Council. This newsletter is available as a PDF on this website.

www.adventuresmart.org.nz - Safety information and tips for the public planning outdoor activities as well as links to organisations with specific safety information about their chosen pursuit.

www.beacons.org.nz - Information about 406 Beacons, including where to purchase, rent and register a distress beacon.

www.metservice.com - Comprehensive weather reports.

www.ruapehualpinerescue.co.nz - Information on RARO and updates on some of their recent operations.

NZSAR AWARDS

Do you know of an organisation, group or individual who should be acknowledged by their search and rescue peers?

The NZSAR Awards celebrate the success and effort of people who work or volunteer their time and skills in the field of search and rescue in New Zealand's Search and Rescue Region.

There are two awards:

1. The NZSAR Gold Award
2. The NZSAR Certificates of Achievement

Go to www.nzsar.org.nz. You will find more information about the awards along with details on the simple nomination process.

Nominations for the 2013 awards close on 31 January 2014