

THIRTY-FOURTH MEETING OF THE AUSTRALIAN NATIONAL SEARCH AND RESCUE COUNCIL



13-15 October, 2010
Darwin, NT



Australian Government
Australian Maritime Safety Authority



34th National SAR Council Meeting

Darwin, Northern Territory

13-15 October 2010

Venue: Novotel on the Esplanade, Darwin, Northern Territory

The National Search and Rescue Council, comprised of representatives from AMSA, the Australian Defence Force, State, Territory and Federal Police as well as observers from New Zealand and the National Volunteer Marine Search and Rescue Committee held their 34th Annual Meeting in the Northern Territory, 13-15 October 2010.

These annual meetings are intended to foster consistent SAR arrangements and procedures amongst Australian SAR Authorities, i.e. AMSA, State and Territory police and the Australian Defence Force. In the main, representation included both senior officers and operational specialists. Such representation is much appreciated for the depth it brings to discussion. Tasmania was not represented.

Observers from the New Zealand SAR Council, the recently formed National Volunteer Marine SAR committee, and the Australian Federal Police's International Deployment Group added a useful range of expertise to the meeting.

The 2010 meeting was expertly hosted by the Northern Territory police in the tropical environment of Darwin during the early Wet Season. The 35th Meeting will be held in Adelaide in November 2011, with the South Australia Police coordinating.

Opening Remarks

The 34th National Search and Rescue conference was opened by Deputy Commissioner Shayne Maines. In welcoming all attendees to both the meeting and to the Northern Territory, he reflected on the challenges posed by the Northern Territory, and the tools that had evolved to cope with the geographical isolation, the distribution of populations and the reliance upon relationships and systems. He emphasised the importance of inter-agency cooperation, referencing the technology now available to police and SAR practitioners (such as Geographic Information Systems) and the roles that volunteers play in search and rescue.



In closing, Deputy Commissioner Maines announced the formation of the Northern Territory Volunteer Marine SAR unit and thanked the assembly for their time in travelling to Darwin to be part of the 34th Meeting of the National SAR Council.

Discussion

The meeting was structured into four sessions with similar subjects grouped together for discussion and an open forum session programmed for the Thursday morning. Twenty-eight papers were submitted for discussion, covering annual reports of activities and ongoing matters for consideration. The papers were posted to the National SAR Council website Members' Area for pre-session reading and all Working Papers are attached to this report.

The programmed subjects and wide experience of the Council led to robust discussion around a number of issues. Topics that drew particular interest and generated further avenues for the Council to follow included:

- perhaps the first ever composition of national SAR statistics, albeit still at a very basic level;
- the impact of mental health-related behaviour on the number and type of SAR incidents being experienced by the Police SAR Authorities and measures that might be considered in response;
- early indications of success in the Torres Strait Marine Safety Program with a suggestion to identify other regions that might benefit from similar programs;
- issues regarding completion of core competencies associated with the national Police SAR Managers' Course and succession plans for the police directing staff;
- the number and experiences of SAR authorities adopting SARMAP as their preferred GIS-based decision support system;
- a strategic planning session in which the Council identified potential future initiatives and selected higher priority items for action in the coming year;
- agreement that it is time to bring the existing SAR Intergovernmental Agreement (IGA) between the Commonwealth, States and Territories up to date; and
- developments in distress beacons, other electronic locating devices and satellite phones and the work being undertaken to monitor their emergence and impact.

Day 1

Commencing at 1.00pm Wednesday 13 October, the first session covered the jurisdictional reports of the SAR authorities. Working Papers 34-3-3 Jurisdictional Reports and their presentation to the Council meeting provide insight into the activities, achievements and lessons learnt from each of the authorities. Use of a newly developed template standardised the reporting process and assisted in demonstrating the similarities and contrasts in the challenges facing SAR practitioners.

Issues common to multiple jurisdictions included:

- Increase in dementia sufferers and searches for similarly affected persons;
- Improvements in liaison between the State SAR authorities;
- Improvements in communication with volunteer groups;
- Maintaining the availability of SAR professionals on hand to deal with incidents and the training required to ensure long term availability of suitably qualified personnel; and
- Technological change and the role this plays in SAR operations, e.g. SARMAP.

The State jurisdictional reports were unanimously agreed to be of great interest and value to the Council members. The template was noted as being of use in facilitating the compilation of annual reports and a further review will be conducted to tailor the format to suit the needs of the Council.

Action Item 34/1

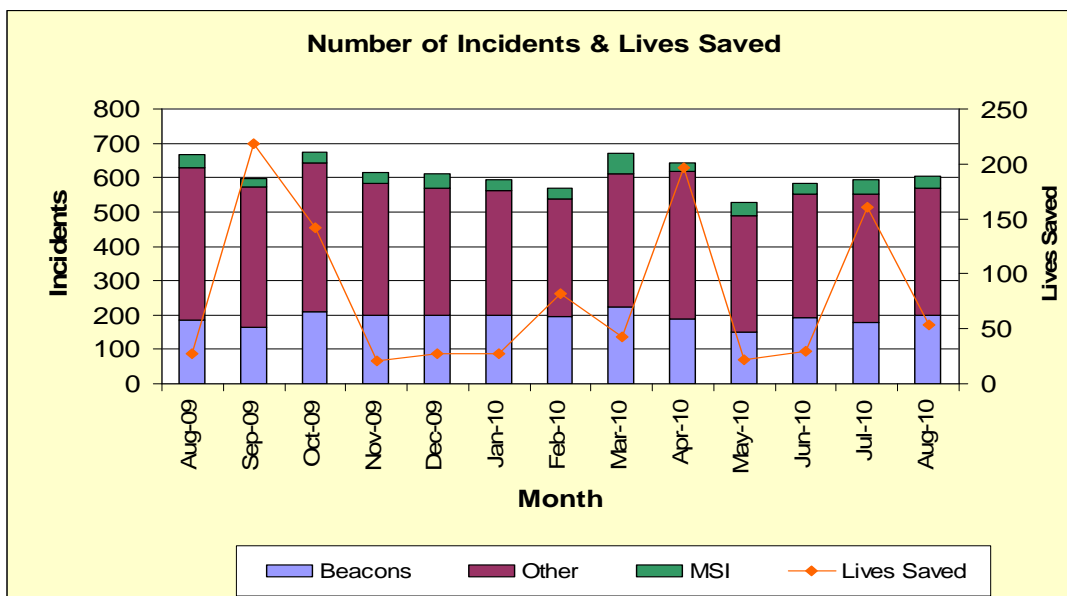
Ongoing review and development of the SAR Authority Reporting Template.

Action: Secretary

AMSA

John Young opened the discussion, highlighting upcoming regulatory reform and the ways that such change may affect the way the SAR authorities would do business. He led the Council through a review of the previous year, noting the increase in the number of Suspected Irregular Entry Vessel arrivals and the impact these vessels have had upon the SAR system. John also underscored the achievements of the Torres Strait Marine Safety Program, demonstrated by the decrease in incidents in the region.

Alan Lloyd presented the SAR operational activities for 09/10, drawing attention to the rate of effort throughout the search and rescue region and new technologies entering the field. He highlighted some of the key incidents, again noting the increase in arrival of Suspected Irregular Entry Vessels. He noted that these vessels, unlike others in a distress situation, can be unpredictable and can lack the capacity to self help. Alan commented on the emerging technologies and the need for those venturing into remote areas and out to sea to be adequately prepared.



The incidents prompted discussion regarding awareness in the community of safety issues, providing information on use of devices other than 406 MHz to summon assistance and how an interested person could become involved in search and rescue. The Council members agreed that the National SAR Council website could be expanded to make such information available.

Action Item 34/2

Additional information regarding Honours and Awards, volunteers and reference material to be added to the NATSAR Council website.

Action: Secretary

NORTHERN TERRITORY

Superintendent Mark Christopher began by echoing Deputy Commissioner Maines' welcome to the Northern Territory, underlining the challenges of life and operations in the Northern Territory. In presenting the Northern Territory's report, he commented on the progress in acquiring GIS tools and the requirements identified in the proposed purchase of a new response vessel. In summarising the major incidents, Superintendent Christopher noted the association with population growth and the expanding number of recreational explorers into rural areas.

QUEENSLAND

Queensland's State Water Police Coordinator **Superintendent Christopher Emzin** reported on the issues facing the Queensland SAR teams, noting the increase in incidents during tourist seasons due in part to inexperience and lack of preparedness. Chris noted that Queensland's purchase of SARMAP was seen as a highly positive step, enhancing the suite of tools available to the SAR officers. Chris and Jim Whitehead also observed that the Australian Volunteer Coast Guard had acquired Trackplus units for their vessels with encouraging results in providing positional information during operations.

WESTERN AUSTRALIA

Sergeant Peter Trivett, Fremantle Water Police noted the increase in the number of searches for persons affected by mental illness, whether those who were despondent and attempting self-harm or those suffering from Alzheimer's or dementia. Peter also noted the similarity that such persons have to those attempting to enter the country illegally; neither are in a position to assist themselves. Tailoring a response to the perceived level of risk that the person is under was seen as presenting significant challenges to the police commands in all states.

Peter reported on the continued presence of a group in the Fremantle area who have been responsible for a large number of hoax and malicious beacon activations and the efforts being made to raise awareness of effective safety practices. Education campaigns such as recent emphasis placed upon vessel skipper training has seen a welcome reduction in the number of incidents on the water.

Peter and Steve Hall made note of the increasing use of tools such as SARMAP, SPOT trackers, Trackplus and Aged Persons monitoring systems to provide vital information to police during incidents. The use of such systems was seen as having functions beneficial to those units preparing for the Commonwealth Heads of Government Meeting in October 2011.

NEW SOUTH WALES

Representing NSW, **Detective A/Superintendent James Johnson** from NSW Water Police and **Inspector Steve Gleeson** of the NSW Bomb Squad presented the papers from their respective commands. A reduction in the number of general incidents over the past year was noted, however, an increase in the number of rock fishermen swept away was an area of specific concern for NSW.

NSW police have been asked to provide a submission to the *Australia New Zealand Policing Advisory Agency* regarding the adoption of a common standard in Geographical Information Systems and the acquisition of a suitable Decision Support System such as SARMAP. Superintendent Johnson expressed his thanks to the SAR Council Secretariat for their efforts in achieving standardisation and advocating the acquisition of packages such as SARMAP.

The NSW representatives noted the increased emphasis on enforcement and education, with higher numbers of boat checks and random breathalyser checks being conducted in recent months. Such campaigns, coupled with the promotion of common sense measures during skipper training were seen as being effective in reinforcing safety on the water.

Emphasis on training and preparedness was also noted in the land environment. Inspector Gleeson provided an operational perspective, observing that the major incidents were occurring primarily in the Blue Mountains area. He also noted an increase in searches in the urban areas for those suffering from mental illnesses such as dementia and Alzheimers'.

Tony Hill reported on an initiative by the NSW Maritime Safety, conducting a risk assessment of the state's major waterways in order to determine the risks and hazards facing recreational users. Tony

noted that the report is still being compiled but it could be made available to those interested upon publication.

Action Item 34/3

Distribution to those interested of NSW's *Risk Assessment and Hazard Analysis of the State's waterways*.

Action: NSW

AUSTRALIAN FEDERAL POLICE

Sergeant Warren Williamson, SRS Water Police representing the Australian Capital Territory Police, reported on the acquisition of new police patrol vessels and equipment such as circular scanning sonar. Like other state reports, the AFP noted an increase in searches for those affected by mental illness in the bushland and urban areas.

The 34th Meeting marked the first attendance of a representative from International Deployment Group, **Federal Agent Neil Hall**. Neil outlined the roles and evolving capabilities of the Deployment Group, noting that frequently the AFP personnel are called upon to assist the local Rescue Coordination Centre. The stated goal to provide personnel to contribute to, rather than conduct SAR missions has identified the need for further training and qualification of some Deployment Group members. He noted issues experienced with equipment in the tropical environment of the South Pacific; especially the rapid deterioration of rubber components. The absence of repair facilities in the South Pacific also hampers response capabilities for both the AFP and local units.

Neil recounted other initiatives in the South Pacific region including the removal of crocodiles in the Solomon Islands, the introduction of a \$7million project in Indonesia for the purchase and outfitting of SAR response vessels and the sourcing of quotes from APASA for the purchase of SARMAP for use in the region.

The consolidation of training and qualifications for AFP's Deployment Group was seen as being an improvement that could be achieved through the Council members and an action item was assigned to relevant members.

Action Item 34/5

Foster SAR qualifications in the AFP's International Deployment Group personnel.

Action: AFP- IDG
Secretariat
Jim Whitehead

AUSTRALIAN DEFENCE FORCE

Flight Lieutenant Emily Petie provided a presentation on the Defence organisation and the types of SAR incidents to which military assets may be called upon to respond. The difference in character of SAR whilst under fire was noted by the members.

VICTORIA

Inspector Steve Guilmartin, OIC Water Police & Search and Rescue Squads, presented the report from Victoria, highlighting the increases in searches for those affected by mental illness; greater emphasis on training in the state and the updating of equipment including the remodelling of the Victoria Police Rescue Coordination Centre. The Victorian representatives noted that the nationwide increase in searches for those affected by mental illness presented an opportunity to develop best

practice nationally. This proposal met with widespread agreement and a Working Group was formed to look into the issues.

Action Item 34/6

Monitoring of SAR incidents due to those affected by Alzheimer's and mental illness. Creation of a Working Group to:

- Review the frequency and numbers of searches for persons whose state of mind places them at risk.
- Identify possible awareness messages to be passed to relevant parties.
- Incorporate into the LSOM and National SAR Manual relevant material regarding the handling of searches for those with Alzheimer's, intent on self harm or suffering other mental health conditions.

SOUTH AUSTRALIA

Inspector Craig Wall of the Special Tasks and Rescue Group, presented South Australia's State report, noting the development of statistics gathering and analysis and highlighting the growth in liaison with other states, specifically Victoria over the past year. Inspector Wall pointed to the increase in the number of incidents involving persons with mental illnesses, corresponding to the trend seen nationwide.

On completion of the SAR Authorities' presentations, John Young summarised the key points of discussion and noted that the rate of effort reported by the states indicated some trends that were worthy of further study. To this end, a Working Group was formed to examine the issues.

Action Item 34/4

Ongoing review of the NATSAR Council statistics collection process. To include:

- The identification of those categories to collect against
- Construct definitions of those categories as appropriate
- Identify a process of collection and independent analysis

Action: STATS WG

Jim Whitehead (QLD)
Barry Gibson (VIC)
Craig Wall (SA)
Peter Trivett (WA)

The Chairman thanked all the members for their contribution, before drawing the first day's session to a close.

Day 2

MORNING SESSION

On Thursday 14th, attention turned to activities of the State SAR Councils, the Torres Strait Marine Safety Program, a review of the gathered SAR statistics and a planning session to look at strategic objectives for the National SAR Council.

The State representatives provided reports of their respective state council meetings. Nationally, the opportunity for two-way discussion afforded by the State SAR Councils was seen as one of the key means of aiding cooperation between the intra-state agencies. Development of the units and shared training exercises were also noted as strengthening the police-volunteer organisation relationships nationwide.

Colin Barr of the Australian Maritime Safety Authority provided a report on the activities and achievements of the joint Australian Maritime Safety Authority-Marine Safety Queensland – Torres Strait Regional Authority project: the *Torres Strait Marine Safety Program*. Colin noted that the program was instigated with the lessons learnt from the loss of *Malu Sara* in October 2005 and was aimed at improving marine safety in the region, including those travelling from Papua New Guinea. The early indications of success, due in no small part to the combined efforts of Adrian Davidson (of AMSA) and Frank Thomson (of MSQ); can be found in the reduction of incidents in the region and a general increase in small boat safety observed in the Torres Strait.



Small boat safety training in the Torres Strait

Mark Christopher noted that the issues addressed in Torres Strait were also relevant to areas in the Northern Territory, providing the communities at Yirrkala and Maningrida as examples of education programs at work.

Neil Hall suggested there was an opportunity for the International Deployment Group to continue this program into other vulnerable areas in the south-west Pacific. Further investigation will be undertaken over the next year.

SEARCH AND RESCUE - STATISTICAL ANALYSIS AND CONSIDERATION

Amanda MacKinnell reported on Working Paper 34-5-3, *SAR Statistics – Analysis and Consideration*. This was a first attempt at gathering data on the rate of effort and the nature of those incidents that the SAR authorities had been called upon to respond to over the past five years. Amanda noted the correlation between the location and frequency of incidents and the population demographics around the country. Certain trends emerged as being worthy of further exploration and analysis, e.g. increase in frequency for those persons affected by mental illness, with Working Groups formed to consider these areas. These groups will also look at establishing a national best practice for assisting such persons and cataloguing lost person behaviours for inclusion in the *Land Search Operations Manual*.

PROPOSED REVIEW OF THE INTERGOVERNMENTAL AGREEMENT ON NATIONAL SEARCH AND RESCUE RESPONSE ARRANGEMENTS

Colin Barr opened the discussion regarding the IGA in the context of Working Paper 34-5-5, noting the natural evolution of the SAR system since the agreement was signed in 2004 and the misalignment between current practices and resourcing for SAR operations. Colin drew the members' attention to changes likely to be introduced as part of the National Standard for Commercial Vessels and associated regulatory reforms.

After some discussion, the Council agreed to the recommendations of the paper, specifically to undertake a review of the IGA over the coming year.

Action Item 34/7

Review of the Intergovernmental Agreement.

- Develop a review cycle of six years
- Review the current text for continued relevance, with attention to inclusion of
 - the introduction of the National Volunteer Marine SAR Committee
 - Legislation on Cross-border operations
 - Regulatory reform regarding commercial vessels

Action: AMSA

STRATEGIC WORKING GROUP

Prior to the meeting, members and senior officers in the command structure of each state were sent a copy of Working Paper 34-5-4 *National SAR Council – A Strategic Perspective* to prompt generation of ideas. The aim of the Strategic planning session was to identify potential future initiatives and select higher priority items for action over the next year.

John Young opened the session with a challenge to the members, tasking them with identifying the elements our SAR system does not have, and to find what comes next for SAR in Australia. Discussion was robust, with nine areas raised for further development and action items drawn up for the key aspects. One of the next steps for the SAR Council is to achieve consolidation of the goals and objectives into a five year action plan and work towards raising the profile of the SAR Council on a national level.

To report on the action items and the evolution of the five year plan, it was agreed that a teleconference would be conducted in the early stages of 2011.

Area of Interest	Development Processes	Actions
Emerging Technologies (eg. SPOT)	Noted as being an area that changes quickly, with little understanding of the capabilities and limitations of such devices amongst the general public.	34/8 Investigation of a system of recognition of Safety and Distress communication devices by the National SAR Council. <ul style="list-style-type: none"> • Identification of suitable devices and a testing methodology • Legal implications of such endorsements • Recognition and Branding concepts for development.
		34/9 Monitoring of Emerging Technologies in the SAR community. Construction of a baseline of devices that interact with the SAR System and provide information to the wider community through the NATSAR website and other means appropriate
Strategies to reduce demand	Individual states and territories are continuing their respective safety programmes	
Training Regime	Training was seen as an area that would benefit from a shift to a national approach, with sharing of intellectual property between states highlighted.	34/10 Training Continuum – review and redevelopment. Establish a review of the current training on offer and develop a National Standard for qualifications and Redevelopment of the SARMC course
		34/11 Letter to the Australia New Zealand Policing Advisory Agency regarding the improvement opportunities that a national standard in training would present to the SAR community.
Gap Analysis	These items were seen as being interlinked with the need to capture information from incidents and exercises. Issues such as cessation of incidents, establishing facilities for “no – blame” sharing of lessons learnt and a library of post-incident debriefs	34/12 Development of a system of Continuous Improvement, with lessons learnt and areas for opportunity to be posted to the NATSAR website or other method of distribution. <ul style="list-style-type: none"> • Template for reporting in the NATSARMAN • Search Cessation Procedure development • Compilation of a template and recording of Post Incident debriefs
Continuous Review Process		
Independent Review Process		
Lessons Learnt Database		
Fostering of relationship with NVMSARC	This was seen as being an area to address once the NVMSARC had fully established itself as a working body. Reciprocal invitations to observe the respective meetings have already proven to be of benefit to both groups.	
Engagement with Emergency Management Australia for Mass Casualty exercises	Time limitations prevented an in-depth exploration of this issue; however Phil Lane from Western Australia’s Emergency Management and Counter Terrorism Division offered some insight into approaches that could be made.	

Time constraints drew the morning session to a close at 12.30; all members agreed that there was demonstrable value in such planning sessions and that setting time aside at future meetings for similar strategic thinking sessions would be welcomed.

Afternoon Session

To open the afternoon session, **Craig Condon** of AMSA and **Peter Trivett** of Western Australia Police presented a case study of the incident involving a solo round the world venture. This incident highlighted international cooperation in the Southern Ocean with Australian and French assets participating in the search and rescue. Alan Lloyd highlighted the readiness with which QANTAS and the Australian government supported response to the incident. Rapid dispatch of an Airbus to assist in the incident clearly demonstrates the commitment of the Australian Government to SAR efforts in our region. To add to the presentation, **Carly Lusk** provided insight into the global media interest into the incident and other similar emergency situations. **John Young** noted the international letters of thanks and commendation that AMSA and the Australian SAR system received for their combined efforts in locating and supporting the yachtswoman during the situation.

REPORTS OF NATIONAL AND INTERNATIONAL SAR COMMITTEES

NEW ZEALAND

The afternoon session provided the opportunity for reports by the representatives from New Zealand and the National Volunteer Marine Search and Rescue Committee. **Carl van der Meulen** representing the *NZ Search and Rescue Council* provided an operational summary of SAR in New Zealand. Carl highlighted a number of similarities in the rate and nature of incidents in the past year, especially when the person in distress was suffering from a mental illness. Carl also provided details of SAR-related courses noting that opportunities exist for Australian SAR professionals to attend.

NATIONAL VOLUNTEER MARINE SEARCH AND RESCUE COMMITTEE

Commissioner Glenn Finniss, Marine Rescue New South Wales, was invited to attend the meeting in his role as Chairman of the newly formed *National Volunteer Marine Search and Rescue Committee*. Glenn provided a history of the committee and reported on the membership, development of Terms of Reference and some future plans. **John Young** noted the essential role that volunteers play in ensuring the safety of the Australian community and thanked Glenn for his sterling efforts in guiding the development of a national body.

AUSTRALIAN SEARCH AND RESCUE CONSULTATIVE FORUM

Amanda MacKinnell presented the report of the *Australian Search and Rescue Consultative Forum* (Working Paper 34-5-1) outlining the purpose and achievements of the forum for those new members of the SAR Council. Amanda drew the members' attention to the mutual benefits of the relationships established through the Consultative Forum, highlighting the engagement between AMSA and *Yachting Australia* in the lead up to the annual Sydney-to-Hobart Category One yacht race.

IMPROVING LAND SAFETY AWARENESS

The promotion of safety awareness in the land environment was issued as a challenge to **John Young** in his role as General Manager Emergency Response Division in 2010. Speaking to Working Paper 34-5-2, John reported on a meeting hosted by Victoria's Water Police unit at Williamstown in June 2010. John recounted the driving factors behind the meeting, the process of identifying the participants and the outcomes of the meeting.

The original intent of the meeting was to promote the carriage of personal locator beacons by those who engage in recreational activities that may carry them into remote areas. During discussions

with representatives from New South Wales, Victoria and Tasmania police and National Parks, it became apparent that the usage of distress beacons was a subset of the issues involved in promoting safety.

John pointed to the actions arising from the June meeting, highlighting the development of partnerships between members and the formulation of a unified approach to safety messages, trip notification forms; and greater engagement with stakeholder groups such as *Bushwalking Australia* and the National Parks Authorities in each state.

SEARCH AND RESCUE TRAINING IN AUSTRALIA

Craig Condon talked to Working Paper 34-8-1, a report of SAR training conducted during the 2010 training year. Craig noted the five courses conducted at AMSA's Search and Rescue School, and highlighted the rate of effort that these courses represented in their preparation and conduct.

Craig drew the members' attention to one of the outcomes from the Instructors' Workshop, held on completion of the 21st National Police SAR Managers' Course; that the course was in need of external validation.

This message was reinforced in Working Paper 34-8-2, 21st *National Police SAR Managers' Course Minutes of Debrief*, presented by **Jim Whitehead**. Jim highlighted the value the directing staff found in meeting prior to the commencement of the course. This opportunity was noted as being a worthwhile period of preparation and Jim echoed the sentiments of other directing staff that a period dedicated to the review of the National Police SAR Managers' Course would deliver direct benefits to students and their parent organisations. Jim presented upgrade proposals in Working Paper 34-8-3, requesting support from the Council in facilitating the review process.

John Young thanked Jim Whitehead for his ongoing efforts in conducting the SAR Managers' Course and seeking continual improvement.

Discussion regarding the proposed pre-course seminar and review process covered a range of areas including the need to confirm the Course Director through until 2012, restructuring of course content to reflect national practices and reinforcing the completion of the Core correspondence units. Non-completion of these competencies was observed to be a weakness in the national training scheme, with future implications for recognising the qualifications of SAR professionals across the country. Strategies to overcome this and other issues were raised and two action items agreed.

ACTION ITEM 34/13 Search And Rescue Mission Coordinators Training Course, validation and review. To include:

- Review of the units of competency
- Identification of Measures that can be undertaken to enhance the completion of the SARMC Course
- Identification of Directing staff continuum

ACTION:

Jim Whitehead (QLD)
 Michael Wear (WA)
 Vic Velthuis (VIC)
 Murray Brissett
 (AMSA)
 Susan Hull (AMSA)

ACTION ITEM 34/14 Coordination of SARMC Directing Staff pre-course seminar. To include:

- Identification of a suitable time and venue for conduct of the seminar
- Production of a scoping document to determine the areas of improvement and actions to be undertaken during the seminar
- Conduct of the Pre-course Seminar in February 2011

ACTION:

Jim Whitehead (QLD)
Amanda MacKinnell
(AMSA)
Murray Brissett
(AMSA)
Susan Hull (AMSA)

On completion of the discussion, the Chairman thanked all presenters for their endeavours, both at the meeting and in support of the SAR system. Before closing the meeting for the day, John Young invited the members and their guests to the National SAR Council's Annual Dinner, hosted by the officers of the Northern Territory Police Service.

A central part of the Annual Dinner is the presentation of the Australian Search and Rescue Award. The recipients for 2010, Bob Kent and David Dodge both of Esperance, Western Australia accompanied by friends and family were invited by the National SAR Council members to attend the dinner and to participate in familiarisation tours during their stay.

Day Three

Friday 15th October saw the final session of presentations and discussion with the afternoon available to the members to visit SAR units in the Northern Territory where travel arrangements permitted.

Colin Barr led the presentations for the morning, providing an update on distress beacon usage in Australia (Working Paper 34-7-1). Colin noted the seasonal nature of registration and the workload generated by the sticker renewal process. Use of personal locator beacons is relatively widespread in Australia with the general public recognising the benefits of GPS enabled distress beacons. Of ongoing concern is the issue regarding unregistered beacons, with approximately 30% of beacons remaining unregistered. This lapse places the beacon's owner at risk of not being located in an emergency. Colin called upon police to assist in enforcing beacon registration during ramp checks.



Colin also introduced the Medium Earth Orbit Search and Rescue Satellite system, citing it as the next generation in the evolution of the Cospas-Sarsat network. Discussions are ongoing with an Experts Working Group meeting in the United States to identify desired features and requirements of next-generation beacons.

Amanda MacKinnell presented Working Paper 34-7-2 *Emerging Technologies*, reporting on those devices being utilised for tracking and distress alerting in the Australian search and rescue region. Amanda noted the emphasis that Australians place on social networking and willingness to adopt new technology. **Alan Lloyd** noted the challenge to AMSA and the SAR Authorities was to ensure that any alert raised by one of these devices enters the SAR system at an appropriate level where a response can be formed in a timely and effective manner. **Carl van de Meulen** advertised the upcoming New Zealand SAR Technology Challenge workshop, extending the invitation for Amanda to speak at the workshop in December.

The members noted the widespread use of these devices and noted the use by the Victorian police of the SPOT devices in the field. The Chairman thanked Colin and Amanda for their papers and volunteered Amanda's presence in New Zealand.

SAR MANUAL AMENDMENTS – ACCEPTANCE

To maintain the currency of the *National* and *Land Search Operations Manuals*, a process of annual review is conducted by personnel from the Australian Maritime Safety Authority, the Australian Defence Force and state and territory police. **Amanda Mackinnell** presented Working Papers 34-6 - 3, 6-4 and 6-5, noting the rationale behind certain changes, such as the education processes ongoing in Defence with regards to SAR responsibilities and practices and the undertaking to eliminate reference to material (such as diagrams) more than five years old. A conceptual change to the manual was the division of the existing Introduction into two separate documents, streamlining the intent of the *Manual* and clarifying certain procedures. As some elements of the proposed changes required consideration before acceptance, it was resolved that the subject chapters would be posted to the Members' Area of the National SAR Council website for consideration.

Amanda extended particular thanks to Craig Condon for leading the Rescue Coordination Centre Watch teams in conducting the extensive review of the *National SAR Manual*.

ACTION ITEM 34/15

Distribution of certain sections of the NATSAR Manual for comment before acceptance of changes

- Foreword
- Introduction
- Chapter 5
- Chapter 9
- Appendix A

ACTION:
Secretariat

COMMONALITY IN GEOGRAPHIC INFORMATION SYSTEMS

Promoting a national standard for the use of Geographic Information Systems (GIS) was an endeavour initiated during the 32nd and 33rd meetings of the SAR Council, following a review led by Sergeant Velthuis of the Victoria Police. The National SAR Council Chairman wrote to the *Australia New Zealand Policing Advisory Agency* advocating the adoption of a national standard and noting that

“Some states already have SARMAP in place with demonstrable enhancements to the SAR system. The Council therefore recommends the adoption of an Australia-wide standard for police Geographical Information Systems, noting that SARMAP appears to satisfy the identified common requirements. To the extent that individual State / Territory police procurement processes permit, standardisation on SARMAP would be a viable strategy to achieve GIS commonality and interoperability.”

Letter to the Director,
ANZPAA
dated 19 March 2010

The agency initiated a study into the benefits of adopting a national standard, and prompted those states that had not yet implemented a GIS system to look into the purchase of SARMAP or a similar system. New South Wales and the Northern Territory both noted that the procurement process was underway for GIS systems.

John Young summarized the discussion, noting the growth in technology and applications used to support police and search and rescue agencies in the field; emphasising the specific benefits as well as introducing new challenges. John reiterated the offer of support from the Secretariat and AMSA to assist in the acquisition process for those states yet to employ GIS technology.

SARMAP IN USE BY THE VICTORIA POLICE.

Senior Sergeant Steve Towers of the Williamstown Water Police unit provided a demonstration of SARMAP in use during a search for a missing person in Port Phillip Bay. The ease of predicting movement of drifting objects and the use of SARMAP as a search planning tool was exhibited in short video clips. This demonstration of SARMAP in the field reinforced the value of Geographical Information Systems in supporting search and rescue.

Summation

At this meeting the Council reflected upon incremental changes of recent years, in the conduct of SAR operations, in the technology available for SAR and in those environmental factors beyond the control of the SAR system which must be accommodated. The drivers of SAR in Australia, whether through industry or recreational activity could be seen in the statistics presented for consideration, especially the demand placed on Police SAR by “wanderers” affected by mental illness.

Our strategic planning session identified issues for the SAR Council to address through community education and training for SAR operators. Agreement to update the IGA in line with developments in technology, regulation and contemporary operational practices in our highly cooperative Australian SAR environment is timely.

The Chairman took the opportunity to thank all those who participate in and assist the SAR system in Australia, whether operationally or in support of the system. The annual meeting of the National Search and Rescue Council represents an invaluable opportunity for the SAR Authorities to discuss and progress SAR practices, compare and consider emerging technologies and to take the opportunity to share their experiences.

The meeting was declared closed at 13.00 on Friday 15 October, and the South Australian representative, Inspector Craig Wall invited the Council members to attend the 35th Council Meeting in Adelaide, in November 2011.

During the afternoon of Friday 15th October, some Council members received a briefing on AMSA’s Darwin-based Dornier dedicated SAR aircraft followed by a familiarisation flight. AMSA finds such activities to be useful in making senior police officers aware of the capabilities of these aircraft for SAR and other emergency response operations. Observing that Mr Kent has already worked with the Perth-based Dornier in SAR operations and might well do so again; he and Mr Dodge were also invited to attend.

Summary of Actions Arising

The following Action Items were agreed and were assigned as follows:

34/1	Ongoing review and development of the SAR Authority Reporting Template.	Secretary	June 2011
34/2	Website Resources Greater information regarding Honours and Awards, volunteers and reference material	Secretary	February 2011
34/3	Distribution to those interested of NSW's Risk Assessment and Hazard Analysis of the State's waterways. Note: This document is still in draft and will be released once approval for distribution has been granted.	NSW Police	As appropriate
34/4	Ongoing review of the NATSAR Council statistics collection process. To include: <ul style="list-style-type: none"> the identification of those categories to collect against Construct definitions of those categories as appropriate Identify a process of collection and independent analysis 	STATS WG Jim Whitehead (QLD) Barry Gibson (VIC) Craig Wall (SA) Peter Trivett (WA)	June 2011 to permit collection for NATSAR 35
34/5	Foster SAR qualifications in the AFP's International Deployment Group personnel	Neil Hall Secretariat Jim Whitehead (QLD)	June 2011



34/6	<p>Monitoring of SAR incidents due to those affected by Alzheimer’s and mental illness – Working Group</p> <ul style="list-style-type: none"> • To review the frequency and numbers of searches for persons whose state of mind places them at risk. • To identify possible awareness messages to be passed to relevant parties. • Incorporation into the LSOM and National SAR Manual relevant material regarding the handling of searches for those with Alzheimer’s, intent of self harm or other mental health conditions. 	<p>Health Issues WG</p> <p>Jim Whitehead (QLD) Steve Guilmartin(VIC) Barry Gibson (VIC) Craig Wall (SA) Peter Trivett (WA) Michael Smith (NSW) Warren Williamson (ACT) Carl van der Meulen (NZ)</p>	Ongoing
34/7	<p>Review of the Intergovernmental Agreement between the States regarding SAR responsibilities.</p> <ul style="list-style-type: none"> • Develop a review cycle of six years • Review the current text for inclusion of <ul style="list-style-type: none"> • the introduction of the National Volunteer Marine SAR Committee • Legislation on Cross-border operations • Regulatory reform regarding commercial vessels • The shift towards “best placed to respond” concept of operations. 	Secretariat	NATSAR 35

34/8	<p>Investigation of a system of recognition of Safety and Distress communication devices by the National SAR Council.</p> <ul style="list-style-type: none"> • Identification of suitable devices and a testing methodology • Legal implications of such endorsements • Recognition and Branding concepts for development 	AMSA	June 2011
34/9	<p>Monitoring of Emerging Technologies in the SAR community</p> <ul style="list-style-type: none"> • Construct a baseline of devices that interact with the SAR System • Review these devices and provide information to the wider community through the NATSAR website and other means appropriate 	AMSA	June 2011
34/10	<p>Training Continuum – review and redevelopment</p> <ul style="list-style-type: none"> • Establish a review of the current training on offer and develop a National Standard • Redevelopment of the SARMC course 	<p>Jim Whitehead (QLD) Glenn McPhee (NT) Craig Wall (SA)</p>	May 2011
34/11	<p>Letter to the Australia New Zealand Policing Advisory Agency regarding the improvement opportunities that a national standard in training would present to the SAR community.</p>	<p>Secretariat Jim Whitehead (QLD)</p>	February 2011

34/12	<p>Development of a system of Continuous Improvement, with lessons learnt and areas for opportunity to be posted to the NATSAR website or other method of distribution.</p> <ul style="list-style-type: none"> • Template for reporting in the NATSARMAN • Search Cessation Procedure development • Compilation of a template and recording of Post Incident debriefs 	<p>Al Lloyd (AMSA) Stephen Lang (ADF) Warren Williamson (ACT)</p>	April 2011
34/13	<p>Search And Rescue Mission Coordinators Training Course</p> <ul style="list-style-type: none"> • Review of the units of competency • Identification of Measures that can be undertaken to enhance the completion of the SARMC Course • Identification of Directing staff continuum 	<p>Jim Whitehead (QLD) Michael Wear (WA) Vic Velthuis (VIC) Murray Brissett (AMSA) Susan Hull (AMSA)</p>	
34/14	<p>Coordination of SARMC Directing Staff pre-course seminar</p> <ul style="list-style-type: none"> • Identification of a suitable time and venue for conduct of the seminar • Production of a Scoping document to determine the areas of improvement and actions to be undertaken during the seminar • Conduct of the Pre-course Seminar in February 2011 	<p>Jim Whitehead (QLD) Amanda MacKinnell (AMSA) Murray Brissett (AMSA) Susan Hull (AMSA)</p>	December 2011
34/15	<p>Distribution of certain sections of the NATSAR Manual for comment before acceptance of changes</p> <ul style="list-style-type: none"> • Foreword • Introduction • Chapter 5 • Chapter 9 • Appendix A 	Secretary	November 2011
34/16	Coordination of NATSAR 35 – to be hosted by the South Australian Police	SA	November 2011

National Search and Rescue Award 2010

Heroism is not only in the man, but in the occasion.

Calvin Coolidge



Nominations for the Australian Search and Rescue Award are considered annually by the National Search and Rescue Council. The award is made to recognise 'Outstanding contributions to search and rescue' within the Australian region. The council, which is comprised of representatives of the Australian Maritime Safety Authority, the Australian Defence Force, and all of the State and Territory Police Services and Australian Federal Police, select the recipient from nominations made from around Australia.

Past recipients of this prestigious award include aero-medical helicopter crews, and members of the State Police forces who have demonstrated outstanding leadership and commitment in their field. Acts of courage by individuals and rescues of fellow sailors in distress have also been recognised by this Award. The nominees proposed have all made a significant contribution to Australia's search and rescue ability or to the saving of a human life. The Council does not present the award every year, since there are not always nominations considered worthy of such recognition. Among the nominees for 2010 were:

- **David Oliver** - Heli-charters Cairns & **Constable Ryan Harmer** - Mt Isa Police Station, Queensland Police. On Good Friday (2 April 2010) rising floodwaters stranded the Dollard family on their property, communications and power were cut and Mr and Mrs Dollard were unable to reach dry land. Constable Harmer provided detailed support to both the Dollards and their extended family throughout the incident, as well as coordinating two helicopters to rescue Mr and Mrs Dollard. Mr Oliver was the pilot tasked to rescue the Dollards and due to the extensive flooding, was forced to land firstly on the workshop roof to recover Mr Dollard and then onto the roof of the house to collect Mrs Dollard.
- **Crew Members of John Waddams, Australian Volunteer Coast Guard - Noosa.** Four members of the AVCG Noosa vessel *John Waddams* were involved in the rescue and recovery of the yacht *Ausmaid* on 2 April 2009 in heavy weather conditions.
- **Peter John Graham** of VMR Weipa. Peter is a founding member of the VMR, and has been president and unit training officer for over 10 years. He has been associated with the Gulf of Carpentaria VMR groups for over 12 years and has been instrumental in mentoring and training both his own crews and remote units, often at his own expense. Over the past 15 years, Peter Graham has raised over \$250,000 through raffles and events for the benefit of VMR Weipa and its members.
- **Surf Life Saving - Queensland - Westpac Lifesaver Rescue Helo.** The Westpac Lifesaver Rescue Helicopter patrols the South-East Queensland coast and carries out beach patrols, shark warnings, preventative actions, missing person searches and rescues in the water and on the beach. The Westpac Lifesaver Rescue Helicopter service is also used for emergency response, sea searches and winches away from the beach. This service is regularly tasked by other emergency services including the Police, Ambulance and Fire Services.
- **New South Wales Police Aviation Support Branch.** The Police Air Wing has provided support to police during many operations and to the community in often difficult and dangerous emergency situations for over 30 years. Now known as the Police Aviation Support Branch, the unit has an integral role in the policing strategies of the New South Wales Police Force. The branch operates a fleet of four helicopters including a Kawasaki BK-117 in partnership with NSW Fire Brigades in order to respond to major incidents such as Hazmat, Urban Search and Rescue and Bush Fire & Hazard operations.
- **Torquay Marine Rescue Service - Boat and Jetski Crew.** Four members of Torquay Marine Rescue nominated for the rescue of a fisherman whose vessel had overturned in poor weather conditions on 7 February 2009 (Black Saturday).
- **Surf Life Saving - NSW.** In January 2008, Surf Lifesaving NSW, having noted that there had been incidents where lives may have been placed at risk due to issues with communication, initiated a "Surf



Rescue Emergency Response System" state-wide. This system saw the development and implementation of an on-call volunteer duty officer system which ensures a 24/7 contact point for the tasking of surf rescue resources year round.

- **Emergency Rescue Helicopter Service (WA)** CHC Helicopters Australia & St John's Ambulance Western Australia provide equipment and manning for a Bell 412 EP aircraft located at Jandakot airport. The service is under contract to the Fire and Emergency Services Authority of Western Australia (FESA) and supported by the WA Royal Automotive Club (RAC). The service prides itself on its 15 minute call out record and high availability when completing over 400 missions a year.

Presentation of the Award

Presentation of the Australian Search and Rescue Award is traditionally made as part of the Annual SAR Council meeting. The recipients of the Award were invited to Darwin to attend the Council dinner on Thursday, 14 October. The chairman, John Young, commended the field of nominees, garnered from a wide range of endeavours, on their efforts and achievements. During the Award speech, he noted in particular the dedication to service, achievements in providing and improving rescue services and the key roles that these individuals and organisations play in ensuring the safety of life in Australia.

In considering the nominees, the Council members wished to recognise and commend the efforts of Mr Alan Mouatt of TAKAD Services, Queensland. Mr Mouatt has assisted in over 30 beacon-related incidents, providing homing services essential in locating distress beacons activated in tips, vehicles and other non-emergency circumstances. His commitment to identifying transmitting beacons has seen him devote extended periods to searching for beacons, including through rubbish tips. Alan Mouatt is also well known for having once tracked a malfunctioning EPIRB for over 40 hours, a large proportion of that time on foot.

A Certificate of Commendation from the National SAR Council will be presented to Mr Mouatt on a suitable occasion.

Deputy Commissioner Maynes was called upon to present the Australian SAR Award for 2010 to Mr Bob Kent and Mr David Dodge, both of Esperance, Western Australia. Bob Kent is the owner and pilot of Esperance Helitours Helicopters, and David, a local SES volunteer, assisted in the rescue of two people off the coast of Esperance in August 2009. The two men (Dan and Mark Scullin) were thrown into the water approximately two kilometres offshore when a king wave capsized their boat. Bob and David were tasked by AMSA's Rescue Coordination Centre to provide assistance after the Scullins' 406 MHZ distress beacon was detected. The Scullins, kindly assisted by the Fremantle Water Police, provided a video testimony to play during the evening.

In choosing Bob and David as the winners of the 2010 award, the National Search and Rescue Council acknowledged the exceptional achievement of the men, and sought to recognise the local SES volunteers, boat crews and ambulance service for their assistance in the rescue of those in distress.



*Bob Kent and David Dodge – recipients of the 2010 SAR Award
With John Young, Chairman of the National SAR Council (left)
and Deputy Commissioner Maynes of the Northern Territory Police.*



AGENDA

NATSAR 34/1/1

Date: 5 October 2010

Originator: Secretariat

34th National SAR Council Meeting Darwin, NT 13-15 October 2010

Venue: Novotel on the Esplanade, Darwin, NT
Dress: Tropical Business

Agenda

Item 1 Approval of Agenda

WP 34-1-1	Agenda	Secretariat
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Any additional items will be called for tabling and discussion.

WP 34-1-2	Programme	Secretariat
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Discussion of timings for the sessions.

Item 2 Secretary's Report

WP 34-2-1	Secretary's Report	Secretariat
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Discussion of actions arising from previous meeting.

Item 3 SAR Operations

WP 34-3-1 1-10	SAR Authority Reports	All
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Delegates are to provide a brief summary of incidents from the preceding financial year to the Council. Briefs should include a note that could be included with the minutes of the meeting and should also include a description of the definitions that have been used. Jurisdictions can take this opportunity to report briefly on other operational issues.

WP 34-3-2	State SAR Councils	All
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States that have convened jurisdictional SAR Councils or committees to report on meetings held since last Council meeting.



WP 34-3-3	Case Study of an Incident: <i>Wild Eyes</i>	Secretariat / WA
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Lessons learnt from the incident involving Abby Sutherland and the loss of the yacht Wild Eyes.

WP 34-3-4	New Zealand SAR System Report	NZ
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Presentations on the activities and achievements of the New Zealand SAR System.

Item 4 SAR Applications and Infrastructure

WP 34-4-1	Commonality of GIS for Australian SAR Authorities	VIC
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An update on the adoption of a national common standard in GIS.

WP 34-4-2	Torres Strait Marine Safety Programme	NZ
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In September 2009 AMSA decided to establish a presence at Thursday Island in the Torres Strait for a two year trial period. This paper updates on the establishment of the Community Liaison Officer (Maritime Safety) and ongoing activities.

Item 5 National SAR Council Initiatives

WP 34-5-1	Report of the Australian Consultative Forum 2010	Secretariat
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The AusSAR Consultative Forum is made up of representatives from industry and recreational peak bodies who are users of SAR services and some of whom are often involved in search and rescue. Last Meeting was held at AMSA 31 March 2010.

WP 34-5-2	Improving Land Safety Awareness Report of Meeting 12 July 2010	Secretariat
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Improving community awareness of safety when undertaking recreational activities in the land environment.

WP 34-5-3	SAR Statistics – Analysis and Consideration	Secretariat
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The collection and analysis of the activities of the SAR system is necessary to provide an accurate picture of rate of effort and to assist in resource planning.

WP 34-5-4	National SAR Council – A Strategic Perspective	Secretariat
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The national SAR system performs a range of essential services through collaborative efforts of the national, state and territory authorities. This national initiative requires periodic review to identify areas for cultivation in order to maintain parity with changing demands. This paper is tabled to stimulate thinking regarding the needs and focus of future review processes. Members are invited to submit suggestions to the Secretary in advance of the meeting to further facilitate discussion.

WP 34-5-5	National SAR System – IGA Review	Secretariat
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A proposal to review the Intergovernmental Agreement on National SAR Response Arrangements, in the light of developments since 2004.

Item 6 Council Administration

WP 34-6-1	Report of the National Volunteer Marine SAR Committee	Secretariat
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WP 34-6-2	Land SAR Operations Manual amendments	QLD
WP 34-6-3	ADF National SAR Manual Amendments DI(G) ADF Search and Rescue Operations – Command and Control Arrangements	ADF
WP 34-6-4	National SAR Manual Amendments Foreword Introduction	Secretariat
WP 34-6-5	Proposed Inclusion to the NATSARMAN	WA

Conceptual and editorial changes submitted for approval and acceptance by the Council.

Item 7 Distress and Safety Communications

WP 34-7-1	406 MHz Distress Beacon Issues -Update	Secretariat
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The major distress beacon issues following the cessation of 121.5 MHz satellite alerting services and legislation mandating the carriage of 406 MHz beacons.

WP 34-7-2	Emerging Technologies – SEND and Tracking Devices	Secretariat
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A paper discussing the growing population and use of devices operating on commercial satellite systems rather than COSPAS-SARSAT, advertised to be for use in Distress situations.

Item 8 Training

WP 34-8-1	SAR Training Report 2010	SAR School
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This presentation will provide a brief of AMSA's SAR School activities over the past year and an overview of the intended training programme for CY 2009 -2010.

WP 34-8-2	21 st National Police SAR Managers' Course	QLD
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This report discusses the most recent course with discussion points and learning outcomes arising from the 21st Police SAR Manager's course.

WP 34-8-3	National Police SAR Managers' Course – Upgrade Proposal	QLD
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A need has been identified to bring together all SARMC Directing Staff prior to commencing the course in order to discuss the changes to be introduced.

Item 9 Other Business

As announced.

34th National SAR Council Meeting

Darwin, NT
13 -15 October 2010

Attendees



Australian Government

Australian Maritime Safety Authority

John Young, General Manager, Emergency Response Division (Chairman)
Amanda MacKinnell, SAR Policy Adviser (Secretary)
Colin Barr, Manager, Planning & Business Support
Alan Lloyd, Operations Manager
Craig Condon, Rescue Coordination Chief
Carly Lusk, Media Liaison Officer



WESTERN AUSTRALIA POLICE

Phillip Lane, Senior Policy Officer, Emergency Management and Counter Terrorism Division
Sergeant Peter Trivett, Fremantle Water Police
Sergeant Steve Hall, Western Australia Police Operations



NORTHERN TERRITORY POLICE

Deputy Commissioner Shayne Maines
Superintendent Mark Christopher, Territory Support Division
Sergeant Glenn McPhee, Territory Support Division
Ms Bianca Doyle, Administrative Support



QUEENSLAND POLICE

Superintendent Christopher Emzin, State Water Police Coordinator
Senior Sergeant Jim Whitehead, QLD Water Police



NEW SOUTH WALES POLICE

Detective A/Superintendent James Johnson NSW Water Police
Inspector Steve Gleeson, NSW Bomb Squad
Sergeant Michael Smith, NSW Bomb Squad
Sergeant Tony Hill, NSW Water Police



VICTORIA

Superintendent John Toder, OIC Specialist Response Division
Inspector Steve Guilmartin, OIC Water Police & Search and Rescue Squads
Senior Sergeant Barry Gibson, OIC - Search and Rescue Squad
Senior Sergeant Steve Towers, Team Leader Water Police





AUSTRALIAN FEDERAL POLICE

Sergeant Warren Williamson, SRS Water Police
Federal Agent Neil Hall, International Deployment Group

Tasmania



No representative from Tasmania was able to attend.

