Exercise Evaluation Report

Operation M.O.B (Cathedral Cove)

Waikato (Whitianga) SAREX 2024

Location: *Cathedral Cove (General Vicinity) ICP at Whitianga*

Date: *Saturday 14th October 2024*

Report version: *FINAL*

Evaluator(s): *Martin Paget*

Contents

Executive Summary

New Zealand police are the coordinating authority responsible for category 1 search and rescue (SAR) responses.

The Waikato policing district, being geographically large, creates a number of response challenges.

Geographic challenges include long travel distances and communication “black spots”. These both add considerable coordination complexities.

Category 1 SAR marine responses are frequently time critical. Initial information is usually limited. Resources are sparse and widely distributed.

As police SAR specialists are based centrally in the district HQ at Hamilton there is a need for a response capability which is flexible and enables timely responses to remote locations. These responses must still occur without compromising police SAR coordination responsibility and accountability.

This challenge is partially addressed with Police SAR specialists establishing and maintaining appropriate relationships that enable practical bespoke coordination processes that mitigate many of the operational and geography challenges.

There is a reliance by the coordinating authority, on partner agencies, to provide credible field capability especially during the early response phase and initial actions.

The coordinating authority and its partner agencies, including local coastguards and surf lifesaving organisations, are clearly working to continuously refine the response.

The standard CIMS ICP establishment which promotes a “dedicated” Incident Control Point (ICP) is inevitably tailored to the local reality.

Whitianga coastguard has developed a computer-based system for recording and managing response information and is intending to develop further for remote access.

This Waikato developed system allows the standing up of a physically disbursed, “virtual” IMT. The concept of disbursed coordination with one or more on scene coordinators (OSC) is also practiced. The first iteration Whitianga Coastguard developed information recording and management system was tested during this SAREX.

Despite the potential of the system, care should be taken that it ultimately not become the default as IMT members physically co located unquestionably benefit from enhanced collaborative problem solving’ A benefit usually missing from a virtual meeting. The system should be reserved for stages only, or where it is apparent an outcome will be achieved before the appropriate IMT members can assemble in a single location.

From a high-level perspective, the system worked well, the resources deployed were competent and the response was well coordinated.

This exercise response was well executed and demonstrated the capability and expertise of participants, especially during a “no duff” incident and response mid exercise.

Recommendations

SAR initial response challenges are best mitigated with as much preparation as possible. Good preparation should reference the national SAR guidelines, NZ's SAR Guidelines Overview » NZSAR enables an IMT to convert chaos into order in the shortest possible timeframe.

Preparation includes but is not limited to:

- Comprehensive readiness plans
- Dedicated ICP resources, albeit the Waikato system meets the local operational reality need.
- Personnel who are trained and available within appropriate time frames.

Further SAR response refinements for Waikato are proposed in the following recommendations.

Review individual agency and stakeholder response plans (Readiness Plans) to ensure they are practically and functionally integrated, are complementary and support multi agency best practice.

Creating readiness plans » NZSAR

Enable a bespoke coordination capability that addresses the Waikato district challenges by addressing the need for a capability of establishing a “virtual ICP” where the various IMT members are geographically disbursed.

Remove the impediments that prevent the incident controller and or members of a disbursed virtual IMT viewing live tracking of deployed assets.

Document technical instructions on the use of the SAR information management system as developed by Whitianga coastguard, and include in the district sector readiness plan.

Review communication options for Surf Lifesaving when deployed to remote locations, that enable reliable direct communication between the Waikato ICP and deployed resources.

Detail in readiness plan OSC (On Scene Coordinator) command and control appointment guidelines. Include processes and authority when appointed by the Incident Controller.

Review the new (Whitianga Coastguard developed) Information management system to ensure, that it is a true single point of truth (SPOT). Ensure the system does and will record operational communication and decision logs, taskings, debriefs (tasking outcomes) deployment tracking. Ensure the system minimizes or mitigates the risk of erroneous information input and output.

Continue the development of the information management system (Whitianga Coastguard), particularly to enable remote access of the system to allow key personnel, including the Incident Controller to operate remotely, as required.

Introduction

This exercise was titled “Operation M.O.B” and was conducted on the 14th of October 2024 between approximately 08:00 and 14:00.

The exercise scenario was conceived to consider and or test a range of operational risks and challenges that could occur. The overarching themes included:

- Test a new information management system developed by Whitianga Coastguard.
- Exercise and test communications within and across agencies in a common response scenario.

SAREX Aim:

(extract from planning document)

To ascertain how effectively a multi-Agency IMT working from a centralized ICP can manage the on-water scenario of this exercise in respect to, utilizing gathered information, formulating an effective Action Plan, establishing effective communication with on water resources and coordinating and controlling the SAR response within existing SOP’s.
To test how the on-water resources of multi-agencies can effectively work together to complete the tasking’s assigned to them by the IMT. How they communicate with the IMT. How their SOP’s mesh and to identify any changes needed to improve the efficiency and effectiveness of their response.