SOUTH AUSTRALIA



Inspector Craig Wall, STAR Group

AUSTRALIAN DEFENCE FORCE



Wing Commander Stephen Lang, Deputy Director Joint Control Centre
Flight Lieutenant Emily Petie, Staff Officer Joint Personnel Recovery Officer



NEW ZEALAND

Carl Van Der Meulen, Senior Advisor NZ Search and Rescue Secretariat



NATIONAL VOLUNTEER MARINE SAR COMMITTEE

Commissioner Glenn Finnis, Marine Rescue New South Wales



NATIONAL SAR COUNCIL

Report of Secretariat

NATSAR 34-2-1

Date: 30 September 2010

Originator: Secretariat

Summary

Executive Summary	Actions Arising
Action to be taken	For Information and Discussion.
Related Documents	Report of 33 rd Meeting of the National Search and Rescue Council, Rottneest WA 12-13 November 2009

Background

1. Actions arising from the 33rd meeting and activities undertaken by the Secretary on behalf of the SAR Council.

Actions Arising

The following Action Items were agreed and were assigned as follows:

1. [Design of a Template for State jurisdiction Reports](#) – To incorporate land SAR and provide a common reporting field for use at NATSARCON.

ACTION : Secretary

DUE: June 10

Completed and in use. This will remain an ongoing item to capture the best annual snapshot of the SAR system.

2. [Review and Redevelopment of the State SAR Statistics capture form.](#)

ACTION : Secretary

DUE: December 09

Statistics were folded into the State Template for 2010 with an encouraging response. The Working Group will continue looking for the best method of capturing statistics. Ongoing.



- Capture, analysis and promulgation on a quarterly basis of the rate of effort of the SAR Authorities.

ACTION : Secretary

DUE: January 10

Ongoing, noting the evolution of the SAR Statistics form based on what is currently available and identified of being of interest to the wider SAR community.

- Letter to be sent to the State Commissioners regarding the Council's position on WP 33-3-2 – Distress Beacon Response Post 2011

ACTION : Chairman

DUE: December 09

Sent for consideration at the National Commissioners' Meeting in April 2010, awaiting a response from ANZPAA

- Letter from the National SAR Council to the Safety Authorities regarding Safety Issues and messages i.e. the advocating of GPS distress beacons.

ACTION : Chairman

DUE: January 10

Completed. AMSA has directed attention towards wide placement of safety messages and undertaking marine safety initiatives -such as purchase of GPS capable distress beacons for the Torres Strait Region.

- Redevelopment of the NATSAR Website to provide greater information and functionality.

ACTION : Secretary

DUE: June 10

Ongoing – Awaiting introduction of the new AMSA Content Management System.

- Letter to the National Commissioners' Meeting recommending the adoption of a common standard in GIS.

ACTION : Chairman

DUE: January 10

Response promised from ANZPAA, endorsing the adoption of a common standard in GIS.



Search and Rescue Operations

NATSARCON 34/3-1-1

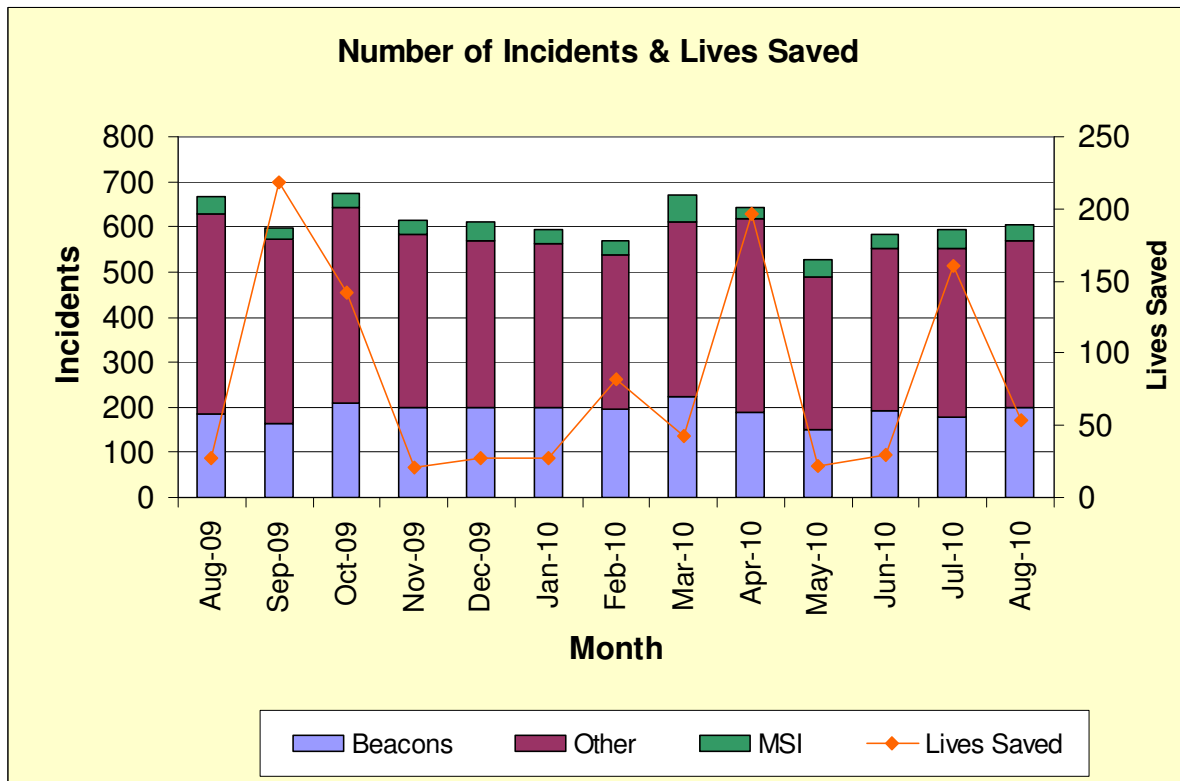
Date: 1 October 2010

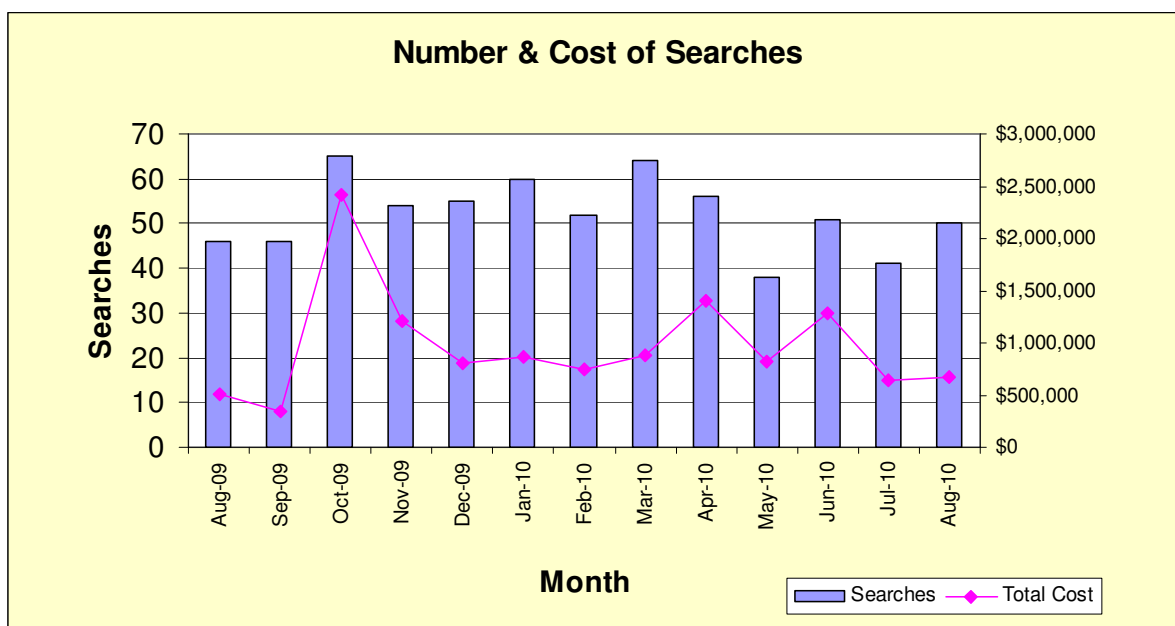
Originator: AMSA

Summary

- Executive Summary** A report from AMSA on search and rescue activity for the period September 2009 to August 2010 and significant incidents in that period
- Action to be taken** For Discussion/Information.
- Related Documents** WP 34-5-3 SAR Statistics Analysis and Consideration.

August 2009 to August 2010





Lives Saved/Lives at Risk – AMSA Coordinating

Month	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Lives saved	218	142	21	27	27	82	43	196	22	29	160	54
Lives at risk	218	155	23	27	27	82	43	201	22	30	160	54

Significant Incidents around Australia

Northern Territory

21 September 2009	<p>Hikers in distress - Larapinta Trail NT</p> <p>RCC Australia received an unlocated alert from a PLB hired by GPSOZ to a party of three males hiking the Larapinta Trail in the Western MacDonnell Ranges National Park. An initial alert was received about this time, confirming the distress location to the Larapinta Trail.</p> <p>Alice Springs Police and NT Parks were contacted, and NT Parks dispatched two Rangers to the location. Shortly after commencing their search they located one of the members of the party dehydrated and unable to walk near the trail head. He indicated he had gone to source assistance for his two friends who were waiting approximately 6km along the trail, out of water with their PLB active.</p> <p>The Rangers proceeded along the trail and subsequently located the other two members of the party out of water, but in relative good health. Coordination was transferred to NT Police for retrieval and next of kin advised.</p>
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<p>15 February 2010</p>	<p>VH-HYE R22 Helicopter Crash - 48NM WSW Katherine, NT</p> <p>Katherine Police reported a possible helicopter crash at Aroona Station in the Northern Territory. The helicopter was later determined to be VH-HYE, a Robinson R22 with 2 POB. The helicopter was reported to have crashed in position 1438S 13133E. Rescue helicopter CHOPPA4 with a RAAF medical team embarked was tasked for rescue response. CHOPPA4 located the crash site and provided medical support by winch at the rugged location. Both survivors were stabilised and then extracted by winch before being and conveyed to Tindal for waiting ambulance reception. Due fuel limitations, one helicopter crew member was left on site. The crewmember was recovered by CHOPPA4 once the medical transfer task was complete.</p>
<p>22 February 2010</p>	<p>Medical Evacuation FV Exodus - Timor Sea, NT</p> <p>Darwin police advised that FV Exodus required urgent Medevac for crewmember in shock after suffering from jelly fish sting. Vessel was proceeding for Darwin at maximum speed of 9kts. Due to time of last light and holding at Darwin, helicopter evacuation was not possible. An urgency broadcast was issued and the Customs vessel Roebuck Bay responded. The Darwin Dornier Rescue 481 conducted a medical supply drop of pain killers to the fishing vessel. The patient was transferred to the Roebuck Bay, and transported to Darwin.</p>
<p>1 April 2010</p>	<p>Overdue Crab Fisherman and Recreational Fishermen - Port Roper, NT</p> <p>NT Police Marine and Fisheries advised they were coordinating a search for three crab fisherman, in three separate tinnies, overdue on a voyage from Borroloola to Port Roper (approximately 100 NM to the North West). Poor weather was in the area due from ex -Tropical Cyclone Paul. The NT Police tasked the Police AirWing PC12 aircraft to conduct a coastal search but this was not completed due to bad weather.</p> <p>RCC Australia was asked to take aviation coordination and tasked the Dornier and helicopter Care flight 3 from Darwin, and a Katherine based helicopter VH-WLI for a visual search between Roper River and Davies Channel. The NT Police also tasked three boats to assist with coastal searching. Soon after departing Darwin the Dornier reported a defect and had to return to Darwin for repair. The Cairns Dornier was tasked as a replacement.</p> <p>The NT Police were also coordinating a search for a second group of overdue vessels. These two dinghies were on a private fishing trip along the same stretch of coast as the crab fishermen. The Police AirWing PC12 reported sighting 3 boats beached approximately 13NM south east of Limmen Bight River; a flare was fired on sighting the aircraft. At the same time, the Dornier reported sighting 2 vessels beached approximately 11NM north west of Bing Bong. CareFlight 3 was able to confirm the three vessels were the missing crab fishermen and transported them to Borroloola. Helicopter VH-WLI was tasked to the location of the two vessels and located a campsite and confirmed there were no people in the vicinity. CareFlight 3 and VH-WLI were tasked for a coastal search for signs of the missing men between Rosie Creek and Bing Bong. The Police AirWing aircraft was released to return to Darwin, and the Cairns Dornier re-tasked to provide communications relay until crew duty limits forced a return to Cairns. VH-ANM a C404 fixed wing aircraft from Borroloola was tasked for communications relay and remained on scene until after last light to elicit a ground response. No signs of the missing men were sighted and the RCC organised a further search for Saturday morning. CareFlight 3, VH-WLI and Dornier Rescue 441 were utilised. Rescue 441 sighted the four missing men in the search area and they were transported to Borroloola by helicopter.</p>

10 April 2010	<p>VH-HUC R22 Forced Landing - Alice Springs, NT</p> <p>Alice Springs Tower advised that VH-HUC a R22 helicopter had called with an illuminated warning light and was intending to land at Jessie Gap. The pilot advised he would contact the Tower once safe on the ground. Alice Springs Tower did not hear from the helicopter again. The RCC tasked the NT Police to send a vehicle and the police officers located the helicopter and pilot safe and well.</p>
13 April 2010	<p>406MHz Beacon Kea Campers - 34NM East Of Alice Springs, NT</p> <p>The RCC received satellite detection from a 406MHzGPS encoded beacon 34NM east of Alice Springs near Ross River Tourist Camp. A Bell 206 helicopter from Alice Springs was tasked to investigate and a police 4WD was also tasked to assist. Two Dutch tourists were located uninjured next to their bogged Toyota Troop Carrier. Police assisted in the removal of the bogged vehicle and the tourists made their way back to Alice Springs.</p>
17 April 2010	<p>Unregistered 406MHz Beacon Bogged 4WD - Roper River, NT</p> <p>The RCC received a satellite detection of an unregistered 406MHz beacon near Roper River NT. A local Robinson 22 helicopter was tasked and located two people in a bogged 4WD. The occupants of the vehicle were transported to Ngukurr by the helicopter.</p>
4 July 2010	<p>MEDEVAC Catamaran <i>Sketti</i> - Bathurst Island, NT</p> <p>Border Protection Command advised the RCC that one of their Coastwatch aircraft received a request for assistance from the catamaran <i>Sketti</i>. The <i>Sketti</i> reported one of the crew had sustained spinal injuries as a result of a fall. The vessel was offshore from Bathurst Island, 63NM north west of Darwin. Initial reports indicated that the injured person was the Commodore in charge of Northern Command. RCC Australia requested the Coastwatch aircraft to remain overhead to provide communication relay and tasked helicopter CareFlight One from Darwin and the Australian Customs vessel <i>Corio Bay</i>. The helicopter was not able to conduct winching operations, so landed on a beach to allow the doctor to conduct preliminary medical assessments on board. The patient was then transferred to Darwin Hospital by CareFlight One and was confirmed to have suffered serious lower spinal injuries. The RCC was later advised that Commander Northern Command had been onboard the <i>Sketti</i>, but was not the injured man.</p>
10 July 2010	<p>VH-FTM C210 Forced Landing - Casuarina Beach, Darwin NT</p> <p>Air Traffic Control advised that VH-FTM, a Cessna 210, was conducting a forced landing on a beach approximately 2NM North of Darwin. Contact with the aircraft was lost and safety of the occupants could not be established so helicopter CareFlight 1 from Darwin was tasked. A short time later, the Police advised all persons on board were safe and had suffered no injuries. Coordination was transferred to the Police.</p>
16 July 2010	<p>Catamaran <i>Magical</i> Disabled - 110NM West Darwin, NT</p> <p>The sailing catamaran <i>Magical</i> informed a passing Coastwatch aircraft that they had a damaged headsail and other mechanical issues, and were concerned that they did not have enough fuel to make it to Darwin. The RCC contacted the vessel and which confirmed it was not in Distress.</p> <p>RCC Australia contacted HQJOC who were able to divert warship HMAS ALBANY which</p>

	<p>conducted a fuel resupply of diesel and confirmed that all onboard <i>Magical</i> (a family of four) were safe and well. The following morning, the shore contact advised that <i>Magical</i> had arranged a tow to Darwin Harbour with a passing commercial fishing vessel for the remaining 60NM passage. The vessel arrived late Saturday night and all people on board were safe and well.</p>
17 July 2010	<p>Beacon Activation Disabled Dinghy -Dundee Beach, NT</p> <p>A 406 Personal Locator Beacon registered to Boomerang Campers, WA, was detected near Dundee Beach, 35NM south west of Darwin. The beacon had been borrowed for a camping boating trip by a Boomerang employee and his family. Helicopter CareFlight 1 from Darwin and a local boat from Dundee Beach Lodge were tasked, locating the party of three safe in their broken down dinghy. They were towed back to Dundee Beach boat ramp without incident.</p>
9 August 2010	<p>MAYDAY Call Sailing Vessel <i>Festina Lente</i> Allaru Reef NT</p> <p>The Australian Customs Vessel Arnhem Bay contacted RCC Australia advising they were responding to a MAYDAY call from the sailing vessel <i>Festina Lente</i> aground on Allaru Reef, NT with two people on board. RCC Australia redirected an ADF Orion and tasked Dornier Rescue 481 from Darwin. The Arnhem Bay reached the scene and rescued the two occupants who were in good health. The sailing vessel, was refloated on the next high tide and after an inspection, the crew of the Arnhem Bay expressed confidence that the hull was not breached. The <i>Festina Lente</i> resumed passage to Darwin.</p>
20 August 2010	<p>Medical Evacuation Tanker <i>Golden Sarah</i> 190NM NE Darwin</p> <p>RCC Australia coordinated the medical evacuation of a 56 year old crew member suffering a suspected heart attack from the chemical tanker <i>Golden Sarah</i>. The evacuation was conducted in a position approximately 190NM northeast of Darwin utilising CHOPPA 4 from RAAF Base Tindal with Dornier Rescue 481 from Darwin, providing top cover.</p>
26 August 2010	<p>Beacon Detection Campervan Crash 110NM West Alice Springs NT</p> <p>Helicopter VH-NDL from Alice Springs was tasked to respond to a 406 MHz distress beacon detection to the west of Hermannsburg. The beacon was registered to a Tourism Holdings campervan with 2 Spanish nationals on board. The NT Police AirWing PC12 aircraft, VH-YDO, was also tasked to provide communications relay. The helicopter arrived on scene and reported that the vehicle was on its side and that no injuries had been sustained by either of the occupants. The 2 people were transported back to Alice Springs by helicopter.</p>
3 September 2010	<p>Unregistered Beacon 6.5metre Broken Down Vessel - Melville Island ,NT</p> <p>Australian coded unregistered 406Mhz beacon detected in the Darwin area after an initial unlocated detection from the Indian Geo Stationary Satellite. Darwin Dornier Rescue 481 was tasked to investigate the position approximately 30NM to north of Darwin harbour. Coastal trading vessel Caledon Bay identified as steaming through area. Vessel contacted and agreed to divert. Rescue 481 homed beacon to 6.5metre</p>

	<p>aluminium vessel with 1 male person on board drifting to South West of Melville Island. Caledon Bay subsequently arrived on scene and commenced towing vessel toward Darwin for rendezvous with Police vessel Beagle Gulf who was also proceeding to location.</p> <p>Coordination was transferred to Northern Territory Police who rendezvous with Caledon Bay and towed the vessel back into Darwin harbour.</p>
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Queensland

09 November 2009	<p>MEDEVAC - MAERSK DUFFIELD – West of the Torres Strait QLD</p> <p>The master of merchant vessel Maersk Duffield contacted RCC Australia requesting the medical evacuation (MEDEVAC) of a crewman suffering from cardiac problems. The vessel was 180 miles west of Thursday Island on a voyage from Singapore to Brisbane. AMSA's contracted Telemedical advice centre (TMAC) operated by the Royal Flying Doctor Service in Cairns was contacted and confirmed the requirement for an urgent evacuation.</p> <p>During winching operations by the Horn Island based helicopter, Rescue 700, the winch cable parted resulting in the winch man and paramedic falling 16 metres onto the vessels deck. A second helicopter from Horn Island was able to transfer the severely injured paramedic to Thursday Island hospital and subsequently to Brisbane for treatment of spinal damage. Due to failing light the Torres Strait Pilotage vessel <i>Alpha</i> was tasked to transfer the two remaining patients (helicopter winch man and original patient) to Thursday Island hospital for treatment.</p>
28 January 2010	<p>VH-RMN R44 Crash – East Barney Peak, QLD</p> <p>Queensland Police Brisbane notified the RCC of a reported helicopter crash which they received via a 000 call. Intelligence checks revealed that VH-RMN R44 helicopter had crashed with 3 persons onboard near West Barney Peak in the McPherson Ranges west of Coolangatta with no reported injuries although the helicopter had rolled and was leaking fuel. The RCC tasked rescue helicopter Lifesaver 4 to respond who located the crashed helicopter on top of East Barney Peak on a ridge. Lifesaver 4 winched the 3 persons out in 2 trips to Woodenbong Oval where they were met by Police and a road Ambulance. They were confirmed by Ambulance personnel as having no injuries. The crashed pilot elected not to activate his ELT due to the potential risk from leaking fuel.</p>
8 April 2010	<p>406MHz Beacon Detection Sloop <i>Red Rizia</i> Aground – Tangalooma, QLD</p> <p>The RCC received an un-located detection of 406 MHz beacon registered to the 12M sloop <i>Red Rizia</i>. The emergency contacts advised that the vessel was on a voyage from Mooloolaba to Brisbane. This detection was closely followed by a second un-located detection from another beacon. Brisbane Water Police were contacted and advised that the <i>Red Rizia</i> had gone aground near Tangalooma in Moreton Bay and was taking water. The crew abandoned the vessel to a life raft however after establishing that the yacht was aground and not sinking they returned to the yacht and turned off the beacons.</p>

24 April 2010

406MHz Beacon Lost Bushwalker – Daintree, QLD

Helicopter Rescue 510 was tasked to respond to a 406 MHz beacon detection in the Daintree area. Rescue 510 arrived on scene and winched a bushwalker who had become lost. The walker was taken to Mossman Hospital and was reported to have sustained no injuries.

22 March 2010

Gyrocopter G-060 Crash – WEIPA, QLD

Queensland Police requested RCC assistance concerning a missing gyrocopter with 1 person onboard in the Weipa area. The RCC commenced an aerial search based on the limited information available regarding the operating area of the missing aircraft. That afternoon the Police advised that the missing pilot had called the Weipa Police stating that he was fit and on the Peninsula Development Road near Sudley Station. A pick up point was arranged and the Police called off the aerial search. Several hours later the Police advised that they could not find the missing man at the arranged position and requested recommencement of the aerial search. A search utilising several aircraft was developed and flown that night and the following morning. The next day the missing pilot walked onto the Peninsula Development Road and was picked up by a passing vehicle and taken to the SES – command post and the search was terminated.



Before



After

10 June 2010	<p>Distress Beacon 6M Half Cabin Sunk 22NM East Gladstone QLD</p> <p>The RCC received satellite detection and aircraft hearing reports of a distress beacon approximately 22 miles northeast of Gladstone. Enquiries revealed 3 men aboard a 6 metre half cabin were on a fishing trip in the area. RCC tasked helicopter rescue 512 from Bundaberg and Dornier Rescue 441 from Cairns for beacon homing. Police tasked the Gladstone VMR vessel rescue. The helicopter homed to the beacon position and sighted 3 people in the water holding the beacon. A nearby vessel, <i>Bagged Out</i>, was directed to the position and recovered the survivors. They were subsequently transferred to the volunteer rescue vessel and returned to Gladstone.</p>
10 July 2010	<p>Beacon Activation Catamaran Rush - Percy Island, QLD</p> <p>A distress beacon, registered to the catamaran <i>Rush</i> was detected in the Percy Isles, south east of Mackay. Checks with the emergency contacts confirmed there were two people onboard who were attempting to carry out repairs to the vessel's rudder prior to resuming their voyage. Dornier Rescue 441 from Cairns was tasked to home the beacon signal and helicopter Rescue 300 from Rockhampton was tasked for rescue. The two people on board were found on the beach and Rescue 300 winched them to safety and transferred them to Rockhampton hospital for check up. The yacht had drifted on to rocks and been wrecked.</p>
10 July 2010	<p>Beacon Activation FV STARMIST - Creal Reef, QLD</p> <p>RCC Australia received a satellite detection of a beacon registered to the commercial fishing vessel, <i>Starmist</i> near Creal Reef approximately 95NM north east of Mackay. The RCC established radio communications with FV <i>Starmist</i> which confirmed one person on a dory had failed to return to the vessel as scheduled. A second dory from <i>Starmist</i> was sent to investigate the beacon position and located the missing person by their upturned dory. The person was safely retrieved and returned to the mother vessel and did not require any medical attention.</p>
22 July 2010	<p>MEDEVAC 8 Metre Sloop Blue Max Offshore Round Hill Head QLD</p> <p>The RCC received a detection of a beacon registered to the 25 foot sloop <i>Blue Max</i>. The vessel was sailing from Bundaberg to Yeppoon with one 74 year old man onboard and had a VHF radio and mobile phone. Helicopter Rescue 512 was tasked from Bundaberg and located the yacht and put a rescue swimmer onboard. The man was winched to the helicopter and taken to the Bundaberg hospital with chest injuries. A local volunteer marine rescue boat towed the yacht back to port.</p>
23 July 2010	<p>Sailing Vessel Northern Hooker Sinking Breaksea Spit QLD</p> <p>Queensland Police reported the yacht Northern Hooker with 2 people onboard had issued a MAYDAY call to the north of the Breaksea Spit off Fraser Island. The fishing vessel <i>Gunsynd II</i>, received the MAYDAY call when approximately 8NM away and proceeded to assist. Helicopter Rescue 512 was placed on standby at Bundaberg. The <i>Gunsynd II</i> subsequently rescued the 2 crew from the badly listing yacht. A Sea Safety Message advising of the abandoned yacht was issued.</p>

6 August 2010

MEDEVAC Bulk Carrier *River Boyne* - East of Cairns, QLD

RCC Australia received a request for medical advice from the Master of bulk carrier *River Boyne*. The vessel was transiting the Great Barrier Reef between Weipa and Gladstone, and reported that one crewmember was suffering from malaria like symptoms. The Telemedical Advice Centre was contacted and following discussions with the ship, the doctor recommended that the crewman be evacuated.

The Cairns rescue helicopter was not available, so helicopter Rescue 521 from Townsville was tasked for evacuation just after first light. The transfer took place approximately 15 NM east of Cairns and the patient was transported to Cairns Base Hospital.

11 August 2010

Charter Vessel *Bell Cay* Sunk - Swains Reef, QLD

RCC Australia detected a 406 EPIRB registered to *Bell Cay*, a 22M charter vessel with 4 crew and 17 passengers at anchor in the Swains reef area, 100NM north east of Yeppoon. A second beacon registered to the vessel was detected a short time later. Attempts to contact the vessel failed, however RCC Australia was able to establish communications with fishing vessels operating in the area, who were responding to a VHF MAYDAY transmission from the vessel. FV *Impulse*, FV *Shane-B* and FV *Odyssey* responded. At 7.01AM FV *Impulse* reported that the *Bell Cay* had capsized on a reef, and all 21 persons were in a life raft, attended by a tender from FV *Odyssey*. Helicopter Rescue 300, at Rockhampton was placed on standby however was unable to depart due to fuel holding requirements imposed by poor weather. Dornier Rescue 471 from Brisbane was tasked. At 8.11AM FV *Impulse* reported that they had recovered all 21 persons and was proceeding to a safe anchorage to await transfer to the Yeppoon Police launch. Rescue 471 continued to the location to assess environmental impact and take imagery. One of the survivors required insulin and since the Police launch had already departed Yeppoon, it was decided to utilise the precision drop system of Rescue 471 to supply the insulin to direct to FV *Impulse* whilst also making a further assessment of the diesel fuel slick from the *Bell Cay*. The Police launch rendezvoused with the FV *Impulse* and embarked the survivors for transit back to Yeppoon.



12 August 2010	<p>VH-TZV C206 Crash -2NM North Gladstone, QLD</p> <p>Brisbane Air Traffic Control advised the RCC that VH-TZV a Cessna 206 had crashed just north of Gladstone airport. Helicopter Rescue 513 from Bundaberg was tasked for rescue as the crash site was reported to be on an island. The aircraft operator advised that there were seven people on board six of whom were parachutists. A phone call to the pilot of VH-TZV revealed that some of the people onboard were injured with sore backs and facial lacerations. Helicopter VH-HRX from Gladstone was in the area and assisted by transporting all the injured people to Gladstone airport where there were met by ambulance services. Coordination of the incident was transferred to the Queensland Police.</p>
17 August 2010	<p>Yacht Kymika Aground Poll Islet Torres Strait QLD</p> <p>Reef Vessel Tracking System contacted RCC Australia regarding a VHF MAYDAY call that was relayed by MV <i>Maersk Danville</i>. The yacht <i>Kymika</i> with 1 person onboard had run aground on Poll Islet, 42NM North East of Thursday Island. The <i>Kymika</i> was reported to be taking on water and activated a beacon. The <i>Maersk Danville</i> was unable to provide assistance, so helicopter Rescue 701 from Horn Island, and ACV <i>Dame Roma Mitchell</i> were tasked to respond. Thursday Island Water Police were advised of the incident. The <i>Maersk Danville</i> later confirmed that the yachtsman had been rescued by an unknown fishing vessel. The yachtsman was then landed on nearby Sue Islet and transported to Thursday Island Hospital by Rescue 701. No injuries were reported.</p>
19 August 2010	<p>Beacon Detection 5.6 Metre Dinghy 16NM - East Mission Beach, QLD</p> <p>The RCC received a satellite detection of a registered beacon in a position sixteen nautical miles off the coast of Mission Beach. Enquiries with the emergency contacts revealed that the target vessel was a 5.6 metre centre console aluminium dinghy with one person onboard day fishing at the outer reefs. Dornier Rescue 471 from Cairns and helicopter Rescue 521 from Townsville were tasked to locate and determine the nature of distress. The vessel was found at anchor and had run out of fuel. At the request of the RCC, the Cairns Water Police tasked the local volunteer rescue vessel out of Mourilyan Harbour to assist by towing the vessel back to Mourilyan. Coordination transferred to Cairns Water Police who confirmed the safe return of the vessel to shore the following day.</p>
21 August 2010	<p>Gyrocopter G046 Crash - Near Caboolture, QLD</p> <p>Police advised the RCC they have received numerous reports of a helicopter crashing into trees 2 to 3 KM North of Caboolture. Police and Ambulance services were dispatched. The RCC tasked helicopter Rescue 511 from Maroochydore to respond. The injured pilot was transported to Royal Brisbane hospital by Rescue 511.</p>

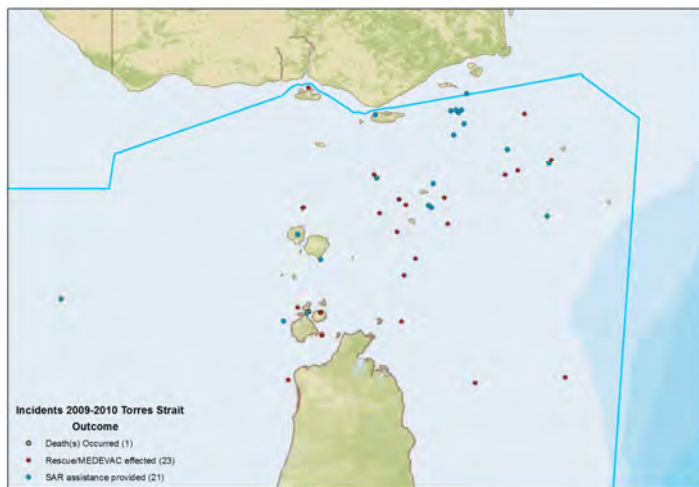
25 August 2010	<p>Beacon Detection Capsized Runabout 10NM North Keswick Island QLD</p> <p>The RCC received an un-located 406 MHz beacon detection registered to an owner in Mackay with no vessel associated in the registration details. Enquiries by the RCC and Whitsunday Water Police revealed that the owner and a friend had departed in a centre console powerboat to fish in the vicinity of Keswick Island. Helicopter Rescue 422 from Mackay was tasked and was about to depart when Whitsunday Police advised that 2 people had been retrieved by a sailing vessel from an upturned boat 10NM north west of Keswick Island. The local volunteer marine rescue unit was in attendance. Identities were verified and survivors confirmed uninjured. The marine rescue vessel transported the survivors to Mackay.</p>
25 August 2010	<p>MEDEVAC FV <i>Holothurian</i> - 90NM South East Mackay, QLD</p> <p>An initial detection of a 406MHz beacon was received from the beche de mer fishing vessel <i>Holothurian</i>. Contact with the vessel confirmed that a crewman had suffered possible carbon monoxide poisoning while diving using surface supplied air. It was also confirmed that contact had already been made with the Queensland Ambulance Service who assumed coordination of the incident. The patient was winched from the vessel and conveyed to the Mackay Base Hospital by rescue helicopter. Queensland Police were advised and will investigate the matter.</p>
25 August 2010	<p>Sunken Dory, Crewman Missing - Cape Grenville, QLD</p> <p>RCC Australia received a request from Cairns Water Police to assist in the provision of air assets and in drift modelling in a search for a man overboard from a sunken dory attached to the fishing vessel <i>Brupeg</i>. Cairns Water Police assumed overall coordination of the incident; RCC Australia assumed air coordination and a broadcast to shipping was issued. Dornier Rescue 471 from Cairns and helicopter Rescue 700 from Horn Island were briefed and tasked to conduct a search, however just after first light information was received that the missing person had been found safe and well on Orton Island.</p>
30 August 2010	<p>MEDEVAC <i>PACIFIC SUN</i> - 80NM East Southport, QLD</p> <p>RCC Australia coordinated the evacuation of a 51 year old Australian passenger with suspected meningococcal meningitis from cruise ship <i>Pacific Sun</i>. <i>Pacific Sun</i> was approximately 190NM to the east of Southport QLD at the time and altered course to close Southport. Helicopter CareFlight 911, from the Gold Coast was tasked for MEDEVAC at a rendezvous approximately 80NM east of Southport. LIFESAVER 4, helicopter based at Lismore was tasked to provide top cover and communications relay. Patient was winched onboard CAREFLIGHT 911 at approximately 11.00PM, and transported to Gold Coast Hospital for treatment.</p>
2 September 2010	<p>Distress Beacon Yacht <i>Quadu</i> - Dungeness Reef, QLD</p> <p>A Slovenian registered distress beacon was detected in the Torres Strait area. An aircraft of opportunity and a rescue helicopter were tasked. The fixed wing aircraft located a yacht aground on Dungeness Reef. The sole occupant of the vessel, a Slovenian national, was rescued by a Customs Patrol Boat (prior to the arrival of the rescue helicopter) and returned to safety at Thursday Island.</p>

2 September 2010	<p>Yacht <i>Briet</i> Disabled Northeast of Brisbane QLD</p> <p>Skipper of Sailing Vessel <i>Briet</i> with 1 POB contacted customs Melbourne and advised the vessel had lost steering, had no engine and required assistance. The vessel was approximately 140 miles NE of Brisbane, enroute to Moreton Bay. A broadcast to shipping was made and the Brisbane Dornier was tasked. MV <i>Gas Shuriken</i> diverted to assist. Direct contact was made with the yacht and the skipper advised that he was able to make way under the foresail alone whilst in open water. Six-hourly communications schedules were kept with Kordia. Coordination was then transferred to Brisbane Water Police. Later advice indicated vessel was under tow by Mooloolaba Water Police with transfer to Coast Guard Redcliffe planned for offshore Caloundra.</p>
6 September 2010	<p>Distress Call Overdue Ultra-light aircraft XAIR 3465 – Whitsunday Area, QLD</p> <p>A JETSTAR aircraft approaching Proserpine reported hearing "any aircraft, I need assistance" on the area VHF frequency. No other information was received and two way contact was not established with the caller despite the Jetstar aircraft and a Qantas aircraft repeatedly calling. Two hours later ultra-light aircraft Xair-3465, was reported overdue on a local flight from Lethebrook airstrip near Proserpine. Dornier Rescue 441 was tasked from Cairns and the local Volunteer Marine Rescue (VMR) was tasked to conduct a coastal search. Rescue 441 established communications with and subsequently located Xair-3465 on a beach east of Lethebrook and guided the VMR vessel to the area to recover the uninjured pilot, who was the sole occupant of the aircraft. The crew of Rescue 441 reported that their night vision goggles proved very effective.</p>
9 September 2010	<p>Small Craft <i>Belambi</i> Broken Down - Hervey Bay, QLD</p> <p>An initially unlocated 406MHz beacon alert registered to the small craft <i>Belambi</i> was resolved to a position near Moon Point on the western side of Fraser Island in Queensland. Helicopter Rescue 511 and Volunteer Rescue Vessel VMR466 were tasked and both located the vessel on the beach at Moon Point. The sole occupant and his dog were rescued and returned to Hervey Bay by the rescue vessel.</p>
10 September 2010	<p>FV <i>Guiding Star</i> Man Overboard - St Bees Island, QLD</p> <p>On the evening of 10 September 2010, REEF VTS advised RCC Australia that the fishing vessel <i>Guiding Star</i> had reported a 21 year old male backpacker, who at the time was a passenger onboard the vessel, was missing and presumed overboard somewhere south of St. Bees Island and a position approximately 9nm ENE of Slade Point, Mackay. The missing man was last seen taking photographs from the coach house roof by a crewmember and was found to be missing one hour later. RCC Australia immediately instigated a search for the missing man commenced by <i>Guiding Star</i> and a charter vessel - MV 2001, with medical crew onboard that was located in the area. Volunteer Marine Rescue vessels were also tasked and following further discussion, the Queensland Water Police assumed overall coordination responsibility. RCC Australia accepted a request from the Police to coordinate an air search response.</p>

	<p>A broadcast to shipping was issued and a special request was made to ships in the Hay Point anchorage adjacent to the search area to post lookouts. A total of six air search sorties involving 18 aircraft were conducted over the next two days. These air searches were combined with searches conducted by three volunteer marine rescue vessels and the local Queensland Water Police vessel.</p> <p>At last light on 12 September, continued search action was suspended based on medical advice that the missing man could no longer reasonably be expected to be found alive. During the searches, weather conditions were good and it was mathematically determined that the combined probability of detection for the air search over the two days was 95% for the rotary wing assets and 85% for the fixed wing assets.</p>
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<p>15 September 2010</p>	<p>MEDEVAC – SV <i>Enchantress 2</i> - 110 miles Northeast Cairns, QLD</p> <p>RCC Australia was contacted via HF radio by the yacht <i>Enchantress 2</i> approximately 110 miles northeast of Cairns requesting medical advice for a 32 year old female crewmember suffering possible pneumonia. The Telemedical advice centre was contacted and after diagnosis, recommended a medical evacuation.</p> <p>A rescue helicopter from Townsville and the Cairns Dornier fixed wing aircraft were tasked. The crewmember was winched from the yacht and conveyed to Cairns Base Hospital for treatment.</p>
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Torres Strait



<p>02 January 2010</p>	<p>Unregistered Unlocated 406 MHz Beacon – Torres Strait QLD</p> <p>An unregistered 406 MHz beacon was detected in the vicinity of Slade Point, to the west of Bamaga, Queensland. A Coastwatch aircraft operating in the area was tasked to locate and identify the source of the signal. The aircraft did not acquire the beacon's signal; however it did locate one dinghy on mudflats near Crab Island, and another dinghy with 5 persons onboard making way to Seisia. There were no signs of distress. The dinghy with 5 persons onboard was met by Police on arrival and confirmed that a dinghy with 2 persons onboard had been swamped, and the distress beacon had been activated. By coincidence a second vessel (the one underway) had arrived on scene and rescued the 2 persons.</p>
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08 January 2010	<p>121.5 MHz Beacon – Thursday Island QLD</p> <p>Aircraft reported hearing a distress beacon in the Horn Island area. Two helicopters one of which was airborne were tasked to aurally home the beacon, however they were both unable to acquire the signal. There were no satellite detections of a beacon in the area. A rescue helicopter from Horn Island with homing equipment became available for tasking and acquired the signal and tracked it to a local property on Thursday Island where a ground team including local police located a 121.5 MHz beacon in the front yard being used as a football. The beacon was recovered and deactivated.</p>
28 February 2010	<p>OVERDUE BANANA BOAT BEKA REEF TORRES STRAIT QLD</p> <p>Police advised RCC Australia of concern for a 6M banana boat with 5 people on board overdue on a fishing trip from Saibai Island to Beka Reef. RCC Australia assumed coordination and tasked helicopter Rescue 700 from Horn Island, Dornier Rescue 481 from Darwin and the Customs vessel Arnhem Bay to search and provide assistance. Rescue 481 returned to Darwin due to unserviceability shortly after takeoff. As Rescue 700 and the Arnhem Bay commenced search activity, the vessel was located at Saibai Island after running out of fuel and the occupants paddling back to shore.</p>
7 April 2010	<p>5 Metre Wahoo Broken Down Yam Island QLD</p> <p>The Queensland Police received a phone call from 3 people on board a broken down 5 metre Wahoo dinghy on a passage from Yam Island to Sue Island, Torres Strait. The informant reported that the vessel was near an island and had activated their beacon. No further contact with the informant was possible. RCC Australia tasked helicopter Rescue 700 from Horn Island and Dornier Rescue 481 from Cairns to the location as the beacon was not detected by satellite. Later information revealed that the vessel had sought additional fuel at Sue Island and continued passage to Bamaga, where it was located a short time later. All assets were released from task.</p>
24 April 2010	<p>Two Banana Boats Out Of Fuel Torres Strait QLD</p> <p>A Coastwatch aircraft sighted two banana boats with 16 people onboard waving fuel drums, 12NM NNE of Mabuiag Island. The information was passed to the TI Water Police however the RCC retained coordination as the Police were unable to assist. The RCC tasked the Coastwatch aircraft to relocate the vessels and Helicopter Rescue 700 from Horn Island, was tasked to supply water, a hand held radio and a SAR Datum buoy. Rescue 700 reported that 18 persons were onboard the two vessels. ACV <i>Arnhem Bay</i> was released for SAR and headed for the incident location. Dornier Rescue 441 from Cairns was tasked to assist <i>Arnhem Bay</i> locate the banana boats in the dark. <i>Arnhem Bay</i> advised there was a total of 20 people onboard, all Papua New Guinea nationals made up of 13 adults, one juvenile, and six infants. The banana boats were refuelled and escorted to Mabuiag Island.</p>
29 April 2010	<p>Broken Down Dinghy Torres Strait QLD</p> <p>TI Police requested assistance in locating a vessel broken down and drifting between Yam and Moa Islands, with 4 people on board. The vessel was unsure of its position, not carrying any safety equipment and reported it was drifting rapidly west. Helicopter Rescue 700 from Horn Island and Dornier Rescue 481 from Cairns were tasked. Rescue 700 located the disabled vessel after a short search and assisted a local rescue vessel from Yam Island to rendezvous with the disabled vessel which was towed to Yam Island.</p>

<p>13 June 2010</p>	<p>Distress Beacon Signal Heard Capsized Dory - Kirkcaldie Reef, QLD</p> <p>High flying aircraft reported hearing a 121.5MHz distress beacon signal in the vicinity of Horn Island, Torres Strait. The RCC tasked helicopter Rescue 701 which was airborne on a Customs flight to home on the signal and investigate. However, Rescue 701 could not acquire the signal due to faulty equipment, so helicopter Rescue 700 from Horn Island was tasked to a recently received 406MHz beacon position approximately 30NM northeast of Horn Island. Upon arrival at this position, Rescue 700 recovered two men from a capsized dory that had been working with the mother ship REALITY 3. The rescued men were transported to the Thursday Island Hospital for assessment.</p>
<p>15 June 2010</p>	<p>Unregistered Beacon Detection Overdue Wahoo at Dungeness Reef, Torres Strait, QLD</p> <p>The RCC received an un-located detection of an Australian coded beacon which was not registered. Concurrently, the TI Water Police advised the RCC that they had concerns for a 5M Wahoo, with two persons onboard, which had failed to return before dark to Coconut Island. Rescue helicopter R700 was not immediately available due to a medical tasking and the Police were hesitant to send out any local small craft to search at night in the strong wind conditions. The beacon position later resolved to Dungeness Reef in Torres Strait. Whilst TI Water Police retained overall coordination, the RCC assisted by tasking Dornier Rescue 441 from Cairns and the Australian Customs Vessel Corio Bay, which was only 25NM from the distress position. The Corio Bay located the vessel, which had experienced mechanical failure, and towed it back to Coconut Island.</p>
<p>21 June 2010</p>	<p>Overdue Banana Boat Yam Island - Torres Strait, QLD</p> <p>RCC Australia accepted coordination from the Thursday Island Water Police for the search for a 7 metre banana boat with up to 10 people onboard overdue on a 5 to 6 hour voyage from Daru to Yam Island. The vessel had departed at 0500 EST Sat 19 June with 20 litres of water and no safety equipment; was reported overdue on AM 21 June. Search of approx 3400 square nautical miles utilising seven aircraft had commenced when a report was received that the vessel had just arrived at Yam Island at 1600 EST 21 June. TI Water Police confirmed that this was the target vessel with nine persons onboard and no one was missing.</p>
<p>7 July 2010</p>	<p>Disabled Dinghy Keats Island Torres Strait QLD</p> <p>Thursday Island Water Police reported an aluminium dinghy with 4 people onboard was adrift near Keats Island, and requested RCC Australia's assistance to locate a rescue vessel. RCC Australia tasked the Customs vessel Roebuck Bay and a fixed wing aircraft from Horn Island. Police advised that the Yorke Island Pilot Vessel had also been tasked to respond. The Roebuck Bay located the dinghy, recovered the four people on board and towed the dinghy back to Masig Island. The Pilot vessel and the fixed wing aircraft were released from task.</p>

8 July 2010	<p>Overdue Dinghy Badu Island - Torres Strait , QLD</p> <p>Queensland Police requested assistance from RCC Australia to coordinate an air search for an overdue dinghy with 4 people on board to the west of Badu Island. A previous surface and air search organised by the Police had failed to locate the vessel. RCC Australia assumed air coordination and planning commenced for a wide area air search. The dinghy was located in the search area by a helicopter and taken under tow by a Police vessel.</p>
17 July 2010	<p>Beacon Activation Disabled Dinghy - Nepean Islet, Torres Strait</p> <p>The RCC received a satellite detection of a beacon near Darnley Island in the Torres Strait. Helicopter Rescue 700 from Horn Island was tasked to investigate and Thursday Island Police were also informed. The initial beacon detection incorporated a "4-bit error" in the encoding, and RCC Staff compared this with a previous incident also involving a beacon with a similar error in encoding. The previous incident involved a man from Darnley Island and his details were passed to Thursday Island Police to aid in intelligence gathering. Rescue 700 tracked toward the beacon position and acquired a complete beacon code that confirmed the identity of the registered owner as the aforementioned individual. The emergency contacts confirmed that the man had departed on a fishing trip to Nepean Islet in a small aluminium dinghy without a radio, phone or additional safety gear and without a stipulated return time. Rescue 700 homed the beacon signal to Nepean Islet and found the man safe and well. He had activated the beacon when his boat had broken down. Rescue 700 took the man back to Darnley Island where arrangements were made with community police to recover the vessel at a later stage.</p>
23 July 2010	<p>MEDEVAC Gabba Island - Torres Strait, QLD</p> <p>An initial alert of a partly coded 406MHz beacon resolved to a position in the vicinity of Gabba Island in the Torres Strait. Rescue helicopter the Australian Customs Vessel 'Roebuck Bay' were both tasked to the beacon position. Intelligence obtained ascertained that a group of 164 Papuan Nationals were enroute from Saibai Island to Yam Island for a religious festival and were overdue. The rescue helicopter located this group on the beach at Gabba Island and ascertained that assistance was being sought for one member for a possible dislocated shoulder. This person was conveyed to Thursday Island for treatment. The language barrier created a difficulty in confirming who activated the beacon, however the beacon was switched off at the time the helicopter arrived at the Island.</p>
8 August 2010	<p>Disabled and Lost 5 Metre Wahoo - Orman Reefs Torres Strait, QLD</p> <p>The sole person onboard a 5M Wahoo enroute Yam to Mabuiag Islands contacted relatives at dusk by mobile phone, requesting assistance. The man advised that he was unsure of his location, the engine had failed, his EPIRB was faulty and he was attempting to use the V sheet as a sail. Dornier Rescue 441 was tasked from Cairns for an electronic search and successfully located the Wahoo using FLIR and mobile phone contact with the man on board the Wahoo. Due to deteriorating weather and sea conditions and concerns about the drift of the target into uncharted waters, the</p>

	<p>Thursday Island Water Police decided to delay rescue until daylight. Helicopter Rescue 700 from Horn Is and the Dornier Rescue 481 from Darwin were also tasked to attempt to maintain contact with the target until a rescue could be effected, however the target could not be located again. After sheltering from bad weather during the night, the Police vessel resumed search activities in the morning around Mabuia Island and located the missing vessel and its occupant in good health.</p>
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New South Wales

<p>31 August 2009</p>	<p>In flight emergency Pilot Incapacitation – Bankstown NSW</p> <p>Melbourne Air Traffic Control notified the RCC of a Distress situation involving a Beechcraft King Air, FIRESCAN255 (VH-LAB) with 2 persons on board, on fire air work to the west of Sydney. The passenger reported via the aircraft radio that his pilot was incapacitated but conscious after suffering a seizure from a suspected stroke. The aircraft was over the Blue Mountains heading east at 15,000 feet on autopilot with an estimated 2 hours fuel on board. The passenger was holding the pilot back from the control column whilst ATC organised advice via another King Air pilot.</p> <p>The RCC tasked helicopter Rescue 24 which was airborne at Bankstown, Dornier Rescue 431 from Essendon and commenced actions for a potential ditching at sea. A RAAF AP3 Orion was also sourced airborne near Nowra to escort the aircraft. Fortunately, the pilot began to slowly come around and was able to speak to the passenger. The aircraft commenced heading changes to remain in the vicinity of Bankstown/Sydney with an approach planned for Bankstown.</p> <p>The passenger then reported he was not confident the pilot would be able to make an approach. The RCC requested Rescue 24 to liaise with Sydney Air Traffic Control and offer medical advice if appropriate. Air Traffic Control called out the Aerodrome Emergency Procedures at Bankstown. Approximately 40 minutes after the RCC was notified, the aircraft landed safely at Bankstown.</p>
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<p>10 October 2009</p>	<p>Sloop Shockwave grounding – Port Kembla NSW</p> <p>In the early morning of Saturday, 10 October 2009, RCC Australia detected two 406 MHz distress beacons in vicinity of Flinders Islet, 1 nautical mile off Port Kembla, NSW. RCC Australia tasked the rescue helicopter from Wollongong to respond, at the same time the Sydney Water Police advised they were responding to red flare sightings in the area. It was later confirmed that the sloop Shockwave, with fifteen persons onboard was competing in the Sydney to Wollongong yacht race, had run aground on Flinders Islet. Sydney Water Police took coordination of the incident and RCC continued to assist with the response.</p> <p>All crew members were recovered; unfortunately two crew members were deceased.</p> <p>AMSA subsequently provided technical input into the inquiry conducted by the club into the incident.</p>
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<p>08 December 2009</p>	<p>HELITACK 498 Engine failure – Tamworth NSW</p> <p>The RCC received a SARSAT alert from a 406 MHz ELT registered to a fire bombing helicopter VH-LIQ callsign "Helitack 498". Further phone calls established this helicopter had suffered an engine failure whilst operating on a fire southeast of Tamworth. The helicopter had landed heavily and was damaged; the two crew had received only minor injuries. The NSW Rural Fire Service diverted another fire fighting Helicopter to evacuate the crew to Tamworth Base Hospital for a medical check up.</p>
<p>09 December 2009</p>	<p>VH-MJO B06 Crash – Dorrigo, NSW</p> <p>The Operator of VH-MJO B206 was contacted following a 406 MHz beacon detection by satellite. The operator confirmed that VH-MJO had crashed at Dorrigo National Park. The helicopter was conducting bush fire operations and carrying a National Parks Officer on board. Helicopter Westpac 3 was tasked to respond along with a ground response involving Police, Ambulance and Fire. The ambulance service advised that the passenger was deceased and the pilot suffered serious chest injuries. The pilot was transferred to Coffs Harbour Hospital.</p>
<p>11 April 2010</p>	<p>Unregistered Beacon Bushwalkers - 1NM NNW Mount Kosciuszko, NSW</p> <p>The RCC received a satellite detection of an unregistered GPS encoded beacon in the vicinity of Mount Kosciuszko. Helicopter Southcare1 from Canberra was tasked to respond and but was unable to proceed to the beacon position due severe weather. A NSW National Parks rescue team was able to walk from Rawson Pass and located two men who were lost, cold and wet and walked them to safety.</p>
<p>28 April 2010</p>	<p>VH-REB RBEL May Day Call Forced Landing - Stockton Beach, NSW</p> <p>Williamtown Approach advised they had lost communications with VH-REB an amateur built aircraft that had declared a MAYDAY near Anna Bay. Helicopter Westpac 1 from Newcastle was tasked to assist. The pilot of the distressed aircraft advised by mobile phone that he had landed the aircraft on Stockton Beach. Westpac 1 reported the pilot had received minor injuries but did not require medical evacuation.</p>
<p>2 June 2010</p>	<p>Distress Beacon Bushwalker Blue Mountains NSW</p> <p>An active GPS encoded PLB was detected in a rugged section of the Blue Mountains west of Sydney; the beacon was registered to a 58 year old male bushwalker in the area. He also had a known medical condition included on his beacon registration. Helicopter Rescue 23 was tasked with a full medical crew, briefed on the potential medical issues. On arrival, Rescue 23 was able to winch in a paramedic who advised that it was a party of three and the problem was a 58 year old female with a fractured lower leg. The injured bushwalker was evacuated to St George Hospital, and the remaining two were left to continue their walk.</p>

<p>5 June 2010</p>	<p>VH-PGW Piper Mojave Crash - Canley Vale, NSW</p> <p>Sydney Air Traffic Control advised the RCC that VH-PGW a Piper Mojave had suffered an engine failure 5 NM north of Richmond airbase. While the aircraft was returning to Bankstown airport it disappeared off ATC RADAR approximately 2NM north west of Warwick Farm. The RCC tasked helicopter Rescue 23 from Bankstown to this position. Emergency services were already in attendance and advised that the aircraft had been destroyed in the crash and the two people onboard had perished. Seven people on the ground suffered minor injuries.</p> <p>The RCC passed coordination of the incident to the NSW Police.</p>
<p>21 June 2010</p>	<p>VH-UFN C172 Crash - Woolcunda Station, NSW</p> <p>During the afternoon of Monday 21st June 2010, the RCC was alerted by concerned family members for VH-UFN, a Cessna 172 aircraft with 1 person on board, which had not returned from a local flight. The overdue pilot had departed his airstrip at Woolcunda, a property south of Broken Hill, NSW, for a local flight over his property but had failed to return as expected. The pilot could not be contacted by radio or mobile phone. He carried a 406 personal distress beacon, a satellite tracking device and fixed 121.5 aircraft beacon. None of the distress beacons had been detected and the satellite tracker did not provide any information. Intelligence information regarding the flight revealed little about the actual flight.</p> <p>The RCC coordinated the overall search effort and over three days planned and deployed several helicopters and fixed-wing search aircraft covering a wide area including the missing pilot's property. The NSW Police provided assistance with local and ground support. A ground search including 25 motorbikes searched the property. Air Observers from NSW SES were deployed in search aircraft and provided assistance locally. RCC Australia deployed 3 staff to Broken Hill and Coombah Station, plus 2 fuel tankers and a fuel truck to assist with helicopter refuelling.</p> <p>Woolcunda property was searched several times by search aircraft over Monday and Tuesday. By Wednesday morning 4 helicopters and 8 fixed-wing aircraft were involved in the search over a wide area and the RCC commenced sourcing additional aircraft to expand the search area further. Additional Air Observers were activated from South Australia and the ACT to assist.</p> <p>On mid morning Wednesday, one of the search helicopters sighted an aircraft wingtip submerged in a lake on Woolcunda Station. The lake had been overflown by a number of search aircraft in the previous three days. Further investigation of the site revealed debris on the lake shore including an aircraft logbook, GPS unit and damaged aircraft wheel, but there was no sign of the pilot. South Australian Police Divers happened to be at Renmark and were transported by helicopter to the site. Whilst the divers were in transit, a helicopter sighted a body in the lake. The body was recovered and subsequently identified as the missing pilot.</p> <p>Coordination was handed over to the NSW Police.</p>

25 June 2010	<p>F/V ROBIN II Aground - Port Stephens, NSW</p> <p>The RCC received a 406 MHz distress beacon detection registered to the fishing vessel Robin II/FXPP and Dory 2. Checks with the previous skipper, Cairns and Eden Water Police indicated the owner was taking his vessel from Cairns to Eden. Prior to the beacon detection the vessel had ran aground near Port Stephens and issued a Mayday call. Port Stephens Water Police affected the rescue of the 2 people onboard. The beacon was later switched off.</p>
2 July 2010	<p>JABIRU 4587 Forced Landing - 62NM South East Of Broken Hill, NSW</p> <p>Ultralight aircraft Jabiru 4587 broadcast a MAYDAY call approximately 60 miles south east of Broken Hill. Communications with the aircraft were then lost. Another aircraft in the area located Jabiru 4587 on the ground and relayed the aircraft's position and advice that the 2 persons on board were uninjured. Jabiru 4587 had conducted a successful forced landing at an abandoned airfield, after suffering total engine failure. The owner of an adjoining property agreed to recover the 2 survivors and transfer them to a police vehicle at a nearby homestead.</p>
4 July 2010	<p>Distress Beacon Activation Injured Bushwalker- 27NM NNW Inverell NSW</p> <p>The RCC received a detection of a registered 406MHz distress beacon north of Inverell. The beacon emergency contacts indicated that a group of six bushwalkers were trekking in the Arthurs Seat State Forrest. Helicopter Lifesaver 4 from Lismore was tasked for homing and to render assistance. Air Traffic Control advised that two Army helicopters on a training sortie were in the vicinity and able land and assist. The distress beacon was activated when one of the hikers suffered a leg injury. The injured woman was extracted by Lifesaver 4 and taken to Lismore hospital.</p>
6 July 2010	<p>VH-YBH GA8 Crash - Orange, NSW</p> <p>Melbourne Air Traffic control advised an aircraft had overshoot the runway at Orange aerodrome. NSW Police determined that VH-YBH, a GA8 aircraft, had crash landed between hangers. The one person onboard received facial injuries and was transported to hospital by ambulance.</p>
5 August 2010	<p>Ultra-light Aircraft 19-7115 Crash - Taree, NSW</p> <p>The RCC was advised by Brisbane Air Traffic Services of an aircraft crash at Taree. A call to Newcastle Police revealed that a light aircraft had crashed with 1 person on board and that police and ambulance were in attendance. The aerodrome reporting Officer advised the aircraft flipped inverted on landing with no injuries to pilot.</p>

<p>22 August 20120</p>	<p>Unregistered Beacon Detection Overturned Dinghy Offshore – Ballina, NSW</p> <p>The RCC received an un-located detection of an unregistered Australian personal locator beacon which later resolved to a position 1NM offshore from Ballina. Checks with Sydney Water Police revealed that the Ballina Volunteer Marine Rescue had just rescued one person from an overturned 14 ft dinghy off Ballina after responding to a witness reporting a strobe light flashing in the water 800 metres out to sea. The beacon was identified to be the one activated by the rescued person.</p> <p>The RCC requested the Police to remind the user of his obligations to carry the correct distress beacons appropriate for the environment in which they are used, and to ensure that they are registered.</p>
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<p>24 August 2010</p>	<p>Personal Locator Beacon Lost Trekkers- Mount Kosciuszko Area NSW</p> <p>The RCC received a detection of a 406MHz personal beacon near Thredbo Village registered to the Snowy Region Visitor Centre. Comments placed on the registration form revealed that the beacon was hired to a party of 2 on a trek between Thredbo, Seaman's Hut and Mount Kosciusko. The emergency contact confirmed the party leader was considered very experienced and the other, a younger female, was not experienced but correctly equipped for the conditions. The RCC tasked helicopter Rescue 26 from Wollongong and the NSW Police activated a snow rescue team from Jindabyne. The helicopter could not reach the beacon position due to poor weather and landed at Jindabyne where it remained on standby for medical transfer. The rescue team located the trekkers and brought them back to Thredbo Village. There were no injuries however, the pair were lost and concerned for their safety.</p>
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Victoria

<p>06 December 2009</p>	<p>Pipistrel Spider 32-4391 crash – Yarrawonga, VIC</p> <p>Victoria police reported a missing ultra light with two males on board. The Pipistrel departed Yarrawonga for a local flight and failed to return. Dornier Rescue 471 was tasked for a visual night search and made broadcasts enroute. No signs of distress were detected. The search resumed at first light, and the wreckage was located just south of the Murray River. Both persons onboard were killed.</p>
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<p>14 April 2010</p>	<p>JABIRU 19-5026 J160 Forced Landing - 7NM South of Puckapunyal, VIC</p> <p>Melbourne Air Traffic Control advised that a Jabiru ultra-light aircraft with one person onboard, was conducting an emergency landing into a paddock 7NM south of Puckapunyal Military Airfield in Victoria. Rescue helicopter HEMS1 from Essendon was tasked and a ground response involving civil and military police and the Country Fire Authority was activated. The ground team arrived first and confirmed the aircraft suffered only minor damage during the forced landing. The paramedic from HEMS 1 confirmed the sole occupant was not injured.</p>
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7 August 2010	<p>VH-KKW C152 Crash – Moorabbin, VIC</p> <p>Moorabbin Tower advised that an aircraft had crashed on Dandenong Road to the south of the airport. Police arrived on the scene and confirmed that a Cessna 152 with 2 persons on board had crashed at a home on Lower Dandenong Road. Dornier Rescue 431 was diverted from another tasking to investigate. Police confirmed no injuries to the occupants however the aircraft had suffered significant damage. Coordination of the incident was retained by the Police.</p>
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Tasmania

08 January 2010	<p>Personal Locater Beacon – Frenchman’s Cap, Tas</p> <p>Helicopter Polair 71 was tasked to respond to a 406 MHz distress beacon detection in the Frenchman’s Cap area, Tasmania. The beacon was registered to a party of four male bushwalkers who activated the beacon when they came across a female walker suffering a leg injury. The helicopter extracted the female and recovered her to the car park as requested by the individuals.</p>
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12 January 2010	<p>2 x Kayaks – West Coast, Tas</p> <p>Two 406 MHz beacons were detected off Granville Harbour, Tasmania registered to two brothers kayaking anti clockwise around Tasmania. Dornier Rescue 431 from Essendon and rescue helicopter Polair 71 from Hobart was tasked to respond for a night search.</p> <p>Atrocious weather in the area precluded the tasking of a Volunteer Marine Rescue boat from Strahan. Rescue 431 arrived on scene and had some difficulty homing to the beacons, possibly due to the homing conflict caused by 2 beacons in close proximity, however Rescue 431 reported sighting 2 white flashing lights in the water. Polair 71 refuelled at Strahan and arrived on scene about an hour before first light, locating the 2 kayaks with a person on each. Rescue 431 remained overhead whilst Polair 71 landed at Granville Harbour to await first light. Rescue 431 later reported the fishing vessel <i>Matana</i> was in contact and was proceeding to assist.</p> <p>The F/V <i>Matana</i> successfully retrieved the 2 kayakers reporting no injuries but one kayaker was suffering some hypothermia. Medical advice and assessment was relayed via Polair 71's paramedic and it was determined no medical assistance was required. The F/V <i>Matana</i> recovered both kayakers to Strahan.</p>
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15 February 2010	<p>Injured Bushwalker - South West, Tasmania</p> <p>A 406 beacon was detected by satellite in southwest Tasmania, but not detected on subsequent satellite passes. The beacon was detected again some two hours later and helicopter Polair 71 was tasked for homing and rescue. Polair 71 located a party of bushwalkers and airlifted a bushwalker with leg injuries to Hobart.</p>
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25 Feb 2010	<p>Medical Evacuation Bushwalker- South West, Tasmania</p> <p>A distress beacon was activated on the South Coast Track in South West Tasmania. Two bushwalkers one male and one female were known to be walking the track with a borrowed beacon. Helicopter POLAIR71 was tasked to the position. The male bushwalker had back injuries and was airlifted to Hobart.</p>
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South Australia

22 September 2009	<p>4WD roll-over - Simpson Desert, SA</p> <p>An Australian coded 406 MHz emergency beacon was detected in the Simpson Desert. The beacon was registered to a 63 year old man in a Toyota Land cruiser known to be heading to Ayers Rock. A dust storm in the area prevented helicopter operations. The pilot of a fixed-wing aircraft from Birdsville attempted to fly to the scene but turned back due to poor visibility.</p> <p>A police officer from Birdsville was tasked to drive to the position in a 4WD vehicle. Coordination was then transferred to South Australia Police, with the RCC assisting. Travellers passing through the area came across the owner of the beacon before other assistance arrived, he then called 000 on their satellite phone to advise that he had rolled his vehicle, but was uninjured. Police arrived and the uninjured person was then returned to Birdsville.</p>
14 October 2009	<p>Ultra light 19-1418 Overdue en route Renmark, SA</p> <p>Advice was received from a member of Recreational Aviation Australia expressing concern about the non arrival of an ultra light into Casino, NSW from Renmark SA. The aircraft had taken off from Renmark on Monday morning and the first call to the RCC was on Wednesday evening when the aircraft had not arrived at Casino. There were no flight plans or flight notes to assist in the search action, only hearsay from members of the family and friends. The search area was significant but was refined to the area between Renmark and Hay. Searching in marginal weather by helicopters and the Dornier located the wreckage on Thursday morning. The pilot was deceased.</p> <p>The SAR action was closed and the site handed to the NSW Police for coronial purposes.</p>
30 January 2010	<p>Stabicraft 695 – Cape Thomas SA</p> <p>RCC Australia responded to the satellite detection of a distress beacon, registered to a 7 metre Stabicraft, located less than 1 mile offshore Boatswain Point, near Robe, SA. Inquiries with the skipper's wife revealed that 4 adult males were known to be fishing in that area but they were not answering their mobile phones which should have been within range. The skipper's wife travelled to Boatswain Point and advised that the vessel was visible, the occupants were now wearing lifejackets and two signal flares were deployed. The RCC tasked an aircraft of opportunity, a Royal Flying Doctor Service PC12 to investigate the location whilst the Essendon Dornier, R431, and rescue helicopter Rescue 51 from Adelaide were tasked to respond. As the South Australian Police were in the process of identifying and tasking appropriate surface rescue assets, a local vessel of opportunity a 16 foot dinghy was launched and proceeded to the vessel and rescued all four males from the upturned hull and returned them to shore. The vessel had been overturned by a large wave and the skipper dived underneath to assist a trapped crewmember and retrieve the emergency grab bag. None of the survivor's required medical attention and the RCC requested that they wait for the arrival of the South Australian Police.</p>

05 April 2010

Hired 406 Personal Locator Beacon Bugged Vehicle - Oodnadatta Track SA

After a beacon was detected near the Oodnadatta Track approximately 70KM to the north west of Oodnadatta, the RCC contacted the manager of Todmorden Station who advised rain was falling at the time. The manager of Todmorden Station drove to the area and located 2 bogged vehicles one of which was a hired camper with the active beacon. Both vehicles were assisted and put back on the track to Oodnadatta. Then when approximately 16KM from Oodnadatta the hire vehicle rolled over and both occupants sustained minor injuries. The party eventually made it back into Oodnadatta in the second vehicle. Police are investigating the accident.

27 April 2010

MEDEVAC Atlantic Bridge NW of Kangaroo Island, SA

The Master of Bulk Carrier *ATLANTIC BRIDGE/H3WT* requested assistance with the medical evacuation of an ill crewman. The vessel was 250NM South West of Adelaide, on a voyage from Hay Point QLD to Tenerife Canary Islands. The Telemedical Advice Centre was contacted and confirmed the requirement to conduct the MEDEVAC; the Filipino crewman had suffered a suspected stroke. The vessel was diverted towards Kangaroo Island, and Australian Helicopters of Adelaide were tasked to respond. The Essendon Dornier was also tasked to provide top cover. The helicopter, with medical team embarked, retrieved the patient and transferred him to Royal Adelaide Hospital.



14 July 2010

Ultralight Aircraft Crash - Chowilla Station, SA

South Australian Police advised the RCC a light aircraft had crashed near Chowilla Station with only the pilot on board. The pilot's father advised the RCC that a ground party was enroute to the area. Helicopter Rescue 51 from Adelaide and an ambulance from Renmark were tasked however the helicopter was released when the RCC was notified that the pilot had been located safe and well.

<p>21 July 2010</p>	<p>UHF Distress Call Mount Hopeless SA</p> <p>Melbourne Air Traffic control passed a report from an aircraft on descent into Tibooburra that advised hearing a distress call from a vehicle on UHF channel 13. The nature of distress could not be determined and the position given by the vehicle was ambiguous. The RCC tasked an aircraft from Arkaroola Village which was equipped with UHF radio to the probable position of the vehicle. The aircraft was able to establish UHF contact with the sole occupant of the vehicle and determined a more accurate position, that there was no immediate distress and that the vehicle was bogged. Coordination of the incident was passed to the South Australian Police who advised that due to the soft road surface a rescue would not be attempted overnight but vehicles from Moolawatana Station would attempt a recovery in the morning. The next day Police advised that the man and his vehicle had been retrieved and he is continuing his journey.</p>
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<p>5 August 2010</p>	<p>VH-AZH GA8 MAYDAY Forced Landing – Paruna, SA</p> <p>Melbourne Air Traffic Services advised the RCC that a MAYDAY call was heard from an aircraft suffering an engine failure and was attempting a forced landing south east of Loxton SA. There were with 2 people onboard. Helicopter Rescue 52 from Adelaide was tasked to respond. SA Police at Loxton were contacted and requested to attend the scene with ambulance services.</p> <p>VH-JMU was diverted and sighted the aircraft on the ground and reported both people were walking toward a nearby farmhouse. Upon sighting VH-JMU, the survivors went back to their aircraft and advised VH-JMU that they were uninjured. The rescue helicopter was stood down and when Loxton police and ambulance attended the scene they reported both occupants were unhurt and transported them to Loxton.</p>
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Western Australia


<p>06 December 2009</p>	<p>TECNAM 24-5550 crash – Narrogin, WA</p> <p>An ultra light aircraft undertook a solo NAVEX flight from Bunbury and failed to return. The pilot made a call from his mobile phone to the Bunbury Aero Club stating that he was in white out conditions and he believed he was about 30 miles south of the Narrogin to Collie track. A wide area search with eight Aeroplanes and two Helicopters was organised. The Tecnam aircraft was located south of the search area after a member of the public located the aircraft on his property and called the Police. The pilot suffered serious injuries and was taken to Bunbury hospital by the WA Police helicopter.</p>
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<p>18 December 2009</p>	<p>VH-UTW C206 Crash – Cocklebiddy, WA</p> <p>The RCC received a call from an aerial survey company advising VH-UTW, a Cessna 206 had activated the emergency function on the aircraft GPS tracking unit. The initial position given by the company was 7 miles offshore south of the coast of the Nullarbor Plain, 35 miles south east of the settlement of Cocklebiddy, which is 555 miles east of Perth. The RCC tasked Dornier Rescue 461 from a Customs task south of Albany, helicopter Rescue 65 from Jandakot and attempted to source local aircraft or passing</p>
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	<p>traffic to divert to the scene. The SRSAT system produced a position for an unregistered GPS encoded personal locator beacon 4 miles inland from the coast.</p> <p>Overflying jet aircraft were able to make contact with the pilot of VH-UTW who confirmed his position on land, that he had a minor head injury and that the crash site was in thick scrub. Ground parties in four wheel drive vehicles from Cocklebiddy and Eucla with medics were arranged but advised that the crash position would probably be inaccessible by vehicles and that the dense scrub could prevent a helicopter landing. VH-VVW a Robinson 44 helicopter was tasked from Esperance with an ambulance officer for rescue. Rescue 461 arrived over the crash site three hours after tasking and dropped a radio, water and food to the pilot and scouted the area for possible helicopter landing sites. A suitable landing site for the helicopter was discovered 1 km from the crash site and the Dornier provided guidance to both VH-VVW and the pilot of the crashed aircraft to enable a safe rendezvous.</p> <p>Helicopter Rescue 65 was released from task at Kalgoorlie. VH-VVW transported the survivor to Cocklebiddy and a waiting RFDS aircraft for a medical check after which he was taken to Kalgoorlie Hospital for observation. FESA and the SES at Kalgoorlie assisted with contingency planning for aviation jet fuel drum stock to be transported 370 kilometres to Rawlinna to enable Rescue 65 to complete the winch rescue. VH-UTW was destroyed in the crash.</p>
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<p>29 December 2009</p>	<p>Grounding FV <i>Notanda</i> – Carnarvon, WA</p> <p>JRCC Stavanger (Norway) advised AMSA’s rescue coordination centre of an Inmarsat C distress alert from the F\V <i>Notanda</i> in a position 40 nautical miles north of Carnarvon, WA. RCC Australia contacted the <i>Notanda</i> and were advised that the trawler had lost 24 volt power and had run aground, sustaining hull damage and taking on water in the engine room.</p> <p>Some of the trawler’s 30,000 litres of diesel began to leak into the sea and it was determined that evacuation of the crew was required. RCC Australia, with the assistance of Police Western Australia evacuated the five person crew from the <i>Notanda</i> to a nearby fishing vessel <i>Miss Debodell</i>, whilst Western Australia’s pollution response team arranged clean up of the spillage.</p>
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<p>27 February 2010</p>	<p>VH-MGT JAB1 MAYDAY - Serpentine, WA</p> <p>Melbourne air traffic control advised VH-MGT a Jabiru with one person onboard, called MAYDAY with an engine failure and was attempting a forced landing in a field 3NM south east of Serpentine aerodrome. Helicopter POLAIR61 from Jandakot was tasked to the location but initially could not locate the aircraft. VH-JDN a Beechcraft Baron was nearby and tasked for a visual search. A satellite detection of a beacon registered to VH-MGT enabled Polair 61 to find the crashed aircraft and render assistance to the injured pilot. Helicopter Rescue 65 transported the injured pilot to hospital in Perth.</p>
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<p>28 February 2010</p>	<p>DIVE BOAT SINKING – LANCELIN, WA</p> <p>A 406MHz emergency beacon was detected 5NM South West of Lancelin WA. The beacon was registered to a small craft which was confirmed to have 4 persons onboard. Helicopter Rescue 65 from Jandakot, was tasked and Fremantle Water Police were requested to provide a surface response. Volunteer Marine Rescue from Lancelin was tasked and the local police sent a vehicle to the beach. The next of kin later confirmed that she had been contacted by her husband who indicated that the boat had sunk rapidly and all 4 persons had swum ashore. Police were provided assistance and no injuries were reported.</p>
<p>27 March 2010</p>	<p>406MHz Beacon Detection 2 People In The Sea- Near Perth, WA</p> <p>A 121.5MHz beacon signal was heard by aircraft to the south of Perth and subsequently a registered 406 Beacon was detected by the Cospas Sarsat system. Helicopter Rescue 65 was tasked and located 1 adult and 1 child in the water. The survivors were winched to safety and transferred to Perth hospital suffering from mild hypothermia.</p>
<p>28 March 2010</p>	<p>VH-KDS PA30 Crash - 5NM ESE The Lakes, WA</p> <p>VH-KDS, a PA30 twin Comanche, failed to return to Jandakot after taking off without leaving any flight plan details. After exhaustive enquiries the RCC was able to deduce that the aircraft tracked towards the Northam area, most probably to inspect a farm owned by one of the two people on board. Air Services Australia technicians examined Air Traffic Control radar tapes and determined a last known position in the Northam area.</p> <p>Helicopter Rescue 65 from Jandakot was tasked to the position and conducted a night search but did not detect any sign of the missing aircraft.</p> <p>An expanded search was planned for the morning using four aircraft and a public broadcast issued to acquire possible sighting reports of the missing aircraft. Prior to the search aircraft reaching the expanded search area, an updated position was obtained by the radar technicians and passed to Rescue 65. The Airservices Australia radar technicians provided another refined position nearby and Rescue 65 located the aircraft wreckage. Both the men on board had perished.</p> 

11 April 2010	<p>406MHz Beacon Small Craft Lake – Argyle, WA</p> <p>A registered 406MHz beacon was detected in Lake Argyle, approximately 40NM south of Kununurra WA. The emergency contact was unable to provide any information about the vessel or numbers of persons onboard. The Fremantle Water Police were advised, and the Kununurra Police were requested to provide a local vessel for rescue. No aircraft were available at Kununurra or Darwin, so an aircraft was tasked from Truscott to investigate. Kununurra Police tasked a local tour boat which arrived at the beacon location and discovered a vessel with 2 people onboard who advised they were lost. They were escorted back to the boat ramp.</p>
15 April 2010	<p>Hired Vehicle 406MHz Beacon Kalbarri WA</p> <p>406MHz distress beacon being carried by tourists in an Apollo hire vehicle was activated approximately 40 kilometres south east of Kalbarri when the vehicle broke down. Kalbarri Police responded to the beacon position, located the broken down vehicle and confirmed the safety of the occupants.</p>
10 May 2010	<p>FV AFRICAN Sinking Unregistered Beacon – Esperance, WA</p> <p>The RCC received a detection of an unregistered beacon in the South East Isles offshore from Esperance, Western Australia. An aircraft was tasked to the beacon position and located a life raft, and observed an orange smoke flare. A RAAF C130 enroute from Pearce to Richmond was diverted to the scene and dropped an Air Search Rescue Kit to the life raft, and remained overhead until rescue helicopter Chopper 5 arrived to conduct a winch rescue. With the assistance of the Fremantle Water Police the RCC tasked a VMR vessel from Esperance, fishing vessel Falcon II, and the charter vessel T Maree, to proceed to the life raft position until the number of people in distress could be confirmed. Dornier Rescue 431 was diverted from a Customs task east of Tasmania, to replace the RAAF C130. Chopper 5 winched three people onboard with minor injuries and transported them to Esperance Hospital. The surface vessels returned to base.</p>
25 May 2010	<p>Vessel <i>Marian</i> on Fire 13NM South of Hopetoun WA</p> <p>The RCC received a distress beacon detection 14NM south of Hopetoun. Fremantle Water Police also received a triple 0 phone call requesting assistance due to a fire on board the vessel <i>Marian</i> with 3 people on board who were abandoning ship for the dinghy. The Hopetoun volunteer marine rescue vessel was tasked and rescued all 3 survivors.</p>
4 July 2010	<p>MEDEVAC Sailing Vessel <i>Shambles</i> 27NM SW Coral Bay WA</p> <p>Coastwatch advised the RCC that one of their surveillance aircraft off the WA coast received a request for assistance from the yacht <i>Shambles</i> which reported that one of her crew had fallen and sustained concussion and possible fractures. VMR Coral Bay vessel with an paramedic was tasked to rendezvous with <i>Shambles</i> approx 25NM south west of Coral Bay. The Coastwatch aircraft remained overhead the <i>Shambles</i> to coordinate the rendezvous with the rescue vessel. The rescue vessel took the patient on board and recovered her to Coral Bay where a waiting ambulance took her to hospital.</p>

12 July 2010

VH-TIJ C210 Crash Lake Cowan, WA

The RCC was advised by the operating company of Cessna 210 VH-TIJ that the aircraft had crashed while conducting an aerial survey flight south of Kalgoorlie.

A Dash 8 passenger aircraft was diverted and located the crash site, and advised the RCC the aircraft was badly damaged, inverted in a shallow lake and that there was no sign of the occupants. A Tier 4 search aircraft from Kalgoorlie was tasked to relieve the Dash 8 and remained overhead until Dornier Rescue 461 arrived from Perth. Helicopters Rescue 65 and POLAIR 61 were tasked from Jandakot.

The 2 occupants of the aircraft activated a distress beacon and were able to use their satellite phone to advise that they were trapped and badly injured. The crash position was in the middle of Lake Cowan, a partially full salt lake. Ground parties were unable to get to the crash position due to the soft and boggy surface.

Rescue 65 landed near the crashed aircraft and subsequently transferred the injured men to Kalgoorlie.



17 July 2010

Hired Beacon Activation KEA Campers Shark Bay WA

Coastwatch 215, a Dash 8 aircraft, was diverted to respond to a 406MHz beacon activation in the Shark Bay area. The beacon was registered to KEA Campervans who advised that two Dutch tourists had hired one of their vehicles fitted with the beacon. Local police located the tourists who advised that they had activated the beacon due to a suspected medical issue which had since been resolved.

19 July 2010

Beacon Activation Bushwalkers Mitchell Plateau WA

The SARSAT system detected a 406MHz beacon in the Mitchell Plateau area. A Coastwatch aircraft was diverted for homing and a local helicopter was tasked to the area. A winch equipped helicopter was prepared for departure at Truscott and a Dornier aircraft tasked from Darwin. The local helicopter located 2 people in the vicinity of the SARSAT position and returned them to Mitchell Falls. The 2 hikers had been unable to locate a planned food drop and had subsequently activated their beacon.

24 July 2010	<p>Yacht <i>Free Spirit</i> Aground - Bernier Island, WA</p> <p>The RCC received a satellite detection of a distress beacon registered to the 14 metre yacht <i>Free Spirit</i> near Bernier Island, approximately 30NM west of Carnarvon. An aircraft from Carnarvon, the Perth Dornier and a volunteer rescue vessel from Carnarvon were tasked. The Carnarvon aircraft located a yacht aground on the eastern shore of Bernier Island and the volunteer marine rescue craft arrived at location to report that all people were uninjured. Coordination of the incident was transferred to the Fremantle Water Police.</p>
14 August 2010	<p>6M Cruiser <i>Sea Hawk</i> Sinking - Point Samson, WA</p> <p>RCC Australia received an un-located detection of a beacon registered to the 6M vessel <i>Sea Hawk</i>. A phone call to the owner revealed the vessel had struck rocks approx 500M off Point Sampson near Karratha and was rapidly taking water. The owner was preparing to abandon the vessel. A marine pilot transfer helicopter and a VMR vessel were tasked and located the vessel but not the owner. Whilst the helicopter and volunteer vessel were enroute contact with the owner was lost when he confirmed that the vessel was going under. Karratha police were requested to patrol the shoreline and located the vessel owner as he was wading ashore approx 90 mins after his vessel sank. Karratha Police arranged ambulance transportation to the local hospital for treatment for hypothermia. Dornier Rescue 461 from Perth and helicopter VH-BZB from Karratha had been tasked to assist in the search but were stood down prior to starting engines.</p>
16 August 2010	<p>Police Search Missing Person Port Hedland Area WA</p> <p>WA Police requested the use of Dornier Rescue 461 from Perth to conduct a forward looking infrared (FLIR) search for a missing man on land in the Port Hedland area. Rescue 461 completed the search using FLIR and night vision goggles, but did not locate the missing man. The RCC also assisted the Police by producing written briefing material for an aircraft tasked by Police to conduct a visual search the following day. Police were continued to search with ground based assets.</p>
17 August 2010	<p>Beacon Detection Injured Tourists Kalumburu Area WA</p> <p>The RCC received a beacon detection on the Kalumburu road. The beacon was hired to two German female tourists driving to Darwin. The Police tasked a local property owner to respond who located a rolled vehicle. The passengers had minor injuries and were treated by a doctor that had been working at the property. Coordination was passed to Wyndham Police.</p>
1 September 2010	<p>Distress Beacon Small Craft - Nickol River, WA</p> <p>Detection of a PLB was resolved to the north arm of the Nickol River near Karratha, WA. Contact was made with the beacon owner who confirmed that he was on board a runabout that had broken down. His son gone to get help had swum to the shore and hurt himself. The occupant confirmed that he had already made contact with the Karratha Police before activating the beacon. Police were contacted and confirmed that a ground party had been sent out. The two were later rescued by Police and the beacon switched off.</p>

<p>9 September 2010</p>	<p>MEDEVAC <i>Helen Bolten</i> - 120NM West of Carnarvon, WA</p> <p>The RCC received a request for medical assistance from the Bulk Carrier <i>HELEN BOLTEN/A8UE3</i> for a Pilipino crewmember suffering a suspected renal failure. Medical advice from the Telemedical Centre in Cairns was obtained and medical evacuation requested. Helicopter Choppa 6 from RAAF Base Pearce was tasked and the patient evacuated to Carnarvon Hospital.</p>
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Off the Coast

<p>18 November 2009</p>	<p>M\V <i>LNG Pioneer</i></p> <p>RCC Australia received a phone call from a possible refugee vessel with 39 persons onboard reported to be taking on water in a position 350 nm northwest of Cocos Island. In response to a distress broadcast, the M\V <i>LNG Pioneer</i> was diverted to the scene and with the assistance of a Taiwanese fishing vessel <i>Kuamg Win</i> was tasked with assisting the vessel.</p> <p>The <i>LNG Pioneer</i> arrived on scene late that evening and before assistance could be provided to the vessel the <i>LNG Pioneer</i> reported that the refugee vessel had capsized and sunk, and that all persons from the refugee vessel were in the water. Attempts to recover the persons was hampered by the lack of light, however the <i>LNG Pioneer</i> and FV <i>Kuamg Win</i> were initially able to recover 9 persons.</p> <p>AMSA continued searching the area using the <i>LNG Pioneer</i>, FV <i>Kuamg Win</i> two Japanese fishing vessels and 8 fixed wing aircraft (Perth AMSA Dornier, 3 Corporate jets and RAAF P3C Orion maritime surveillance aircraft) until last light on the 3 November. A further 18 survivors one deceased person were recovered during this period. On completion of the search the <i>LNG Pioneer</i> transported the survivors to Christmas Island.</p> <p>AMSA has been involved in a significant number of incidents involving possible refugee vessels within the Australian and Indonesian search and rescue regions in the past few months and is working with the Indonesian search and rescue authority BASARNAS and Australian Customs Border Protection Command to respond effectively to each situation. In a ceremony in Dampier on 18 February, AMSA staff member Jennifer Tumbers thanked Captain Nikola Brzica and Chief Engineer Andrew Grant and the crew of the <i>LNG Pioneer</i> for their efforts during the incident.</p>
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18 November 2009	<p>VH-NGA WW24 Ditching – Norfolk Island</p> <p>An unlocated 406MHz beacon was detected registered to a Westwind jet, VH-NGA. The RCC contacted the aircraft operator who gave information that the aircraft was operating in the Norfolk Island area and was experiencing some difficulty. Information then obtained via Brisbane Air Traffic Control Centre and RCC New Zealand was that VH-NGA had made several missed approaches at Norfolk Island after last light in poor weather, was low on fuel and had probably ditched. RCC New Zealand confirmed coordination of the incident. At 10.57PM, RCC New Zealand informed RCC Australia that all 6 persons from the aircraft were ashore, safe and well and were in the care of an ambulance. Information was later received that the 6 persons had been rescued by a local boat and taken to Norfolk Island.</p>
6 January 2010	<p>Collision <i>Ady Gil</i> - Southern Ocean</p> <p>RCC Australia was contacted by Sea Sheppard USA regarding a collision between the New Zealand flagged vessel <i>ADY GIL</i> and the Japanese flagged vessel <i>Shonan Maru No.2</i> in the Southern Ocean, 170NMs north of Antarctica. Sea Shepherd USA advised the collision occurred within the last 30 minutes. The Bob Barker was reported to be on scene providing assistance. RCC Australia contacted the Bob Barker who confirmed that they had recovered 6 crewmen from the <i>ADY GIL</i>. Nil injuries were reported. The bow of the <i>ADY GIL</i> had been sheered off during the collision and the vessel was confirmed to be taking water. The <i>ADY GIL</i> was confirmed to have 400 litres of fuel onboard. Bob Barker salvaged equipment and sections of the <i>ADY GIL</i>. Relevant government authorities (Australia/New Zealand) were informed.</p>
15 January 2010	<p>Disabled Yacht "TLC" – Indian Ocean</p> <p>The owner of yacht TLC contacted RCC Australia to advise that the vessel had lost its rudder. The vessel was 1400 nm Southwest of Fremantle on a delivery voyage from Capetown to Fremantle with 2 persons onboard. Initially no assistance was requested; however, after attempts to rig an emergency rudder failed the crew requested to abandon the yacht. RCC Australia issued an urgency broadcast and MV <i>Oceanic Viking</i>, which was within 230 nautical miles, responded and diverted to assist. After a 24 hour transit, <i>Oceanic Viking</i> arrived on scene and recovered the TLC crew who were later transferred to French Vessel <i>Marion Dufresne</i> and transported to La Reunion.</p>
13 April 2010	<p>Overdue Catamaran Dawn Glory- Indian Ocean</p> <p>A South African registered 35 ft sail catamaran, <i>Dawn Glory</i> was reported overdue from South Africa to Fremantle by the Australian owner. Fremantle Water Police coordinated the incident, requesting RCC assistance. The RCC gathered information from the owner, family members of the crew, and MRCC Cape Town. The next morning the yacht issued a VHF radio PAN call advising of rudder failure. An Australian merchant vessel <i>Lindsay Clarke</i> responded, and advised the RCC of the situation onboard <i>Dawn Glory</i>. No distress was declared, and another Australian vessel <i>Portland</i> established hourly radio schedules, passing information to Bunbury Harbour control, for forwarding to Fremantle Water Police, who tasked a VMR Bunbury vessel to locate the vessel with Helicopter Rescue 65 on standby to assist if required. The <i>Dawn Glory</i> was located, and towed into Bunbury by the VMR vessel.</p>

16 April 2010	<p>Australian 406MHz Beacon - Canadian Polar Arctic</p> <p>On 26 February 2010, Australian Tom Smitheringale set out from McClintock Inlet at the northernmost edge of Canada with the aim of reaching the geographic North Pole solo and unsupported. After suffering an accident and falling in the icy waters on 15 April Tom activated his beacon. The RCC contacted the Canadian Air Force who retrieved Tom with the use of two aircraft. Tom was initially recovered to the Canadian Air Force base Alert (at 82 30 05N 062 20 20W). Military medical staff in consultation with civilian authorities determined Tom did not require medical evacuation and was treated for hypothermia and diagnosed with frostbite to fingers and toes. He will leave Alert via a scheduled re-supply flight. Tom is liaising with his support team regarding subsequent movements once transported from Alert.</p>
30 April 2010	<p>2010/2883 - VELANKANNIMATHA Disabled Vessel and 5 Missing Men - NORTH OF COCOS ISLAND</p> <p>RCC Australia received notification of a vessel with 16 children, 34 women and 12 males on board disabled and requesting assistance approximately 100 nm north of Cocos Island. RCC Australia issued a broadcast to shipping and requested two merchant ships divert to render assistance. A RAAF surveillance aircraft enroute to Cocos Island was diverted to assist in locating the vessel. The tanker <i>TH SYMPHONY</i> located the vessel <i>VELANKANNIMATHA</i> and provided food, water and fuel before resuming passage in the evening of 30 April. <i>TH SYMPHONY</i> confirmed the crew were in good health and no other assistance was required. Border Protection Command was informed and assumed coordination.</p> <p>On 4 May, BPC advised that the vessel had not yet arrived at Christmas Island and requested a broadcast be issued to shipping for any sightings of the vessel. Northern Area Command advised that a defence surveillance aircraft was to be launched on the 5th May to relocate the vessel and the RCC was later advised the search was unsuccessful. Concern for the safety of the vessel was raised by BPC, due to failure to arrive at Christmas Island.</p> <p>RCC Australia accepted co-ordination at midnight on 5/6 May and commenced search area planning and the broadcast to shipping was updated. The RCC made a request for military assistance for aviation assets and surface response vessels. A defence surveillance aircraft, RESCUE 251 was tasked from Darwin to relocate the vessel from its last known position, in the search area as determined by the net water drift program.</p> <p>The vessel was located by RESCUE 251 and a nearby bulk carrier <i>Renate N</i> was diverted to assist. <i>Renate N</i> advised that <i>VELANKANNIMATHA</i> had engine problems and a possible medical emergency onboard. <i>Renate N</i> was not able to recover the persons, so three other vessels were requested to respond, bulk carrier <i>Postojna</i>, bulk carrier <i>Flipper</i> and LNG vessel <i>Sokoto</i>. <i>Postojna</i> attempted to recover the survivors, however, following recovery of 8 persons assessed that it was too dangerous to recover any more people from the vessel. <i>Postojna</i> took <i>VELANKANNIMATHA</i> in tow for Cocos Island.</p> <p>The recovered survivors reported that 5 young men had decided to swim away from the vessel in the hopes of locating assistance. They entered the water on 3 May (030500UTC) and had not been sighted since. The men were reported to be tied together with rope and wearing lifejackets and tyre inner tubes. Dr Luckin was consulted regarding time frames for survival and he indicated that there was no reasonable chance of survival.</p>

	<p>A one off visual search for the missing men was planned for 8 May using RESCUE 251. RESCUE 251 located a possible body on tyre tubes and lifejackets believed associated with the missing men. Despite repeated efforts the body was not sighted again. HENHUA 26, a heavy lift ship was diverted and was directed to the tyres and lifejackets by RESCUE 251, where it recovered some of the objects. The search for the missing men was concluded a short time later. <i>Postojna</i> towed VELANKANNIMATHA to Cocos Island where it was towed into the lagoon by the <i>RJ HAWKE</i>. The 57 onboard and the 8 onboard <i>Postojna</i> were transferred ashore to Cocos Island on morning of 9 May.</p> 
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<p>25 May 2010</p>	<p>MEDEVAC XIN BIN HAI/3EYB5 Indian Ocean</p> <p>RCC Australia received a request for medical advice from the Bulk Carrier <i>XIN BIN HAI</i>. The vessel was enroute to Dampier when two of the crewmen were injured in an engine room accident. The Telemedical Advice Centre was contacted and following discussions with the vessel confirmed that both crewman had suffered fractured limbs; the injuries were not considered life threatening. A boat transfer was not considered possible due to the nature of the injuries and the high freeboard of the vessel, so a helicopter transfer was arranged. Helicopters Australia at Karratha and Aspen Medical Services were tasked to respond. The MEDEVAC occurred in the vicinity of the Dampier Pilot Boarding both patients were transferred to Karratha Hospital for medical treatment.</p>
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<p>23 June 2010</p>	<p>SIEV 163 CHRISTMAS ISLAND WA</p> <p>A 000 emergency phone call was received by Perth Police Communications centre from an unknown mobile telephone number. The caller advised that he was on a vessel with 50 people on board that had just come from Indonesia, was 45 minutes north of Christmas Island and needed help. This information was passed to Coastwatch Canberra while further inquires were conducted about the telephone number. Coastwatch later confirmed that the caller was on board a vessel that safely arrived at Christmas Island.</p>
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4 July 2010	<p>Medical <i>SUN PRINCESS</i>/ZCUB6 Christmas Island</p> <p>RCC Australia received a request to assist with the medical evacuation of an Indian crewmember suffering appendicitis from the cruise ship <i>SUN PRINCESS</i>. The ship was well within the Indonesian Search and Rescue Region at the time and was proceeding towards Fremantle. The Master diverted the vessel to Christmas Island and, with the assistance of the ships agent, the patient was transferred ashore.</p>
6 July 2010	<p>Vessel Abandoned Home Island, Cocos (Keeling) Islands</p> <p>On the morning of 6 July, a small timber fishing vessel was reported aground on reefs to the north of Home Island, in the Cocos (Keeling) Island group. AFP investigated and reported the vessel appeared of Indonesian origin, and was carrying equipment consistent with commercial fishing. No persons or bodies were recovered. Appeals to BPC, Defence, AFMA and Indonesian Authorities failed to identify the vessel. The vessel subsequently broke up and a large amount of wreckage was recovered.</p>
21 July 2010	<p>Missing 7 Metre Banana Boat - Solomon Islands</p> <p>RCC Australia assisted MRCC Honiara, in the search for a missing 7 metre banana boat with 3 people on board. The last known position of the vessel was in the vicinity of the Santa Cruz Islands approximately 400NM east of Honiara at 2:30PM local time, Wednesday 21 July. RCC Australia initially provided drift planning as well as broadcasts to shipping. On 22 July MRCC Honiara requested Australian assistance for the provision of aerial search assets in accordance with the MOU. RCC Australia tasked a RAAF C130 Hercules aircraft which conducted wide area searches on 23 and 24 July with nil results. Search was then scaled down to use local assets.</p>
22 August 2010	<p>Disabled Yacht <i>SAMASAN</i> 550NM West Cocos Island</p> <p>Yacht <i>Samasan</i> contacted RCC Australia regarding a complete steering failure due to a hydraulic line defect. The vessel had an emergency tiller, however this was also damaged. The vessel did not declare a distress, but was concerned that if the weather degraded, the damage could become catastrophic. The crew did not wish to abandon the vessel and requested assistance from a ship with welding equipment to repair the emergency tiller. RCC issued a broadcast for ships able to provide assistance. MV <i>Tianshunhai</i> diverted but was unable to provide assistance due to weather and with the yacht crew still unwilling to abandon, <i>Tianshunhai</i> continued on her voyage. Approximately 28 hours later the crew of <i>SAMASAN</i> reported that they had received welding assistance from MV <i>Desert Voyager</i>. This was possible owing to significantly abating weather and <i>Desert Voyager's</i> low freeboard. With a serviceable emergency tiller, the crew of <i>Samasan</i> stated their intention to make for an Indonesian port to repair the main steering system. This incident was reopened three days later when <i>Samasan</i>, 300NM from Cocos Island, advised they were diverting to Cocos Island and requested RCC issue a broadcast to shipping for a vessel to supply them with fuel in order to complete the voyage. A US registered 14M catamaran 'KEY OF D' responded to the broadcast and was placed in direct communications with <i>Samasan</i> and sailed from Cocos Island and rendezvous with the vessel to supply fuel and, if necessary, tow her back to Cocos Island.</p>

20 September 2010	<p>SIEV 187 Vessel Sinking Indian Ocean East Of Christmas Island</p> <p>RCC Australia received notification of a 10 metre wooden vessel with approximately 50 asylum seekers onboard taking water and sinking in an unknown position off Christmas Island. HMAS MARYBOROUGH was tasked to conduct a surface search. Darwin based Dornier RESCUE 481, a Defence C130 Hercules and AP3 Orion aircraft were tasked for wide air search however did not arrive on scene before the vessel was intercepted near Flying Fish Cove, and designated SIEV 187.</p>
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Outside the Australian SRR

11 August 2009	<p>P2-MCB DHC6 Crash – Kokoda, New Guinea</p> <p>A Twin Otter aircraft operated by Airlines PNG with 13 people onboard departed Port Moresby for the short flight to the Kokoda airstrip. The aircraft failed to land at the destination and a subsequent search coordinated by the Port Moresby Rescue coordination centre was launched with assistance from RCC Australia. The Cairns based Dornier Rescue 441 was involved in the aerial and electronic search conducted at first light which resulted in the detection of a 406 MHz signal. Shortly afterwards, a local search helicopter discovered the wreckage. There were no survivors.</p>
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26 July 2010	<p>Concern For Yacht 51ST PROJECT Port Vila</p> <p>RCC Australia was contacted by the owner of yacht 51ST PROJECT due to concern for the vessels safety. The vessel was on a delivery voyage from Vanuatu to Sydney and had missed two scheduled reports. Attempts made by the owner to contact the vessel had also failed. Enquiries were made with New Caledonia authorities, and RCC Australia made attempts to contact the vessel via HF radio. The 51ST PROJECT subsequently contacted the vessel owner and confirmed their safety. They reported that they had experienced significant communications issues.</p>
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11 August 2010	<p>Beacon Activation Fishing Vessel ORYONG NO 312 Solomon Islands</p> <p>The RCC received a detection of a distress beacon with coding errors in the Solomon Islands. As the vessel was unable to be identified, MRCC Honiara contacted vessels operating in the area requesting them to check their beacons. The beacon location was subsequently confirmed, and RCC Australia issued a broadcast to shipping on behalf of MRCC Honiara. Satellite based AIS revealed Korean Fishing Vessel ORYONG NO 312 operating at the beacon's location. Attempts to contact the vessel directly failed, however MRCC Korea was contacted and a short time later the beacon signal ceased.</p>
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Spot Personal Tracker