Execution:

On Saturday the 14th of October 2024 a Marine Search and Rescue Exercise was conducted on the east Coromandel coast in the general area of Cathedral Cove.

The exercise involved multiple agencies, namely, NZ Police, Local Coastguard units, Surf Lifesaving NZ, St John Ambulance.

The exercise was conducted in 4 phases.

Phase 1 – Exercise Planning

Phase 2 – Pre deployment preparation

Phase 3 – Execution of scenario including demobilization.

Phase 4 – Exercise debriefs.

Of note was the intent to test generically:

- Multi-agency and intergroup coordination with the emphasis being to test the inter-capability of communications between participating SAR agencies.
- Search and Rescue incident management.
- Applying CIMS to SAR at a moderate level within a scenario-based environment.
- Mobilization of Coastguard Units/Surf lifesaving clubs and their resources.

Background

Periodically SAR Agencies participate in exercises to simulate real world situations. The aim of these exercises is to improve Operational readiness and identify gaps or weaknesses in existing plans and or SOPs of participating Agencies. Exercises also promote the clarification of roles, demonstrates agency capability and reinforces training.

The New Zealand Police, Waikato SAR District, requested that selected Coastguard Units and Surf Life Saving and St John Ambulance participate in a multi-agency SAREX to test the capabilities, command and coordination of on water Marine SAR resources on the Coromandel east coast.

SAREX Objectives & Key Performance indicators:

1. Test the callout process of assets
    a. *Personnel mobilise in a timely manner, as per their agency callout procedure*
    b. *Appropriately trained people are allocated to assets*
2. The IMT effectively manages the exercise.
    a. *IMT roles and responsibilities are in accordance with CIMS.*
    b. *Information is communicated within and across agencies*
    c. *Situational awareness is maintained*
3. The IMT activates and manages appropriate resources to meet the demands of the exercise
    a. IMT briefings follow the GSMEAC format
    b. IMT sources equipment and resources for the response
    c. Safety briefings are conducted during the exercise
    d. IMT ensures suitable communications for the incident are established
    e. Tasked resources are controlled and coordinated in line with the IAP
    f. IAP adheres to SMART format
4. IMT maintains situational awareness.
    a. *Briefings and debriefings are conducted.*
    b. *Information is relayed appropriately and on time*
    c. *Information received within the IMT is analysed*
    d. *Information is collated and disseminated within the IMT as appropriate*
    e. *IMT planning meetings are conducted on a regular basis*
    f. *Information for the next operational period is established*
    g. *IMT is continuously aware of resource progress, welfare and activities*
5. IMT supports resources throughout the exercise
    a. *Taskings are appropriate for the resource*
    b. *Resources are supported to operate in accordance with health and safety practices*
    c. *IMT is supported by mentors from each agency*
    d. *Task execution is monitored*
    e. *Tasked resources are debriefed after each task. All teams are debriefed on completion of exercise.*
6. Implement SAR processes for managing field-based personnel
    a. *Clear and concise radio communications are maintained, recorded and relevant*
    b. *On scene command and coordination is appropriate*
    c. *IMT records the location and status of all field resources*
    d. *Field teams are fully briefed*
    e. *Field teams are debriefed*
    f. *Field team welfare is managed throughout the exercise and on demobilisation*
    g. *Field teams are demobilised*

Coordinating Authority:

New Zealand Police.

SAREX Planning Team:

Sergeant TREML. (POC = Lynette Horn)

Graham CADDY; Whitianga Coastguard

Al MUNDY; Surf Lifesaving

Participating Agencies:

New Zealand Police,

Coastguard: Whitianga, Pauanui; Whangamata; Waihi,

Surf Lifesaving New Zealand, St Johns Ambulance,

The Maritime Operations Centre advised.

The Rescue Coordination Centre NZ advised.

Media:

The Police Media team had lead.

Exercise Scenario

The Charter vessel "Fair Lady", a 15 M Vindex, has been based out at Mayor Island for the week commencing 07.08.2024. She has 8 x POB which includes two Crew. Fair Lady's home port is Whitianga On the morning of Saturday the 12th of October, the vessel left Mayor Island. The intention of the Skipper was to cross to the Eastern Coast of the Coromandel to a point near Whangamata then take a leisurely trip up the Coast back to Whitianga.