16 January 2010	<p>SPOT 911 Alert – Wongi State Forest Queensland</p> <p>The RCC received a call from the International Emergency Response Coordination Centre in Texas in relation to a SPOT beacon activation in the Wongi State Forest, QLD. Helicopter Rescue 512 was tasked to respond from Bundaberg. The owner of the beacon was contacted and advised that his colleague had crashed his motorbike and was suffering injuries to his shoulder and ribs. Rescue 512 arrived on scene and provided medical attention prior to transporting the patient to Hervey Bay Hospital.</p>
20 March 2010	<p>SPOT Tracker Emergency Activation Overturned Toyota 4WD SE Alice Springs NT</p> <p>RCC Australia received a phone call from IERCC regarding a SPOT distress activation 35KM South East of Alice Springs. The emergency point of contact advised that the SPOT tracker was in a 4WD vehicle with 2 persons onboard. The NT Police were requested to respond with police and ambulance services. It was confirmed that the vehicle had been involved in an accident and rolled over. There were no injuries reported and NT Police took coordination of the incident.</p>
29 March 2010	<p>SPOT Tracker Emergency Activation Bogged 4WD- Formby Bay SA</p> <p>RCC Australia received a SPOT distress alert on the Yorke Peninsula SA registered to 2 French citizens travelling Australia in a 4WD. Attempts to contact the emergency numbers were unsuccessful so a Helicopter Rescue 51 was tasked from Adelaide and Police were requested to arrange a ground response. The police advised that a 000 call had been received from a bogged vehicle, but details were sketchy as the call dropped out. Rescue 51 and the Police vehicle confirmed that the SPOT alert had been sent when the 4WD had become bogged on the beach. The two persons had subsequently dug the vehicle out and no further assistance was required. The Rescue helicopter was released from tasking.</p>
27 May 2010	<p>SPOT Tracking Device – Clermont, QLD</p> <p>The SPOT emergency centre advised details of the activation a SPOT tracking device at Laglan Station west of Clermont Queensland. The device was registered to a Ray Slater of Vale Australia and Exploration company who was travelling in a vehicle with 2 other people. The Vale Exploration emergency point of contact activated the company emergency response personnel to the beacon position. On arrival it was found to be an inadvertent alert and all people were safe.</p>
12 July 2010	<p>SPOT Tracker Distress Alert – Somerset, QLD</p> <p>The RCC received notification of a SPOT emergency alert in the Cape York area. Helicopter Rescue 701 from Horn Island, was tasked along with a Police ground response from Bamaga. Rescue 701 located a bogged 4 wheel drive vehicle. The Bamaga Police arrived on scene and confirmed no injuries and coordination of the incident was transferred to the Police and the rescue helicopter released from task.</p>

29 August 2010	<p>SPOT Activation Injured Motorcyclist - Near Laura QLD</p> <p>The RCC received a SPOT emergency alert from the IERCC who advised it was activated by motorcycle rider believed to be travelling in the Cape York area. The position was within the Lakefield National Park near Laura. Dornier Rescue 471 and helicopter Rescue 510 from Cairns were tasked. A passing motorist who was a nurse contacted the Queensland Ambulance Service and advised them of the injuries of the motor cyclist. The SPOT 911 alert was cancelled by the motorcyclist and the Laura Police coordinated his retrieval to Laura. He was later transferred to Cairns by the RFDS. Co-ordination of the incident was transferred to the Queensland Police and Rescue 471 and Rescue 510 were stood down from tasking.</p>
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What people do with old Distress Beacons

4 April 2010	<p>121.5MHz Beacon Signal Heard near Perth WA - Incorrect Disposal</p> <p>A distress beacon signal was heard by one aircraft to the North East of Perth. Dornier Rescue 461 was tasked to home the beacon and reported the signal coming from house in the Toodyay area with no signs of distress. AeroRescue conducted ground homing and found a 121.5MHz beacon in a boat on a property to the North of Toodyay WA.</p>
6 April 2010	<p>121.5MHz Beacon Heard Raymond Terrace NSW - Malicious Activation</p> <p>VH-VEY, a Cessna 441, and Helicopter Westpac 1 were tasked to respond to a distress beacon signal heard in the Newcastle area. Westpac 1 tracked the signal to the town of Raymond Terrace. When the crew located the beacon it appeared that it had been activated deliberately.</p>
8 April 2010	<p>121.5MHz Beacon Heard Port Hedland WA- Incorrect Disposal</p> <p>Aircraft in the Port Hedland area reported hearing a beacon on 121.5Mhz. The local Volunteer Marine Rescue was tasked and subsequently located the active beacon in the Post Hedland rubbish dump.</p>
11 April 2010	<p>121.5MHz Beacon Heard Fremantle WA - Malicious Activation</p> <p>Aircraft in the Perth area reported hearing a beacon on 121.5MHz. Helicopter Rescue 65 was in the area on another beacon homing task and tracked the signal to a suburban area. A ground homing officer was tasked who located the beacon was in a suburb to the south of Perth.</p>

14 April 2010	<p>121.5MHz Beacon Heard Peakhurst NSW - Incorrect Disposal</p> <p>Overflying aircraft in the Sydney area reported hearing a distress beacon on 121.5MHz. Helicopter Rescue 22 from Bankstown was tasked for homing and tracked the beacon signal to the suburb of Peakhurst, approximately 6 miles west of Sydney Airport. The crew commenced ground homing and the signal location was further refined but the beacon not located. A subsequent ground homing the next morning located an active beacon at a waste transfer station. The load containing the beacon was relocated to another waste facility at Kurnell, where the beacon was isolated, deactivated and destroyed.</p>
16 April 2010	<p>121.5MHz Beacon Heard Perth WA – Incorrect Disposal</p> <p>A 121.5MHz distress beacon signal was reported by aircraft in the Perth area. Helicopter Rescue 65 was tasked and tracked the signal to a waste disposal centre in the Perth metropolitan area. A ground party was tasked to the waste disposal centre where an active 121.5MHz beacon was located and switched off.</p>
16 April 2010	<p>Beacon Signal Heard near Canberra ACT - Incorrect Disposal</p> <p>Several aircraft reported hearing a 121.5MHz distress beacon signal to the east of Canberra. The Canberra based rescue helicopter was not available and consequently helicopter Rescue 26 from Wollongong was tasked. The signal was homed to the Woodlawn waste disposal centre.</p>
16 July 2010	<p>121.5MHz Beacon Signal Heard Cannonvale QLD Incorrect Disposal</p> <p>Helicopter Rescue 412 from Mackay and Dornier Rescue 441 from Cairns were tasked to investigate 121.5MHz beacon hearing reports in the Whitsunday area. Rescue 412 tracked the signal to the Cannonvale rubbish tip and landed for ground homing. The crew localised the signal to an industrial waste bin but were unable to gain access and retrieve the beacon. The following morning local police located and destroyed the beacon.</p> <p>NB THERE WERE 6 OTHER SIMILAR INCIDENTS IN JULY</p>
1 August 2010	<p>121.5 Beacon Signal Heard Atherton Area QLD</p> <p>A 121.5MHz beacon signal was heard by high level aircraft in the Atherton area. Dornier Rescue 441 from Cairns was tasked for homing and tracked the signal to Malanda. No signs of distress were observed. A team from Emergency Management Queensland was tasked to conduct ground homing the following morning. The beacon was found in an industrial estate to the south of the Malanda township. The owner was not identified however the beacon had self activated; the switch was still in the off position, a known defect of the GEM MT 300 model. The battery was disconnected and the beacon disposed of in Cairns.</p>

3 August 2010	<p>121.5MHz Beacon Heard Alice Springs ,NT Improper Disposal</p> <p>Aircraft in the Alice Springs area reported hearing a beacon signal on 121.5MHz. Helicopter VH-NDL was tasked from Alice Springs and tracked the signal the Alice Springs dump where a compactor was used to crush the area where the signal was coming from until the signal ceased. However, overnight an overflying aircraft heard the signal so a ground party returned to dump Wednesday morning and with the help from the staff located and disabled the beacon.</p> <p>Note: There were 5 more identical incidents where aircraft were tasked to a 121.5MHz beacon improperly disposed of in a dump during August 2010</p>
9 August 2010	<p>121.5 MHz Beacon Signal Heard Wirrina, SA Malicious Activation</p> <p>Several overflying aircraft south of Adelaide reported hearing a distress beacon on 121.5MHz. There were no 406MHz detections in the area. Helicopter Rescue 51 from Adelaide was tasked for homing but was unable to detect any signal. After a further hearing report, the South Australian Police Air wing aircraft VH-HIG was tasked to for homing at high level. The beacon signal was tracked to a residential area at Wirrina Cove. The pilot of VH-HIG returned in the following morning by car and with a portable homer, located a maliciously activated beacon on the golf course.</p> <p>Note: There were 2 other incidents in August where aircraft were tasked to home what turned out to be maliciously activated beacons.</p>



Queensland

NATSARCON 34/3/1 - QLD

Date: 20 September 2010

Originator: QPS



STATE SAR ACTIVITY REPORT

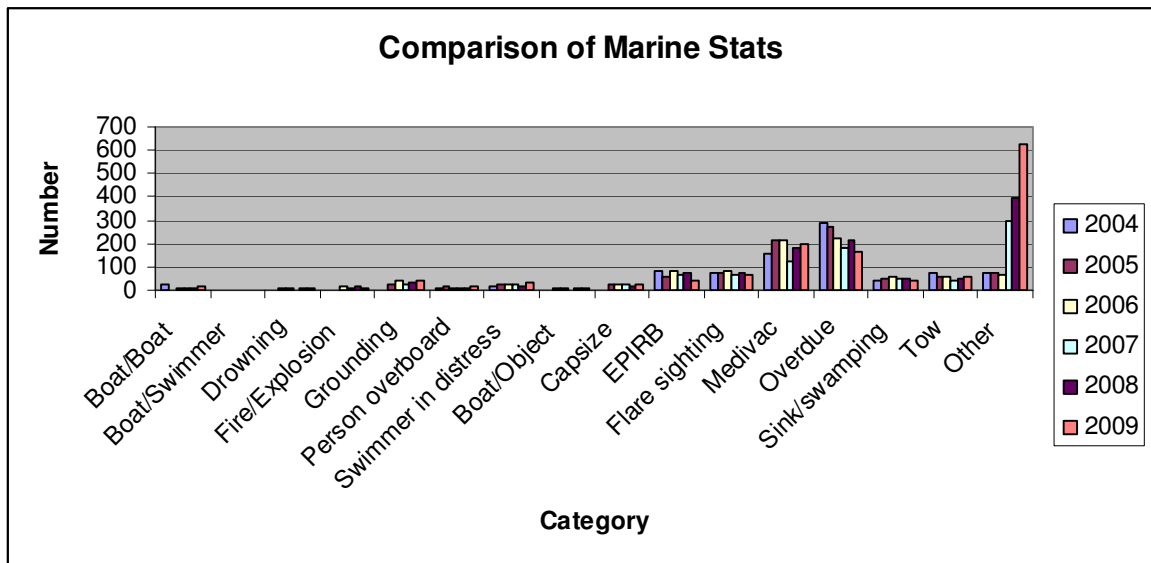
Summary of Activities for past year

1. Queensland has been very active SAR wise over the last year with incidents occurring in almost every location throughout the State. We are currently averaging 3.8 incidents per day. While this year has been flush with success, we must also remember the 19 persons that we failed to find (15 marine, 4 land) and therefore could not return to their families. Two workshops in conjunction with AusSAR were conducted along with six marine SAREX's and ten land SAREX's.

Marine SAR

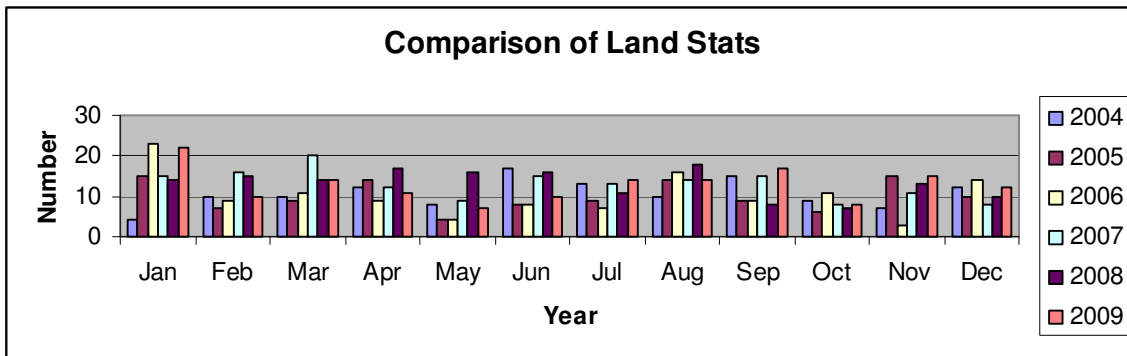
Marine SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Boat/Boat	21	4	9	7	6	16	
Boat/Swimmer	1	1	4	1	1	1	
Drowning	4	8	11	4	7	5	
Fire/Explosion	3	1	14	7	15	6	
Grounding	0	28	45	27	31	38	
Person overboard	9	18	10	8	5	13	
Swimmer in distress	18	25	25	27	14	29	
Boat/Object	2	5	5	2	6	5	
Capsize	0	22	28	23	13	24	
EPIRB	82	59	80	67	75	44	
Flare sighting	72	71	81	64	74	67	
MEDEVAC	160	212	218	124	180	198	
Overdue	290	271	220	182	213	168	
Sink/swamping	45	53	55	48	50	45	
Tow	74	55	54	42	52	56	
Other	77	75	68	298	396	629	
Total	858	908	927	931	1138	1344	





Land SAR

Land SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Walker /Outdoor adventurer	56	61	62	74	81	88	
Senior Person	19	22	26	31	35	31	
Vehicle							
Downed Aircraft	2	15	2	2	3	2	
PLB/ EPIRB	0	0	0	0	0	0	
Tip Search	3	3	4	3	3	8	
MEDEVAC	0	0	0	0	0	0	0
Overdue	28	7	17	16	17	15	
Other	19	12	13	20	20	10	
Total	127	120	124	156	159	154	



Notable SAR Incidents (Land and Marine)

2. a. Search for missing Irish male from trawler in the Whitsunday Island group. Extensive search by air and surface failed to locate him.
- b. 164 PNG natives reported missing travelling to a funeral on Gabba Island in the Torres Straits. All located safe and well, suffering fuel shortages.
- c. Sinking of Dive tender Nautilus and rescue of 22 passengers and crew from Flinder's Reef.
- d. Search for and subsequent location of 22 month old child in a dam at Cooroibah.
- e. Search for missing male south of Wyandra, SW Qld. Located deceased 800m from vehicle.
- f. Sunken vessel located and a small child recovered from 30m of Yeppoon.

Causative Factors

3. The number of SAR incidents being coordinated by the Service is increasing each year by an average of 11%. The number of marine related incidents has remained proportional to the number of registered vessels and those persons with boat licences. It is difficult to compare the numbers of lost persons in a land situation. Those missing in national and environmental parks have remained constant while the number missing on inland waterways, private property and other areas is increasing each year. This may be a reflection of the GFC and in increase in people holidaying domestically. The number of dementia/Alzheimer sufferers being reported missing is increasing, which directly reflects our aging population.
4. The relationship between the Service and volunteer groups in Queensland has been strengthening over the last few years and this is reflected in the outstanding cooperation being exhibited in the SAR incidents attended. Cross training and the increase in workshops conducted during the year has contributed to this.

Marine Rescue Capability

5. There have been some new acquisitions over the last year, the most notable being a refitted 7.6m RHIB for Thursday Island. This vessel has been worth its weight in gold as it has been involved in almost all marine incidents since being stationed there in February.
6. The Queensland Police Dive Unit currently has 4 full time members and 8 part time members. During this period they attended 89 jobs, many of which were of three-four day duration. Their main function is the search for and recovery of missing persons underwater and evidentiary searches. At the time of this meeting a further 3 members will be undergoing training with the NSW Dive Unit in Sydney.
7. Queensland has purchased SARMAP and is currently having it set up for Queensland conditions. It is expected to have it up and running by October this year. We are looking into unmanned aircraft as a method of conducting searches. SERT currently utilise this technology and it has some good applications in SAR.

Training

8. Training has been continuing apace in the State. We have another 17 Diploma level members trained as well as 36 members trained in land search. With resignations, transfers and members leaving the SAR system we have just under 300 trained members throughout the State.

9. An audit has recently been completed of our Diploma level course with no recommendations for improvement made. We are currently upgrading the course in line with the next version.
10. The SAR Workbook mentioned in previous reports has been implemented with all Coordinator's in Queensland being required to complete the first version by October this year. On the whole it has been well accepted and acknowledged as a good method of providing refresher training to a large number of members scattered throughout the State. The argument that if a coordinator has been actively involved with SAR they should be exempt from the workbook has been negated with a quick audit of SAR incidents with a clear indication that coordinator's had not been keeping up to date with either National Manual.

Future Developments

11. The Service, with the VMR Groups, is exploring the use of the Track Plus system being fitted to all vessels as a way of monitoring their location during SAR incidents. This is particularly relevant for the northern portion of the State when vessels are sent out along to search an area. The system allows for an operator to track the movements of the vessel remotely and identify any problems. From a crew safety point of view this is a large step ahead.

State SAR Council Report

12. The SAR system utilised by Queensland is moving forward with the regular meetings of the State SAR Committee, Queensland Volunteer Marine Rescue Committee and Regional SAR Consultative Committees. The increase in cross training and number of smaller localised SAREX's is contributing to a more cohesive SAR response.

Jim Whitehead
Senior Sergeant 5381
Queensland State SAR Coordinator



Western Australia Police

NATSARCON 34/X/Y

Date: 28 September 2010

Originator:



STATE SAR ACTIVITY REPORT

Summary of Activities for past year

1. WA Water Police Coordination Centre (WPCC) located in Fremantle operates Coast Radio Perth (CRP) and Coast Radio Hedland (CRH) and provides a 24/7 Marine Search and Rescue Centre for the 12,000km's of WA Coastline.
2. In 2009/10 there were 4019 marine related tasks recorded through the WPCC. Of these 1413 were Marine Search and Rescue tasking. Both these figures are slightly down from the previous reporting period.
3. There has been 10 recorded deaths/people missing from marine related incidents during this reporting period. This number has drop significantly (50%) from the previous year. In experience, ill prepared vessels and inclement weather continue to be the most significant causes of boating incidents.
4. The WA Judicial system has again supported Police by handing down judgement with a significant impact. In October 2009 a Mayday Call was received by Water Police and subsequently investigators charged a male person with creating a false belief 24 hours after the hoax mayday was received. Scott Bradley Pike was fined and ordered to pay \$55,000 in restitution for the cost of the search. This follows on from a similar incident in Karratha where the court ordered \$87,000 in restitution..
5. In June 2010 Water Police were requested by Rescue Coordination Centre to assist in a protracted SAR operation which received international publicity. The rescue of Abby Sunderland on 'Wild Eyes' highlighted the working partnership WA Water Police has developed with the Rescue Coordination Centre over many years. Timely and significant resource support from Rescue Coordination Centre has been instrumental in successfully resolving many search and rescue incidents in our jurisdiction.
6. The past twelve months has also seen an increase in the '000' Emergency calls received by WA Police from asylum seekers making there way to Australian Waters. These calls come

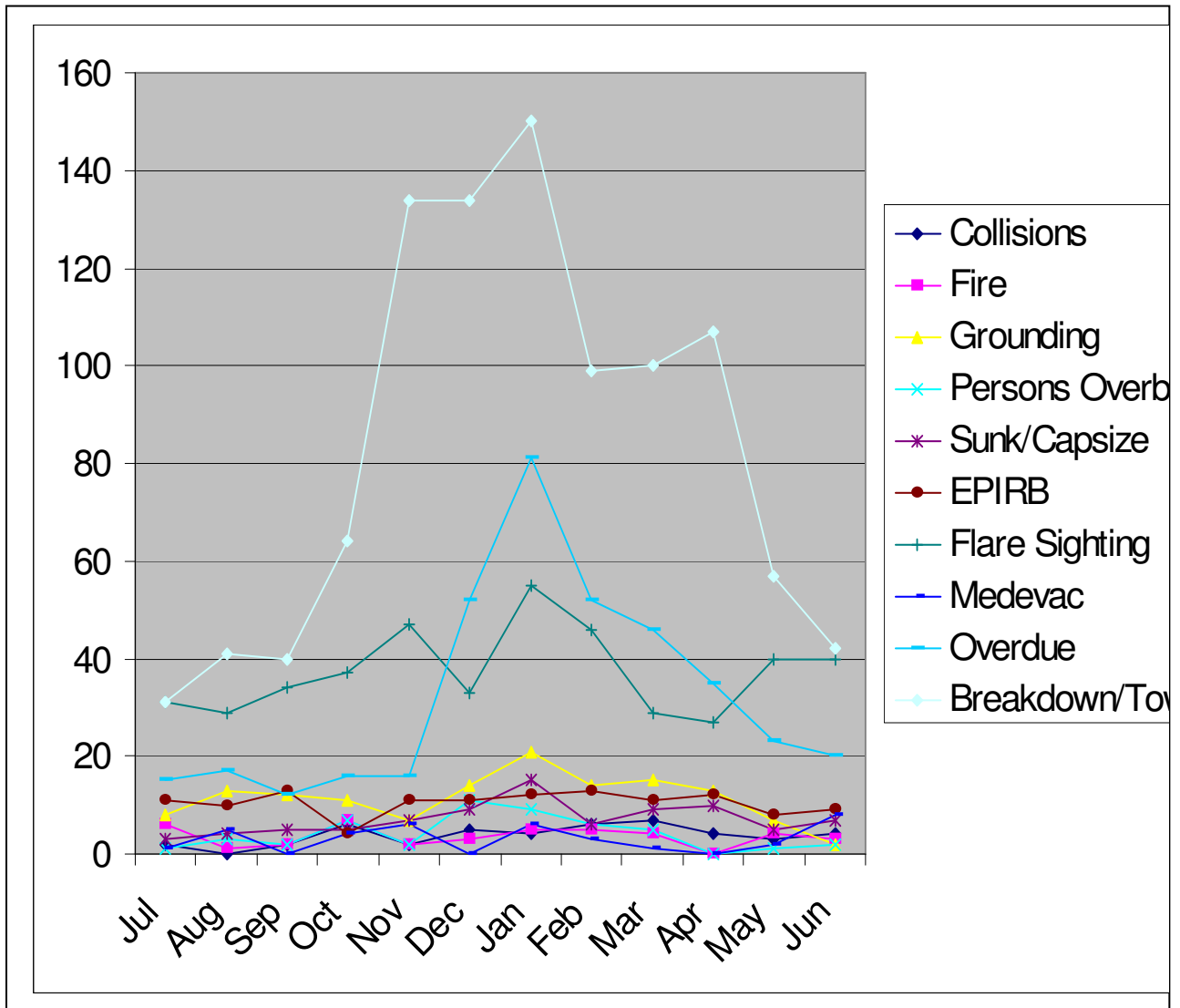


with little information as to the exact location; other than they are in Australian waters and require assistance.

7. The past twelve months has seen an increase in land search operations across the state, most notably in the metropolitan area with more than double the number of operations. This can be attributed to the increased awareness among frontline officers to the urgency of search.
8. The past financial year has been busy for land search around the state with 147 recorded searches, 84 of these have been in the metropolitan area. Searches for people with dementia are on the increase as expected and proving to be difficult. The use of the State Emergency Service search dogs and in particular the Tracking Scent Specific dog is providing police with an effective tool to increase the likelihood of success. With more dogs in training this resource is expected to be used more often and across the state.

Marine SAR

Marine SAR Incidents							
Incident	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	% ↑or ↓
Collisions – Boat v Object, Boat v Boat	57	72	62	84	90	45	50% ↓
Fire	22	39	9*	18*	36	42	16% ↑
Groundings	61	65	52	69	80	137	71%↑
Person overboard Swept Offshore, Diver/swimmer missing	51	77	52	40	82	49	40% ↓
Sunk/Capsize	71	67	69	55	88	85	3% ↓
EPIRB	102	120	4*	30*	133	125	6% ↓
Flare sighting	275	284	50*	100*	563	448	20% ↓
Medevac	13	9	9*	13*	31	36	16% ↑
Overdue	229	232	46	49	504	385	24% ↓
Breakdown/Tow	823	895	808	862	919	999	8% ↑
	* Computer Data Base incomplete, not all stats available						
Other							
Total	1704	1860	1161	1320	2526	2351	7% ↓



Land SAR

Incident	2008/09	2009/10	% ↑ or ↓
Regional Area	53	63	18% ↑
Metropolitan Area	29	84	190% ↑
Dementia	29	29	-
Mental Despondent	7	43	514% ↑
Children	10	19	90% ↑
Lost 4wd's/Bushwalkers etc	36	36	-
Prospectors	2	6	200% ↑
Forensic	2	14	600% ↑
Other			
Total	168	294	75% ↑

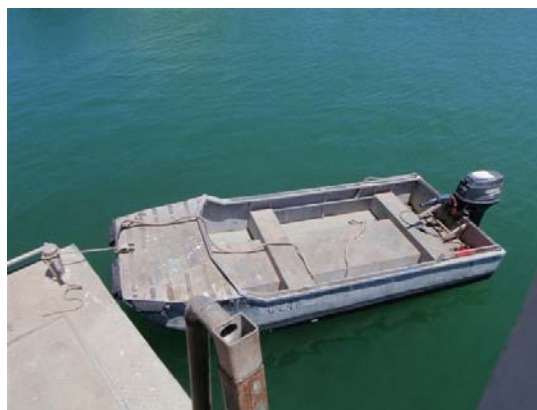
Notable SAR Incidents (Land and Marine)

Marine SAR

9. Aug '09 vessel swamped and sunk 140kms East of Esperance, EPIRB activated. Local Helicopter operator tasked with SES member and located two men in water. Dropped a Rescue grenade and later landed on beach and pulled two men from water. Rescue grenade was issued to SES the day before.
10. Sept '09 Small 4 metre single handed home made yacht departed Fremantle in 40knts and 5-6 metre seas sailing to South West of WA. EPIRB activated after 10nm into trip. Water Police activated, Rescue Helicopter actioned. Yacht located and winched yachtsman to safety. (Yacht 'SmallFry' pictured below).



11. Oct '09 Mayday call received by Water Police at 2100hrs from vessel Sea Dolphin II, taking on water 40nm north of Rottnest Island. SAR operation undertaken and a 19 hour search initiated. Police suspected possible hoax call, recorded mayday call, released to media and Scott Bradley PIKE arrested for creating False Belief. Court ordered him to pay \$55,000 in restitution.
12. Jan '10 Missing person from Exmouth marina in a small Punt vessel. (See below) Vessel located 10nm to north of Exmouth marina by aircraft. Vessel was not equipped with any safety gear, radios, Epirb or anchor. The vessel was used as tender inside Exmouth marina by marine mechanic. Search operations conducted over 4 days. Missing person Jake Bearup never located.



13. Mar '10. Missing diver off Esperance. Diver was diving alone. History of Epilepsy. Strong off shore winds blowing. Diver located following morning after spending night on an isolated island.
14. May '10. Esperance fishing vessel sunk 95nm East of Esperance. Activated EPIRB. Volunteer Rescue vessel 8 hours away, Rescue Helicopter sent from RAAF Base in Perth and winched 3 men from life raft to safety. Commercial Aircraft also diverted to scene by AMSA to assist
15. Jun '10. Water Police requested by RCC to assist in the rescue of Abby Sunderland from her stricken yacht *Wild Eyes*. Two staff from Water Police (Sgt Wear & S/c Trivett) acted as On Scene Coordination whilst onboard the Qantas A330 Aircraft. *Wild eyes* located and contact made with Sunderland. Search operations undertaken over two days, WA Water Police attended on day 2 and assisted with coordination of the rescue operation while observing from 1500ft. French speaking Police Officer on plane as interpreter to Rescue vessel *Ille La Da Reunion* was critical to the success of the operation



Land SAR

Sept ,09 - Raymond John Ashurst 76yrs, Dementia sufferer

16. Was reported missing by his wife on Saturday morning 26 September 2009. Was last seen by her in the house 2230 hrs Friday night 25/09.
17. Wife reported him 1000hrs Saturday 26/09. Police didn't obtain a description of MP until they attended the residence at 1400 hrs that afternoon. Vehicle patrols conducted, hospitals telephoned, no search planning conducted. No contact with EOU.
18. EOU became aware of the job on Monday 28/09 via print media. Search conducted by district police of local TAFE as he was located in vicinity on previous occasion. EOU then

coordinated search. Extensive searching conducted of Midland area. Almost 150 SES volunteers assisted Police with search.

19. MP was located deceased on November 11 th 2009 in a creek approx 2 kms from his residence. This area had been searched as part of the search plan. The body was located under a floodway bridge.

June '10 - Missing 73yr old Female with Dementia, Subiaco

20. Police were advised of a 73 yr old woman with dementia missing in Subiaco from an aged care facility. Subiaco is located in the western suburbs of Perth, and is noted for it's café's, restaurants and shopping.
21. As investigations continued the focus was beginning to shift towards Fremantle, 20kms away, when a report was received of an elderly lady disorientated in the Coles store in Fremantle. Our lost person had been found, tired, dehydrated but otherwise in good health. Her nine hour shopping trip had included public transport, something the family were adamant that she wouldn't use and left the Subiaco shopping precinct. This search highlighted the importance of never under estimating the capabilities of anyone no matter what information may be provided by family and friends.

May '10 - Despondent Toodyay Bushland

22. Earlier this year police were investigating an incident, where an offender stole a motor vehicle from a robbery at a service station. The vehicle was located by a farmer several days later 90kms east of Perth. The family of the person of interest (POI) contacted police and reported him missing and advised that he had threatened self harm and his intention was to head bush and no one would find him.
23. Search commenced with initial focus being through the path of least resistance from the last known position. The search continued for a couple of days, conditions were difficult and no new evidence had been located to suggest he was in the area. As the search intensified more evidence was located forming a picture that the missing person's intentions were of self harm.
24. Late on the fourth day of the search the missing person was located deceased in the identified search area after committing suicide. The terrain was very thick in parts, hilly and loose underfoot slowing search progress.

Causative Factors

Marine

25. As with previous years vessel breakdowns are the biggest contributor to Marine SAR operations across the state with 925 recorded incidents. This figure is relatively similar to previous year.
26. A slight reduction was seen in the number of EPIRB activations reported to Water Police but figures show the activation are consistent throughout the year and the unexplained/false

EPIRB activations are still an issue in Western Australia. With WA geography there is no 'quiet' season when it comes to marine SAR, as the north of the state experiences their boating season during the winter months

27. With Western Australia experiencing a large increase in cruise ships travelling up and down the coast following the seasonal weather, this has also brought with it an increase in the medivac incidents. With the majority of passengers in their senior years, it is expected these medivac operations will be a continuing issue.

Land

28. The worrying trend out of the statistics compiled for the past year is the dramatic increase in search operations for people with a mental illness or despondent. There have been forty three recorded incidents involving people in this category compared to only seven the previous year, this is an increase of 514%. This could be attributed to a better recording process and the fact the Police are now acknowledging people with mental health problems or despondent need help and are in distress.
29. The past six months has also seen an increase in the number of forensic searches where EOU has been tasked to plan and coordinate the operation. The search skills of the State Emergency Service have been called on to assist in searching or leading teams of police. These searches have been in conjunction with several high profile murder inquiries looking for evidence or the deceased.
30. Inconsistent reporting procedures in both Land and Marine environment from Police and external agencies have made it difficult to record totally accurate month by month figures. Issue to be address through State SAR Council.

Marine Rescue Capability

31. WA Water Police have three offices across the state situated at Fremantle (Metro Area), Dampier in the North West and Mandurah approx 100kms south of Perth. A total of seven vessels service these location.
32. There is a heavy reliance on the 36 Volunteer Marine Rescue groups across the State. A new VMR is being developed at One Arm Point on the Cape Leveque peninsula, north of Broome. This VMR will be the first Indigenous VMR group to be operated in WA (Possibly Australia).
33. WA's Police Air Wing is in process of obtaining a second Rotary wing aircraft. A new Eurocopter AS365N3+ has been purchased and will be in operation by second half of 2011. This aircraft will be fully equipped for SAR activities.
34. Police Dive Operations have a fulltime dive staff operation of 8 personnel, trained to Part II and Part III Commercial Dive Standards.
35. Progression of the SARMAP contract is continuing and new contract undertaken for WA Police to pay annual service fee to provider. WA was on a trial pilot programme without fee for some time.
36. With CHOGM scheduled for Perth in October 2011, it is envisaged more assets may be acquired prior to this event.

Training

Marine

37. Water Police conduct Police MarSAR training across the state in every coastal region visiting the towns of Esperance, Albany, Busselton, Geraldton, Exmouth, Karratha and Broome. The training is delivered to Police, VMR and other agencies who may be called upon by Police in SAR operations. Members from Australian Customs, Port Authorities and Aboriginal missions have also participated in this training.
38. It is proposed during 2011, WA Water Police will extend invitation to all State SAR reps to participate in the WA Police Marine Search and Rescue course.
39. As a result of last years Council report submitted by New Zealand, Sgt Wear attended Wellington in May and participated in a Marine SAR Workshop facilitated by SARNZ, where a cross pollination of ideas and procedures was experienced.

Land

40. The preconceived idea had been in the past that a Land Search was for a person lost in the bush and not in an urban environment. Training over the past twelve months provided by the Emergency Operations Unit (EOU) has targeted all levels of Police from Senior Management to the Frontline Officers highlighting the urgency of search.
41. The EOU is responsible for providing training in all facets of emergency management across the state. The Land Search Controllers course runs for five days, with refresher training provided annually to keep members skills contemporary. However it is not possible to provide this training to everyone, to ensure a rapid response is undertaken by all members EOU has developed a two hour awareness session on Land Search.
42. The module covers the very basics of the response, from the information gathering, urgency assessment to reflex tasking. This has proved effective with a number of districts requesting the sessions. The idea is to enable rapid response with effective use of resources while a qualified Land Search Controller is being contacted and travelling to the search.
43. Further enhancements in policy are being developed, one project gathering a lot of support is the “Persons at Risk” project.
44. This project is being driven by EOU with the support of the Missing Persons Unit and the WA Police Academy. The project is to investigate the need for change to the reporting and recording process for missing persons, identifying whether a person is missing or at risk and the procedure to be followed to ensure the appropriate response and resources are provided to each incident.
45. As a result of last years Natsar Council report from New Zealand, Sergeant Michael Wear from WA Water Police attended to New Zealand and participated in there Marine SAR Workshop

Future Developments

46. Water Police have trialled two tracking devices throughout the year and will be looking at further developments and that off other States and other agencies. It is hoped to have all Police vessels, Aircraft and VMR on the one tracking system which will allow the SARMC to track all movement of SAR assets especially in remote parts of the State.

State SAR Council Report

47. The State SAR Council held its first meeting in October 2009 at the State Coordination Centre in West Leederville. Members representing Police, Fire & Emergency Services, Australian Marine Safety Authority, State Emergency Service, Department of Transport, Volunteer Marine Rescue, Surf life Saving and Bureau of Meteorology.
48. The council is chaired by Superintendents from Police Specialist Unit and Emergency Management Unit. Four council meetings have been held during the course of the year. A two day SAR workshop was conducted after April's sitting. Craig Condon from AMSA facilitated this workshop, which involved presentations from AMSA and other agencies who are involved in SAR operations.
49. Day two of the workshop involved all participants flying to Busselton in the south West on either WA Police Pc 12 or Dornier Rescue 461. In Busselton, Rescue 461 demonstrated its drop capability by conducting exercise with the local Volunteer Marine Rescue. The event was a great opportunity for networking of SAR personnel from across the state and the country.

Michael Wear

Sergeant

Marine Search and Rescue Coordinator

WA Water Police



SOUTH AUSTRALIA

NATSARCON WP 34-3-1-10

Date: 29 September 2010

Originator: SA Police



STATE SAR ACTIVITY REPORT

Summary of South Australian Police Search and Rescue incidents for
2010

Summary of Activities for past year

1. In the past 12 months, South Australia has experienced its highest number of recorded Search and Rescue incidents compared to results for the previous five years.
2. Each year South Australia averages approximately 295-300 Search and Rescue incidents, with a record 325 incidents recorded in the past 12 months.
3. Marine Search and Rescue incidents accounted for 65.5% of all SAR taskings, with Land Based incidents comprising 34.5% of all SAR taskings.
4. In the past 12 months, there have been more Metropolitan Search and Rescue incidents (64.7%) than Country Search and Rescue incidents (35.3%).

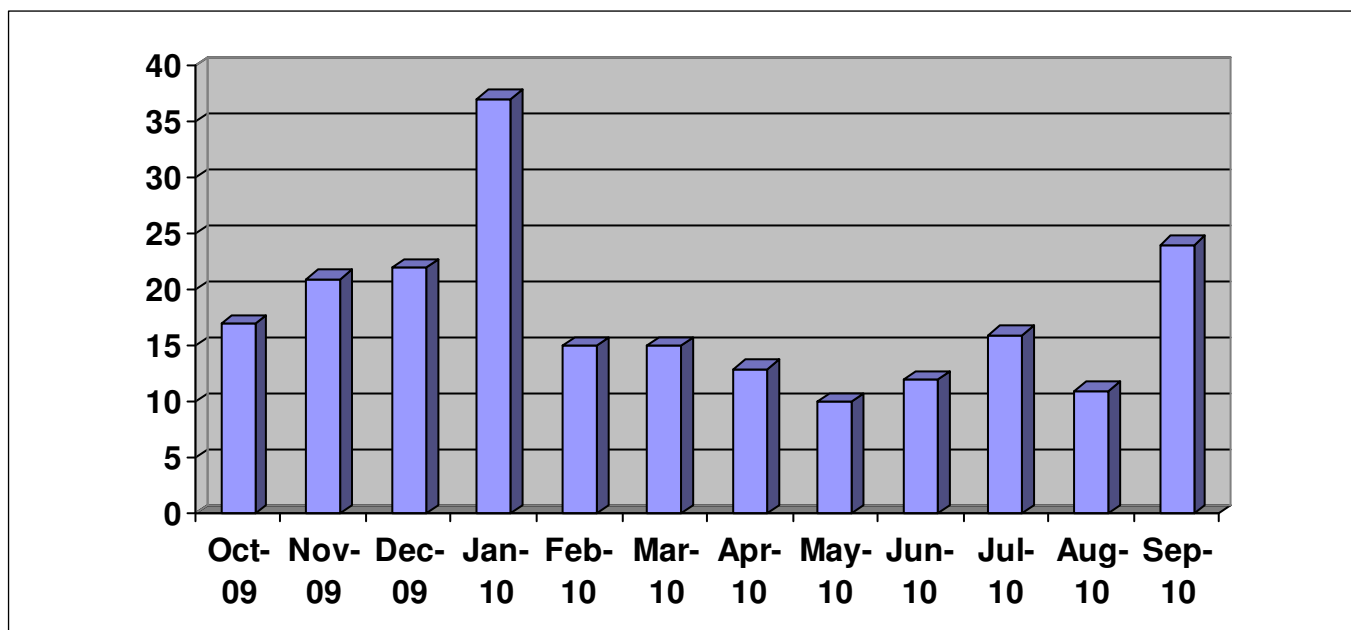


Marine SAR

Marine SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Boat/Boat							0
Boat/Swimmer							1
Drowning							4
Fire/Explosion							0
Grounding							32
Person overboard							4
Swimmer in distress							39
Boat/Object							2
Capsize							1
EPIRB	10	2	6	4	4	9	6
Flare sighting							10
MEDEVAC							3
Overdue							7
Sink/swamping							2
Tow							79
Other							23
Total	159	243	193	104	198	226	213

Please Note: The new reporting requirements request data on categories of Marine SAR Incidents have not been recorded in SA prior to the current review period. SA SAR Record Databases have now been changed and future reports will ensure these categories are collated.

Water Based SAR incidents by month for 2010.

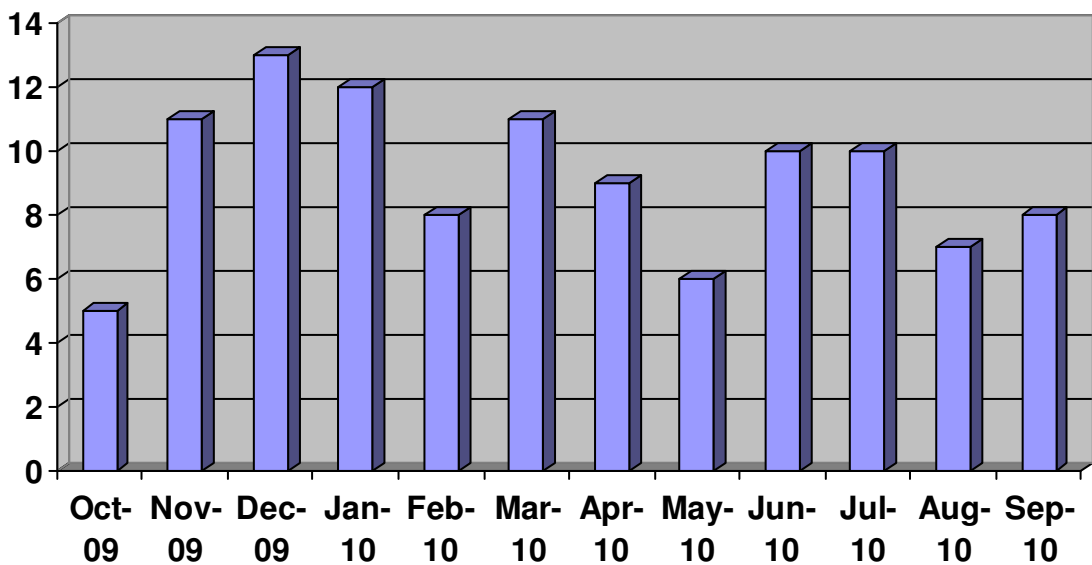


Land SAR

LAND SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Walker /Outdoor adventurer							21
Senior Person							23
Vehicle							10
Downed Aircraft							5
PLB/ EPIRB	7	3	8	8	6	5	13
Tip Search							0
MEDEVAC							7
Overdue							6
Tow							0
Other							27
Total	60	62	69	69	88	73	112

Please Note: The new reporting requirements request data on categories of Land SAR Incidents have not been recorded in SA prior to the current review period. SA SAR Record Databases have now been changed and future reports will ensure these categories are collated.

Land Based SAR incidents by month for 2010.



Notable SAR Incidents (Land and Marine)

1. Marine Search and Rescue 27/3/10

Three males on an upturned vessel, 10 nautical miles north of Kangaroo Island. Vessel upturned at approx 0400 hrs, however, EPIRB knocked from hands of males in large seas and not located until first light at approx 0730 hrs. 406 EPIRB activated at this time. Three males winched to helicopter all in varying stages of hypothermia. All were ok and had no other injuries. All conveyed to Flinders Medical Centre for medical checks.

2. Marine Rescue 10/5/10

Police Water Operations Unit responded to a 72ft motor yacht with 7 POB in rough conditions at end of Yorke Peninsula, south of Troubridge light to Edithburgh. Vessel was disabled due to loss of DC electrical power and unable to start motors. Upon arrival Water Operations Unit observed 1 Tow rope had already broken with large seas and blowing a gale. A helicopter winch was determined not possible due to adverse weather conditions. Due to heavy sea conditions the vessel started taking on water through the crew doors at the rear and unable to pump due to no power to the bilge pumps. Fisheries vessel 'Southern Ranger' was close by and committed their inflatable boat to the rescue and retrieved 7 occupants safely. Police Water Operations Unit towed vessel into Edithburgh, however vessel sank by Tapleys shoal.

3. Land Search 21-23/6/10

STAR Operations Helicopter Aircrew requested to attend AusSAR tasking for a missing Cessna aircraft 3 hours overdue at Woolcunda Station, near Broken Hill. A male farmer checking fences and waterholes via aircraft had not returned home. NSW Police coordinating ground search and AusSAR coordinating air resources. Aircrew in Police Helo attended on 21/6. Stayed overnight at Broken Hill and then searched again throughout Tuesday 22/6. Replacement Aircrew commenced search again on Wednesday. Wreckage located at Lake Woolcunda 8 km west of homestead within search area on Wednesday 23/6 by VICPOL aircraft. Missing person located deceased at the crash site. NSW Police handling follow up enquiries.

4. Land Rescue 4/9/10

Male and female had fallen down a very steep embankment approximately 30m and clinging on to a tree to avoid falling into the Sturt river, which was in full flow due to heavy rains in past 48 hours. STAR Operations members attended and belayed down to victims to secure and hauled back to the top with assistance of SES, Fire and other Police. Minor injuries to the female's arm only but both were taken to Flinders Medical Centre for medical check.

Causative Factors

5. Trends
 - a. There has been an increase in Search and Rescue incidents this year compared to previous years, however, there has not been a consistent trend in regards to the number of incidents occurring in South Australia for the past five years.
 - b. In the past five years, annual SAR totals have fluctuated and are not consistent with any discernable pattern.
 - c. An emerging trend is the occurrence of LandSAR operations relating to suicidal persons. These operations are currently recorded as part of the 'Walker/Outdoor adventurer' category and should be recorded separately due to the difference in behaviour between 'suicidal persons' and missing 'walker/outdoor' adventurers.

6. Lessons learnt
 - a. The purchase and implementation of a computer based mapping system (ozi explorer) in 2009/2010, and its integration with the Garmin GPS has enhanced the planning, recording and prosecution of LandSAR operations in South Australia. With the current integration between "ozi explorer" and 'GPS' being passive, the opportunity to upgrade to 'real time' integration will further enhance SAPOL's SAR Management capability.
 - b. The concept of a 'voluntary' GPS tracking system to be worn by dementia sufferers, given the high number of elderly missing persons represented, has the potential to increase the efficiency with which these missing persons are located.

Marine Rescue Capability

7. Vessels and Aircraft:
 - a. Police Launch 1 – 17 Metre all weather craft, with state wide capability.
 - b. Police Launch 2 – 8 Metre Catamaran, metro coast.
 - c. Police Launch 3 – 7 Metre trailer able Catamaran, with state wide capability.
 - d. Police Launch 4 – 8 Metre RIB – trailer able Tactical Operations Boat.
 - e. Police Launch 11 – 5.5 Metre RIB – State wide trailer able Operations – Diving.
 - f. AB412 Helicopter.
 - g. BK117 Helicopter.
 - h. EC130 Helicopter.
 - i. Pilatus Fixed Wing Aircraft – SAPOL.

8. The Volunteer Marine Rescue organisations which have club owned Rescue vessels and member owned vessels are:
 - Australian Volunteer Coast Guard – 4 units
 - South Australian Sea Rescue Squadron – 4 units
 - Royal Volunteer Coastal Report – 2 units
 - Air Sea Rescue – 3 units
 - State Emergency Service
 - Coastal – 7 units
 - Murray River – 7 units

Dive Units

9. Currently there are 13 divers based at South Australian Police STAR Group Water Operations Unit Semaphore.

Any new Capabilities

10. Recent purchase and order of Police Launch 1 – 20 Metre all weather craft with state wide capability. Due to be delivered February 2011.

Training

11.
 - a. State SARMC Course run by South Australia Police STAR Group – 6 participants qualified.
 - b. NATSAR Managers Course Canberra – 2 participants qualified.
 - c. State Field Search Controller Course – for land based searching – 6 participants qualified.
 - d. Helicopter Aircrew Course – 4 participants qualified. 14 members now Rescue Aircrew qualified.
 - e. State Search Team Leader training of members within SAPOL's STAR Group. 27 additional members trained.

Future Developments

12. South Australia Police STAR Group are committed to enhancing the already excellent working relationship with the SA State Emergency Service. SES members and STAR Group members attend training together and have ensured a greater communication between the two agencies.

Inspector Craig Wall

Officer in Charge, Operations Section
Special Tasks and Rescue (S.T.A.R.) Group
South Australia Police
Netley Police Complex
242 Marion Road
NETLEY S.A. 5031
T 08 84637265 F 08 8463 7261 M 0417 778 726
E craig.wall@police.sa.gov.au



Northern Territory

NATSARCON 34-3-1-2

Date: 1 October 2010

Originator: NT Police



STATE SAR ACTIVITY REPORT

Summary of Activities for past year

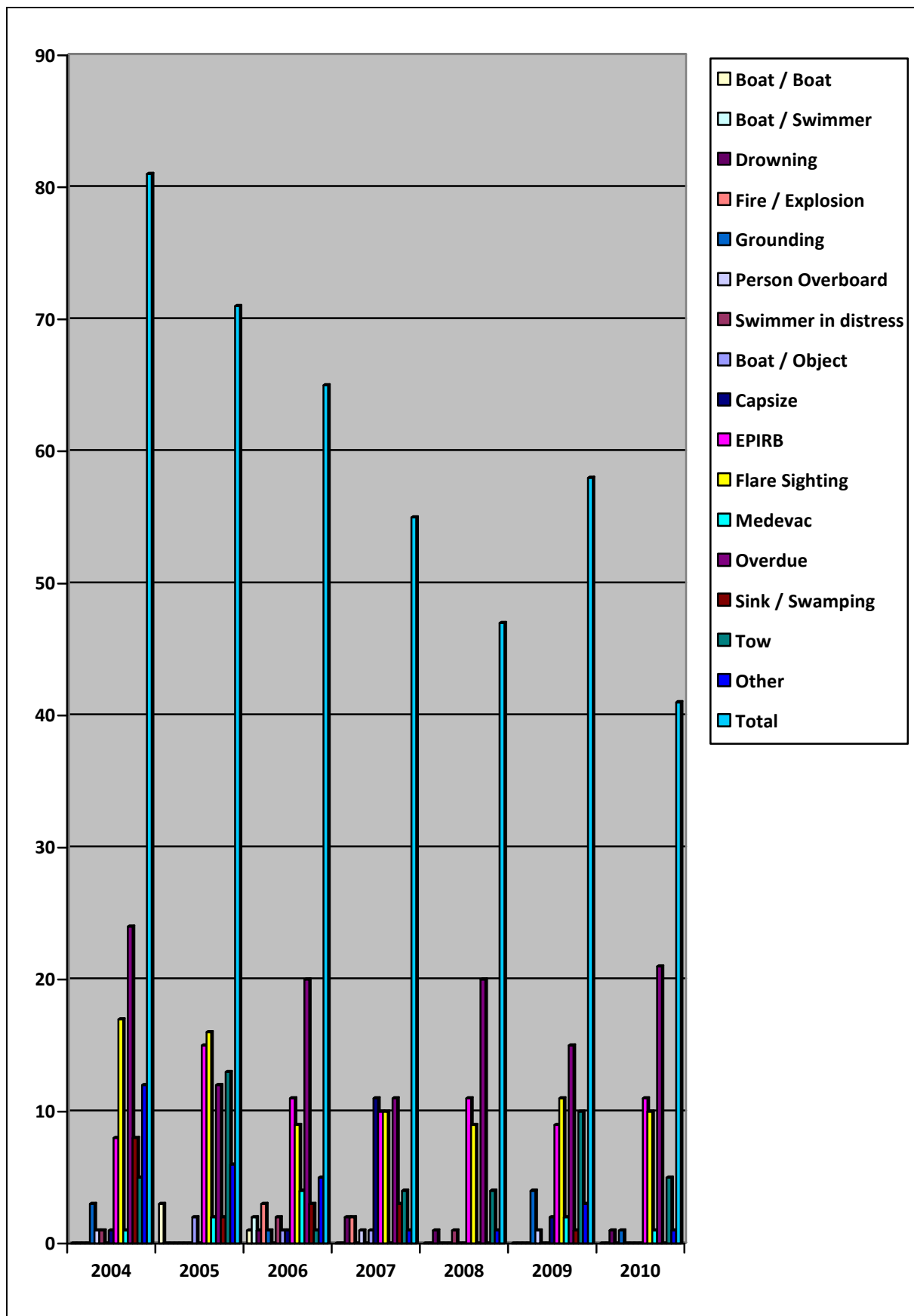
Search and Rescue has been steady throughout the year. It did have a busy start however with the search for two aboriginal men who perished when they were swept away in a swollen river at Arlparra 230km NE of Alice Springs. One body was recovered while the other was not located and is presumed buried under approx 10m of sand somewhere along the 40km's of river that flooded.

Easter weekend kept police busy with seven concurrent marine searches in around Borroloola and Ngukurr.

Marine SAR

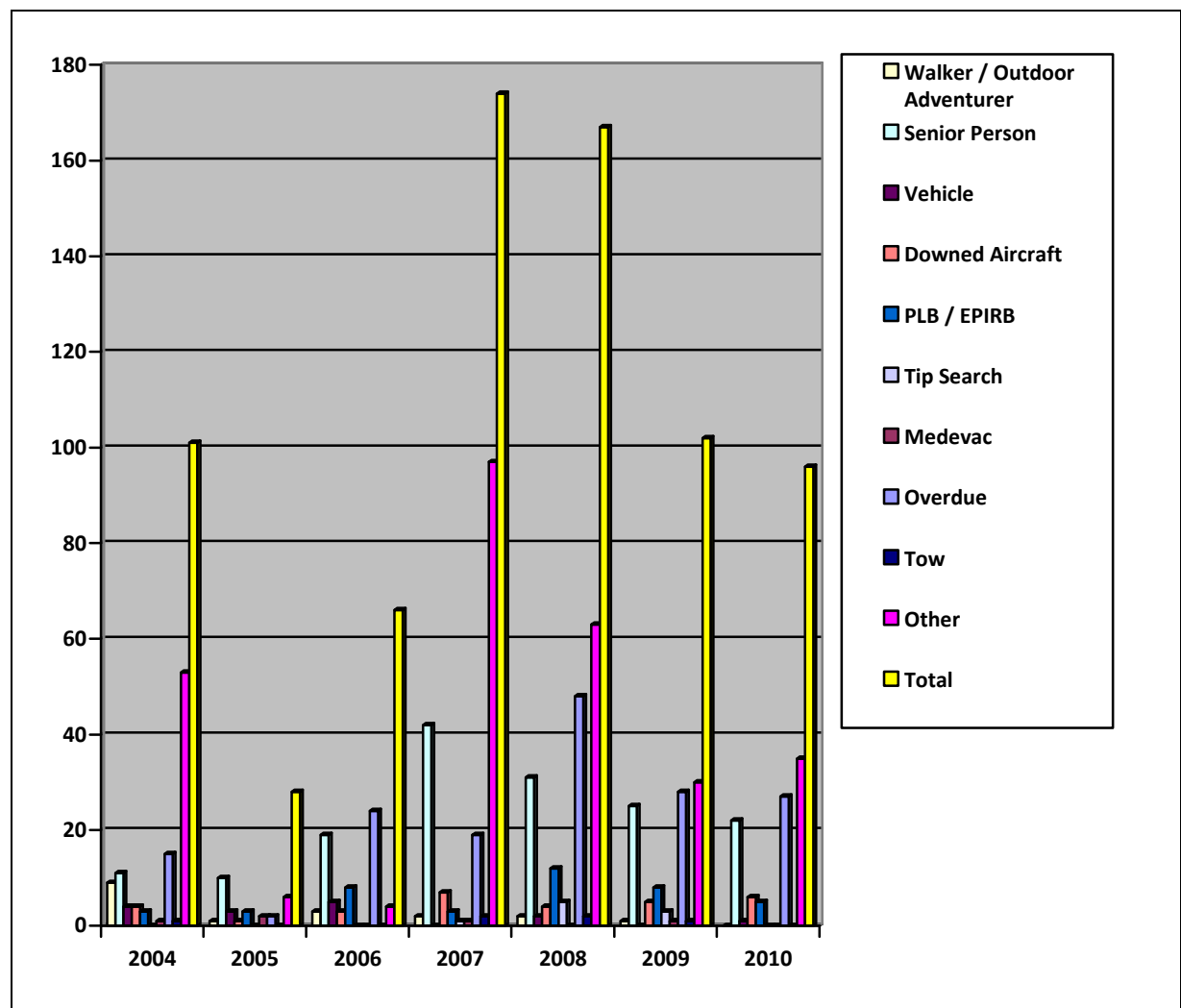
Marine SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Boat/Boat	0	3	1	0	0	0	0
Boat/Swimmer	0	0	2	0	0	0	0
Drowning	0	0	1	2	1	0	1
Fire/Explosion	0	0	3	2	0	0	0
Grounding	3	0	1	0	0	4	1
Person overboard	1	0	0	1	0	1	0
Swimmer in distress	1	0	2	0	1	0	0
Boat/Object	0	2	1	1	0	0	0
Capsize	1	0	1	11	0	2	0
EPIRB	8	15	11	10	11	9	11
Flare sighting	17	16	9	10	9	11	10
Medevac	1	2	4	0	0	2	1
Overdue	24	12	20	11	20	15	21
Sink/swamping	8	2	3	3	0	1	1
Tow	5	13	1	4	4	10	5
Other	12	6	5	1	1	3	1
Total	81	71	65	55	47	58	42





Land SAR

LAND SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Walker /Outdoor adventurer	9	1	3	2	2	1	0
Senior Person	11	10	19	42	31	25	22
Vehicle	4	3	5	0	2	0	1
Downed Aircraft	4	1	3	7	4	5	6
PLB/ EPIRB	3	3	8	3	12	8	5
Tip Search	0	0	0	1	5	3	0
Medevac	1	2	0	1	0	1	0
Overdue	15	2	24	19	48	28	27
Tow	1	0	0	2	2	1	0
Other	53	6	4	97	63	30	35
Total	101	28	66	174	167	102	96



Notable SAR Incidents (Land and Marine)

The Northern Territory Water Police Section (WPS), with assistance from the Territory Response Group (TRG), the Police Air Section (PAS) and qualified search and rescue personnel from external sections, engaged in a period of concurrent high intensity marine and land search and rescue operations over the period 31 March to 6 April 2010.

In that time a total of seven separate Search and Rescue (SAR) operations were conducted around the Northern Territory coast, predominantly in the Roper / McArthur district in the wake of tropical cyclone 'Paul'.

The majority of those search and rescue operations were coordinated from the Water Police Section SAR Operations Centre (SAROC) in Darwin, with a forward element co-located with the Emergency Operations Centre (EOC) in Katherine, with dedicated SARMC and ASARMC operating on a 24 hour basis during peak activity.

The conditions in the Roper / McArthur district were extreme, with extensive wide spread flooding, storms, heavy rainfall, low cloud base, high seas, isolated communities, impassable roads and damaged infrastructure caused as a result of the ex tropical cyclone. The impact of the tropical cyclone resulted in the Chief Minister and Police Commissioner declaring an Emergency Situation to be in existence for parts of the East Arnhem Land and the Roper and Gulf Shire regions.

Two members deployed to the Katherine EOC and provided sustained SAR response and coordination between the WPS SAROC and deployed personnel in the field.

Members of the Water Police Section and the Territory Response Group inserted into the isolated communities of Ngukurr and Borroloola by air at short notice in order to coordinate local search and rescue efforts, provide support to the local Police members, and operate rescue vessels.

Due to the prevailing conditions, the majority of the search and rescue effort was conducted by fixed and rotary wing aviation assets coordinated primarily by the Rescue Coordination Centre (RCC) in Canberra.

Police and local community marine assets in Ngukurr and Borroloola were also utilised, with an extensive long range voyage being undertaken over two days by WPS members from Ngukurr to Port Roper and then South to one of the rescue locations approximately 10.5 nautical miles south east of the Limmen River. In the course of this patrol, and in addition to the primary SAR task, a chronically ill male and his wife were evacuated back from Port Roper to Roper Bar store for air evacuation to Royal Darwin Hospital. The patrol covered 630 km in the two days in very poor weather and sea conditions, and in conditions of widespread flooding to facilitate this response.

The WPS members deployed to Borroloola engaged extensively with local Police and civilian search and rescue personnel operating SAR marine and aviation assets, conducting intensive preparations, briefings and tasking in accordance with the developed SAR plans. These members also assisted as air search observers, locating several of the missing persons from both fixed and rotary wing aircraft.

As a result of the cumulative search and rescue operational effort conducted, a total of fourteen persons in six separate and unrelated parties who were determined to be in grave and imminent danger were located and rescued with no serious injuries reported.

These persons were:

- Two missing young males from the Ngukurr community, reported to be en route over land to the Numbulwar community who were later rescued at a flooded outstation (located by TRS member under command of WPS for the operation by helicopter. SAR directed from Katherine EOC).
- Three missing commercial mud crab fishermen who were reported to be en route from the McArthur River to Port Roper along the coastline of the Gulf of Carpentaria. The commercial fishermen were located approximately 10.5 nm South East of the Limmen River (all persons located by the Police Air Section aircraft with two WPS observers. SAR directed from WPS SAROC).
- Four missing recreational fishermen who were reported to be in the area to the North West of the mouth of the McArthur River along the coastline of the Gulf of Carpentaria. The recreational fishermen were located approximately 10 nm North West of the Bing Bong port facility (all persons located by Careflight helicopter. SAR directed from WPS SAROC).
- Two missing males from the Robinson River community who were reported to be missing in the Calvert River region attempting to access Doomadgee community in Queensland (both persons located by WPS member by helicopter. SAR initially coordinated from Katherine EOC before being controlled from the WPS SAROC).
- Two males reported to be in distress in the Buffalo Creek vicinity following an EPIRB activation and report from the skipper that his dinghy was taking on water and swamping (located by WPS 2 member SAR response crew. SAR directed from WPS SAROC). One male had successfully swum to shore and the skipper of the dinghy was rescued from his vessel.
- Flare sighting reported in the vicinity of 'Six Pack Creek' Bynoe Harbour. Investigation revealed that flares had been fired by intoxicated persons at a party in the area and that no person was in distress. Flare canisters were seized for Forensic testing and the investigation continued (SAR directed from WPS SAROC); and
- Two males reported to be in distress in a vessel in the Elizabeth Bay region of the Arnhem Land coast west of Nhulunbuy. Report picked up by passing commercial vessel in the vicinity via marine radio (persons located by nearby pearling farm operators at request of Nhulunbuy Police. SAR coordinated by OIC WPS from home).

Causative Factors

There appears to be no discernable trends exhibited by the Incident Breakdowns. Both Land and Marine SAR Incidents appear to be maintaining relatively consistent levels. All groups continue to present regularly, including commercial operators, Indigenous, recreational & tourist groups.

As there is no Search and Rescue Coordinator appointed for the Northern Territory, the Water Police oversee Marine SAR while the Territory Response Group oversee Land SAR. Previously only large search incidents would be brought to their notice as local resources were exhausted. As a result of formal SAR Training across the jurisdiction, the number of incidents being brought to the attention of these units is increasing.

Also identified were anomalies in the Data Records System employed by the NT Police. There exist inconsistencies in the categorisation of incident types and the reporting template. This issue is being remedied.

Marine Rescue Capability

The major SAR Response Vessel is a 14 metre Steber, supported by 8 Ocean Master Vessels stationed at Coastal Communities, 2 RHIBs and numerous 5 metre dinghies.

The NT Police Underwater Recovery Unit consists of 10 part time divers. There are 7 currently held within the Territory Support Division which forms the basis of operational response capability.

The Australian Volunteer Coast Guard has recently commenced operating within the NT. They have just taken possession of a 12 metre Catamaran based out of Darwin Harbour. They have plans to install Marine VHF repeaters along the NT Coast which will greatly improve marine safety to all water users.

Training

Formal SAR Training has been ongoing in the NT since 2002. The training consists of an annual course to Diploma Level as well as attendance at the NatSAR Course to Advanced Diploma Level. Currently there are 55 trained personnel throughout the jurisdiction.

Recruit Search and Rescue Training:

The NT Police College runs a 3 day navigation component with the new recruits. In previous years they went to a National Park and completed some basic on the ground navigation. This was seen as inadequate and did not expose the recruits to SAR incidents they may encounter once they graduate. In addition it did not prepare them on what to do and which questions to ask.

In response the 3 day component had been brought back to Darwin. The recruits do orienteering in surrounding bushland for PT before the component and then the three days of practical training.

This new concept is designed to not only expose and teach the recruits what to do at SAR incidents but to also assess current SARMC and ASARMC as they are also included in the training. It also allows another SARMC to remain current by due to the need for them to “write up” the scenario and run the exercise.

Future Developments

Water Police are currently upgrading their SAR Operations Room to better cater for flexible response planning and coordination capabilities. This facility will include integration with the SARMAP should it become available.

State SAR Council Report

There are currently no NT SAR Council Report provisions. SAR reports are included in the NT Police Annual Report.

Water Police are currently consulting with the Australian Volunteer Coast Guard and the Marine Sea Ranger Groups to improve interoperability and efficiencies.

Mark Christopher
Superintendent
Territory Support Division



Western Australia Police

NATSARCON 34-3-1-4

Date: 30 September 2010

Originator: WA



STATE SAR ACTIVITY REPORT

Summary of Activities for past year

1. WA Water Police Coordination Centre (WPCC) located in Fremantle operates Coast Radio Perth (CRP) and Coast Radio Hedland (CRH) and provides a 24/7 Marine Search and Rescue Centre for the 12,000km's of WA Coastline.
2. In 2009/10 there were 4019 marine related tasks recorded through the WPCC. Of these 1413 were Marine Search and Rescue tasking. Both these figures are slightly down from the previous reporting period.
3. There has been 10 recorded deaths/people missing from marine related incidents during this reporting period. This number has drop significantly (50%) from the previous year. In experience, ill prepared vessels and inclement weather continue to be the most significant causes of boating incidents.
4. The WA Judicial system has again supported Police by handing down judgement with a significant impact. In October 2009 a Mayday Call was received by Water Police and subsequently investigators charged a male person with creating a false belief 24 hours after the hoax mayday was received. Scott Bradley Pike was fined and ordered to pay \$55,000 in restitution for the cost of the search. This follows on from a similar incident in Karratha where the court ordered \$87,000 in restitution..
5. In June 2010 Water Police were requested by Rescue Coordination Centre to assist in a protracted SAR operation which received international publicity. The rescue of Abby Sunderland on 'Wild Eyes' highlighted the working partnership WA Water Police has developed with the Rescue Coordination Centre over many years. Timely and significant resource support from Rescue Coordination Centre has been instrumental in successfully resolving many search and rescue incidents in our jurisdiction.
6. The past twelve months has also seen an increase in the '000' Emergency calls received by WA Police from asylum seekers making there way to Australian Waters. These calls come

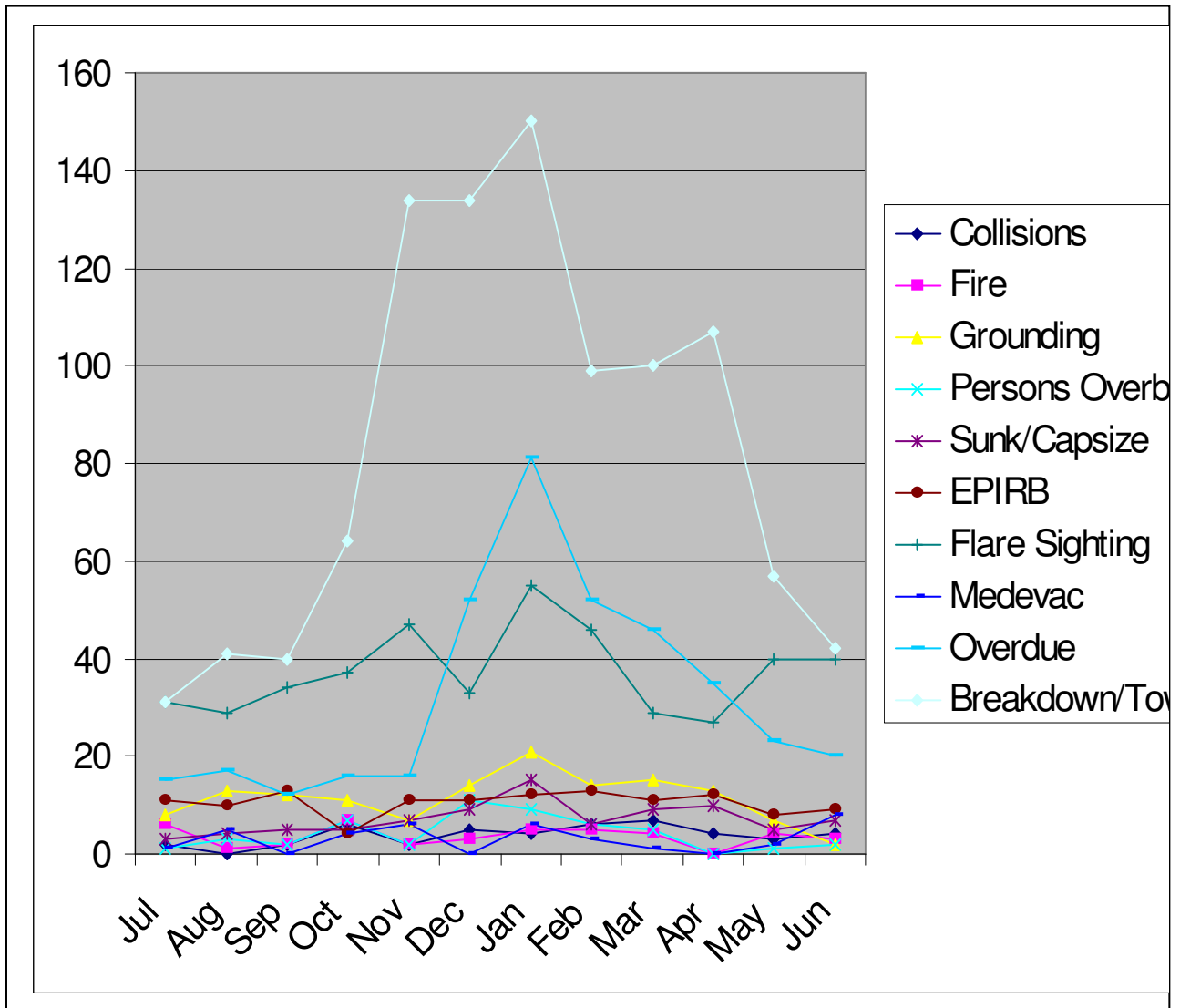


with little information as to the exact location; other than they are in Australian waters and require assistance.

7. The past twelve months has seen an increase in land search operations across the state, most notably in the metropolitan area with more than double the number of operations. This can be attributed to the increased awareness among frontline officers to the urgency of search.
8. The past financial year has been busy for land search around the state with 147 recorded searches, 84 of these have been in the metropolitan area. Searches for people with dementia are on the increase as expected and proving to be difficult. The use of the State Emergency Service search dogs and in particular the Tracking Scent Specific dog is providing police with an effective tool to increase the likelihood of success. With more dogs in training this resource is expected to be used more often and across the state.

Marine SAR

Marine SAR Incidents							
Incident	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	% ↑or ↓
Collisions – Boat v Object, Boat v Boat	57	72	62	84	90	45	50% ↓
Fire	22	39	9*	18*	36	42	16% ↑
Groundings	61	65	52	69	80	137	71%↑
Person overboard Swept Offshore, Diver/swimmer missing	51	77	52	40	82	49	40% ↓
Sunk/Capsize	71	67	69	55	88	85	3% ↓
EPIRB	102	120	4*	30*	133	125	6% ↓
Flare sighting	275	284	50*	100*	563	448	20% ↓
Medevac	13	9	9*	13*	31	36	16% ↑
Overdue	229	232	46	49	504	385	24% ↓
Breakdown/Tow	823	895	808	862	919	999	8% ↑
	* Computer Data Base incomplete, not all stats available						
Other							
Total	1704	1860	1161	1320	2526	2351	7% ↓



Land SAR

Incident	2008/09	2009/10	% ↑ or ↓
Regional Area	53	63	18% ↑
Metropolitan Area	29	84	190% ↑
Dementia	29	29	-
Mental Despondent	7	43	514% ↑
Children	10	19	90% ↑
Lost 4wd's/Bushwalkers etc	36	36	-
Prospectors	2	6	200% ↑
Forensic	2	14	600% ↑
Other			
Total	168	294	75% ↑

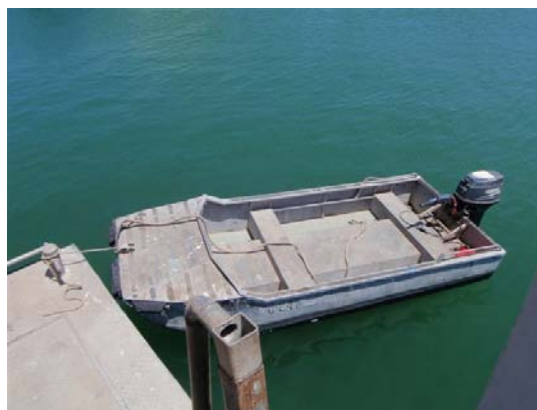
Notable SAR Incidents (Land and Marine)

Marine SAR

9. Aug '09 vessel swamped and sunk 140kms East of Esperance, EPIRB activated. Local Helicopter operator tasked with SES member and located two men in water. Dropped a Rescue grenade and later landed on beach and pulled two men from water. Rescue grenade was issued to SES the day before.
10. Sept '09 Small 4 metre single handed home made yacht departed Fremantle in 40knts and 5-6 metre seas sailing to South West of WA. EPIRB activated after 10nm into trip. Water Police activated, Rescue Helicopter actioned. Yacht located and winched yachtsman to safety. (Yacht 'SmallFry' pictured below).



11. Oct '09 Mayday call received by Water Police at 2100hrs from vessel Sea Dolphin II, taking on water 40nm north of Rottnest Island. SAR operation undertaken and a 19 hour search initiated. Police suspected possible hoax call, recorded mayday call, released to media and Scott Bradley PIKE arrested for creating False Belief. Court ordered him to pay \$55,000 in restitution.
12. Jan '10 Missing person from Exmouth marina in a small Punt vessel. (See below) Vessel located 10nm to north of Exmouth marina by aircraft. Vessel was not equipped with any safety gear, radios, Epirb or anchor. The vessel was used as tender inside Exmouth marina by marine mechanic. Search operations conducted over 4 days. Missing person Jake Bearup never located.



13. Mar '10. Missing diver off Esperance. Diver was diving alone. History of Epilepsy. Strong off shore winds blowing. Diver located following morning after spending night on an isolated island.
14. May '10. Esperance fishing vessel sunk 95nm East of Esperance. Activated EPIRB. Volunteer Rescue vessel 8 hours away, Rescue Helicopter sent from RAAF Base in Perth and winched 3 men from life raft to safety. Commercial Aircraft also diverted to scene by AMSA to assist
15. Jun '10. Water Police requested by RCC to assist in the rescue of Abby Sunderland from her stricken yacht *Wild Eyes*. Two staff from Water Police (Sgt Wear & S/c Trivett) acted as On Scene Coordination whilst onboard the Qantas A330 Aircraft. *Wild eyes* located and contact made with Sunderland. Search operations undertaken over two days, WA Water Police attended on day 2 and assisted with coordination of the rescue operation while observing from 1500ft. French speaking Police Officer on plane as interpreter to Rescue vessel *Ille La Da Reunion* was critical to the success of the operation



Land SAR

Sept ,09 - Raymond John Ashurst 76yrs, Dementia sufferer

16. Was reported missing by his wife on Saturday morning 26 September 2009. Was last seen by her in the house 2230 hrs Friday night 25/09.
17. Wife reported him 1000hrs Saturday 26/09. Police didn't obtain a description of MP until they attended the residence at 1400 hrs that afternoon. Vehicle patrols conducted, hospitals telephoned, no search planning conducted. No contact with EOU.
18. EOU became aware of the job on Monday 28/09 via print media. Search conducted by district police of local TAFE as he was located in vicinity on previous occasion. EOU then

coordinated search. Extensive searching conducted of Midland area. Almost 150 SES volunteers assisted Police with search.

19. MP was located deceased on November 11 th 2009 in a creek approx 2 kms from his residence. This area had been searched as part of the search plan. The body was located under a floodway bridge.

June '10 - Missing 73yr old Female with Dementia, Subiaco

20. Police were advised of a 73 yr old woman with dementia missing in Subiaco from an aged care facility. Subiaco is located in the western suburbs of Perth, and is noted for it's café's, restaurants and shopping.
21. As investigations continued the focus was beginning to shift towards Fremantle, 20kms away, when a report was received of an elderly lady disorientated in the Coles store in Fremantle. Our lost person had been found, tired, dehydrated but otherwise in good health. Her nine hour shopping trip had included public transport, something the family were adamant that she wouldn't use and left the Subiaco shopping precinct. This search highlighted the importance of never under estimating the capabilities of anyone no matter what information may be provided by family and friends.

May '10 - Despondent Toodyay Bushland

22. Earlier this year police were investigating an incident, where an offender stole a motor vehicle from a robbery at a service station. The vehicle was located by a farmer several days later 90kms east of Perth. The family of the person of interest (POI) contacted police and reported him missing and advised that he had threatened self harm and his intention was to head bush and no one would find him.
23. Search commenced with initial focus being through the path of least resistance from the last known position. The search continued for a couple of days, conditions were difficult and no new evidence had been located to suggest he was in the area. As the search intensified more evidence was located forming a picture that the missing person's intentions were of self harm.
24. Late on the fourth day of the search the missing person was located deceased in the identified search area after committing suicide. The terrain was very thick in parts, hilly and loose underfoot slowing search progress.

Causative Factors

Marine

25. As with previous years vessel breakdowns are the biggest contributor to Marine SAR operations across the state with 925 recorded incidents. This figure is relatively similar to previous year.
26. A slight reduction was seen in the number of EPIRB activations reported to Water Police but figures show the activation are consistent throughout the year and the unexplained/false

EPIRB activations are still an issue in Western Australia. With WA geography there is no 'quiet' season when it comes to marine SAR, as the north of the state experiences their boating season during the winter months

27. With Western Australia experiencing a large increase in cruise ships travelling up and down the coast following the seasonal weather, this has also brought with it an increase in the medivac incidents. With the majority of passengers in their senior years, it is expected these medivac operations will be a continuing issue.

Land

28. The worrying trend out of the statistics compiled for the past year is the dramatic increase in search operations for people with a mental illness or despondent. There have been forty three recorded incidents involving people in this category compared to only seven the previous year, this is an increase of 514%. This could be attributed to a better recording process and the fact the Police are now acknowledging people with mental health problems or despondent need help and are in distress.
29. The past six months has also seen an increase in the number of forensic searches where EOU has been tasked to plan and coordinate the operation. The search skills of the State Emergency Service have been called on to assist in searching or leading teams of police. These searches have been in conjunction with several high profile murder inquiries looking for evidence or the deceased.
30. Inconsistent reporting procedures in both Land and Marine environment from Police and external agencies have made it difficult to record totally accurate month by month figures. Issue to be address through State SAR Council.

Marine Rescue Capability

31. WA Water Police have three offices across the state situated at Fremantle (Metro Area), Dampier in the North West and Mandurah approx 100kms south of Perth. A total of seven vessels service these location.
32. There is a heavy reliance on the 36 Volunteer Marine Rescue groups across the State. A new VMR is being developed at One Arm Point on the Cape Leveque peninsula, north of Broome. This VMR will be the first Indigenous VMR group to be operated in WA (Possibly Australia).
33. WA's Police Air Wing is in process of obtaining a second Rotary wing aircraft. A new Eurocopter AS365N3+ has been purchased and will be in operation by second half of 2011. This aircraft will be fully equipped for SAR activities.
34. Police Dive Operations have a fulltime dive staff operation of 8 personnel, trained to Part II and Part III Commercial Dive Standards.
35. Progression of the SARMAP contract is continuing and new contract undertaken for WA Police to pay annual service fee to provider. WA was on a trial pilot programme without fee for some time.
36. With CHOGM scheduled for Perth in October 2011, it is envisaged more assets may be acquired prior to this event.

Training

Marine

37. Water Police conduct Police MarSAR training across the state in every coastal region visiting the towns of Esperance, Albany, Busselton, Geraldton, Exmouth, Karratha and Broome. The training is delivered to Police, VMR and other agencies who may be called upon by Police in SAR operations. Members from Australian Customs, Port Authorities and Aboriginal missions have also participated in this training.
38. It is proposed during 2011, WA Water Police will extend invitation to all State SAR reps to participate in the WA Police Marine Search and Rescue course.
39. As a result of last years Council report submitted by New Zealand, Sgt Wear attended Wellington in May and participated in a Marine SAR Workshop facilitated by SARNZ, where a cross pollination of ideas and procedures was experienced.

Land

40. The preconceived idea had been in the past that a Land Search was for a person lost in the bush and not in an urban environment. Training over the past twelve months provided by the Emergency Operations Unit (EOU) has targeted all levels of Police from Senior Management to the Frontline Officers highlighting the urgency of search.
41. The EOU is responsible for providing training in all facets of emergency management across the state. The Land Search Controllers course runs for five days, with refresher training provided annually to keep members skills contemporary. However it is not possible to provide this training to everyone, to ensure a rapid response is undertaken by all members EOU has developed a two hour awareness session on Land Search.
42. The module covers the very basics of the response, from the information gathering, urgency assessment to reflex tasking. This has proved effective with a number of districts requesting the sessions. The idea is to enable rapid response with effective use of resources while a qualified Land Search Controller is being contacted and travelling to the search.
43. Further enhancements in policy are being developed, one project gathering a lot of support is the “Persons at Risk” project.
44. This project is being driven by EOU with the support of the Missing Persons Unit and the WA Police Academy. The project is to investigate the need for change to the reporting and recording process for missing persons, identifying whether a person is missing or at risk and the procedure to be followed to ensure the appropriate response and resources are provided to each incident.
45. As a result of last years Natsar Council report from New Zealand, Sergeant Michael Wear from WA Water Police attended to New Zealand and participated in there Marine SAR Workshop

Future Developments

46. Water Police have trialled two tracking devices throughout the year and will be looking at further developments and that off other States and other agencies. It is hoped to have all Police vessels, Aircraft and VMR on the one tracking system which will allow the SARMC to track all movement of SAR assets especially in remote parts of the State.

State SAR Council Report

47. The State SAR Council held its first meeting in October 2009 at the State Coordination Centre in West Leederville. Members representing Police, Fire & Emergency Services, Australian Marine Safety Authority, State Emergency Service, Department of Transport, Volunteer Marine Rescue, Surf life Saving and Bureau of Meteorology.
48. The council is chaired by Superintendents from Police Specialist Unit and Emergency Management Unit. Four council meetings have been held during the course of the year. A two day SAR workshop was conducted after April's sitting. Craig Condon from AMSA facilitated this workshop, which involved presentations from AMSA and other agencies who are involved in SAR operations.
49. Day two of the workshop involved all participants flying to Busselton in the south West on either WA Police Pc 12 or Dornier Rescue 461. In Busselton, Rescue 461 demonstrated its drop capability by conducting exercise with the local Volunteer Marine Rescue. The event was a great opportunity for networking of SAR personnel from across the state and the country.

Michael Wear

Sergeant

Marine Search and Rescue Coordinator

WA Water Police



NEW SOUTH WALES

NATSARCON 34-3-1-5

Date: 30 September 2010

Originator: NSW



STATE LAND SAR ACTIVITY REPORT

Summary of Activities for past year

1. LANDSAR POSITION FOR NEW SOUTH WALES.
2. During the course of the 2009-2010 financial year a review of current numbers of trained LANDSAR personnel was undertaken and as a result a staged approach to filling the distribution gaps was agreed upon. A further 23 persons were trained from across the State at existing Decentralised Rescue Units based in Lismore, Newcastle, Wollongong, Blue Mountains, Bathurst and Goulburn as well as Zetland Base. This has improved numbers available for deployment State wide. It is envisaged that Stage two will be completed during the current financial year where staff with requisite skills from areas of the State along the eastern seaboard which have been identified as having a greater than two hour response time will be trained. Due to current population distribution and historical calls for service, areas away from the seaboard have also be identified but a longer lead time is considered acceptable.
3. Currently New South Wales has 51 staff attached to Police Rescue Units who are trained LANDSAR Coordinators as well as a number of staff attached to the Marine Area Command who are trained in both Marine and Land SAR.
4. On the 1st February, 2010 Deputy Commissioner D Owens issued a direction to all New South Wales Police in relation to the requirement that the Zetland Rescue and Bomb Disposal Unit be contacted and an Accredited Search Coordinator undertake the search operation and planning function. This direction has given more credibility to the Search Coordination function state wide.
5. During the course of the financial year New South Wales has undertaken 130 searches (110 for the calendar year to date) and the breakdown is indicated in the table below. A significant proportion of these searches are undertaken by the Blue Mountains Rescue Unit.
6. The Blue Mountains Rescue Unit in conjunction with a number of Government Agencies including National Parks and Wildlife, Blue Mountains and Oberon City Council supported by GME and McMurdo have continued to improve the Think before you TREK program and this initiative has been recognised winning the EMA Australian Safer Communities Award at a State level and is now a finalist at the National Level.



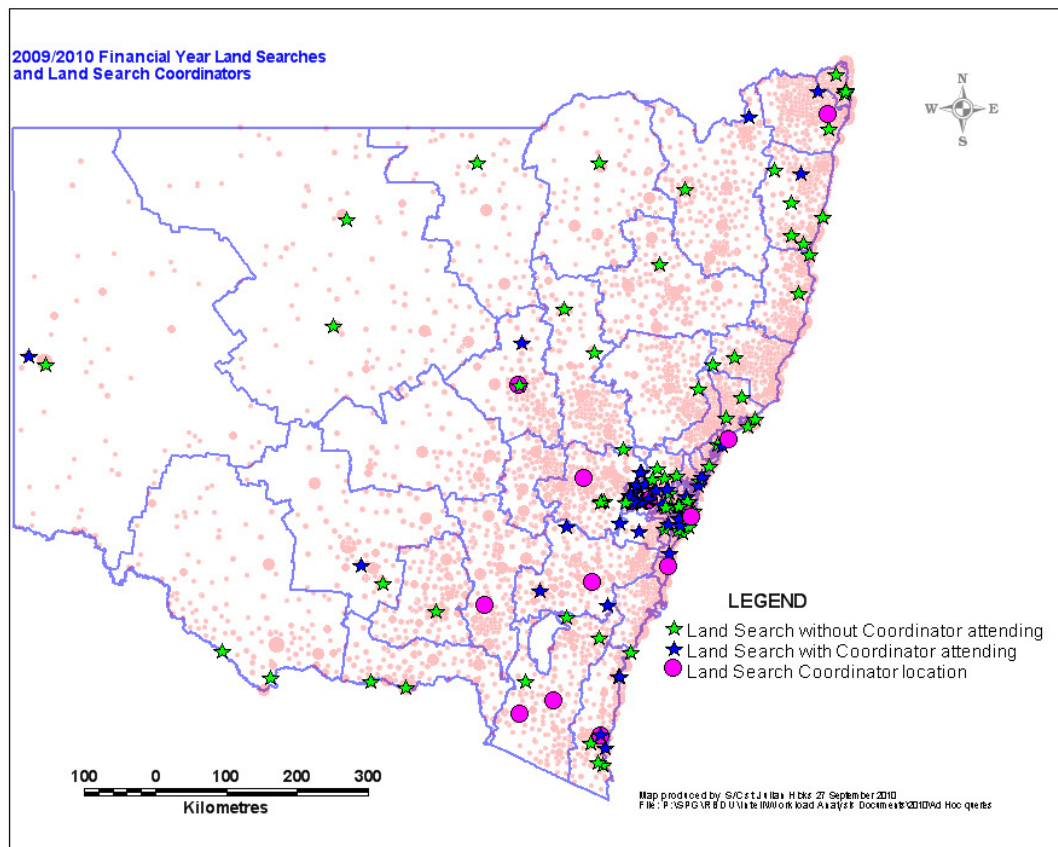
Land SAR

LAND SAR Incidents NSW							
Incident	2004	2005	2006	2007	2008	2009	2010
Walker /Outdoor adventurer	5	10	11	12	18	6	12
Senior Person	9	11	15	25	16	13	15
Vehicle	1	7	1	3	2	0	1
Downed Aircraft	0	0	1	1	1	0	1
PLB/ EPIRB	0	0	0	1	1	3	2
Tip Search	0	0	0	0	0	0	0
Medevac	2	1	0	0	0	0	4
Overdue	23	31	26	37	28	34	34
Tow	0	0	0	0	0	0	0
Other	22	31	40	41	51	38	41
Total	62	91	94	120	117	94	110

Suicide	5	14	16	13	22	13	21
Missing Child	11	10	13	17	13	11	12
Escapee	0	0	0	0	0	0	2
Mental Health	3	3	5	4	6	6	2
Drowned - IP	0	0	0	1	0	0	2
Drowned - Injury	0	0	0	1	0	1	0
Washed Away	0	2	0	2	5	1	1
Suspected homicide	1	0	0	2	0	2	1
Runaway General	2	2	5	0	5	4	0
Evacuation	0	0	0	1	0	0	0
Hoax	0	0	1	0	0	0	0
Total	22	31	40	41	51	38	41

These are explained as:

Suicide	These MPs have announced their intention to commit suicide and wandered off to die
Missing Child	A MP under 18 that has wandered off from home or family
Escapee	An offender that has gone to ground in remote areas and there is concern for their welfare
Mental Health	These MPs have some sort of mental health (other than dementia) and are unable to help themselves
Drowned - IP	These MPs have been intoxicated and wandered off, swam off or boated off
Drowned - Injury	These MPs have been injured in a fall or collision and gone missing in the water
Washed Away	These MPs have been swept away by flowing flood water
Suspected homicide	These MPs have gone missing unintentionally and believed to have been murdered
Runaway General	These MPs have fled a situation for whatever reason and been gone long enough for concerns to be raised
Evacuation	This search is for campers/hikers in a natural disaster area ie bushfire/flood area
Hoax	This search is generated from a hoax call about a missing person/person faking need for assistance



- **Silverton near Broken Hill**, search for missing mental patient from Victoria . Vehicle located abandoned near Silverton and four day search which also involved assistance from South Australia failed to locate missing person.
- **Wollangambe Canyon**, search near Mt Wilson for 6 Canyoners who failed to return when expected on the 12 January, 2010. Search commenced on the 13th and continued into the 14th January with group located late in the day with one deceased due to rock fall.

Causative Factors

7. As a result of the directive issue to New South Wales Police by Deputy Commissioner Owens there appears to have been a slight increase in the numbers of searches notified but we are awaiting to see if that improvement continues.
8. Lessons learnt – a need to provide education for Police and Ranking Staff attached to Commands in Search and Rescue Procedures has been identified with a focus on providing information as to what should be undertaken shortly after the incident is brought to the attention of Police to ensure efficiency in the search and investigative processes.

Training

9. As previously mentioned a further 23 staff state wide have been trained this year in Land Search Coordination.
10. LANDSAR Multi Agency Exercises undertaken during the year were SPLASH which involved Aircraft Crash into Botany Bay simulation with both a Marine and Land component. Exercise STAR was also conducted which was a Missing Bushwalker scenario with large scale participation of State Emergency Services personnel.

Future Developments

11. Progression of training and deployment of LANDSAR Search Coordinators to areas of the State currently under serviced.
12. GIS - There are currently several programs under development for the State SAR purposes and the result of the SARMAP issue currently under review nationally may have some impact on our direction in this regard.

Steve Gleeson

Inspector

New South Wales Police Force

Rescue and Bomb Disposal Unit.



NSW POLICE FORCE

MARINE AREA COMMAND

NATSARCON 34-3-1-5

Date: 30 September 2010

Originator:

Sgt Anthony Hill

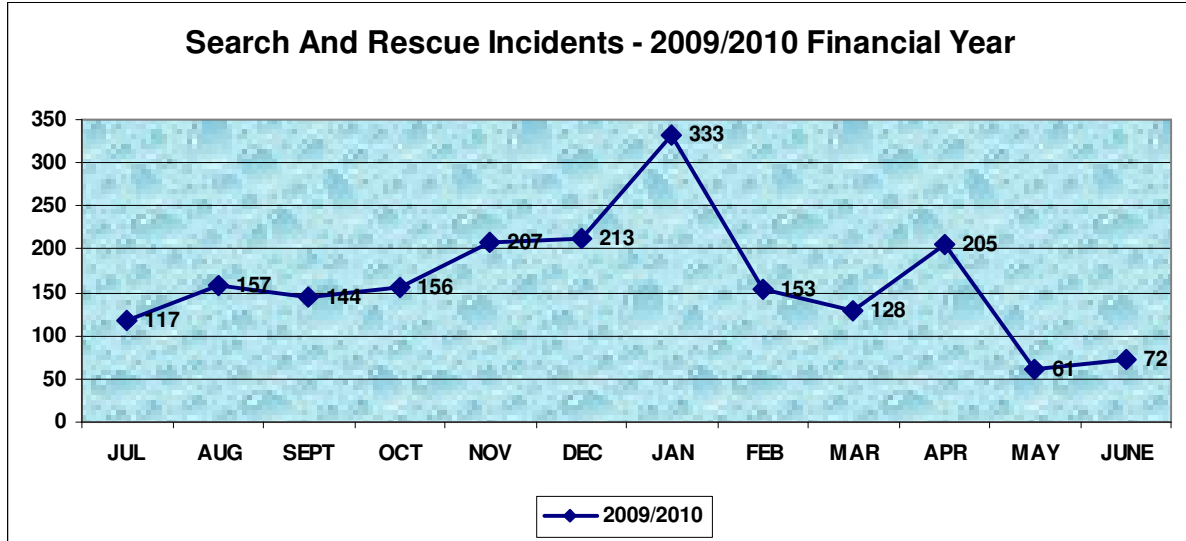
Marine Area Command



STATE SAR ACTIVITY REPORT 2010

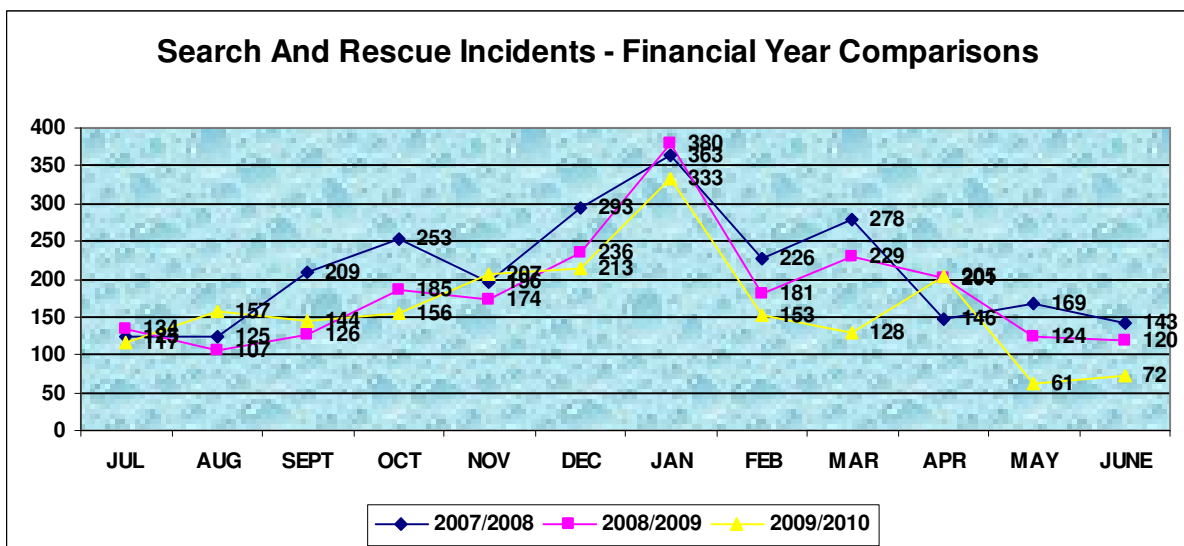
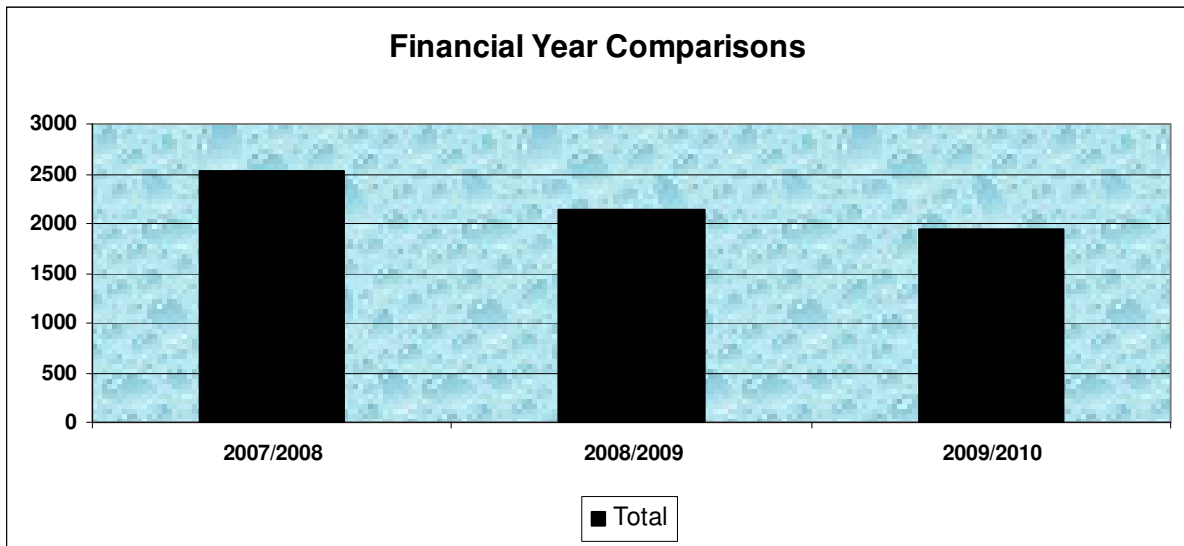
Summary of Activities for past year

1. A total of 1946 Marine Rescue incidents were recorded in NSW waters for financial year 2009-2010. This represents an 8.6% decline from the previous year and is consistent with the trend of declining frequency (8% 2008-2009) over the last three years.



69 % of incidents involved rescue upon enclosed waters and 31% offshore. 1212 or 62% of rescues were conducted by Volunteer Marine Rescue units under the coordination of Police.





The monthly distribution of workload remains consistent with previous years, highlighting peak holiday periods and the traditional boating season. 58% of incidents occurred within the Greater Sydney area serviced by Broken Bay, Sydney and Botany Bay Marine Area Command Sectors.

2009-2010 FY YTD 300610 FINAL SUMMARY

# of Incidents	Water Police			VMR			Combined Total
	Inshore	Offshore	Total	Inshore	Offshore	Total	
Eden	1	17	18	30	43	73	91
Port Kembla	6	16	22	67	126	193	215
Botany Bay	199	27	226	121	18	139	365
Sydney	183	32	215	65	4	69	284
Broken Bay	125	26	151	304	40	344	495
Newcastle	16	15	31	66	2	68	99
Port Stephens	31	19	50	52	49	101	151
Coffs Harbour	4	17	21	65	160	225	246
Total	565	169	734	770	442	1212	1,946

% of Total Incidents	Water Police			VMR			Combined Total
	Inshore	Offshore	Total	Inshore	Offshore	Total	
Eden	0.1%	0.9%	0.9%	1.5%	2.2%	3.8%	4.7%
Port Kembla	0.3%	0.8%	1.1%	3.4%	6.5%	9.9%	11.0%
Botany Bay	10.2%	1.4%	11.6%	6.2%	0.9%	7.1%	18.8%
Sydney	9.4%	1.6%	11.0%	3.3%	0.2%	3.5%	14.6%
Broken Bay	6.4%	1.3%	7.8%	15.6%	2.1%	17.7%	25.4%
Newcastle	0.8%	0.8%	1.6%	3.4%	0.1%	3.5%	5.1%
Port Stephens	1.6%	1.0%	2.6%	2.7%	2.5%	5.2%	7.8%
Coffs Harbour	0.2%	0.9%	1.1%	3.3%	8.2%	11.6%	12.6%
Total	29.0%	8.7%	37.7%	39.6%	22.7%	62.3%	100.0%

NSW MARITIME INCIDENT AND FATALITY SUMMARY 2009-10

NSW Maritime recorded a total of 362 boating incidents involving both recreational and commercial vessels. The number of incidents decreased thirteen per cent compared with 2008-09 (417) and is five per cent less than the 10 year average of 380. Whilst not necessarily involving a rescue, there is a requirement to report all vessel incidents to NSW Maritime that result in an injury or fatality, damage to property costing more than \$5000, or damage, or risk of damage, to the marine environment.