The Crew are under no time pressure, so they were planning to do some sightseeing up the Coast while having a few drinks to celebrate the success of their trip. The have followed a Route which took them on the Coastal side of both Slipper and Shoe Island to Boat Harbour where they stopped for a short time. The vessel then continued up the Coast making a sweep into Hot water beach and on up to the Orua Cave. It was on arriving at the Orua Cave that the Skipper, Terry Black, has noticed that one of his Charter group members is missing. A search has been made of the vessel with a negative result. The Skipper had not been running an active track on his GPS so is unsure of his exact route up the Coast. He has been unable to undertake a water search for his missing passenger due to the intoxication of his remaining passengers. It has been confirmed that the missing passenger was on the vessel when they were in Boat Harbour. The missing passenger is Charlie Wentworth, Male Caucasian, Aged 64 Years. Charlie was wearing track suit pants and a light long sleeved sweatshirt. He was not wearing a PFD nor a PLB. He is not a strong swimmer and had been drinking rum for most of the trip home. A May-day relay has been broadcast on both VHF Channels 16, 63 & 61. There has been no response.

Evaluation Methodology

The agreed outcomes of the evaluation activity

The objectives and KPIs were set by Exercise Planners using an NZSAR evaluator and are consistent with the broad exercise objective themes of the national NZSAR plan for the 2023-2024 SAREX year.

This report forms the outcome of the evaluation, with copies of the final report to be distributed to Waikato Police and through police to NZSAR. Waikato Police will distribute the report further within their partner agencies at their discretion.

Each KPI can be:

Met

Partially Met

Not Met

Evaluator comments are included.

Evaluation scope

Included in the evaluation:

- IMT activities on the day of the SAREX with observations of documentation sighted and interactions within the IMT observed.

Excluded from the evaluation:

- Most functional activities that took place outside of the IMT not observed.
- Activities prior to the commencement of the SAREX, or that took place after the SAREX was ENDEX.

Aspects of the exercise observed, what was not observed

The evaluator remained present throughout the entire exercise within the IMT. The evaluator circulated throughout the IMT making observational notes and taking photographs to document evidence.

The process followed in preparing and submitting the report

A draft copy of this report is to be submitted to Waikato Police for review. The evaluator will consider any review comments returned from Waikato Police before sending a final report.

Findings

Objective 1. Test the callout process of assets

MET

For this exercise, assets were pre-deployed and managed by the exercise control team to mitigate the risk of unrealistic response times. Callout of participating assets was therefore achieved. All personnel competence was advised as having been in accordance with agency level of service agreements.

Objective 2. The IMT effectively manages the exercise.

MET

The ICP was established in the large meeting room on the second floor of the Whitianga Coastguard base. The room has been equipped with marine VHF, Surf base radios and a large array of IT, including wall mounted large displays and whiteboards. The room was well resourced for ICP functions. Adjacent were facilities to support personnel welfare (meals and refreshments)

The Incident Controller had been pre-deployed for the purposes of this exercise and was on site at the commencement. Likewise additional SAR specialists from each agency. Function appointments were made, and key personnel were issued with and wore identifying jerkins in accordance with CIMS.

The IC demonstrated competence and the maintenance of situational awareness.

An ICT system developed by coastguard was utilized for information management. This system allowed a chronological log to be maintained and shared by other users within the ICP. The system also recorded taskings, a key feature of which was the ability to transmit (email) the tasking and when appropriate even in a graphical format, in the case of search patterns to the deployed marine assets.

On water assets were real time tracked via organisational bespoke systems. The position of these resources was overlayed with the tasking search pattern. This system enabled real-time situational awareness that added significantly to deployment efficiency and subsequent plan execution.

Objective 3. IMT activates and manages appropriate resources, meets the demands of exercise.

MET

Regular and appropriate GSMEAC briefings occurred within the IMT. Response assets were pre-determined for the exercise and had been briefed pre-exercise commencement on safety. Communications were appropriate, and adequate, including where it became apparent surf assets could not be directly communicated with from the ICP. The alternative surf communications occurred through a relay through the Auckland based “Surf Communications center”.

The IAP was documented on a whiteboard. The IAP objectives were appropriate but lacked a time bound element.

Objective 4. IMT maintains situational awareness.

MET

The comments under Objective 2 also refer.

The IC was observed ensuring the planning group analyzed information received and included and that this analysis output was appropriately considered as the plan was developed, updated and executed.

A good example of this occurred when a “no duff” incident occurred during the exercise. This incident was analyzed and appropriately responded to, including the mobilisation and tasking of air assets (private helicopter and eventually the coastguard air patrol) Aspects of the exercise were suspended until the “no duff” incident was resolved.

Regular IMT meetings were scheduled and conducted in a professional manner. No plan was prepared for the next operational period, as the exercise was concluded relatively early, and this was clearly not required.

Objective 5. IMT supports resources throughout the exercise

MET

Assets were only tasked within their capability. Suitable advice regarding capability from asset owner representatives was sought at appropriate times during the task development and assignment stages. Meals and liquid refreshments were provided to crews and tasked assets were always monitored in real-time.