It is possible that the decrease in reported incidents in 2009-10 can largely be attributed to a March 2009 change in legislation which now requires a boating incident to be reported only when \$5000 damage is incurred, as opposed to damage of \$100 as previously legislated.

This year there were 23 fatalities, 65 serious and 123 minor injuries reported. The 23 fatalities recorded in 2009-10 is an increase of 11 (92 per cent) from the 12 recorded in 2008-09. The 65 serious injuries were down 14 per cent from 76, while minor injuries were up 39 per cent compared to the 89 recorded in 2008-09. The 20 fatal incidents recorded increased by 9 (up 82 per cent) compared with the 11 fatal incidents recorded in 2008-09.

The table below is a summary of incident data for 2009-2010 compared with the results for 2008-2009.

Table 1: Summary of incident data 2009-2010 and 2008-2009

Indicator	2009-10				2008-09			
	Vessel type				Vessel type			
	Rec	Com	C/R	Total	Rec	Com	C/R	Total
Incidents	262	63	37	362	309	74	34	417
Fatal incidents	19	1	0	20	10	1	0	11
Fatalities	22	1	0	23	11	1	0	12
Serious injuries	46	15	4	65	67	9	0	76
Minor injuries	90	27	6	123	65	18	6	89

*2009-10 Figures current as of 9 July 2010

The table shows that in 2009-10, incidents involving recreational vessels accounted for 72 per cent of all incidents (262). Commercial vessels accounted for 17 per cent (63) and incidents involving both commercial and recreational vessels accounted for 10 per cent (37).

Vessel capsizing and a person falling overboard accounted for the majority of fatal incidents (7 and 5 respectively), while 4 fatalities also occurred as a result of separate towing incidents. Preliminary analysis indicates that drowning was the cause of death in the majority of fatal incidents. Lifejackets were known to be worn by only 2 of the 23 deceased persons. Alcohol was identified as a factor in 2 of the fatal incidents.

The current method of compiling NSW marine rescue statistics prevents detailed analysis in relation to the number of lives saved opposed to number of lives at risk. Consultation with Marine Rescue NSW has seen the development of statistics templates consistent with the National SAR Council template and identification of risk categories 'Lives – Saved, Rescued, Assisted, Perished and Not Found'. Future NSW Marine Rescue data will allow more detailed analysis and is a move towards standardisation in line with the National SAR Council's recommendations.

Notable SAR Incidents - Marine

- Operationally, a quiet year for major marine search and rescue response. 20 incidents were coordinated from the State Marine Rescue Coordination Centre at Sydney Water Police, 29 - 2008-2009 and 28 - 2007-2008. Noteworthy incidents include;

24-07-09 Search for two persons aboard capsized runabout at Bate Bay Cronulla, one survivor swam to shore. Vessel and two deceased located.

01-08-09 Search for missing persons on St Georges Basin, Sanctuary Point following capsizing of small runabout. 1 saved, 1 located deceased.

10-10-09 Major SAR operation following grounding and sinking of maxi yacht 'Shockwave' at Flinders Island off Port Kembla during CYCA Category 2 yacht race. 2 deceased, 1 rescued from water and 15 winched from island by rescue helicopter.

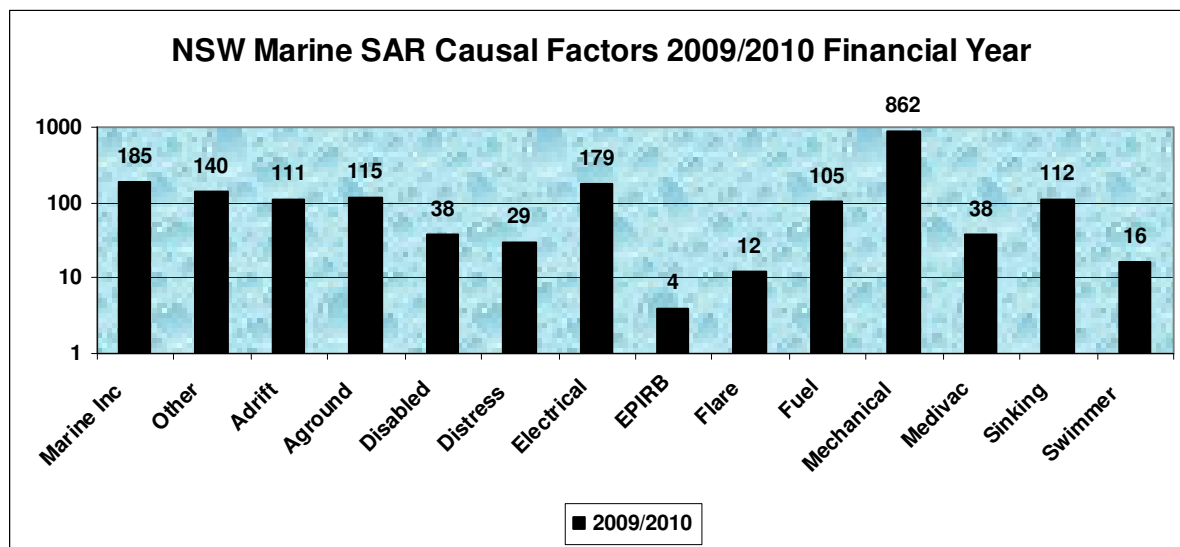
10-10-09 Search for male swept from rocks at Pebbly Beach, Batemans Bay. Not recovered.

13-10-09 Search following capsized vessel offshore at Tuross Heads, NSW South Coast. Two rescued and two located deceased in cabin of vessel by Police divers. Vessel capsized attempting to drive off fouled anchor attached to aft quarter.

- 10-05-10 Search for 5 missing persons from rock fishing site at Catherine Hill Bay, Newcastle. 4 located deceased at scene, 1 not recovered.
- 24-05-10 Search for yacht 'Dixie Cup' and sailor overdue between Port Stephens and Newcastle. Disabled yacht and survivor located by fixed wing aircraft within search area on 26 May following extensive air and sea search.

Causative Factors

- 3. 44% of recorded marine rescue incidents involve assistance rendered due to mechanical failure of the target vessel, exactly the same percentage as period 2008-2009.



- 4. Lessons Learnt – The search for sailor William Valient aboard 6 metre sloop 'Dixie Cup', located 3 nautical miles off Newcastle in May 2010 again proved the importance of search area coverage factor and theoretical probability of detection. The yacht was located visually within the search area towards the end of day 2, during the second aerial search following extensive surface coverage. The vessel was also surrounded by high merchant shipping traffic entering Newcastle Port however eluded searchers for two days in good conditions.

Marine Rescue Capability

- 5. A total of 71 vessels are in operation with NSW Police Force Marine Area Command, supported by 70 accredited Volunteer Marine Rescue vessels. NSW Police Force continues to operate the State Marine Rescue Coordination Centre at Sydney Water Police, Balmain and 16 regional Search and Rescue Coordination centres and an additional 29 Marine Radio bases are provided by VMR groups. Marine Area Command authorised strength remains at 130 Police.
- 6. Marine Area Command Diving Unit operates with 12 Police Divers providing NSW state wide coverage and training to various jurisdictions.
- 7. New Capability – Marine Area Command search area planning and tasking software has been enhanced to introduce Sector and Expanding Square search patterns, supplementing existing Parallel Track planning capability.

Training

8. One NSWPOL state level Marine Search and Rescue Coordination course was conducted during the period. A total of 57 Marine Area Command Police (44% authorised strength) have now received a minimum of the state level Marine SAR Coordination course training, 3 hold current Advanced Diploma Police SAR Management qualifications and an additional 8 have completed the National Police SAR Managers Course.

The annual Volunteer Marine Rescue SAR Coordination training weekend program facilitated by Marine Area Command through the six coastal NSW Emergency Management districts continues. This program is funded by the State Rescue Board of NSW and involves one day Coastal SAR datum planning theory and an on water practical marine SAR exercise the following day. The objectives of this training are to provide an appreciation of SAR planning methodology and practical On Scene Coordination and observer experience to 240 VMR members each year.

Excellent support has been provided to this years training program by the Agusta 109 Retention, Motivation and Initiative section of RAN 723 Squadron, Nowra who have attended the training weekends, delivered training regarding RAN Helicopter SAR Capability before flying the RAN AW109's during the simulated marine search offshore. This has provided excellent opportunities to test communications between RAN, Police and VMR assets and exposed VMR members to helicopter rescue practices as well as providing significant motivation for SAR Coordination training.



Police Launch 'Nemesis', RAN AW109 Medusa 05 and Marine Rescue Port Macquarie on exercise, Hastings River entrance Port Macquarie, September 2010

Future Developments

9. The integration of three accredited NSW VMR service providers into Marine Rescue NSW, reported at last years Council meeting has been seen as a major success by NSW Police Force Marine Area Command. Major efficiencies in the areas of VMR rescue vessel accreditation, replacement, training and human resource management are evident within the new organisation and directly support NSW Police Force. Details of the organisation's status,

processes and future direction are to be presented to Council by Commissioner and Chair of the National Volunteer Marine Search and Rescue Council, Glenn Finniss.

For the first time, a comprehensive review of marine rescue service delivery in NSW has been undertaken. A multi-agency team has compiled a very detailed risk assessment titled **'Report of the Marine Rescue Service Delivery Model – August 2010'** for the NSW coastline and enclosed waters, aiming to achieve an optimal match between the distribution of marine rescue risks and the disposition of rescue resources to treat the risk. The team visited all bases and interviewed staff during the assessment, gathered technical data and examined the particulars of each waterway including river bars and population growth.

Both general and unit specific recommendations are made within the report for consideration of the State Rescue Board of New South Wales. At present the report has been provided to the board for comment, prior to release to units and the industry. When approved by SRB, Marine Area Command undertake to provide electronic copy of the report to interested Council members.

State SAR Council Report

10. During the year, the Volunteer Marine Rescue Council of NSW (VMRC), a marine rescue advisory committee to the State Rescue Board of New South Wales, has become redundant following the development of Marine Rescue NSW. The Commissioner, Marine Rescue NSW is now the marine rescue delegate to the State Rescue Board of NSW and takes advice from the Commissioners Marine Rescue Advisory Panel, a committee similar to VMRC but broadened to include other marine industry stakeholders such as the NSW Boat owners association and Surf Life Saving NSW. NSW Police Force Marine Area Command hold the alternate chair position of this Panel and have representation on the State Rescue Board through the Deputy Commissioner of Police (State Emergency Operations Controller).

The State Rescue Board of New South Wales Annual Report can be found at www.emergency.nsw.gov.au

Anthony Hill

Sergeant

Coordinator – Marine Search & Rescue

Marine Area Command



ACT Policing

NATSARCON 34-3-1-6

Date: 30 September 2010

Originator: AFP- ACT



STATE SAR ACTIVITY REPORT

Summary of Activities for past year

1. Specialist Response & Security Tactical Response SRSTR are responsible for the ACT's Tactical, Public Order and SAR capability; SRS Water Police are responsible for the ACT's waterways. Over the period from September 2009 – 2010 a combined total of 60 incidents were attended by both areas. The majority of SAR incidents related to evidence searches which fall in to the 'other' category, there were also a number of searches both rural and urban for suicidal persons. The majority of Water Teams activities were for crafts in distress.

Marine SAR

Marine SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Boat/Boat					2		
Boat/Swimmer							
Drowning							
Fire/Explosion							
Grounding					3		
Person overboard							
Swimmer in distress				3		2	3
Boat/Object					1		
Capsize							
EPIRB							
Flare sighting							
Medivac							
Overdue							
Sink/swamping				3		2	2
Tow				13	5	19	10
Other				5	17	17	7
Total				24	28	40	22



Land SAR

LAND SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Walker /Outdoor adventurer				5	10	7	2
Senior Person				7	2	6	7
Vehicle							
Downed Aircraft							
PLB/ EPIRB							
Tip Search					4		
Medivac							
Overdue							1
Tow							
Other				21	55	32	28
Total				33	71	45	38

Notable SAR Incidents (Land and Marine)

- June 2010 - SRSTR members assisted GD's with the search for a suicidal couple. The couple were due to appear in court on matters relating to incest on their daughter. The couple did not attend court on the designated day and the alert was raised for their arrest. GD's quickly established that they were not at home and a family member suggested that they would most likely have or be in the process of committing suicide. A likely search area was established in the bushland Reserve near Black Mountain. The couple were located in a dry creek bed semi conscious, suffering from severe knife wounds to their carotid arteries. SRS members administered first aid and the pair were conveyed to hospital where despite critical injuries they survived to later be sentenced to several years of imprisonment.

Training

- Training in aspects of SAR and Water continue for both areas of SRS. Training in tactical rural patrolling assists with navigation and bush craft for members. Training in roping techniques are perishable skills which have allocated validation weeks throughout the year, again tactical roping assists with familiarisation. AFP was able to have two members attend the NATSAR manager's course in Canberra. The members would like to acknowledge the professionalism and experience of the Directing Staff on the course. SRSTR will be exercising with ACT Parks, SES and ACT Ambulance Service for a search in late September 2010.

Future Developments

4. SRSTR have been researching the possibility of purchasing Unmanned Aerial Vehicles UAV's. Several models were looked at with the most likely candidate being a rotary wing style of craft. The models being looked at have a range of practical applications but are limited at this stage to line of sight flying and weather conditions. There is a possibility that they could be used in a search capacity over rugged terrain where the operator is able to position in the area of operations with a line of sight view. The current models being looked at are the MD4-200 and MD4-100 Micro drone systems. SRSTR will be in a better position in 2011 to inform the council on the employment of this system and its practical applications in the SAR field.



Mark Usback

Senior Sergeant 4962
SRSTR Training Team



International Deployment Group



SAR ACTIVITY REPORT

Summary of Activities for past year

1. The AFP International Deployment Group (IDG) is responsible for the capacity development of our Pacific Island Neighbours along with general duties policing of Australia's External Territories. At present the AFP has officers in the Solomon's, Vanuatu, Nauru, Timor-Leste, Papua New Guinea, Samoa, Tonga along with Christmas Island, Cocos (Keeling) Islands and Jervis Bay.
2. Officers at these locations perform a variety of tasks including Search and Rescue Coordination.
3. The Solomon Islands (RAMSI) has a dedicated Maritime Unit who is actively involved in capacity development of the Royal Solomon Island Police Force Maritime Unit. Members are highly skilled operators with many years of policing and maritime experience.

Marine SAR

Marine SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010
Boat/Boat							
Boat/Swimmer							
Drowning							5
Fire/Explosion							1
Grounding							
Person overboard							2
Swimmer in distress							
Boat/Object							
Capsize							5
EPIRB							7
Flare sighting							
Medivac							3
Overdue							19
Sink/swamping							2
Tow							5
Other							5
Total							54



Notable SAR Incidents (Marine)

4. Information from Police Vessel enroute to Savo Island (20NM from Honiara) that 5 persons had been located in the water 7NM from land. Informant advised 13 persons (aged from 2 to 75 years) in 6m Banana boat, had capsized in 1 – 2m seas right on dusk. Helo and second Police vessel despatched. All 13 persons located after 6 hour night search. 5yo girl and 25yo male swam to shore, all others persons recovered from water.
5. Information from concerned relative that two male persons had left the Florida Islands (25nm from Honiara) 2 days earlier and were heading to Honiara. Search commenced via Helo and Police vessel. Vessel located on 4th day around other side of Guadalcanal Island by Helo some 50nm from Departure point. Vessel despatched, person's recovered vessel abandoned due to large seas.
6. Report of 6 dive members overdue from trip near Gizo Island (200nm from Honiara). Helo activated, local outpost officers activated. Report that members had been located on an outer reef atoll after vessel had sunk by the stern from swamping. All members recovered safe and well. Vessel salvaged by owners on a later date.
7. Report of 1 male person fishing in a dug out canoe 5nm from Honiara had been hit by lightning. Police vessel despatched, informant collected and taken to area. Canoe located with scorch marks, no persons located, presumed deceased. Family advised.
8. Report of two children, 1 and 3 y.o. missing in flood waters after heavy rains. Extensive search of Lunga River over 2 days located both children deceased.
9. Report from local villagers, in Morovo Lagoon (150nm North of Guadalcanal) that two children had been taken by 6m Crocodile. Vessel despatched to area with tactical officers on board. Search failed to find missing children, presumed dead. 5 crocodiles in excess of 4 metres destroyed.
10. Report of 3 persons in 6m Banana boat missing from Lata (250nm North of Guadalcanal). Helo and 2 outpost RIB's despatched to conduct search. AMSA assisted with 3 x Hercules C130 from RAAF Richmond. No persons located presumed deceased. 9 day search. (NB Local AFP Maritime Team Leader wishes to convey his thanks to AMSA Search and Rescue for their assistance with this job)
11. AusSar 2010/2883 - Rescue of MV Velanakanimatha - Commenced 30 April 2010 ceased on Sunday 9 May 2010. Utilised Rescue vessel RJ Hawke - 65 persons of SriLankan origin rescued successfully. Vessel destroyed on orders from Customs and Border Protection.
12. AusSar 2010/5412 - Rescue of Sailing Vessel *Samasan* - commenced on 28 August 2010 ceased on 2 September 2010 Coordinated SAR - Sailing vessel *Key of D* went to SV *Samasan's* assistance. AFP Cocos had coordinating role in conjunction with AusSAR. Vessel rescued successfully and brought back to Cocos for repair.

Marine Rescue Capability

13. The AFP IDG has vessels and trained personnel at the following locations:



Solomon Islands

- 12 Fulltime Maritime advisors
 - 9 Participating Police Force officers allocated to outpost locations
 - 1 x 20m Westcoaster Mono Hull powered by twin 500hp Volvo's
 - 1 x 15m RIB passenger Transport powered by 4 x 200hp Merc OBM's
 - 3 x 15m Mono Hull Patrol Vessels powered by twin 350hp Cat 's
 - 19 x 6m RIB's powered by twin 60hp Mercury OBM's
 - 6 x IRB's powered by a single 40hp Mercury OBM
 - 2 x SAR/Medivac/Transport dedicated AFP Helicopters
-



Vanuatu

- 1 fulltime Maritime advisor
 - 1 x 13m Stebercraft powered by twin 400hp Yanmar Diesels
 - 1 x IRB powered by single 40hp Yamaha OBM
-



Nauru

- 2 Police advisors
 - 1 x 6m RIB powered by twin 60hp OBM's
-

Timor-Leste

- No SAR capability at present
 - 30 Policing Capability advisors
 - 50 AFP UN Advisors
-

Papua New Guinea

- No SAR capability at present
 - 6 Policing Capability Advisors
-

Samoa

No SAR capability at present
5 Policing Capability Advisors

Tonga

No SAR capability at present
8 Policing capability advisors



Christmas Island

10 General Duties Officers
1 x 7.5m Catamaran powered by twin 175 Suzuki OBM's



Cocos Island

4 General Duties Officers
1 x 16m Alloy mono hull (Operated by AGD)
1 x 8m Catamaran powered by twin 175 Suzuki OBM's



Jervis Bay

5 General Duties Officers

1 x 6m RIB powered by twin 60hp OBM's



Operational Response Group

Tactical officers

2 x 9m RIB powered by twin 200hp Mercury OBM's

Training

14. AFP IDG is currently undergoing an operational review of all maritime activities undertaken by IDG members throughout the Indian and Pacific regions.

Upon completion, a new training regime is anticipated to be implemented with the assistance of AMSA, private providers and state SAR agencies.

Future Developments

15. Dependant on the outcome of the Maritime Review.

Neil Hall

Federal Agent

Maritime Review Team

International Deployment Group

5 October 2010



Australian Defence Force

NATSARCON 34-3-1-7

Date: 29 September 2010

Originator: ADF



ADF SAR ACTIVITY REPORT

A report on Search and Rescue incidents from the ADF for the period October 2009 – October 2010.

Summary of Activities for past year

1. The ADF has been involved in 23 Civilian Search and Rescue incidents for the period Oct 2009 – Oct 2010. These incidents have varied in location from the Solomon Islands to Mauritius however all have been conducted in assistance to AMSA. Assets provided by the ADF for SAR have generally been long range search aircraft but have also been vessels.

Marine SAR

Marine SAR Incidents		
Incident	2009	2010
Boat/Boat	1	7
Boat/Swimmer		
Drowning		
Fire/Explosion		
Grounding		
Person overboard		2
Swimmer in distress		
Boat/Object		1
Capsize		1
EPIRB	2	3
Flare sighting	1	1
Medivac		
Overdue		1
Sink/swamping		
Tow		
Other		
Total	4	16





Land SAR

LAND SAR Incidents		
Incident	2009	2010
Walker /Outdoor adventurer		
Senior Person		
Vehicle		
Downed Aircraft		
PLB/ EPIRB	1	1
Tip Search	1	
Medivac		
Overdue		
Tow		
Other		
Total	2	1

Notable SAR Incidents (Land and Marine)

2. Notable Incidents for 2009 -2010, involving Defence assets.

SIEV SREEMA Sinking – North West of Cocos Island Indian Ocean

1 November 0710 hours

The RCC received a phone call from a possible refugee vessel with 39 persons onboard reported to be taking on water. The location of the vessel was unknown. AMSOC and HQJOC were contacted; however, they had no information that could be confirmed to be related to the distress vessel. Attempts to trace the call were unsuccessful. A subsequent call was received from the vessel indicating a location 350 miles North West of Cocos Island. A distress broadcast was issued and, due to the remote location, Defence were requested to assist. The gas carrier LNG PIONEER responded to the broadcast and diverted to assist, they were 11 hours away from the scene. Defence tasked a P3 Orion from Darwin. Later information was received, via the Japanese Coast Guard that Taiwanese Fishing Vessel KUAMG WIN was on scene. The RCC contacted the KUAMG WIN directly and confirmed they were alongside the target vessel. The distress vessel was not sinking but was reported to be taking on water which was being pumped out with the assistance of the KUAMG WIN. The P3 Orion tasking was cancelled as the KUAMG WIN agreed to remain on scene until the arrival of the LNG PIONEER.

The LNG PIONEER arrived on scene at 2217 ESST (011117UTC Nov 09). They reported difficulties approaching the distress vessel due to weather, manoeuvrability and last light. At 2240 ESST (011140UTC Nov 09), the LNG PIONEER reported that the distress vessel had capsized and sunk, and all persons were in the water. Attempts to recover the persons were hampered by the lack of light. The LNG PIONEER and FV KUAMG WIN searched for survivors overnight, and successfully recovered 9 persons. Defence were again requested to provide assistance and tasked two P3 Orion's to respond.



Searching continued Monday 2 Nov by LNG PIONEER and FV KUAMG WIN. The first Defence P3 Orion arrived on scene mid morning and commenced air search in support of the surface vessels. The Perth Dornier (Rescue 461) and 3 corporate Jets were tasked to relocate to Cocos Island to assist. They arrived on scene mid afternoon and commenced visual search. A further 18 survivors and 1 deceased were recovered during daylight hours. The Dornier was tasked to conduct a night FLIR search; however, no sightings were reported.

On Tuesday 03 Nov 09 the search continued. The LNG PIONEER, two Japanese Fishing Vessels, and 8 fixed wing aircraft were involved. Numerous sightings of bodies and debris were reported, however no survivors were recovered. At last light the aviation search was concluded. The surface search continued until 1100 ESST 4 Nov (032330UTC). Coordination was transferred to Boarder Protection Command and the LNG PIONEER transported the 27 survivors and 1 deceased to Christmas Island.

Possible Liferaft with Persons – North East of Gladstone QLD
07 November 2108 hours

A Coastwatch aircraft reported a possible liferaft with 2 persons onboard approximately 140 miles north east of Gladstone. The object had been detected by radar and FLIR. A distress relay was broadcast and *Mv Mona Linden* and tow Australian fishing vessels diverted to the area. Meanwhile, the Melbourne Dornier (Rescue 471) was tasked for a night FLIR/radar search and the Cairns Dornier (Rescue 481) and a Bundaberg fixed wing aircraft were tasked for a first light search. Further aircraft were tasked during the day and a total of nine fixed wing aircraft flew three sorties conducting visual and electronic searches. A *Singapore Air Force Super-Puma* stationed at Rockhampton remained on standby as a rescue platform. The QLD Police Vessel, *Lyle M Hoey*, also headed to the search area to act as On-scene Coordinator. Late on Day 2 a rectangular orange object, about the size of a domestic refrigerator was located and assessed to be the target as displayed in the original FLIR footage. All further search activity was suspended about thirty minutes later at the conclusion of the last sortie, with no further sightings reported.

Flare sighting – Cape Liptrap VIC

17 November 2121 hours

The RCC received a request for assistance from Melbourne Water Police who were responding to two red flares sighted by a yacht up to 20 miles seaward from Cape Liptrap, VIC. The Water police had tasked helicopter Helimed 1 to respond but it was not FLIR equipped and had no rescue capabilities. Dornier Rescue 471 was unavailable for a tasking due to being on an AMSA training flight and not being configured or crewed for a SAR mission but overflew the search area on return to Essendon. RCC Australia tasked rescue helicopter CHOPPA 2 from East Sale to conduct a FLIR search in the vicinity of the flare sighting. Two vessels in the area also assisted. No signs of vessels or persons in distress were located.



121.5MHz beacon in rubbish dump – Gippsland VIC

20 November 1548 hours

A 121.5MHz beacon was reported by aircraft in the Gippsland area of Victoria. The RCC tasked Dornier Rescue 471 from Essendon and rescue helicopter CHOPPA 2 in response. The beacon was homed to a rubbish processing factory at Morwell VIC where a ground response was arranged to locate and deactivate the beacon.

Vessel DAUNTLESS Sinking – North West of Cairns QLD

14 December 0916 hours

RCC Australia received a satellite detection of a distress beacon registered to the 14.4 metre timber ex fishing vessel Dauntless, with two persons onboard, which had departed Cairns on 12 December. Customs checks indicated the vessel was enroute to Honiara. The Cairns Dornier, (Rescue 441), was diverted from a Customs tasking to the distress location, approximately 150 miles north east of Cairns. Rescue 441 confirmed that the vessel was reported to be taking water and dropped a dewatering pump and light stores container to assist the vessel. A broadcast to shipping was issued with three Merchant vessels responding all advising ETAs after last light. Military assistance was requested with the HMAS Wollongong tasked to close on the Dauntless. Another aircraft, a Cessna Titan, was tasked to provide top-cover and communications relay when Rescue 441 had to return to base. The Dauntless' owner was contacted and towage arranged using the fishing vessel Dragon III. Ten minutes prior to the Cessna departing the distress position, the vessel requested another pump be dropped. Just prior to the Cessna departure the vessel then cancelled its request for all assistance as the vessel started she was underway and making for Cairns. All assets were cancelled and the owner was notified. The vessel's owner cancelled towage arrangements and RCC Australia cancelled the Mayday broadcast to shipping. (The vessel was also the subject of incident 09/8218 on 29 Nov 09).

Defence 406MHz beacon – Arafura Sea

23 December 0227 hours

A 406MHz EPIRB registered to the Australian Defence Force, Army, was detected in the Arafura Sea approximately 120 miles north of Goulburn Island and 240 miles north east of Darwin NT. Defence were advised, however they do not hold any registration details of this beacon and questioned if the beacon was in fact an ADF beacon. The RCC tasked Rescue 481 to the satellite derived position. On arrival at the distress scene Rescue 481 reported sighting debris and an oily sheen on the water. The beacon signal was not detected with the exception of a short burst on 121.5MHz. Rescue 251 a RAAF AP3 and a Coastwatch Dash 8 were also tasked and conducted both visual and electronic search. The bulk carrier MV SUNRISE was diverted to the distress scene and conducted a surface search. The ACV Arnhem Bay was tasked from Gove as the rescue asset. ACV Arnhem Bay also assisted with the recovery and identification of debris sighted by the search aircraft. Searching continued until 1640 hrs 24th December when all search action was suspended. Apart from a large quantity of flotsam that was sighted, with some recovered by the ACV Arnhem Bay, nothing was located that could provide the identity of a vessel, reason for the beacon activation, or the nature of distress. Enquiries to establish the ownership of the beacon are continuing. The Australian Defence Force has ordered a full reconciliation of all beacons issued to Army.



INDON vessel in Distress

29 January 1857 hours

RCC Australia reported a possible INDON vessel with 30 POB in distress in position 00610S 13430E. Position was well inside INDON SAR region and archipelagic waters. ADF assets would need a diplomatic clearance to enter. HMAS Broome is 350nm SW and AP3 at Darwin is at 24 hrs notice to move for SAR. RCC informed HQJOC that they had a robust MOU with IND for SAR and ADF assets would automatically get DIPCLEAR to operate if requested. At 292110K Jan 10 RCC notified HQJOC that IND RCC is in fact conducting a SAR mission and Australian assistance has not been requested.

SOLAS Incident

6 February 0737 hours

RCC Australia requested information on ADF assets available for potential SOLAS incident developing 100nm west of Christmas Island – RAJUN Venture. An AP3C was available at Darwin at 12 hrs notice to move and HMAS LARRAKIA was in the vicinity of Christmas Island approximately 6 hours away. A request for military assistance was sent when RAJUN venture confirmed in distress, position 11 52.4 S 104 59.2 E. There were 45 people on board (all male), 4 sick with chicken pox, no food for previous 3 days, and no water for 1 day. HMAS LARRAKIA was tasked to the SAR with intentions to transfer the people to the defence vessel for passage to Christmas Island for hand over/take over to other government agencies. The boarding was conducted successfully 86 miles SSW of Christmas Island. 45 persons were transferred to HMAS LARRAKIA and given medical attention. HMAS LARRAKIA destroyed the vessel that was in very poor condition.

Possible SOLAS 425nm North West of Christmas Island – RUBAN SIEV

25 February 1500 hours

RCC advised HQJOC that concern is held for a foreign fishing vessel believed to be in the area 425 miles North West of Christmas Island. RCC Australia issued a broadcast to shipping at 251138 UTC Feb 10 and subsequently requested *MV SELETAR HOPE* to divert to position 06 43S 098 00E. No immediate Navy surface response was available. *MV SELETAR HOPE* was on scene in darkness and reported two fishing vessels in vicinity with no signs of distress. AP3C provided search assistance at first light and *MV SELETAR HOPE* remained in the general area. A vessel matching the known details was found in position 08 41S 100 34E which was consistent with believed vessels location of earlier. The vessel did not exhibit any distress and the SAR was suspended at 260800UTC Feb 10.

Stricken Vessel – Hoskyn Reef

12-13 April 10

HMAS PALUMA received a distress call from a vessel, call sign ON STRIKE which was aground on Hoskyn Reef with 2 people on board. HMAS PALUMA proceeded to lend assistance but was 2 hrs away. HMAS PALUMA liaised with Round Hill Point VMR as water police were unable to attend. HMAS PALUMA arrived on scene and launched a light utility boat to rendezvous with the ON STRIKE. The light utility boat was unable to reach the ON STRIKE and returned to HMAS PALUMA which



proceeded to anchor. Another rescue was successfully attempted at first light. The 2 people were transferred onboard HMAS PALUMA.

ADF 406MHz beacon – Brisbane Airport

20 April 10 1301 hours

ADF Beacon BEEC008EF800001 was detected in the Brisbane airport. The beacon was registered to a C130 aircraft however that platform was on operations in the Middle East. It was confirmed that there were no further C130s in the Brisbane area and the beacon stopped at 1340 hours. Further investigation found that the beacon was on a Caribou aircraft that was being decommissioned and was inadvertently activated.

Lifering found by HMAS WEWAK

30 April 10 0800 hours

HMAS WEWAK reported finding a lifering in the water position 18 10.68S 146 22.61E with the name ICEBERG. Incident was reported to RCC Australia. HMAS WEWAK conducted a search of the area and found no further debris or signs of distress. No further action was required.

Vessel in Distress 100 miles North of Cocos Island - VELANKANNIMATH

30 April 10 1428 hours

RCC Australia reported a vessel in distress in position 10 05S 096 59E at 300400UTC with 62 people on board – VELANKANNIMATH. An AP3C was in the area but reported that fuel would allow 45 minutes overhead the reported location. The aircraft could provide presence and eyes-on only as they were not equipped for SAR. The nearest ADF surface vessel was 500 miles away. An AP3C crew in Darwin went on crew rest for a dawn launch. The P3 was tasked to locate the distress vessel. Two merchant ships responded to a broadcast to shipping, the PEDHOULAS and TH SYMPHONY. The TH SYMPHONY located the disabled vessel and provided food, water and fuel to the vessel. As assistance was provided as requested by the vessel, RCC Australia released all assets and closed the SAR at 301119UTC.

The vessel VELANKANNIMATH failed to reach its destination of Christmas Island by 05 May 10. RCC Australia requested ADF assistance who responded with an AP3C which eventually located the vessel on 06 May 10. Merchant Vessel RENATE N, POSTANJA, FLIPPER and SOKOTO were requested to assist VELANKANNIMATH in transferring the personnel to Christmas Island. AP3C conducted 3 further missions to locate five missing personnel who attempted to swim for shore. Five lifejackets were found containing no personnel. Search was suspended on the 08 May 10.

RCC Urgency Message (PAN)

04 May 10 0721 hours

SEALION 33 (AP3C) took off at 041848UTC May 10 to respond to RCC request for ADF assistance however became unserviceable before reaching the search area and was forced to return to base. A further AP3C – ASY312, was released from operational tasking and departed RAAF Base Butterworth 050239UTC May 10.



Beacon 30 miles off coast of Esperance

10 May 10 0015 hours

RCC Australia coordinated a search for an unregistered 406MHz beacon at position 34 25.7S 123 39.4E, approximately 95 miles East/South East of Esperance, WA. A C130 aircraft from RAAF Pearce was tasked to locate the beacon. When on station the C130 reported sighting a liferaft with the canopy off and 2 people on board. RCC directed the C130 to drop an ASRK. CHOPPER 5 was also tasked from RAAF Pearce and rescued 3 people from the liferaft who were from the Cray boat AFRICIANA. All rescued personnel were suffering hypothermia and were transported to Esperance hospital.

Yacht WILD EYES – 2000 miles SW Perth

11 Jun 10 1436 hours

A beacon activation at 40 51S 074 45 E (2060 miles WSW Pearce) belongs to solo 16 year old US female yachtsman. Her mission support indicated that she may be in trouble and is presently inside the French SAR zone. RCC requested options for ADF assistance. There was a 5 day surface response time and there was no C17 aircraft available. The French tasked a ship *ILE DE LA REUNION*, to proceed to the position with an ETA of 1.5 days. Two AP3Cs were tasked and sent to Cocos Island and Mauritius, a QANTAS aircraft was chartered and located the yacht *WILD EYES*. The female was transferred successfully to the French vessel and taken to Kerguelen Island.

Boating accident – CDRE D. Gwyther

10 Jul 10 0537 hours

RCC Australia received a report of CDRE David Gwyther, COMNORCOM, had a boating accident near the Tiwi Islands 11 49S 130 01E. It was suspected that he suffered suspected spinal injuries and the planned helo rescue would not be suitable. HMAS Armidale sailed from Darwin but was 55 miles south of the datum. ACV Botany Bay and ACV Corio Bay were also in the vicinity and ACV Corio Bay was tasked with the rescue. No further ADF assistance was required.

Flare sighting – Ashmore Island

16 Jul 10 1928 hours

HMAS ARMIDALE reported sighted flare at 161915UTC and again at 161920UTC in the vicinity of Ashmore Island. HMAS ARMIDALE conducted a search of south east sector of Ashmore Reef with nil contacts. A further search was conducted towards Johnsons Bank. A Boarder Patrol Dash-8 aircraft was tasked to search the area and nil contacts sighted.

Unregistered beacon -240 miles North of Broome

17 Jul 10 0430 hours

Hex ID 3EF48BC63F81FE0 was detected 240 miles North of Broome and RCC Australia contacted HQJOC to ascertain what assets were in the area. HMAS MARYBOROUGH was contacted and identified that the EPIRB belongs to their starboard RHIB. RHIB is in its cradle and is serviceable. The



likely cause was boat operations. The EPIRB and RHIB belongs to DMS, hence not registered under Defence with RCC. HMAS MARYBOROUGH was informed to register the EPIRB.

Missing Banana Boat - 400 miles East of Honiara, Solomon Islands

22-30 Jul 10

MRCC Honiara contacted RCC Australia requesting broadcast for missing Banana Boat with 3 POB. The banana boat suffered mechanical failure in Last Known Position, vicinity Santa Cruz Islands at 200330Z Jul 10. RCC Australia requested military. A RAAF King Air aircraft was operating in Honiara for Operation Anode and was prepared to conduct a visual search in the evening of 22 Jul 10. Discussions with RCC Australia however recognised that by the time the King Air aircraft would get on scene it would be last light and not effective visual search conditions. A RAAF C130H, callsign ASY614, departed Honiara 232230Z Jul 10 and conducted searches of Tinakula Island, Nupani Reef and a parallel search.

From the 25th July MRCC Honiara scaled back the search that utilised ASY614, and continued searching with local assets only. The C130 departed Honiara at 250330Z Jul 10 returned to Australia. On 26 Jul 10 a satellite phone call was received from the missing vessel and the position was reported as 09 49S 162 58E. A local search vessel and helicopter were dispatched and were unable to locate the vessel. RCC Australia received a subsequent request for military assistance from MRCC Honiara. The ADF released a RAAF C130J, callsign ASY619, for SAR tasking due to arrive 280430Z Jul 10 at the search area. ASY619 experienced an engine oil leak at RAAF Base Townsville and was delayed with a new on scene time of 290001Z Jul 10. The C130J experienced the same engine problem one hour out from the search area and needed to go direct to Honiara to rectify the situation. It was unknown how long it would take to fix.

A C130H, callsign ASY623, was diverted to Honiara. The C130H launched at 290215z and conducted a wide area search. During this time the C130J rectified the engine problem and conducted a coastal search. The C130J was re-tasked to the Army and took off from Honiara at 301930Z Jul 10. The C130H remained in Honiara and conducted a second coastal search from 302030Z Jul 10. Nothing was found. MRCC Honiara suspended the search at 302330Z Jul 10 on advice that the survivability of the 3 members had passed.

Capsized vessel – 125 miles North East of Rockhampton

11 Aug 10 0652 hours

RCC reported a commercial charter vessel with 21 people on board rolled in position 21 38.4S 151 46.8E (110 miles North East of Yeppoon, 125 miles north east of Rockhampton). At least 20 people were in the water and the weather forecast for the area was poor. Nearest vessel in Port of Cairns, ETA 30 hrs, 2 King Airs were at Townsville with 1-2 hr transit time. RCC subsequently advised that all POB were now in liferafts and Queensland Emergency Services launched their helicopter to commence SAR recovery. Nil further ADF assistance required.



Overdue Banana Boat east of New Britain

11 Aug 10 0026 hours

Moresby RCC contacted RCC Australia and reported an overdue Banana Boat in the vicinity of 06 00S 152 30E which has been drifting for one week. Search area is now approximately 8500 square miles. The last contact was 03 Aug 10 where they reported being 'out of fuel' and had 11 people on board including 6 adults, 4 children under 5 years old and one infant 5 month baby. ADF had no viable assets for this task.

Man overboard – 10 miles SE Keswick Island, Whitsundays

10 Sep 10 1939 hours

HMAS BALIKPAPAN reported receiving a PAN relay of a man overboard in position 20 56.83S 149 29.31E. The missing person was a 20 year old male. SAR operations commences with one fixed wing, one rotary wing and three additional surface assets. HMAS BALIKPAPAN remained on station until midnight conducting a search using the searchlight capability. Nothing was found and HMAS BALIKPAPAN resumed original duties.

Causative Factors

3. The number of Suspected Illegal Entry Vessels (SIEV) has increased over 2010 resulting in more distress situations and search and rescue events.

Training

4. AMSA is conducting our first Military SAR course for 2010 over 01-24 November 2010. Eight members will be trained on this course. The ADF is also investigating developing our own course for 2011 in order to meet our training requirements. This is being done in consultation with the National SAR School at AMSA.

Future Developments

5. The ADF is developing an ADF 406 MHz Beacon Database based on the AMSA system to improve our registration procedures. The prototype database is due to be complete in November 2010 and be operational in December 2010. Cross checks and automated comparisons will then start occurring regularly from 2011.

Emily Petie
Flight Lieutenant
Staff Officer 3 Joint Personnel Recovery 1
Headquarters Joint Operations Command



Victoria Police

NATSARCON 34-3-1-8

Date: 29 September 2010

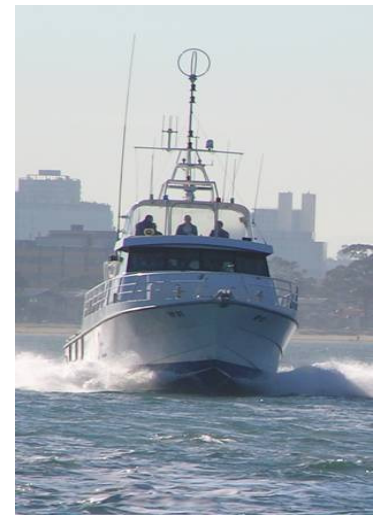
Originator: Victoria



STATE SAR ACTIVITY REPORT

Summary

1. The Victoria Police Force is the control agency for Search and Rescue (SAR) operations on land and water in the state of Victoria
2. The Victoria Police Search and Rescue Squad (SAR) is a dedicated SAR facility. Its role is to serve the community by providing a professional response capability utilising specialist skills for most SAR incidents. Areas such as, but not limited to, State-wide coordination and response to searches for and rescue of missing or injured persons in all environments urban, bush, water and alpine, underwater search and recovery, searches for evidence, investigation of outdoor fatalities, protestor extraction, vertical rescue, mine & cave rescue, swift water rescue, underwater response to CT/Port Security and external proactive & training activities.



Activities for past year

Marine Search and Rescue Incidents

3. The WPS were involved in **1247** marine search and rescue incidents during 2009/ 2010. This equated to a total of 4476 personnel hours. The types of incidents varied from simply breakdowns, overdue vessels, vessels capsizing, and serious vessel collisions to fatalities and drownings.
4. A breakdown of WPS involvement in such incidents is as follows:

Coordinated and responded	389 MIR -3221 hours
Coordinated volunteer agency to respond	585 MIR – 1255 hours



Boating Fatalities

5. There were a total of 3 boating fatalities during 2008 /2009 and 4 for 2009/2010, in comparison to 9 fatalities in the 2007/2008 year. Details of the fatal accidents are as follows:

MIR 16149 – two males 4 km off Frankston vessel sunk. 09/10/2009

MIR 16460 - one male vessel capsized off Sydenham inlet 22/11/2009

MIR 16432 – one male vessel capsized off Mann’s beach 19/11/2009

Marine SAR

Marine SAR Incidents							
Incident	2004	2005	2006	2007	2008	2009	2010*
Boat/Boat	5	11	14	15	25	20	19
Boat/Swimmer	0	0	1	0	1	0	0
Drowning	46	46	41	37	41	35	38
Fire/Explosion	6	4	5	9	18	6	4
Grounding	53	38	49	79	65	82	45
Person overboard	7	6	6	9	5	13	5
Boat/Object	8	18	14	16	16	14	4
Capsize	46	22	29	33	41	36	26
Sink/swamping	13	15	16	22	14	9	8

* 2010 Figures correct to 01-Sep-2010

Number of Marine Incidents by Financial Year

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Yr/Date
2007-08	39	51	79	115	194	184	245	88	152	77	71	40	1335
2008-09	27	46	64	118	165	168	288	93	119	104	59	40	1291
2009-10	32	40	48	122	222	191	234	126	132	109	66	48	1370
2010-11	34	35	47										116

Number of Marine Serious Injuries by Financial Year

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Yr/Date
2007-08	0	0	1	2	1	0	6	0	5	2	7	0	24
2008-09	0	3	2	0	4	3	2	2	2	6	1	0	25
2009-10	0	0	1	2	2	1	4	4	1	3	0	1	19
2010-11	0	0	0										0

LAND SAR

Type of work

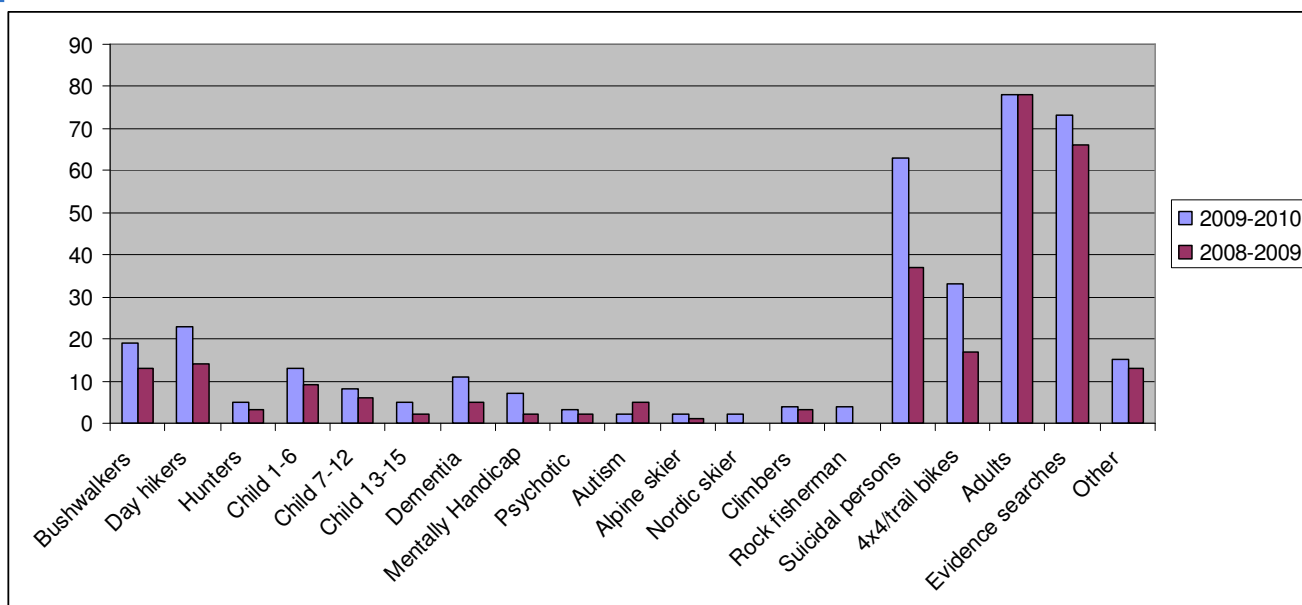
Financial year	Training	Operations	Proactive
09/10	58	369	73
08/09	64	321	64
07/08	73	323	64

Operational Break down

Operational Category	09/10	08/09
Under water (Diving)	71	67
On Water	18	11
Bush < 1200m	149	115
Alpine >1200m	24	29
Clear land	16	20
Metro	41	35
Underground / Confine space	6	10
Vertical Operations	44	28

Missing Person Behaviour Land break down

Activity	09/10	08/09
Bushwalkers	19	13
Day hikers	23	14
Hunters	5	3
Child 1-6	13	9
Child 7-12	8	6
Child 13-15	5	2
Dementia	11	5
Mentally Handicap	7	2
Psychotic	3	2
Autism	2	5
Alpine skier	2	1
Nordic skier	2	0
Climbers	4	3
Rock fisherman	4	0
Suicidal persons	63	37
4x4/trail bikes	33	17
Adults	78	78
Evidence searches	73	66
Other	15	13



Notable SAR Incidents (Land and Marine)

MIR 16149 –OCT 2009 -Double boating fatality off Frankston extensive search conducted Coast Guard, water police, Police Air wing, Southern peninsular rescue, and AMSA – over 14 hours duration deceased males located, vessel sunk and still outstanding.

MIR 16432 – Nov 2009 – 406 EPIRB activation 5.8 mtr vessel 3POB vessel has overturned on Mann’s Beach bar, East Gippsland. 3POB have clung to the vessel and drifted, two have attempted to save the third person who was subsequently deceased by the time they reached the shore, vessel was located same day.

MIR – 16460 – Nov 2009 – 4 boats travelling together in Bemm River, Sydenham Inlet, have sought shelter with bad weather, after attempting to run home during a break in the weather, one vessel has capsized. The operator of this vessel was unable to be retrieved by any of the other vessels due to his weight and further capsizing, he was held onto and assured in the water by the other operators , subsequently deceased by the time volunteer rescue arrived CPR performed.

MIR – 16664 – 30/DEC 2009. rock fisherman washed off rocks at Punchbowl located deceased

MIR – 16714 three teenage girls wading in water off Seagull drive boat ramp Loch Sport have all fallen into sink hole and panicked, witness on the beach has swam out an rescued two girls then attempted to rescue the third, also conducting CPR, subsequently deceased.

MIR – 17270 – four males, on rocks at Cape Nelson, 3 snorkellers, one observer, the observer (father) has been swept into ocean by waves, recovered by fishing vessel and CPR conducted by Water police member in attendance until reached the shore subsequently deceased.

MIR – 16026 – Rock fisherman washed off at Punchbowl by waves, located deceased.

MIR 17435/16762/16536 – vessels catching fire. No persons injured

Land SAR incidents

- 11/7/09 **Dive Fatality** investigation at Williamstown beach. 50 year old male drowned whilst undergoing diver training. Autopsy and investigation reveals male had a heart attack.
- 12/08/09 Collingwood involuntary **psych patient**. Patient crawled into roof and was threatening suicide. Negotiators and SAR attended and after several hours were able to rope up male and extricate him safely.
- 13/08/09 **Injured skier** Mt Bogong. Female cross country skier injured her knee on Mt Bogong with at 1986 meters is the highest mountain in Victoria near Mount Beauty. SAR team responded and stretcher female off mountain.
- 30/08/09 **Minster Tim Holding** Feathertop. Minister Tim Holding was walking alone in the alpine region when he became lost in blizzard conditions on top of Mt Feathertop. An extensive search conducted which involving 158 personnel over 3 days. Minister Tim Holding was located with mild hypothermia and winched out of area. SPOT trackers were used to great advantage on this search due poor radio communications.
- 21/09/09 **Suicidal female** Jamieson. Missing suicidal female's vehicle located in car park near the Goulburn River. River was in flood at the time. Extensive land and water search failed to located female.
- 21/09/09 **Missing Female** Corowa. Search commenced for missing female after phone triangulation put her in Victoria side of river. During search and investigation information indicated a possible murder. The female was latter located deceased in Corowa, NSW investigating.
- 02/11/09 **Three lost bushwalkers** Bogong. The bushwalkers in Mt Bogong area were reported overdue. Mobile phone contact made but location unknown with males dehydrated. Phone triangulation with air and land search of the area located bushwalkers severely hydrated on Granny spur. Males airlifted out and transported to hospital.
- 21/11/09 **Missing horseman** Benambra. SAR controlled an extensive two day search in the Benambra area to locate an over due horseman. Male was located on second day on foot. He fell off his horse and knocked himself out and unaware of the search activity in area. Mae transported to hospital with minor injuries.
- 30/12/09 **Rock fisherman** San Remo. Two males washed off rocks whilst fishing near San Remo. One male clung to rocks and got out but second male washed out to sea and drowned. Dive search located male 15metres off shore.
- 10/02/10 **Missing snorkel Diver** Black rock. SAR and WPS responded to a report of an overdue snorkel diver in Half Moon bay, Black Rock. The diver was last seen snorkelling in the area at 10pm the previous night. Extensive multi day land, sea and dive search conducted with male located deceased in prohibited wreck HMVS Cerberus.

- 18/05/10 **Trail Bike riders** - Ensay. Two trail bike riders lost in rugged bushland area of Ensay (Gippsland). At nightfall they activated an EPIRB as they were aware a search would be conducted. AUSAR was unable to launch aircraft due to poor weather. SAR coordinated local units into area and located males in the early hours of the morning. Males will purchase a spot device in future for remote rides.
- Ongoing Numerous vertical “suicide from heights” interventions and protester extractions from logging coupes.



ECHUCA FLOODS 2010

Marine Rescue Capability

6. Victorian Marine capabilities:
- 3 X in water vessels VP 01 Fearless – VP02 and VP 16.
 - 4 X Bass Strait trailer boats for port security.
 - 2 X 6 metre boats.
 - 3 X RHIBS (CT) – replacement project funded @1.5 MILLION
 - 1 X off shore vessel at east Gippsland funded @ 800K.
 - SARMAP product recently purchased after much debate and research, training for VICPOL members by ASPA in November.



SUSPECT VESSEL 5 POB - BOARDED BY MRT OFF SHORE AFTER CUSTOMS REQUEST IN 2010.

Strength

7. 20 full time members consisting of:
- 1 x Senior Sergeant – OIC
 - 4 x Sergeants
 - 15 x Senior Constables

Response

8. SAR has a minimum rostered team of four members during working hours and an after hours on-call team.

Training

9. There were 58 operational continuation training activities during 09/10 financial year. The most significant events were:

- Four members passed Master Five course in November 2009.
- One member attended and passed NATSAR.
- Seven members attended search & rescue module (SATSAR).
- One member attended and passed coxswains.
- Five members attended and passed MED III.
- Nine members attended and passed advanced (SURF PWC)
- Nine members passed advanced IRB (SURF)
- Eight members passed Swift water rescue (RAFT)
- Three members passed alpine ski patrol association level 3 first aid.



PWC SURF TRAINING



Acquisitions and Future Developments

New Acquisitions

10. Future developments for Victoria Police are:
 - BGAN satellite remote area internet access system.
 - Upgrading of surface supply diving equipment – see NATSAR website
 - New air compressor (Bauer Verticus 5) at SAR Office
 - Upgrading of search coordination laptops and Arcmap 10 software (currently underway)
 - 20 SPOT tracking systems which are an integral part of land search operations. Have been used in several large scale searches with great success and control for land coordinator. Remote area Police and Parks Vic are currently purchasing units for operations in remote areas with limited phone and radio coverage.
 - Current project to replace the dive support truck underway.
 - Current project to upgrade SAR Mine Rescue capability in Victoria.

11. Future developments for Victoria Police are:

- Rescue Coordination Centre upgrade, funding around 100K to be sourced.
- Replacement for RHIBS and Off Shore vessel based at East Gippsland.
- Improvements to Port Security vessels on replacement.

Awards and Recognition

12. Sergeant JAENSCH and other members involved in overturned vessel in the heads. Woman trapped inside hull, over the Summer holiday period Sergeant JAENSCH has entered the water and dived under the cabin and into the hull stayed with the female occupant until better equipment was obtained and she was safely removed
13. L/S/C GARDNER, L/S/C POWELL, L/S/C MORTON, L/S/C GREENWOOD and others involved in rescue of the Yacht *Narda II*, 90Nm off Portland in 8 metre swells on *Fearless*. Commended at department level by Superintendent Knight.

Senior Sergeant Steve TOWERS

Water Police



TASMANIA POLICE

NATSARCON 34-3-1-9

Date: 30 September 2010

Originator: TAS



Summary

Background

1. Marine and Rescue Services, Hobart, maintains, coordinates, and is responsible for the training of the specialist part-time units, including Dive Squad, Land Squad and Helicopter crew. Marine and Rescue Services is responsible for the provision of these specialist activities to the various geographic Districts when required.
2. Search and Rescue (SAR) deployments are the responsibility of Commanders in charge of each of the four geographic Police Districts. The Northern and Western Districts maintain locally-based Search and Rescue land squads. The Southern and Eastern Districts are serviced by Marine and Rescue Services, Hobart, which maintains the Southern Region Search and Rescue land squad.

Operations

3. SAR activities include land and sea-search operations, dive operations and helicopter air rescue operations, including the provision of medical recovery assistance to the Tasmanian Ambulance Service.
4. In the past financial year a total of 186 search and rescue operations were conducted State wide. Of this number, 29 included Dive Squad deployments. This includes all manner of deployments including land searches, dive squad deployments and deployments in respect to protest Action in the States forests. Search and rescue squad members have been trained to undertake removal of 'lock on' and 'tree sit' protestors.
5. Some significant searches undertaken in the past year include;

Missing 75 year old male

In March 2010 a land based search in the Tahune area for a missing 75 year old male who had been visiting the area with a group of people. Search and Rescue involvement continued over 5 days and included land searches involving police, SES members, Forestry employees and volunteers from walking and caving clubs. Searches were also completed from the air by helicopter and in surrounding rivers by police divers. Unfortunately the missing man, John Ornelas has not been located.



Lost female in bush

Also in March a search was conducted in the Mount Mangana Bruny Island for a missing 42 year old woman. She had used a mobile phone to alert authorities that she had become lost, however the battery in the phone discharged before an accurate location could be established. Fortunately she was located the following morning by searches. The Police Westpac Rescue helicopter as well as ground search teams were deployed.

In May 2010 a 24 year old female wandered off from the family home at Nugent. It was reported that she was lightly clothed and not wearing any footwear. A search involving land search teams and the Police Westpac Rescue helicopter continued overnight with the woman being located by the helicopter crew the next morning.

As in past years the commitment to training has been maintained with all specialist squads being subject to mandated and scheduled training throughout the year. Inspector Brian Edmonds was again a Course Director on the National Police Search and Rescue Managers Course coordinated by Australian Maritime Safety Authority in Canberra in August 2009. Tasmania Police will send both a student and instructor on the next course scheduled for August 2010.

Rescue of two sea kayakers from West Coast Tasmania

On Tuesday 12 January 2010 two brothers from Melbourne commenced one leg of a West Coast sea kayak trip from Sandy Cape to Granville Harbour (50 km). The weather on the day deteriorated with increasing wind and seas, at 6.00 p.m. they reached Granville Harbour, a small anchorage accessible in poor weather only with local knowledge.

Sea conditions were such that they were unable to locate the entrance to the harbour and decided to shelter under the lee of the headland. They planned to hold station by paddling into the swell over night and attempt a landing in daylight. At about 11.00 p.m. one man was washed out of his kayak he was rescued by his brother and was able to re-enter his kayak, now cold weak and in danger of being seriously injured if washed ashore onto cliffs, the two decided to activate a 406 Mhz EPIRB.

The RCC detected the distress and notified Taspol, a local unit was dispatched on land but no surface asset was able to access the area due to the sea conditions. The rescue helicopter was placed on standby from Hobart and a Dornier aircraft attended providing position homing overnight. At daylight a local fishing vessel was alerted to the distress and assisted by rescuing the two kayakers. They were taken to Strahan before aborting their trip.

Inland SPOT Beacon Activation

On Monday 15 March 2010, a woman from Western Australia and baby were travelling in a vehicle in a forestry area near the Arthur River in North West Tasmania. They were exploring remote forestry roads whilst touring the area when their car became bogged in mud and sustained mechanical damage. Unable to self recover the woman activated a SPOT beacon.

The RCC was notified by the SPOT 911 distress system and was able to provide the registered owners details and lat/long of her position to Taspol. Local police and Forestry Tasmania personnel searched for some hours before she was located on a remote forestry track. Both mother and baby were taken to Smithton some 50 km away and reunited with travelling companions. Neither sustained any injury.

Missing mother and child

On 10th Nov 09, a 29 yo was reported missing from her parents property near Kimberly after acting strange all day. She was last seen walking south around 4pm with her four month old son. A large air and land search was conducted over the next 24hrs. Items of her and her son's clothing were located in nearby bushland. The woman was located the following afternoon walking naked with her child near Dynan's Bridge Road, Weegen. She was picked up by a passing motorist some 5km from where she was last seen.

Although conditions were cold during the night and both the woman and child were naked, they were found relatively unharmed. Around 100 searchers were involved using horseback, 4WD, motorcycles and a helicopter. Mental health was an issue with this search and the subject was hiding from searchers.

Lost WA tourists

On the 22nd Apr 2010 around 4pm a property owner alerted police that a couple renting a camper had failed to return to it after a short nature walk near Tin Mine Cottages at Branxholm. No other information was available. Entry was gained to the van to determine that they were an elderly couple from Western Australia and should have returned. An overnight search commenced of all known tracks to no avail. A helicopter joined the search the following morning which involved around 50 searchers. The couple were located approximately 1.5km from their last known position safe and well. The couple had taken the wrong track kept walking then decided to retrace their path but became lost and disorientated as dark fell. They spent the night by the Ringarooma River then crossed the next morning and made their way to a farm property where police were notified.

Learning Opportunities

6. The following issues have been identified as issues affecting SAR in the Tasmanian region:
 - Rescue helicopter has limitations, not being able to winch over water during night time
 - Limited communications on the West Coast had limited the kayakers access to accurate weather forecasts
 - The West Coast of Tasmania presents significant dangers including coastline exposed to significant sea and winds, inaccessible safe havens, few rescue assets and poor communications
 - The use of SPOT beacons appears to be on the increase both in Tasmania and nationally
 - The MOU between SPOT and AMSA appears to have improved the transfer of critical distress information in support of an effective SAR system
 - Mental health can become an issue as was the case in one of the matters discussed above where the subject hid from searchers.



Case Study - *Wild Eyes*

NATSARCON 34-3-3

Date: 30 September 2010

Originator: WA

Summary

Executive Summary A look at WA Water Police's role in SAR operations to assist Abby Sunderland on the yacht *Wild Eyes*, under the coordination of RCC Australia.

Action to be taken For information.

Related Documents

Background

1. Abby Sunderland is a 16 year old America who was attempting to be the youngest person to sail around the world non-stop and single-handedly in the Open 40 yacht *Wild Eyes*. This was at a similar time as the bid by the Australian Jessica Watson in her own yacht *Ella's Pink Lady*.



Situation

2. Late evening on Thursday 10 June at 2315 EST, two emergency beacon detections were received from *Wild Eyes*, approximately 2050NM west south west of Perth in the La Reunion Search and Rescue Region. MRCC La Reunion initially took overall coordination of the incident and tasked three vessels to respond. RCC Australia assisted by tasking a QANTAS A330 aircraft to locate the vessel and confirm the nature of distress.
3. On 11th June 2010, Fremantle Water Police received information from RCC Australia and the request for assistance from staff to attend Perth Airport for a flight to the Southern Ocean to locate the yacht. Sergeant Wear and Senior Constable Trivett were dispatched to Perth Airport and met up with 10 SES volunteer observers.
4. A full SMEAC Briefing was given to staff, instructions were that RCC Australia had coordination of the SAR and Police were working under their direction as On Scene Controller. The mission was to locate *Wild Eyes* and establish communications with Abby Sunderland.

Airborne Observations

5. After some difficulties getting through the Airport security, the Qantas A330 flight departed Perth International Airport at approx 8am with a flight time of approx 5 hours to get to the position, 2000nm from Perth.



6. During the flight, the police and volunteers were treated to Business class service by the Qantas Stewards as well as the much appreciated Business class meals. During this time some were sleeping, reading, chatting, watching movies or enjoying the freedom of moving in and out of the cockpit talking with the flight crew.
7. A final briefing was given at 41,000 feet prior to the aircraft descending to the spotting height of 1,500 feet. Weather conditions at 1,500 feet were poor and cloud cover was about 3,000 ft, winds were approx 45kts and large seas and white caps were covering the ocean surface.
8. On the first pass towards the position given by RCC Australia, visual contact was made of the yacht *Wild Eyes*. The aircraft passed over the yacht within 100 meters of her position. The vessel was de-masted and it could be seen in the water on the Starboard side.
9. The Qantas crew then displayed their skills by manoeuvring the A330 in tight circles around the stricken yacht, for the next 2 hours. After a few passes communications were established with Abby via a portable VHF radio. Her first words were “Hello, this is Abby”
10. A list of questions had been provided by the RCC staff and it was established from Abby:
 - a. she was physically OK,
 - b. the vessel was water tight
 - c. no Sat Phone communications were available, only VHF radio
11. Visual confirmation of Abby’s condition was established through photographs and the RCC notified. Abby was informed that a rescue vessel was on the way but still 24 hours away and she was instructed to activate her third EPIRB in 24 hours time. Abby sounded very professional & composed even though in a dangerous situation.
12. The Qantas A330 departed scene after two 2 hours and turned towards Perth for the five hour return flight. After 12 hours inflight, the aircraft landed back at Perth Airport at 8pm WST. International media interest was high and media scrums were waiting at Perth Airport upon our return.

Day 2

13. Day 2 search operations were conducted in a Global Express chartered Jet, which was less than two weeks old with only 100hrs flight time logged. The flight was delayed due to a faulty switch and had to wait for the engineer to give clearance.
14. Four SES observers, two Water Police (Wear & Trivett) and a French speaking WA Police Officer departed Perth for another 5 hour flight to the position of the drifting *Wild Eyes*.
15. En route the scene, contact was made with the Rescue Vessel *Ille La Da Reunion* by Sgt Barnard, all communications were done in French. The use of Sgt Barnard was critical to the success of the operation.
16. After descending to approx 800 feet *Wild Eyes* was unable to be located. A new EPIRB position was given by RCC Australia and, upon arrival at the new position at 18.08 AEST, *Wild Eyes* was spotted. The mast could not be sighted and there was no sign of Abby. Abby was not responding to our radio transmissions and it was not known if she was receiving the calls.

17. Weather conditions had improved from the previous day and the rescue vessel could be seen in the distance and it was evident that rescue operations would be undertaken within the hour.
18. Sgt Wear requested Abby to let off a flare, it was at this stage we knew she could hear our transmissions as the flare came very close to the plane as we flew over top. Abby's position was relayed to the rescue vessel and the aircraft stayed overhead to observe their arrival and rescue of Abby Sunderland; completed at 1944 EST.
19. Telephone contact was then made with Abby and information relayed back to the RCC staff. The *Ile De La Reunion* then proceeded to Kerguelen Island where Abby was transferred to a French fisheries patrol vessel *Osiris* at Kerguelen Island before making the one week voyage to La Reunion Island.

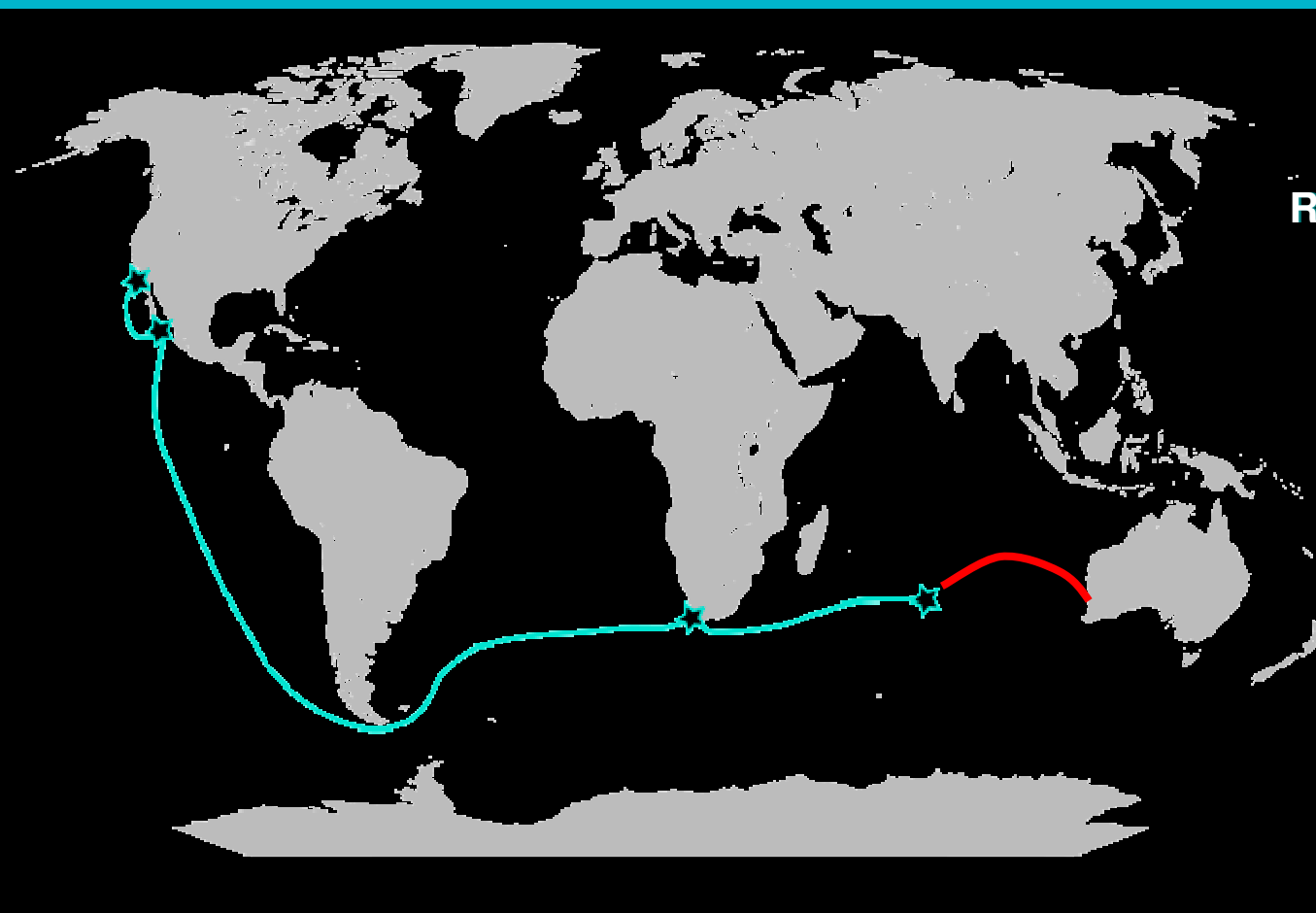


Michael Wear
Sergeant
Marine Search & Rescue coordinator
WA Water Police



Australian Government
Australian Maritime Safety Authority

Yacht *Wild Eyes*



Rescue of Abby Sunderland

Southern Indian Ocean

10, 11 and 12 June 2010



Australian Government
Australian Maritime Safety Authority

First Alert

2 x 406 MHz Beacons

EPIRB & PLB

Initial Alert

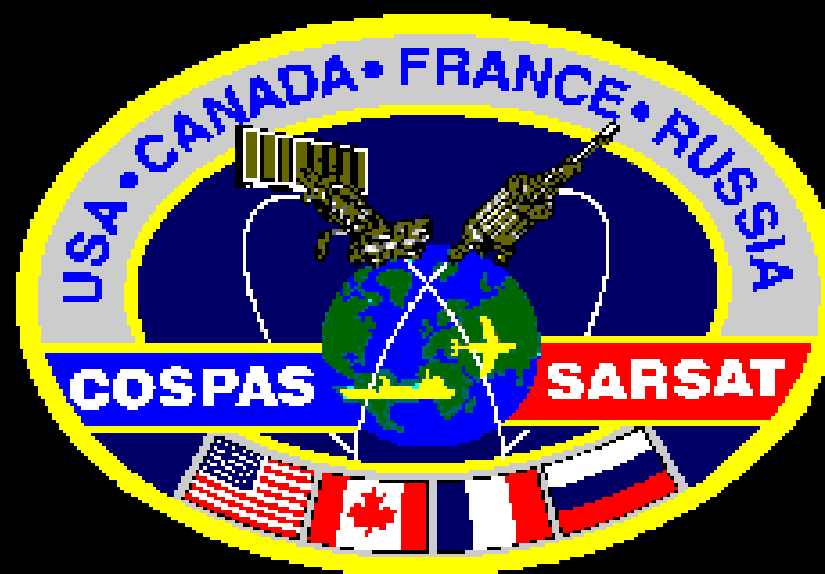
Received at 10.1337 UTC

Resolved Alert

Received at 10.1356 UTC

Position

40° 52.20'S, 74 ° 44.70'E





Australian Government
Australian Maritime Safety Authority

Target

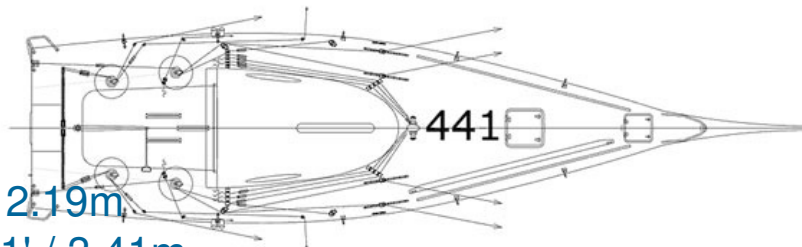
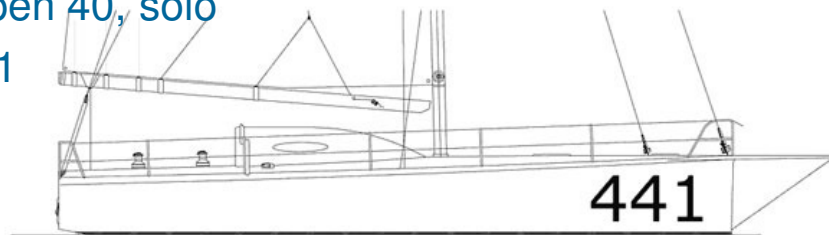
Name: *WILD EYES*

Designer: Jutson Yacht design, Australia

Builder: A.S.A. Yachts PTY, Australia

Model: Open 40, solo

Built: 2001



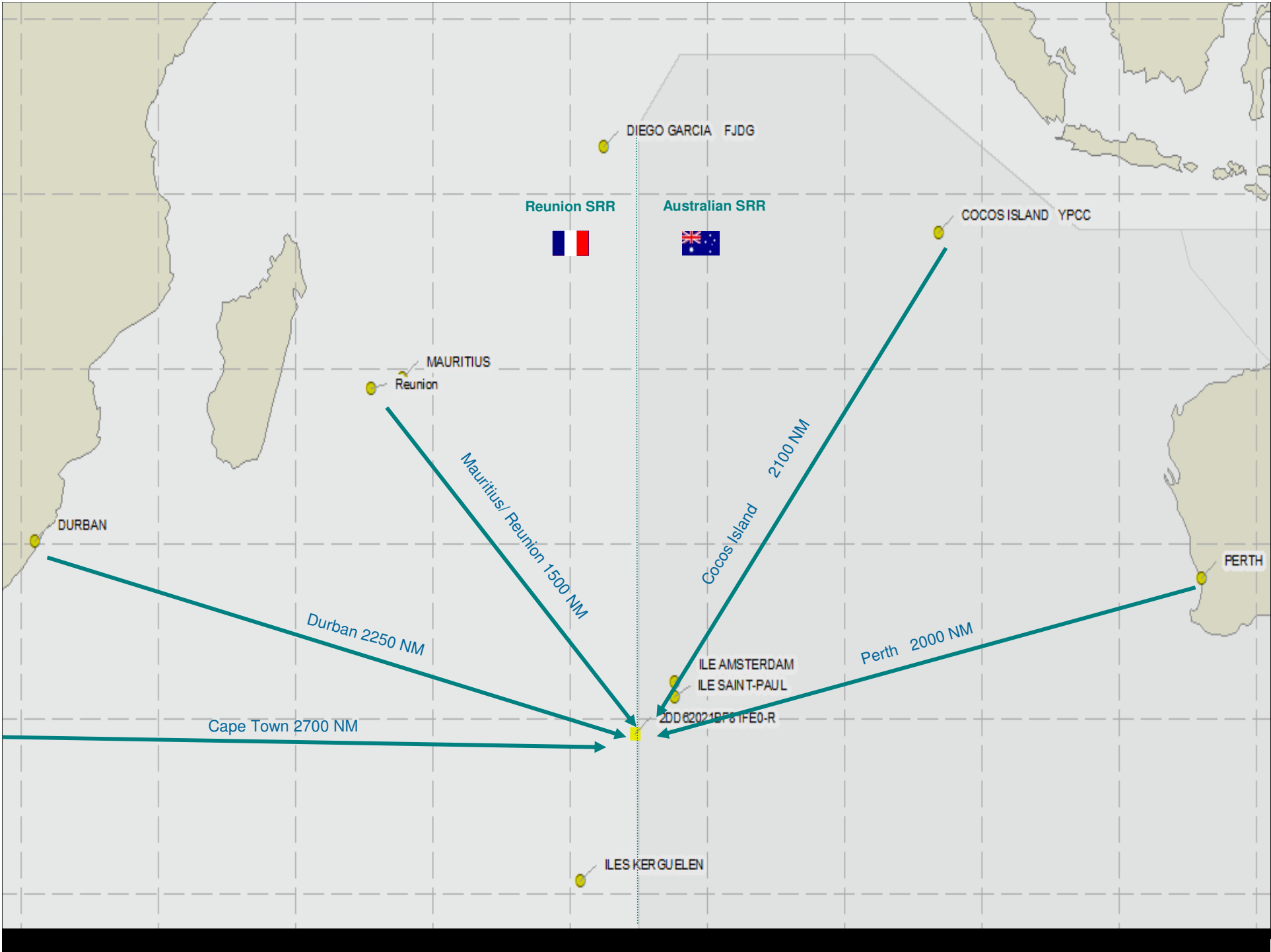
LOA: 40' / 12.19m

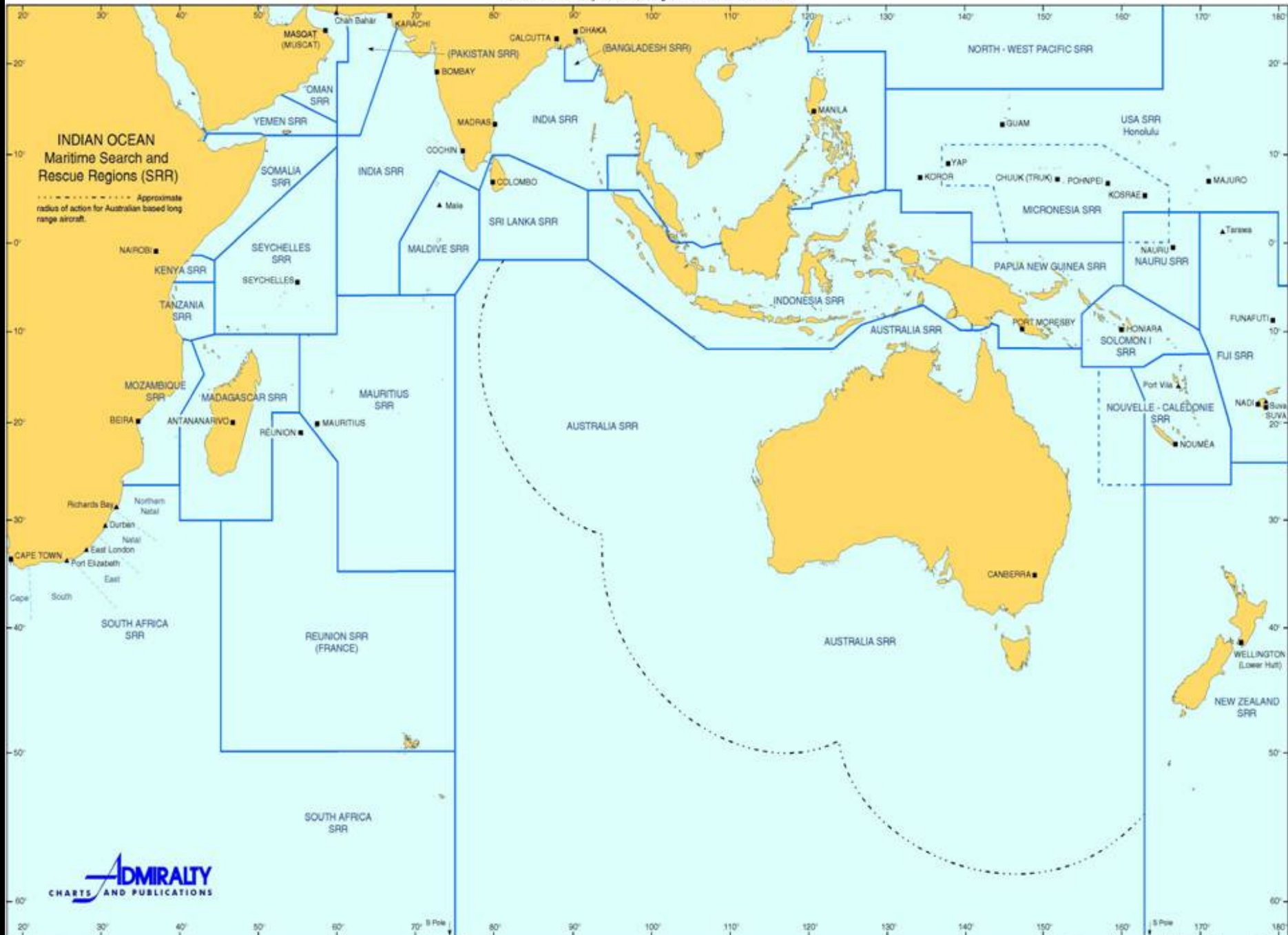
Beam: 11.21' / 3.41m

Displacement: 7407 lbs. / 3360 Kg.

Ballast: 2094 lbs / 950 Kg.









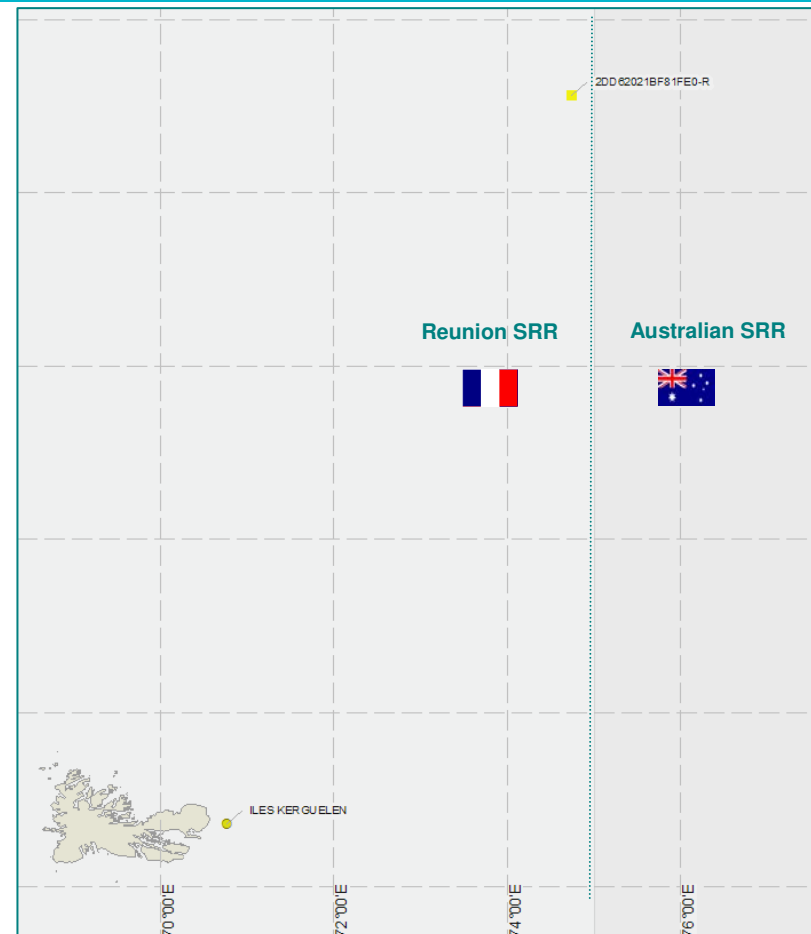
Australian Government
Australian Maritime Safety Authority

First Contacts

Contact made with parents – advised speaking with Abby 45 minutes ago.

Contact made with MRCC Reunion

- ▶ Inside Reunion SRR
- ▶ Coordination with MRCC Reunion





Australian Government
Australian Maritime Safety Authority

Maritime Response

MRCC Reunion located and tasked 3 vessels to proceed and assist:

- ▶ FV *Ile de la Reunion*
ETA 120600 UTC
- ▶ French Fisheries Patrol vessel *Osiris*
13 June - AM
- ▶ *Skandi Bergen*
13 June - PM



MRCC Reunion located and tasked 3 vessels to proceed and assist

MV SKANDI BERGEN 101800



-E
2DD62021BF81FE0-R
2DD428063F81FE0-R

- ▶ FV *Ile de la Reunion*
ETA 120600 UTC
- ▶ French Fisheries Patrol vessel *Osiris*
13 June - AM
- ▶ *Skandi Bergen*
13 June - PM

Osiris



FV ILE DE LA REUNION 110139Z





Australian Government
Australian Maritime Safety Authority

Aviation Response

MRCC Reunion - No aviation assets available -> requested assistance from RCC Australia

- ▶ ADF had no assets for immediate response
- ▶ Qantas A330-300 with crew located at Perth tasked to investigate the distress situation.

Crewed with
2 WA Water Police
and
12 FESA aviation
observers



5 Hours transit and originally 5 hours on scene – with headwinds, this was revised to 2 hours



Contingency Planning

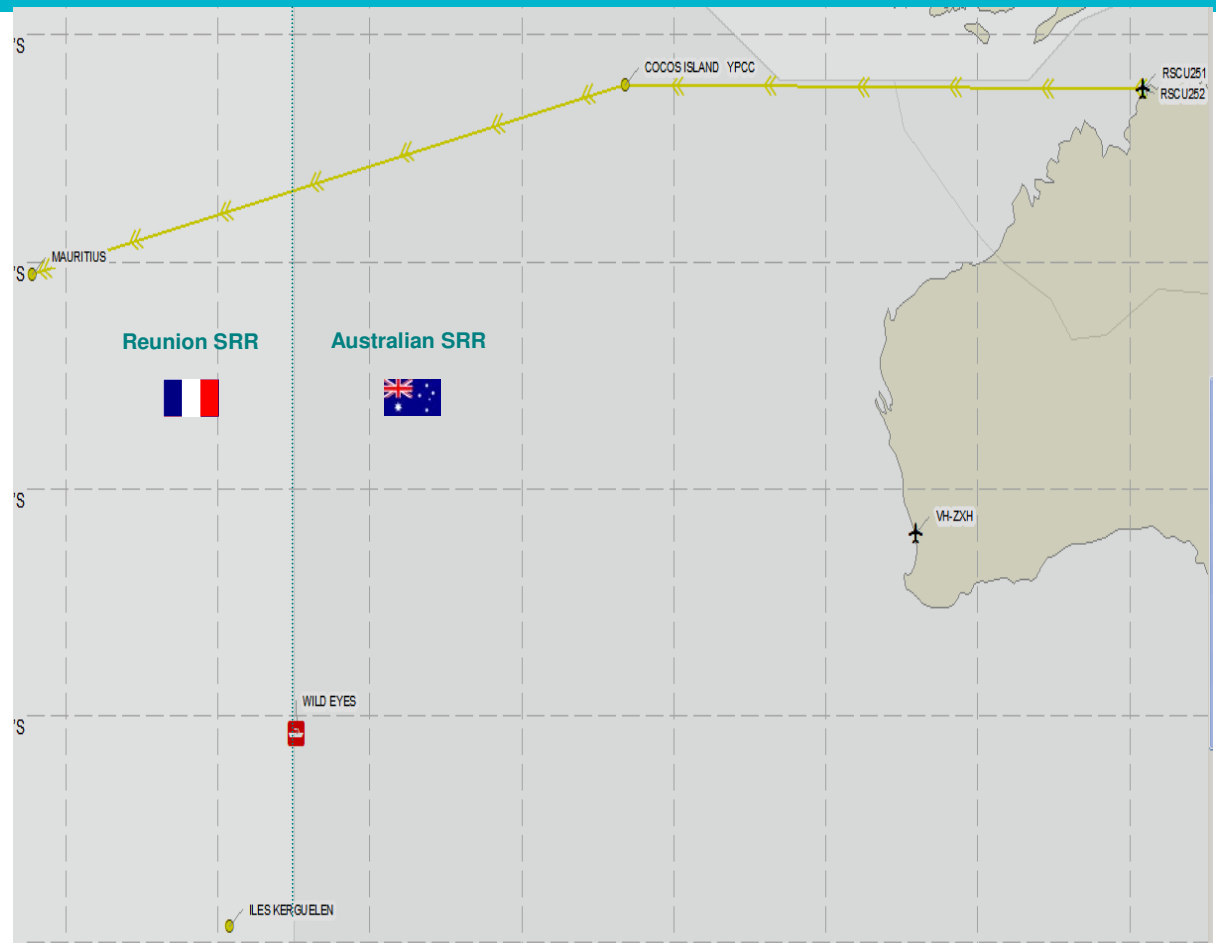
On the basis that we didn't know what we would find:

- ▶ Extensive consultation with ADF on how to get a drop equipped SAR aircraft on scene with sufficient time to search if required.
- ▶ RCC Officer went to HQJOC to liaise.
- ▶ United States Embassy staff attended RCC for briefing in case there was a need to access more assets.



Contingency Planning

2 x P3 to proceed to Cocos Island. first P3 to continue to Mauritius which would enable them to be available for search.



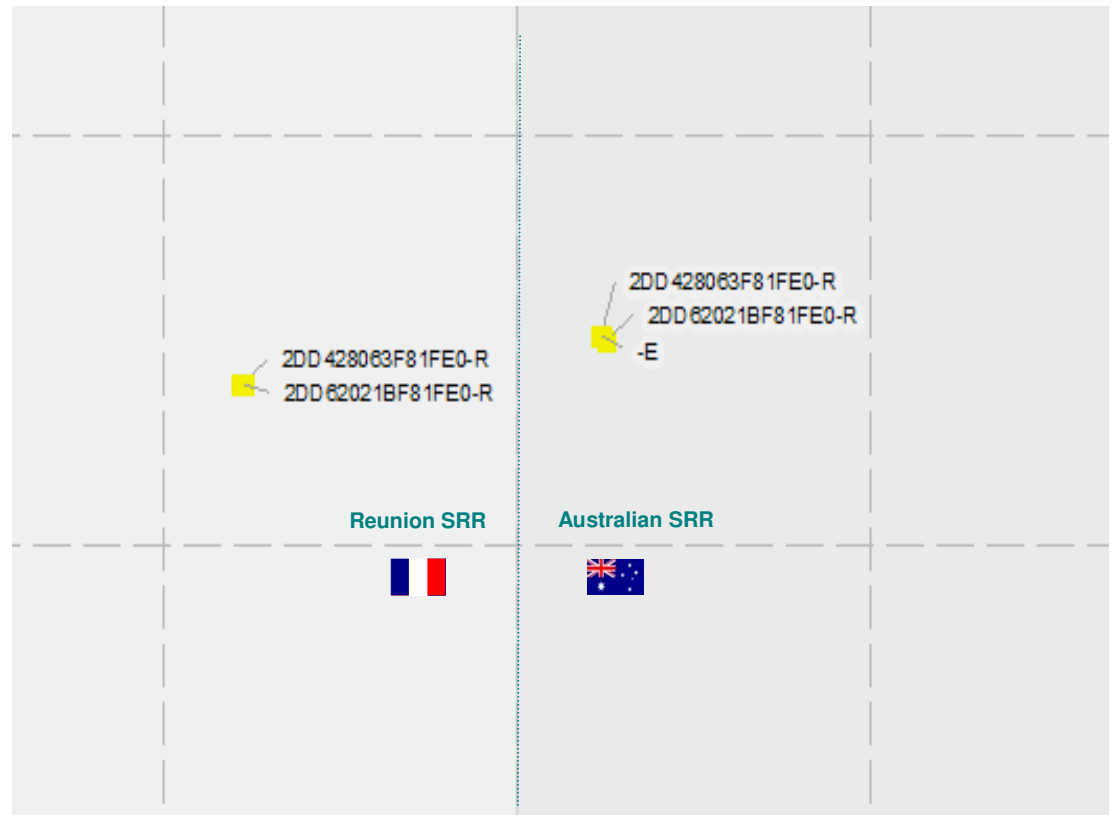


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Transfer of Coordination

EPIRB detections moved into the Australian SRR during the morning of 11 June 2010.

After consultation, MRCC Reunion transferred coordination to RCC Australia





RCC Analysis of situation

Bad

Concern that complete loss of contact since 45 minutes before EPIRB activation

Yacht possibly overturned with Abby in secure compartment inside.

Good

Active EPIRB and PLB had not moved apart

Speed of drift indicated beacons were still associated with yacht

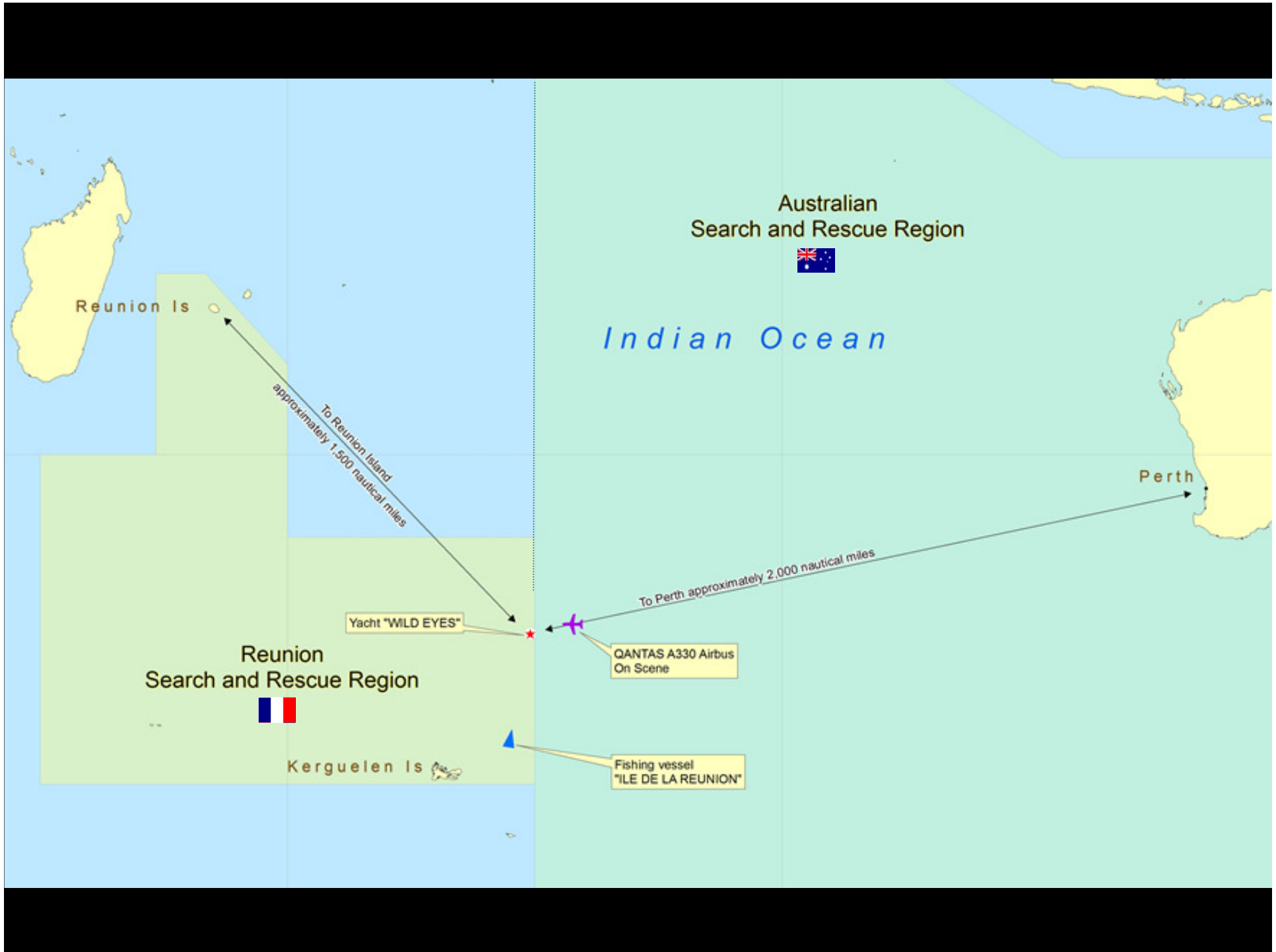
Therefore Abby most likely not in liferaft



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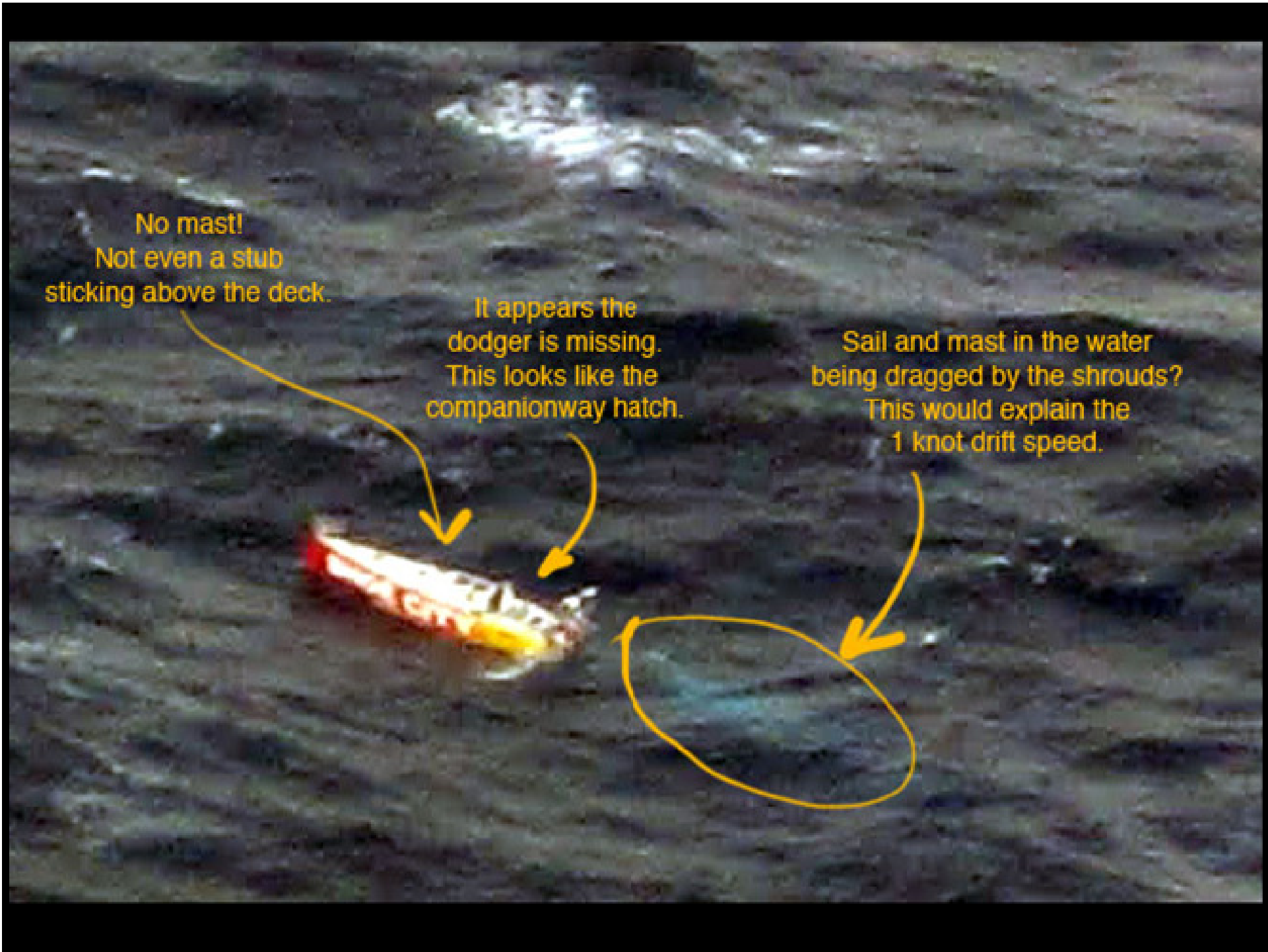
A330 departs 102354 – ETA 110500







Wild Eyes located



No mast!
Not even a stub
sticking above the deck.

It appears the
dodger is missing.
This looks like the
companionway hatch.

Sail and mast in the water
being dragged by the shrouds?
This would explain the
1 knot drift speed.