At the conclusion of a tasking, assets were hot debriefed appropriately with a whole of exercise participant debrief at the conclusion of the exercise.

Objective 6. Implement SAR processes for managing field-based personnel

MET

Communications were well managed. A vhf radio net was maintained and monitored within the ICP by a dedicated radio operator. Most coastguard taskings and other communications occurred by email. This worked well and minimized communication errors or misunderstandings. Surf and other agency communications were mostly via radio or cellphone. The minimization of coastguard radio traffic contributed greatly to a relatively quiet ICP working environment.

On-scene coordinators were observed to be appointed to improve the on-scene coordination and execution of multi vessel searches.

Systems that enabled live monitoring of resource positions enhanced the IMTs situational awareness. Asset crews were briefed and debriefed appropriately for tasking and exercise purposes.

The new coastguard system allowed for a single chronological log to be maintained. This was readily viewable within the ICP on multiple laptop computers as well as dedicated large viewing screens. This system has considerable potential to assist in mitigating the need for all IMT SAR specialists to be in a single physical location. This ability or feature would undoubtedly be of value in the future.

Conclusions

The exercise was well supported by agencies who worked cooperatively and constructively together to fulfil the mission and objectives of the exercise.

The exercise was managed by an IMT established with a good CIMS structure that incorporated personnel from multiple agencies. Experience and capability of IMT personnel varied, and the use of mentors to assist new personnel was valuable in helping to strengthen their performance.

The fact that the exercise included the first real test of the Whitianga coastguards' new information management system without major issues is a testament to the competence and willingness to adopt this technology by all participants.

The agency's field response was prompt and effective, with units deployed quickly, albeit in a managed way due to exercise constraints.

Communication systems were established early in the exercise. Although there were difficulties with some surf resources communications, a quick and effective work around was put in place in a reasonably short time.
Surf also did not have direct access to a single operation information recording system. While it was not directly observed it is likely they recorded communication and tasking activity that did not end up in "operations" log.

The usual challenges of a multi-agency response were not encountered in any major way. The use of a system that enabled a single point of truth (SPOT) for logs and taskings was very successful. Further enhancement of the system to enable other agencies and remote access is well worth pursuing.

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Appendix 1 Exercise Photos

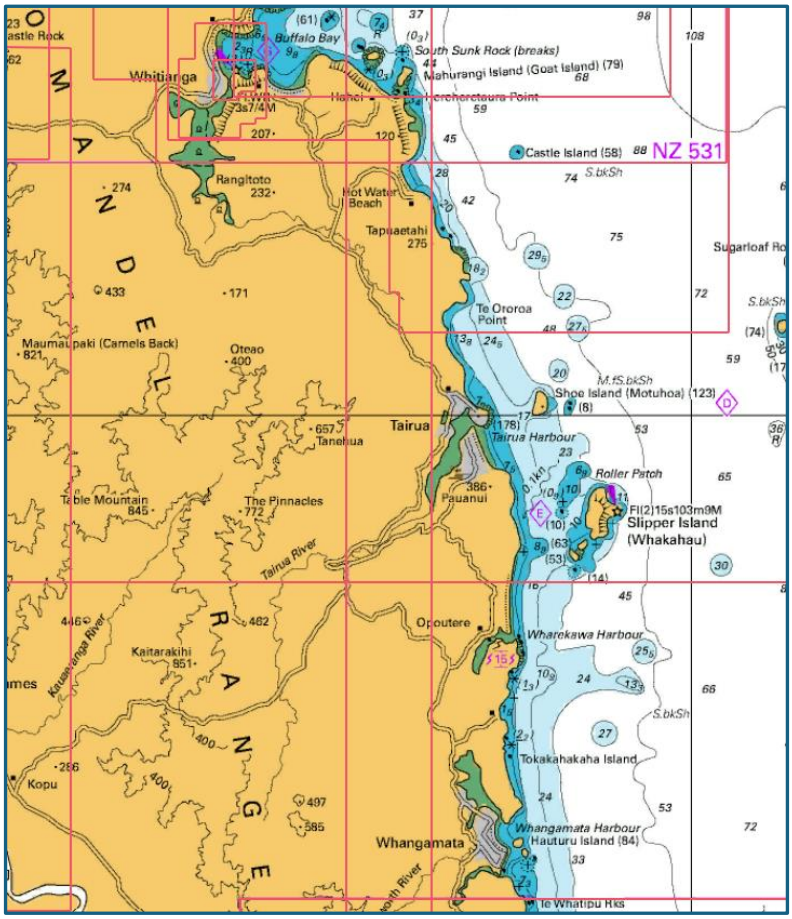

Figure 1. SAREX Area

Figure 2. IMT briefing by I/C

. Figure 3. IMT

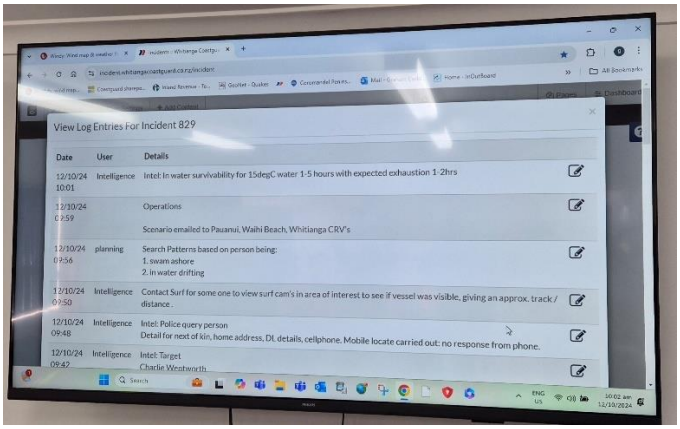

Figure 4. Electronic Log, Large display

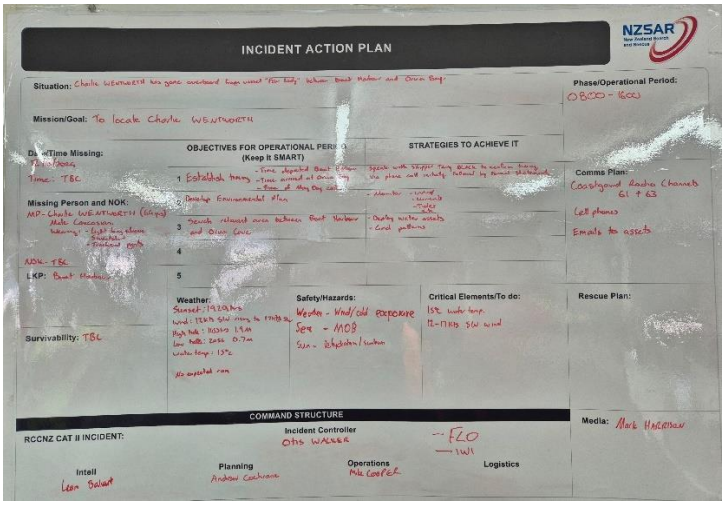

Figure 5. Whiteboard IAP.

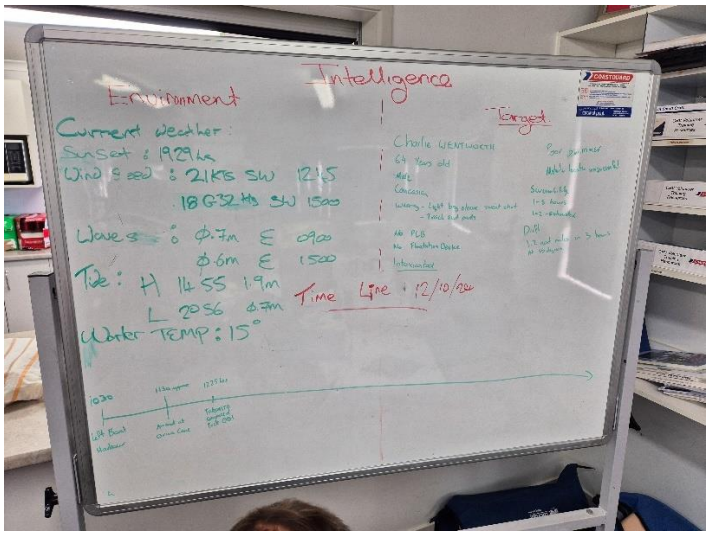

Figure 6. Intel Analysis Board.

Figure 7. Moving Map Asset Tracking

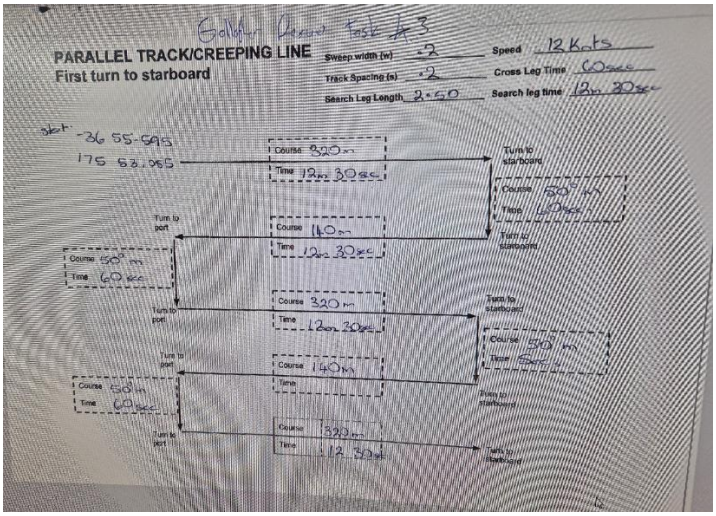

Figure 8. Emailed Search Pattern Tasking

Appendix 2 Exercise Planning Documents

OPERATION M.O.B -MARINE SAREX WARNING NOTICE SATURDAY

12TH October 2024

This notice is to provide advanced warning that Operation OVERDUE, a Marine SAREX, will be conducted in the Coastal waters between Boat Harbour and Wigmore Pass, Coromandel.

The SAREX will involve a combined Police, Coastguard and Surf IMT as well as on water water assets from Whitianga, Tairua/Pauanui , Whangamata, Waihi Coastguard Units. Surf will also have an on-water presence.

OVERVIEW:

Exercise aim:

The New Zealand Police, Waikato SAR District, have requested that selected Coastguard Units and Surf Life Saving Squads take part in a marine SAREX to test the on-water capabilities of Marine SAR resources along with their ability to be coordinated by an incident management team following the CIMS management process.

Exercise location:

The Operations ICP (Incident control point) will be located at the Whitianga Coastguard HQ,

The staging point for Surf Life Saving on water squads will be determined by the planned Operational response for these assets.

Coastguard CRVs will deploy from their home base on activation and take up station at a prearranged safe harbour by 1100 hrs.

Exercise type:

The Exercise will be a two-phase operation..

Phase one: 0800 Saturday 12th October 2024 will involve the selected IMT personal taking part in a tabletop exercise to reinforce the CIMS principles and to plan the on-water response to the SAREX scenario.

Phase two: 1100 Hrs Saturday 12th of October 2024 will be the commencement of the onwater exercise.

Participation:

New Zealand Police, Waikato SAR District.

Coastguard NZ Eastern

Whitianga Coastguard.

Tairua/Pauanui Coastguard.

Whangamata Coastguard.

Waihi Coastguard.

Surf lifesaving Call out Squads.

Formal Invitations:

Coastguard Units named above, and the Surf lifesaving Call out Squads are to take this warning notice as a formal invitation to take part in Marine SAREX "Operation M.O.B.

To assist with planning, it is requested that Coastguard Units intending to participate in this SAREX please notify the SAREX planning Coordinator ASAP on the receipt of this warning notice.

The SAREX coordinating instructions will be forwarded to all participants in due course.

Lead Agency:

New Zealand Police Waikato SAR.

SAREX Management team:

SAREX Planning Coordinator: Graham Caddy 0272954861

SAREX Safety Officer: Murray Whitehead 0272105196

Exercise Enquiries:

Murray.whitehead@coastguard.nz graham.caddy@coastguard.nz

Exercise Scenario

12 Aug 24

COLLECTIVE TRAINING INSTRUCTIONS FOR MULTI EXERCISE 12/13 OCTOBER

Introduction

1. After last year's exercise was cancelled we have been looking at opportunities to get Units out on the water in a realistic training environment. This exercise has been designed to increase the training capacity on the water so Units can increase the number of Volunteers who are exposed to the various evolutions and potentially get practical tasks signed off.

Aim

2. The aim of these instructions is to prove an overview of the exercise for all participants and allow it to be conducted safely and efficiently.

Exercise Objectives

3. The key objectives for the exercise is to enhance operational capability of all Units involved in a multi-agency context.

Training Objectives

4. After review of previous training exercises and feedback from Regional Coastguard Instructors the SAREX will be designed to achieve the following training objectives, in no specific order:

a. Objective 1: Multi agency asset co-operation;

b. Objective 2: Crew currency;

c. Objective 3: Search techniques; and

d. Objective 4: On scene command.

Date/Location

5. Saturday 12th October with the 13th as a spare day. The exercise will split across the east and west coasts centred upon Whitianga

Participating Units

The following Units are invited to take part in the exercise:

b. Coastguard Whitianga

c. Coastguard Tairua/Paunui Coastuard

d. Coastguard Waihi Beach

e. Coastguard Whangamata

d. Auckland Coastguard Air Patrol

Health and Safety

7. Standard Operating Procedures are to be followed throughout the exercise and all incidents that occur are to be reported during the Vault System. The IMT will assess the weather conditions no later than 2 hours prior to the commencement of the exercise and if the risks are beyond acceptable limits the exercise will be postponed to an alternative day.

8. The control measures for the exercise are provided in the annex.

9. **The 'No Duff' rule will be in force throughout the exercise.** Please ensure that your respective crews for the training are familiar with all Standard Operating Procedures and Hazard registers particularly; radars are to be reduced to ½ nautical mile when 3 nautical miles out from a possible target area. This is not a competition so please ensure all crews are fully briefed on the training requirements and we all work together to achieve the collective objectives.

Communications

10. Standard Coastguard New Zealand communications will be used throughout the exercise utilising the channels as detailed below.

a. **Unit to Unit:**
All Units to maintain a listening watch on Coastguard VHF Ch 02 (Raglan) and VHF Ch 63 Whitianga)

b. **Inter Unit communication as follows:**

i. Primary Channel:
The Primary inter vessel communication is to be on VHF CH06.

ii. Secondary Channel:
The Secondary inter vessel communication is to be on VHF CH08.

Operating Area

11. The exercise will take place in the location as detailed below:

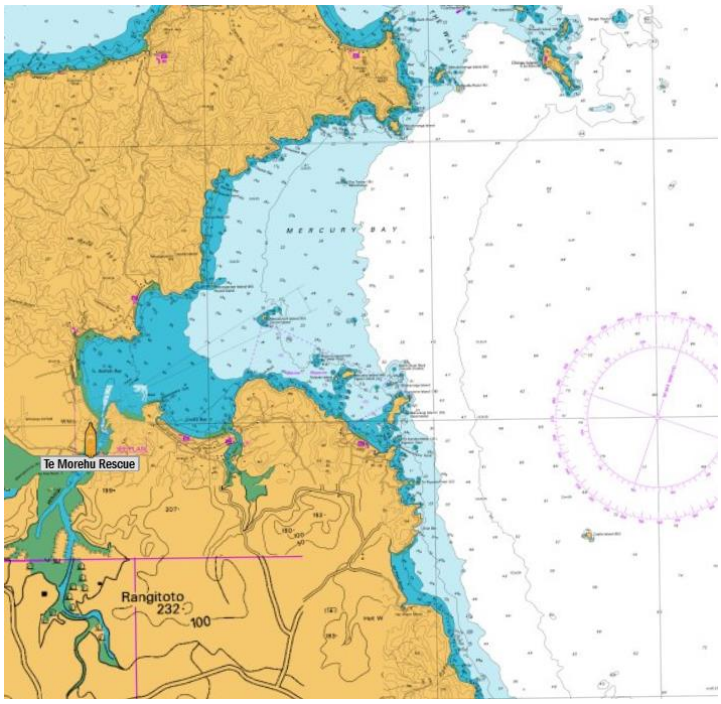

Fig 2. Whitianga Exercise Area

Scenario

12. The scenarios will be utilised as follows (**WHITIANGA)**:

- A charter vessel to cathedral cove has been reported overdue, Coastguard Units have been tasked to conduct a multi-agency search to locate the vessel.

- Objectives will be placed in the water in advance to help stimulate the sense of realism and Coastguard Units can expect to work alongside Surf Life Saving SAR Squads.

- Specific tasking will be provided to Air Patrols in advance.

Exercise Conduct – Phase 1

14. The exercise has been designed to test both the Incident Management Teams (IMT) as well as the on-water assets. To ensure clear communication flow and to prevent Volunteer time being wasted out on the water, Phase 1 will take place between 0800 and 1230 and will include the IMT conducting a table top exercise.

15. The intended times will be as follows:

- **Activation** will take place at 0800 for the IMT and On Water Units. This will be conducted utilising the active 911 system. Once activation has been conducted the IMT will commence their table top exercise.

- **Mobilisation -** Units are to mobilise between 0800 and 1230 to be in the rendezvous position no later than 1230.

- **Taskings –** Units can expect to receive the precise taskings around 1230 utilising standard communications procedures.

Exercise Conduct – Phase 2

16. Phase two will include the on-water assets and will take place between 1230 and 1700.

17. Units are to rendezvous in the following positions no later than 1230:

WHITIANGA – 36 48.792E 175 44.10 E

Focus Points

18. Personnel taking part on the exercise should refresh themselves on the roles and responsibilities of On-Scene Command and Line Command, utilising the following points from the SAR Boat Book.

19. The duties and responsibilities of the On-Scene Command will include:

- Carrying out taskings given by the IMT.
- Managing and co-ordinating the on-scene response to the incident within the IMT response plan, until 'stood down'.
- Advising the IMT of circumstances or on-scene conditions that may necessitate modifying the above taskings.
- Regularly updating the IMT with incident progress reports (sit-reps).
- Managing effective and appropriate communications with all resources.
- Understanding the endurance of all vessels on scene
- Appointing a Line Command when appropriate to co-ordinate multi-vessel search patterns.
- Ensure that stand down instructions are communicated to all on scene resources and oversee their safe return from the scene.

20. When arriving on scene, the On-Scene Command should do the following:

- Appraise the local conditions and incident status to provide a sit-rep for the IMT.

- Caution arriving vessels to enter the search area at a safe speed while maintaining a lookout.
- Establish communications with and provide a detailed briefing to all resources.
- Establish VHF working channel for duration of search, exchange cell phone numbers
- Task resources to best suit the demands of the incident and their capabilities or limitations.
- Delegate the responsibility for control of search vessels to a Line Command which leaves the OSC free to oversee the entire operation.
- ***Line Command*** is responsible for vessels carrying out a specific search pattern. Duties include: maintenance of speed and vessel spacing, regular appraisal of vessel status, sit-reps to the OSC.
- Ensure all potentially relevant debris is retrieved and recorded, noting time, location and type. The IMT should be advised immediately whenever significant debris is found.
- Provide sit-reps to the IMT as requested, or at regular intervals, detailing weather conditions, incident progress, resource status (fuel state, mechanical problems and crew welfare), information from line command and prognosis.

21. When conducting the briefing the On-Scene Command Should consider the following points:

    - If conditions allow, going alongside the other vessels to conduct your assessment and brief the team may be preferable to just communicating on the radio. This will ensure that **all** the team from the other vessel hear your briefing and you as OSC have the opportunity to view the vessel and team. A separate checklist is included at the back of this book.

22. Additional Points to Consider:

Individual Skipper Responsibility

- It must be made clear that while the OSC has responsibility for the operation as a whole the skipper of every vessel is still responsible for the safety of their vessel.
- It must be stressed that if the skipper of another vessel has any doubts as to the safety or welfare of their crew in regards to the operation they should make this immediately clear to the OSC.

Speed of search

- The speed of the search must be established and it must be made clear that it is the OSC or the Line Command that sets the speed.

Maintaining position (distance and course)

- It is the OSC or Line Command that sets the course to steer. It is important to explain how to keep the spacing between each vessel and who to keep station on as reference. For vessels with Radar the briefing should include distances to set on their VRM.

Finances

23. All fuel costs incurred during the exercise will be covered by the Coastguard New Zealand training budget. Units to submit an invoice to Jonny Bannister and Bill Martyn on completion of the exercise.

Logistics and Timings

24. We will aim to initiate the exercise late in the afternoon which allow sufficient time on the water for some quality training whilst also being able to manage fatigue. If time allows the intention will be for all vessels to proceed into Whitianga Marina base respectively for a debrief and small social before Units head back to base.

Point of Contact

24. **Exercise Planning** – Jonny Bannister, Regional Manager – Northern: Jonny.bannister@coastguard.nz

J Bannister
Region Manager - North
Coastguard New Zealand
Annex: Safety plan instructions

Annex A to

SAREX

Dated 12 Aug 24

SAFETY PLAN INSTRUCTIONS

Hazard/ Limiting Factors:

1 Vessels operational SOP's.
2 Weather conditions.
3 Environmental conditions.
4 Crewing/ Fatigue management plan.

Control Measures:

1. All vessels must continue to operate under their prescribed SOP's. At no point do vessels have any exemptions from this.

2. Masters of vessels involved in the training environment must be suitably trained and have sufficient crew onboard to be able to safely manage the tasks they have been given. If this is not the case, the master of the vessel must take all reasonable steps to ensure crew and vessel safety is paramount at all times and stand the vessel down and return to base if required.

3. The master of the vessel is in command at all times.
4. When conducting a search at dusk/night following training limitations are to be enforced:
   a. No vessel is to proceed inside the 5m contour when taking part in a search;

   b. When two vessels are involved in a search, separation between Units not to be less than 100m;

   c. When three vessels are involved in a search, separation between Units not to be less that 150m;

5. Weather conditions/ Wind strength are to be measured before and during the Trainex from Whitianga
6. If the wind conditions are approaching 25knts average at the sites, The Trainex controller will meet and discuss options and safety of vessels involved.
7. If wind conditions reach 30knts at either site, Trainex Control will suspend/ amend or cancel the Trainex as they see fit.
8. Masters of vessels involved must at all times maintain due diligence in respect of crew being exposed to harsh conditions and consider all of the factors involved as not to put crews in danger/ risk at any time.
9. These factors include, but are not limited to, Sea conditions, Wind, Rain and Swell.
10. Masters of vessels must include units fatigue management plans in deciding if they are suitably crewed for the expected training conditions.

11. Additional crew maybe required on-board as to properly manage this.
12. Additional Food/ water supplies must also be taken into account.
13. All skippers/owners, of any non CRV vessels used in the Trainex, must sign a disclaimer and if remaining on the vessel, should wear an "Observer" badge and remain separate to the Trainex, to enable them to monitor their own vessels safety.
14. In the event of a real time emergency that requires resources involved in the Trainex, D/O will call, "No Duff, No Duff, No Duff, Trainex suspended" and it will be!