VHF contact made with Yacht

- ▶ Abby confirmed she had no injuries and yacht was sound and not taking water

Advised

- ▶ FV *Ile de la Reunion* would arrive in 24 hours and;
- ▶ To switch her 3rd EPIRB on in 24 hours



Australian Government
Australian Maritime Safety Authority

Aviation response for 12 June

Bombardier Global Express executive jet tasked to depart from Perth to be on scene for rendezvous. Minimum of 2 hours on scene

With

- ▶ 3 WA Police (inc French speaking officer)
- ▶ 4 FESA observers





- Yacht had drifted 50 – 55 NM which gave approx drift 1 Kt

2DD 428063F8 1FE0-R
2DD 62021BF8 1FE0-R

Reunion SRR



Australian SRR



2DD 62021BF8 1FE0-R
-E
2DD 428063F8 1FE0-R



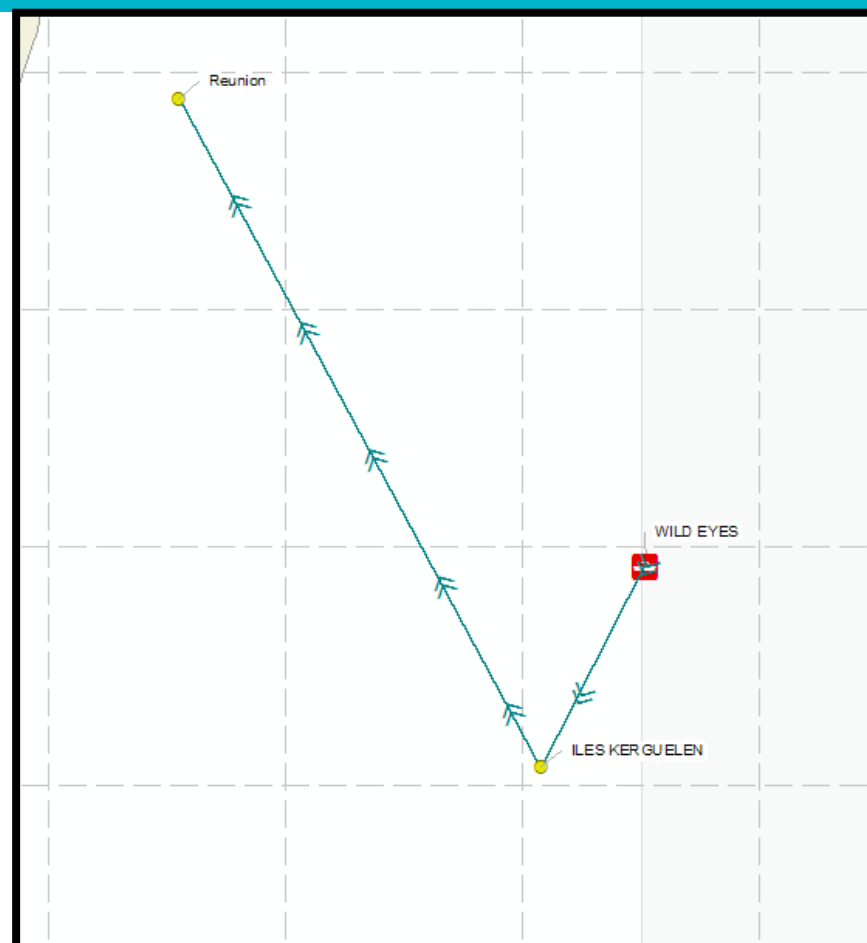




Post Rescue

Abby taken by *Ile de la Reunion* to Kerguelen, transferred to *Osiris*.

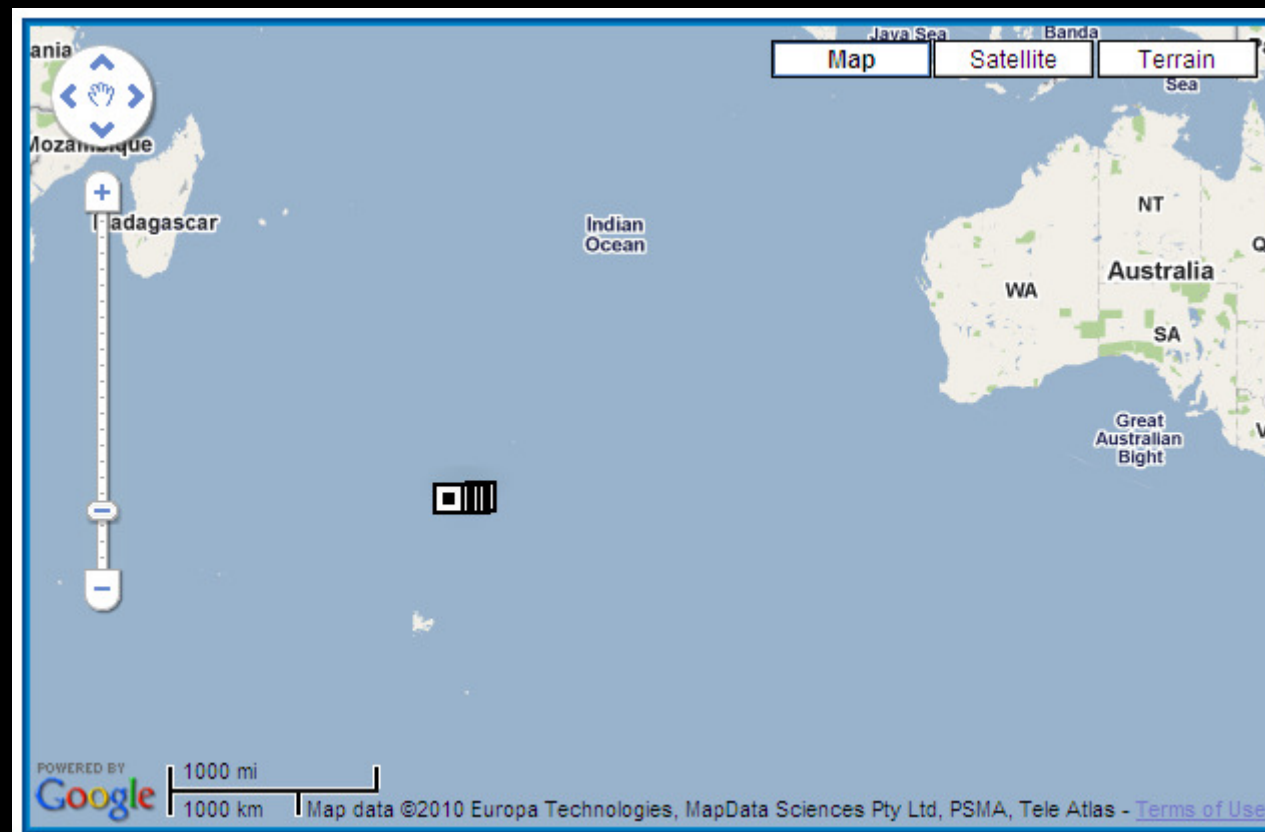
Ile de la Reunion returned to fishing and *Osiris* proceeded to Reunion.





Australian Government
Australian Maritime Safety Authority

What happened to Wild Eyes?



The abandoned yacht is drifting E at a rate of 1 kn, 2400 nm from Australia.



Improving Search and Rescue Outcomes In New Zealand

A Core Curriculum for Interagency Training Focusing on Search and Rescue Incident Management

Report to the NZSAR Council

Prepared by the Core Curriculum Working Group

November 2009



Executive Summary

In February 2009 the NZSAR Council endorsed the report entitled *Improving Search and Rescue Outcomes Through Interagency Collaboration and Training*. In line with one of the report's recommendations the Council directed the development of a NZSAR core curriculum to be a platform for interagency training focusing on SAR incident management.

The NZSAR Secretariat facilitated that instruction by setting up a working group made up of experienced SAR practitioners. Over a period of a few months the group met five times and produced a core curriculum comprising eighteen fundamental Topics, each with several Subtopics. These Topics are considered to be generic to all major organisations in the SAR sector and, as such, provide a foundation of common content on which to base a consistent approach to interagency training and performance.

This report of the working group's activities sets out:

- a description of the task and the processes followed;
- the main products –
 - the SAR Core Curriculum;
 - a list of key courses currently offered in the sector;
 - a matrix of those courses and their location in the Core Curriculum;
 - a decision that CIMS-based Emergency Management and SAR competencies are largely interchangeable (and therefore the *CDEM Competency Framework* is worthy of application to SAR);
 - a 'first-look' adaption of the *CDEM Competencies Framework* for SAR purposes;
 - examination of current key SAR courses; and
 - recommended priorities for attention.

The report also includes:

- suggestions for how the core curriculum might be used, especially by managers and trainers;
- a plan for communicating and presenting the curriculum and its implications;
- a plan for implementation;
- an Incident Management training framework that brings together the fundamentals of existing courses; and
- recommendations for reviewing and evaluating the application of the core curriculum.

The report concludes with suggestions for attention in the near future, including a set of recommendations for the Secretariat to facilitate into action.

Acknowledgements

The members of the working group have brought their collective experience to this task and shown commitment, goodwill and open-mindedness in their discussions. The NZSAR Secretariat expresses appreciation, on behalf of the NZSAR Council and the NZSAR Consultative Committee, to those people and organisations who contributed to this work for the SAR community as a whole.

Part 1

Introduction

All organisations have a reason for being – a purpose. That purpose is expressed in some form of strategic statement about goals and direction, and in various plans about the business – what the organisation does. All organisations use and develop their people with that purpose in mind.

So it is with the organisations that make up the Search and Rescue (SAR) sector. A February 2009 report to the NZSAR Council¹ stated that *the SAR community is made up of expert organisations with dedicated and skilled members*. The report acknowledged that *those organisations have the necessary structures, strategies, resources and policies to develop and train their people for the purposes of their organisation*.

What was missing, the report concluded, was a consistent and collaborative approach to inter-agency performance in SAR operations. Therefore, a significant contribution to improving SAR outcomes could be made by boosting integrated training in the SAR community, and a useful platform for that is an agreed core curriculum.

The term ‘curriculum’ has an educative flavour to it. It outlines the content of what is intended to be taught and, therefore, learned. In the context of the SAR community of expert organisations, the core curriculum is the body of knowledge, skills, values and experience that is considered generic or common to the sector.

¹ See the report *Improving Search and Rescue Outcomes Through Interagency Collaboration and Training* at www.nzsar.govt.nz

The Task and Process

The NZSAR Council directed the NZSAR Secretariat to develop a NZSAR Training Core Curriculum focusing on SAR incident management. Consequently a working group of experienced SAR practitioners, working on behalf of the SAR community, were asked to draft that core curriculum.² After several meetings, drafts, consultation and feedback processes, the group distilled the core curriculum to the content shown in the attached chart.

The working group approached its task on the basis of:

- a **direction** – from the NZSAR Council;
- a set of **expectations** - from a meeting of managers of SAR organisations; and
- an **assumption** – i.e. that the main organisations in the SAR community are already operating competent training systems and programmes

The group set itself a question – namely, **what activities are generic for SAR organisations**, and therefore can be seen as a core curriculum for managers and trainers to:

- see as an overview of activities that are of interest to all organisations in the SAR community;

² The regular working group members are Rodney Bracefield (Rescue Coordination Centre NZ); Ross Browne (LandSAR NZ); Laurie Gallagher (LandSAR NZ); Ross Gordon (SARINZ); Bruce Johnston (NZ Police HQ); Phil Pollero (Coastguard NZ); Brett Sullivan (Surf Life Saving NZ); Sherp Tucker (NZ Police Tasman); and Ted Preston (Project Facilitator). Other members are Nigel Clifford (RCCNZ) and Gerry Prins (NZ Police).

- treat as a frame of reference when reviewing their own training decisions – to identify strengths or gaps in coverage;
- refer to when arranging training activities involving other associates in SAR – to identify needs, synergies and programmes; and to
- use opportunities presented by a shared resource base.

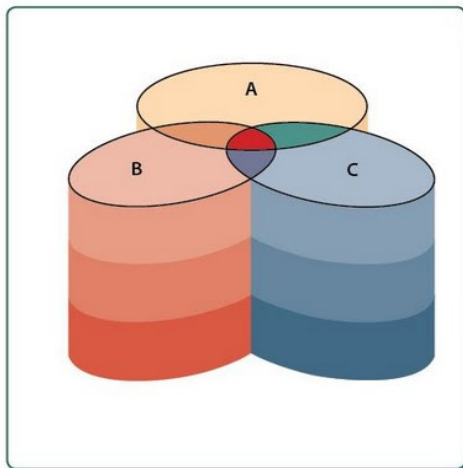


Diagram 1 – The ovals A, B and C represent organisations in the SAR sector. The brown, green and blue areas indicate where their activities overlap (and may even be formalised in service-level agreements or memos of understanding). The red zone represents the intersection of activity that is common or generic to all SAR organisations – i.e. the area of the core curriculum.

The shaded layers represent the three levels of training focus – basic, intermediate and advanced.

The working group set itself some **guiding principles**, such as:

- avoid reinventing the wheel – build on existing resources and experience;
- focus on a developmental training framework;
- cooperation between organisations;
- the business of organisations remains their business.

Emergency Management and SAR

In the early stage of consultation via the NZSAR Consultative Committee, the working group received a recommendation that the curriculum should reflect SAR's relationship with the wider Emergency Management (EM) sector. The comments referred to:

- CIMS – being the common operating procedure for inter-agency incident management, especially now that the Blue Book has been reviewed and is due for re-publication soon;
- the '4 Rs' – Reduction, Readiness, Response and Recovery (with Readiness and Response being particularly pertinent to SAR planning and operations); and
- acknowledgement that many agencies (including members of the SAR Council and this Consultative Committee) and hundreds of individual SAR members are already participants in wider EM activities.

Of compelling importance, though, was the recent and timely publication by the Ministry of Civil Defence and Emergency Management (MCDEM) of the *Civil Defence Emergency Management Competency Framework*. This comprehensive document, the product of interagency work over a couple of years, offered the working group a ready-made opportunity to take advantage of that work, to

'plug in' the competency framework to our core curriculum, and to participate in the next phase of interagency development being led by MCDEM³.

Given that SAR organisations' training systems are competency-based – i.e. their training arrangements are intended to produce competence in essential knowledge, skills and attributes (like judgement) - this was an important decision that shaped the SAR/EM linkage from that point.

It means that the eighteen Core Curriculum Topics identified by the working group are complemented by the eight EM Competency areas of Relationship Development, Information Management, Risk Management, Planning, Implementation, Communication, Capability Development and Leadership.

The core curriculum and the key competencies that relate to it are complementary, and add value and clarity to management processes regarding organisational, unit and personal performance.

- The core curriculum is the content (i.e. the topics) of SAR activity for organisations.
- Key competencies describe the performance mix of knowledge, skills and attributes (such as judgement) that are exhibited when people are in their SAR roles.
- Both content and performance can be described in terms of levels – from basic through intermediate to advanced, and that assists managers to make decisions about resourcing, training and evaluation.

NB The working group found the direction of the CDEM Competency Framework to be in tune with the purpose for developing the SAR core curriculum, namely to improve interagency SAROP performance through training. The CDEM document

³ Another recent MCDEM publication, *CDEM Exercises*, has not been studied by the working group but should be similarly adopted and adapted for SAR purposes.

is about the CIMS-based planned management of responses to emergency situations, and most SAR activities can be similarly described.

A start has been made to draft a SAR Competency Framework (substantially using the CDEM Competency Framework). In due course the SAR document will address competencies for those activities that are unique or special to SAR.

Identifying the Curriculum – the Product(s)

- 1 The main product is the **outline of the Core Curriculum content**, set out in Appendix 1 as a set of eighteen Topics (loosely arranged from the strategic to operational focus) elaborated into Subtopics.

- 1 Government Policy and SAR Governance
- 2 NZ SAR Structure and Organisations
- 3 Law, Ethics and Guidelines
- 4 International
- 5 Research & development
- 6 Preventative SAR
- 7 Risk Management
- 8 SAR Technology
- 9 Investigation & Search Planning
- 10 Rescue Planning
- 11 Management
- 12 Medical and welfare
- 13 Media management
- 14 Incident Management
- 15 Major Resource Utilisation
- 16 Incident Review and Evaluation
- 17 Training and Assessment
- 18 Common terminology - Glossary

These Topics are generic to the SAR sector and, as such, are a platform of activities that should promote a consistency in SAR organisations, especially in regard to interagency training.

The Core Curriculum is not a plan. That is for **each organisation to arrange** according to its purpose. However, when organisations, their partners and associates are planning their collaborative activities the curriculum enables customisation and flexibility while retaining consistency. Good ideas, innovative resource use and improved procedures can be encouraged with confidence.

- 2 An accompanying product is **a list of key courses currently being offered** throughout the sector. This list of current courses, when mapped with the Topics of the core curriculum shows, with even a cursory analysis, where there are widespread investments (such as in First Aid training), or where there are gaps (such as in managers' knowledge of SAR governance, structures, laws, international trends and research). Further analysis of the need (or not) for training, will inform decisions that may involve new relationships with partners.
- 3 A subgroup of the working group has twice met with people experienced in **competency development** in the environment of emergency management and services⁴. The focus of these meetings is the extent to which the CDEM Framework can be converted (not reinvented) for SAR use. At this stage the view is that the EM competencies are readily and substantially transferable, so some sort of 'SAR Edition' is being considered. The next planned phase of MCDEM work is to further describe EM roles and functions, and then work with education and

⁴ Four of the working group members are experienced in competency development. They are joined by developers from MCDEM, Fire and Rescue Services ITO, Coastguard and Mountain Safety Council.

training providers⁵. SAR interests can be served by participation in that. We have been invited to do so.

- 4 The working group has identified **priorities for action**. Some actions can be taken at the local level, some can be addressed by each organisation's managers, and some can be facilitated at the national interagency level. The NZSAR Secretariat is seen to be in a good position to promote some sector-wide activities (just as it has done with the facilitation of this work on the core curriculum).

The priorities for attention are associated with:

- Incident management (Topic 14) Include Land, Marine, and Air
- Incident Review and Evaluation (Topic 16)
- Investigation and Search planning (Topic 9)

Topic 2, *NZ SAR Structure and Organisations*, is also seen as a priority for action and is already underway – RCCNZ is leading that work.

The SAREX challenge

The traditional event for interagency training, the SAREX, is receiving attention. The working group discussed the issues related to SAREX planning, monitoring and debriefing at length and concluded that many current issues with SAREX coordination and planning are symptomatic of wider training issues.

While that is a matter for each organisation to address as part of its approach to training and development, it is identified as a topic within the core curriculum

⁵ This is seen as the natural pathway to qualification. The working group has been careful to ensure that no aspect of the core curriculum development is a hindrance to any future work regarding qualification structures.

(Topic 17, Training and Assessment) and SAREXs will be incorporated into the subtopics that cover interagency collaboration.

In a more immediate setting, the working group sees an opportunity to give traction to the issue by specifying that the teaching of SAREX planning, monitoring and assessment be associated with the SAR Incident Management Training design presented in Appendix 3. The group is firmly of the opinion that a focus on pre-planning is the most productive point of intervention into the planning, monitoring and assessment cycle. (Pre-planning is a process for identifying SAR risks in specific areas, evaluating the resources and skills required to deal with the identified SAR risks, and outlining a plan for initiating a SAROP in such a situation.) Existing pre-plans vary widely in quality and concept; in many cases they don't exist at all.

Therefore it is recommended that the Secretariat commission, as a first step, the development of a guideline or template to provide a simple, consistent format for the preparation of pre-plans. This will enable SAR organizations to identify areas of weakness and so provide focus for effective planning of SAREXs. It is recognised that this is not a complete solution to the issues around SAREX planning, but it is a start.

The CDEM publication *CDEM Exercises – Director's Guidelines for Civil Defence Emergency Management Groups* gives comprehensive information on setting up exercises for training. The working group recommend that this be adapted for use in the SAR sector.

Part 2

Using the Curriculum

The main user group is intended to be the managers and senior trainers of each SAR organisation. It is the managers who make the policy and resourcing decisions, albeit with the advice of their trainers, and it is the trainers who undertake the needs analyses and produce or oversee the required programmes and lesson plans.

The prime recipients of this training investment, especially as it relates to those core curriculum topics of a structural, coordination or leadership nature, are the most experienced practitioners in each organisation – i.e. the people most engaged with decision-making in collaboration with their colleagues in partner agencies. In the end, though, the training effect will be beneficial to everyone in an organisation and, consequently, everyone engaged in interagency activities.

Managers and trainers may use the core curriculum:

- as a reference when reviewing the content coverage of training;
- to show where there might be gaps, overlaps or repetition in courses;
- as the basis for discussion with external training providers;
- as the basis for discussion with partner agencies that may have particular expertise to offer;
- to help review roles and relationships; and
- by using the associated **competencies**, to better manage, resource and encourage organisational, unit and personal development and performance.

Communicating about the Curriculum

Communication has been part of this process since its inception. The progress of curriculum development has been reported via the NZSAR Secretariat to the NZSAR Council and NZSAR Consultative Committee whenever they have met since the working group started. Through the Consultative Committee in particular several organisations have made contributions of ideas and people.

The NZSAR Secretariat manager and the Core Curriculum project facilitator visited Christchurch and Auckland to inform, discuss and be advised about the role of the Secretariat and the training platform being developed for the sector.

Looking ahead, the plan for communicating includes:

- reporting by the Secretariat to the Council and Consultative Committee;
- Consultative Committee members informing the appropriate people in their organisations and arranging feedback;
- working group members talking about it;
- using the Secretariat's website and Link Newsletter;
- each organisation's internal newsletter; and ultimately
- widespread use and application by the SAR community.

The core curriculum, the map of current courses and the SAREX template will be posted on the Secretariat's website www.nzsar.org.nz. It is not intended to publish in hard copy, largely because it is cost-efficient to use the web and because the content will be reviewed and edited to reflect developments (like the identification of SAR-specific competencies).

Resource Implications

The manner in which the SAR Core Curriculum was developed was both effort-effective and cost-effective. The contribution of working group members' time and expertise was met by their employers, with direct costs for the five meetings in Wellington being met by the NZSAR Secretariat. When the purpose and benefit of the task is clear SAR organisations have a history of pitching in, and this approach is a good fit in the SAR structure. However, while that willingness to contribute is appreciated it is not taken for granted.

The working group's experienced membership took a practical and outcomes focus to not only the activities of the Core Curriculum but also to the resourcing implications. Within the normal course of business SAR organisations undertake a level of training needs analysis that is appropriate for their size and purpose, and the consequent arrangements for courses and other developmental experiences are reflected in current budgets. Similarly, reviews of the efficiency and effectiveness of systems and processes are part of currently resourced business-as-usual. In that context the use of the Core Curriculum as a review tool is cost-neutral.

Given that SAR is a resource-constrained sector there are, however, new activities (such as the interagency Incident Management training package) proposed in this report. Where the costs cannot be met from organisations' baseline funding, or from the Secretariat's budget, then direct support in the form of funds or transferred resources will be sought, on a case-by-case basis, from the NZSAR Council.

A Plan for Implementation

The keyword for implementation of activity associated with the Core Curriculum is 'engagement'. That process is already underway. The working group, although small in numbers, is widely experienced and sufficiently networked to undertake the initial drafting of the curriculum. Because there are parts of the SAR sector not directly represented on the working group, a process of reporting and seeking comment and advice was embedded from the outset. In this regard the NZSAR Consultative Committee was, and will remain, the conduit to the sector.

The working group's products are offered to be useful to the sector as 'one SAR body'. The generic components make up a platform of content that should give confidence to managers and trainers (in particular) when they are making training decisions not only for their own organisations but also in association with their partners in SAR.

From this point, therefore, the plan for implementation is:

- the Consultative Committee endorse this report (with amendments if required) for transmission to the NZSAR Council;
- the SAR Council will respond to the report's Recommendations (with amendments if required) by supporting the substance of the report and directing the NZSAR Secretariat to take particular action;
- the NZSAR Secretariat will act accordingly, using such resources such as:
 - Its people and their functional relationships with the sector
 - its purpose-funded assets (especially those that enable contracted tasks to be commissioned for the benefit of the sector);
 - its communication mechanisms, especially the website and Link newsletter;
 - its partnership with New Zealand SAR and EM organisations, both collectively (via the Consultative Committee and other inter-agency groups) and individually (with each organisation);

- its international links and networks (for information, comparison and modelling); and
- each organisation will use the curriculum and associated products as best benefits their business and, in particular, their approach to collaborative training and working with SAR associates.

In the New Zealand SAR setting, where volunteers play an integral role, knowledge of the core curriculum *per se* is likely to be of little interest or value. What is of prime value is the outcome of how leaders, managers and other influential people use the curriculum and its products to boost the effectiveness of training for a SAR operation. Therefore, engagement (through leadership, modelling, and motivation) is the factor that will convert the purpose of the core curriculum into SAR results.

In the context of risk assessment there is no apparent downside to the use of the core curriculum – it is, after all, simply an identification of content that already exists for most SAR organisations. On the other hand, the consequence of non-use of the core curriculum, while not showing an immediate effect, would soon be reflected in the go-it-alone characteristics that were seen to be undesirable in the less-developed collaborations of the past.

The progress of implementation will be monitored, with a focus on an evaluative event in mid-2010.

Evaluation and Review

The working group has identified the topics and sub-topics that make up the content of the core curriculum. This content will evolve as managers and trainers use the curriculum to inform training decisions. Further development of the subtopics will lead, in particular cases, to the design of lesson plans to promote consistency in targeted interagency activities.

It is proposed that the NZSAR Secretariat convene a meeting early in 2010 of interested parties to review the general use of the core curriculum and to identify the activities that would benefit from prescriptive (or guiding) lesson plans. This meeting could be a workshop attended by representatives from SAR Providers and training organisations including the Training Advisory Panel and the Core Curriculum Working Group.

The workshop group should examine the current list of courses with the view to:

- categorising subject matter as subtopics (to match the core curriculum);
- identifying subtopics for development (especially those requiring lesson plans or guidelines);
- creating a review process;
- developing a timetable for implementation of the designed lesson plans; and
- establishing an evaluation and review process.

The material developed would be available for immediate use by the participating organisations and the Secretariat's website would be the vehicle for sector-wide publication

In the longer term, an annual cycle of light monitoring and evaluation would suffice, unless unusual signals emerged. It is likely that occasional monitoring of website traffic would confirm the currency of courses on the matrix, and commentary on any developments in the core curriculum could be invited either on the website itself or through the Consultative Committee.

Part 3

Conclusion

In mid 2008 the NZSAR Council commissioned a review of training across the SAR sector. Unsurprisingly the resulting report produced recommendations on the theme of improving SAR outcomes through collaborative inter-agency training. On the basis that *search and rescue* implied a common purpose, a common set of knowledge and skills and, without doubt, a common sense of commitment, one of the report's main recommendations was that these generic elements should be brought together as a core curriculum – thereby providing a platform for generic, consistent and collaborative training.

That **review report** was endorsed by the Council in February 2009. A group of experienced SAR practitioners, working on behalf of the sector, in August presented to the NZSAR Consultative Committee a substantial **report on progress** toward developing the core curriculum. This **proposal report** draws together the working group's products and recommendations for their adoption.

The recommendations below set out the group's view of the next steps to be taken to improve SAR outcomes through collaborative training. Apart from the content of the core curriculum, the package 'SAR Incident Management Training for New Zealand' is the focal point of the group's endeavours.

The working group has completed its task and is confident that, with the backing of the Consultative Committee (and the NZSAR Council) and the coordination and facilitation resources of the NZSAR Secretariat, the core curriculum will be a fundamental tool for SAR organisations to use in their training activities for desired SAR outcomes.

Recommendations

The Core Curriculum Working Group recommends that the Consultative Committee:

1. endorse the New Zealand SAR Core Curriculum (set out in Appendix 1);
2. note that SAR activities are linked to the wider field of Emergency Management;
3. support the work in progress, facilitated by the NZSAR Secretariat, to:
 - a. produce the integrated training package for Incident Management, as set out in Appendix 3 (Topic 14);
 - b. develop the *CDEM Competency Framework* for SAR purposes;
 - c. prepare a guideline or template for development of SAR pre-plans based on the *CDEM Exercises* document;
 - d. convene a workshop of SAR trainers (mid- 2010) to:
 - review the use of the core curriculum in the context of collaborative training, and examine future developments and possibilities;
 - discuss SAR-related interagency training in general.
4. note that the Current Courses/Core Curriculum matrix (Appendix 2) will require ongoing support from SAR organisations to keep it up to date as courses evolve;

5. promote the adopted Core Curriculum to the executive and training sections of those SAR organisations that have such a structure, and promote to the wider SAR community the benefits such a Core Curriculum will provide in operational effectiveness;
6. Agree that the NZSAR Secretariat send this report to the NZSAR Council (with the endorsement of this Committee); expressing:
 - a. the view that the SAR Council support the *development* of programmes to implement the Core Curriculum, with the expectation that all SAR organisations will also support the *running* of training programmes, as at present;
 - b. acknowledgement of the contributions made by individuals and organisations in the development of the SAR core curriculum.

Appendix 1 - The SAR Core Curriculum

Topics	Subtopics
1 Government Policy and SAR Governance	<ul style="list-style-type: none"> NZ Government/Cabinet/ ODESC NZSAR Council, Consultative Committee, Secretariat NZ Police NZ Defence Force Ministry of Transport Civil Aviation Authority Maritime NZ / Rescue Coordination Centre NZ Ministry of Civil Defence and Emergency Management Funding, reporting and analysis
2 NZ SAR Structure and Organisations	<ul style="list-style-type: none"> Definition of SAR RCCNZ, NZ Police structures, roles, responsibilities partnerships (including Service Level Agreements and Memoranda of Understanding) Strategic partners Policies, procedures (CIMS/IAMSAR) and protocols
3 Law, Ethics and Guidelines	<ul style="list-style-type: none"> NZ Law Common law Aviation and Maritime law International law(s) and conventions Ethics & Codes of Conduct, Guidelines

Topics	Subtopics
4 International	<ul style="list-style-type: none"> Partnerships, trends and issues International SAR organisation(s) Interpol Research and development
5 Research & development	<ul style="list-style-type: none"> NZ statistics & trends International Statistics & trends Analysis's & evaluation of SAROP Emerging developments
6 Preventative SAR	<ul style="list-style-type: none"> National prevention strategies Public education High risk sectors
7 Risk Management	Theory & Practice (with reference to Standard NZS 4360)
8 SAR Technology	<ul style="list-style-type: none"> Alerting devices Tracking devices Detection devices Computer software Communications <ul style="list-style-type: none"> SAR response system Systems, theory, practical use

Topics	Subtopics
9 Investigation & Search Planning	Pre operational, Operational , Post operational <ul style="list-style-type: none"> • Land • Marine • Air
10 Rescue Planning	Pre operational, Operational , Post operational <ul style="list-style-type: none"> • Land • Marine • Air
11 Management	<ul style="list-style-type: none"> • Management theory and application • Leadership <ul style="list-style-type: none"> ○ theory and application ○ attributes (e.g. interpersonal skills) • Communication <ul style="list-style-type: none"> ○ Interagency / intergroup/ Interpersonal
12 Medical and welfare factors	<ul style="list-style-type: none"> • Physiology and Psychology • Stress management • Crew Resource Management
13 Media management	<ul style="list-style-type: none"> • Media relationship building • Media use <ul style="list-style-type: none"> ○ Media training ○ Media protocols/guidelines/legislation ○ Image building

Topics	Subtopics
14 Incident Management	<ul style="list-style-type: none"> • Structures and systems (e.g. CIMS/IAMSAR) <ul style="list-style-type: none"> ○ Planning / Intelligence ○ Operations ○ Logistics • Roles and responsibilities (e.g. CIMS/IAMSAR roles) • Generic documentation • Information management • Coordination, command and control • Decision-making processes (including external influences on decision-making) • Administration • Environmental factors (terrain/marine/air analysis)
15 Major Resource Utilisation	Aircraft, Vehicles, Vessel etc <ul style="list-style-type: none"> • Safety Principals • Planning considerations • Communication procedures
16 Incident Review and Evaluation	<ul style="list-style-type: none"> • Operational • Post operational <ul style="list-style-type: none"> - Investigation - Analysis - Report - Circulation/communication - Pre plan review (confirmation / change)

Topics	Subtopics
17 Training and Assessment	<p>Using the Training cycle</p> <ul style="list-style-type: none"> • Needs analysis – skill gap identification <ul style="list-style-type: none"> ○ organisation ○ group ○ individual needs analysis • Planning of training programmes • Resourcing and implementation of training <ul style="list-style-type: none"> ○ national programmes ○ local programmes ○ interagency collaboration (e.g. SAREXs) • Evaluation of training, with feedback into training needs identification (with re-entry into the Training Cycle) of ongoing and emerging training activities <ul style="list-style-type: none"> • Refer to SAR role competencies • Performance Assessment process (using competency documentation where appropriate)
18 Common terminology	<ul style="list-style-type: none"> • Definitions/Glossary

Appendix 2 - Current Courses – Curriculum Coverage [Work in Progress]

		Days	SAR Core Curriculum Topic																	
Provider	Course		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
RCCNZ	SARO/SMC	110	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Air Observers	2	*	*					*		*		*							
	Air Observers refresher	1	*	*					*		*		*							
SARINZ	CIMS – Level 2											*			*					*
	CIMS for SAR – L4											*			*					*
	Action Oriented Team Leadership											*	*							
	MLSO	5		*		*	*		*	*		*	*		*	*				*
	Lost Person Behaviour	1																		
Coastguard*	Personal Safety												*							
	NZ SAR System			*									*		*					
	Legal Considerations				*															
	Search Techniques								*	*										
	Observation Techniques								*		*									
	Working with aircraft								*	*	*									*
	On Scene command								*	*	*								*	
	SAR Communication								*			*					*			*

Provider	Course		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	Towing Techniques				*						*	*	*	*						
	Emergency Repairs											*								
NZ Police	National SAR Course		*	*			*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Air Observers			*						*		*		*						
	CIMS Level 2												*			*				*
	CIMS Level 4										*	*	*		*	*	*	*		*
	Police District SAR Training			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Marine Controllers			*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Land Controllers (MLSO)			*		*	*	*		*	*	*	*	*	*	*		*		*
Surf Life Saving NZ	Aquatic Assessor								*											
	Lifeguard/patrol leadership											*				*	*	*		
	First Aid													*						
	Self preservation								*					*						
	Assorted Rescue																			
	Facilitators Trng																			

Note – * These Coastguard courses are modules of 2 hours duration

Courses under development – Curriculum Coverage [Work in Progress]

Provider	Course	SAR Core Curriculum Topic																	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
RCCNZ / Police	On Scene Coordinator	*	*					*		*	*	*			*		*		*
SARINZ	MLSO - Initial Response							*		*		*	*		*	*			
	MLSO – Formal Search Planning – Multi-day operations							*		*		*	*		*	*			
	MLSO – Developing & Managing SAR Capability						*	*				*		*	*		*	*	

Other Courses – A sample of skill-specific programmes [Work in Progress]

Provider	Course	SAR Core Curriculum Topic																	
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
MSC	Risk Management						*	*											*
	Bushcraft – 3 levels						*												
	Above the Bushline						*												
	Navigation – 3 levels						*		*										
	GPS						*		*										
	Communications						*		*							*			
	Survival						*						*						
	First Aid						*						*						
Ambulance Sector	<i>[To come]</i>																		
Aviation SAR Operators	Working with Helicopters															*		*	
	Winch Operators															*		*	
MOC	MRO Cert								*										
	MGRO Cert								*										
	MGO Cert								*										

Notes

- 1 The Mountain Safety Council programmes focus on preventive education.
- 2 Several Ambulance NZ member organisations run courses in first aid and trauma management.
- 3 While CAA does not run courses various SAR and Rescue Service aircraft (mainly helicopters) operators do so in their local context. The main courses relate to Topics 10, 12 and 15, and are *Working with Helicopters* and *Winch Operators Training Programme*. Further specific courses relate to water, under-water, alpine, cliff-face and night operations.
- 5 MOC (Maritime Operations Centre) is accredited by the Ministry of Economic Development to train and examine:
 - a. MROC – Maritime Restricted Operators Certificate (Basic level)
 - b. MGROC – Maritime General Radio telephone Operators Certificate (Intermediate Level)

- c. MGOC – Maritime General Operators Certificate (Advanced level).

Appendix 3 – SAR Incident Management Training for New Zealand

Briefing Document

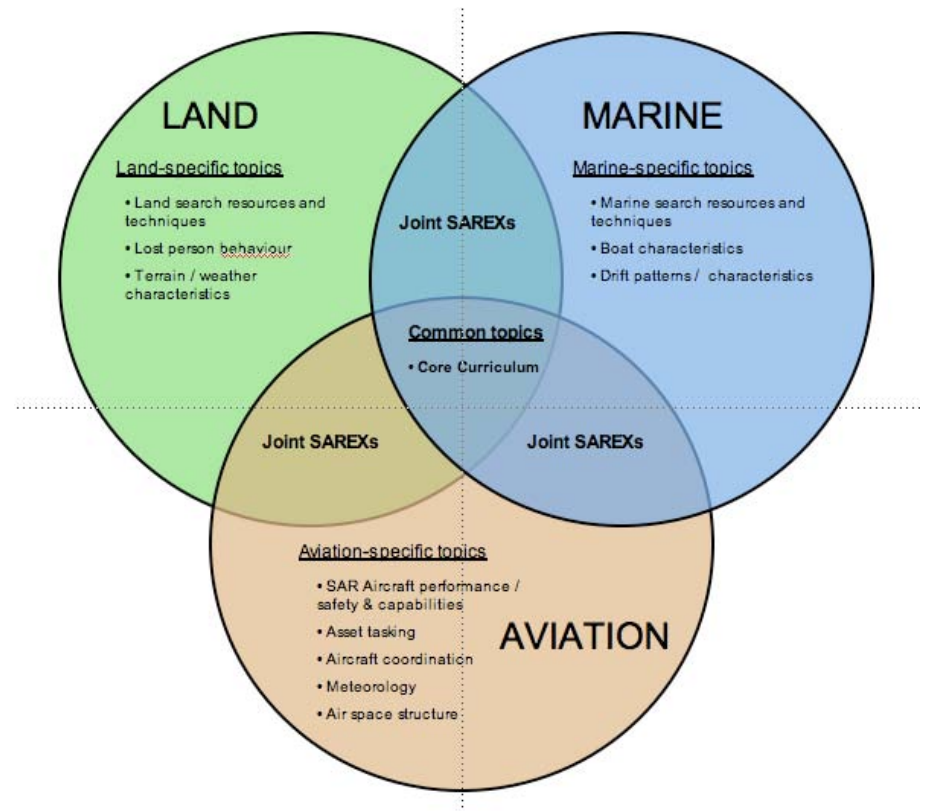
- 1 The working group recommends that the NZSAR Secretariat facilitate the production of an integrated training package for Incident Management (IM).

It is envisaged that the package would:

- be based on the IM programmes already existing for the land, marine and aviation sectors;
 - be developed in a collaborative way – e.g.
 - Police / RCCNZ / Coastguard / Surf Lifesaving identify marine needs
 - Police / RCCNZ / LandSAR identify land needs
 - Police / RCCNZ identify aviation needs;
 - be brought together at a combined meeting(s) by 28/02/2010 to;
 - identify interagency training decisions and agreements;
 - identify areas for shared training and SAREXs;
 - develop a plan for implementation in 2010 – 2011
 - plan for review in 12 months
- 2 The package would consist of a generic template for an IM programme that could be used by land, marine and aviation (with the addition of examples, exercises, and scenarios relevant to their own sectors) to structure their own IM training programmes and courses. It would:
 - identify generic and collaborative areas of activity in IM;
 - identify areas where generic lesson plans would be beneficial
 - reflect best practice in IM for the lead organisation;

- use, transfer or convert best practice from associate organisations;
- express nationally consistent IM activities (i.e. CIMS/IAMSAR) that also accommodate local imperatives;
- clarify the role and use of the On Scene Coordinator;
- describe intra- and inter-agency coordination and communication mechanisms.

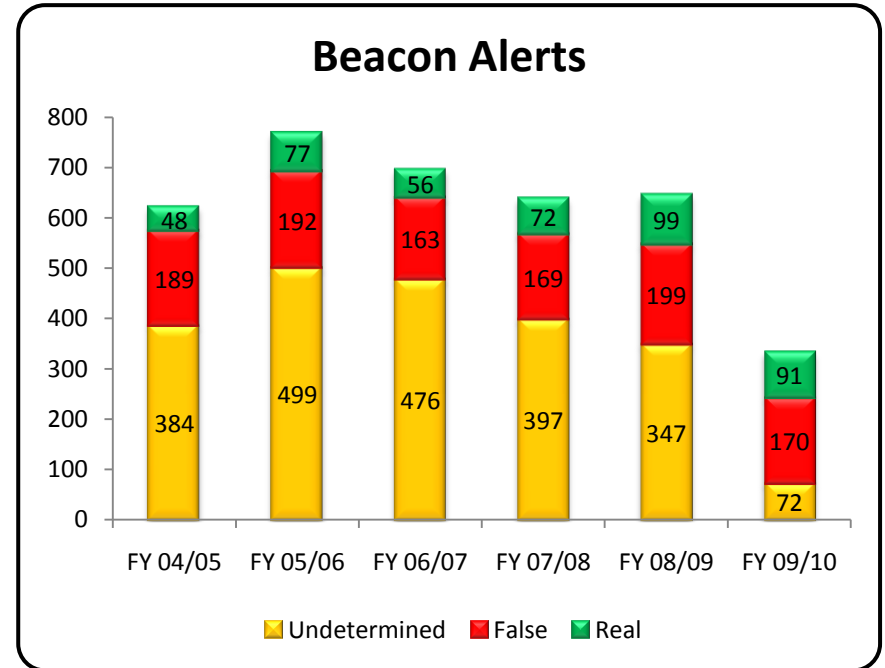
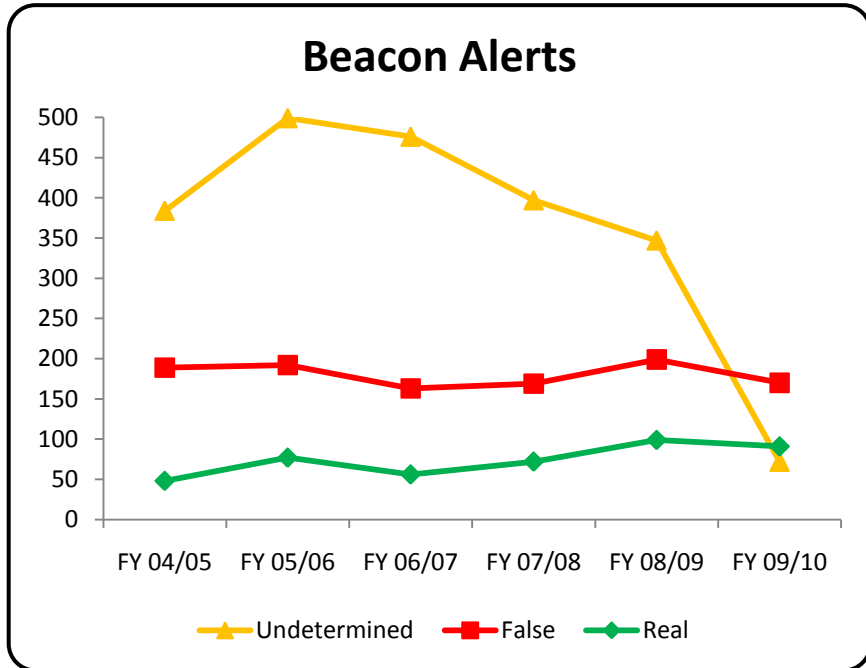
- 3 The package would include resources such as course outlines, lesson plans, teaching aids, info packs and checklists.



Beacon Alerts

There has been a significant decrease in undetermined alerts since 1 Feb 09. There are still almost twice as many False alerts to Real alerts.

	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10
Real	48	77	56	72	99	91
False	189	192	163	169	199	170
Undetermined	384	499	476	397	347	72
Total	621	768	695	638	645	333



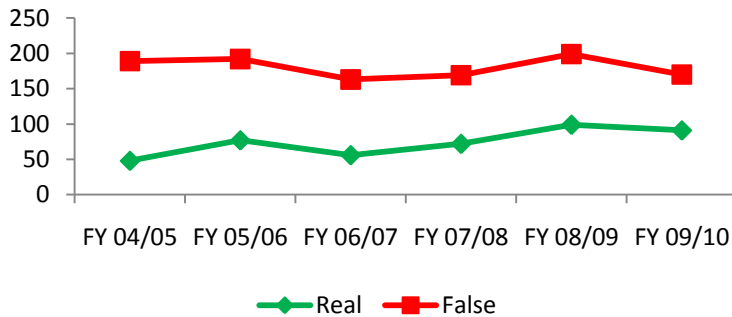
Real Beacon Alerts by Mode

Year	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10
Aviation	11	9	9	10	22	20
Land	23	38	27	27	51	53
Marine	14	30	20	35	26	18
Total	48	77	56	72	99	91

False Beacon Alerts by Mode

Year	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10
Aviation	121	105	100	91	100	72
Land	16	26	25	18	29	11
Marine	52	61	38	60	70	80
Total	189	192	163	169	199	163

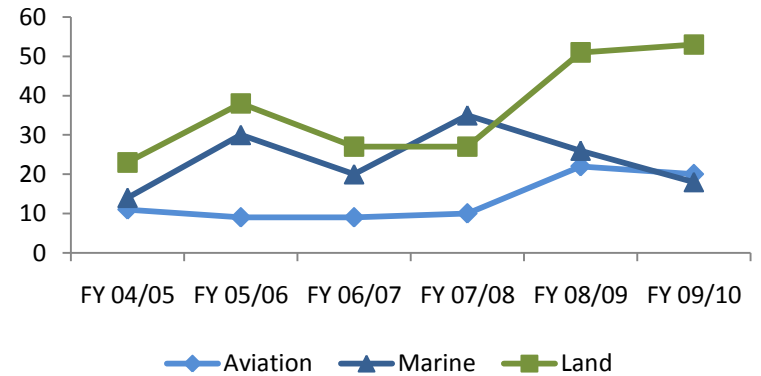
Total of Real and False Beacon Alerts



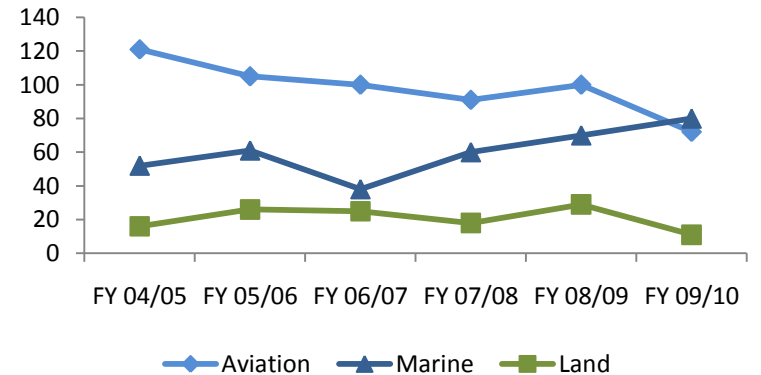
The majority of Real alerts occur in the land environment. There was a significant decrease in False aviation alerts in 09/10.

The majority of False alerts in 09/10 was in the marine environment.

Real Beacon Alerts by Mode



False Beacon Alerts by Mode



Mode of Alerts

In the aviation environment, only two out of every nine alerts are Real.

In the marine environment, only two out of every ten alerts are Real.

However, in the land environment, five out of every six alerts are Real.

Aviation Beacon Alerts

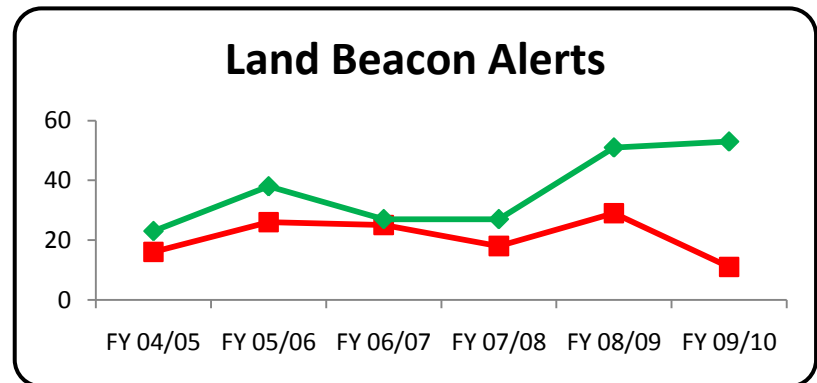
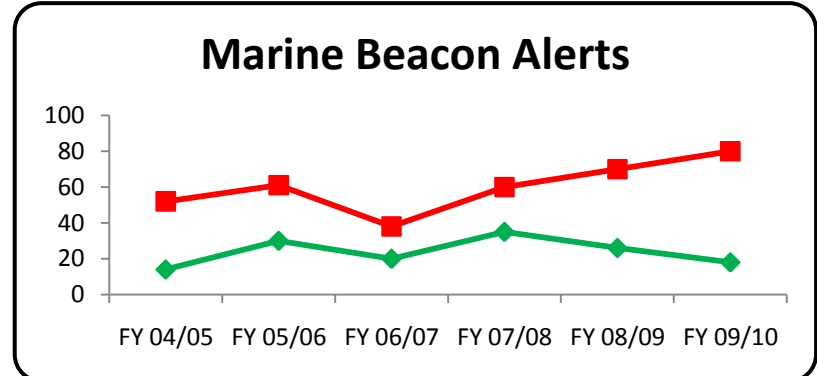
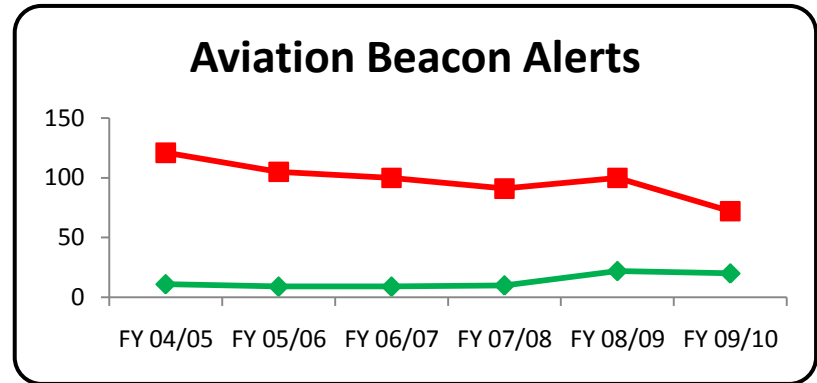
Year	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10
Real	11	9	9	10	22	20
False	121	105	100	91	100	72
Total	132	114	109	101	122	92

Land Beacon Alerts

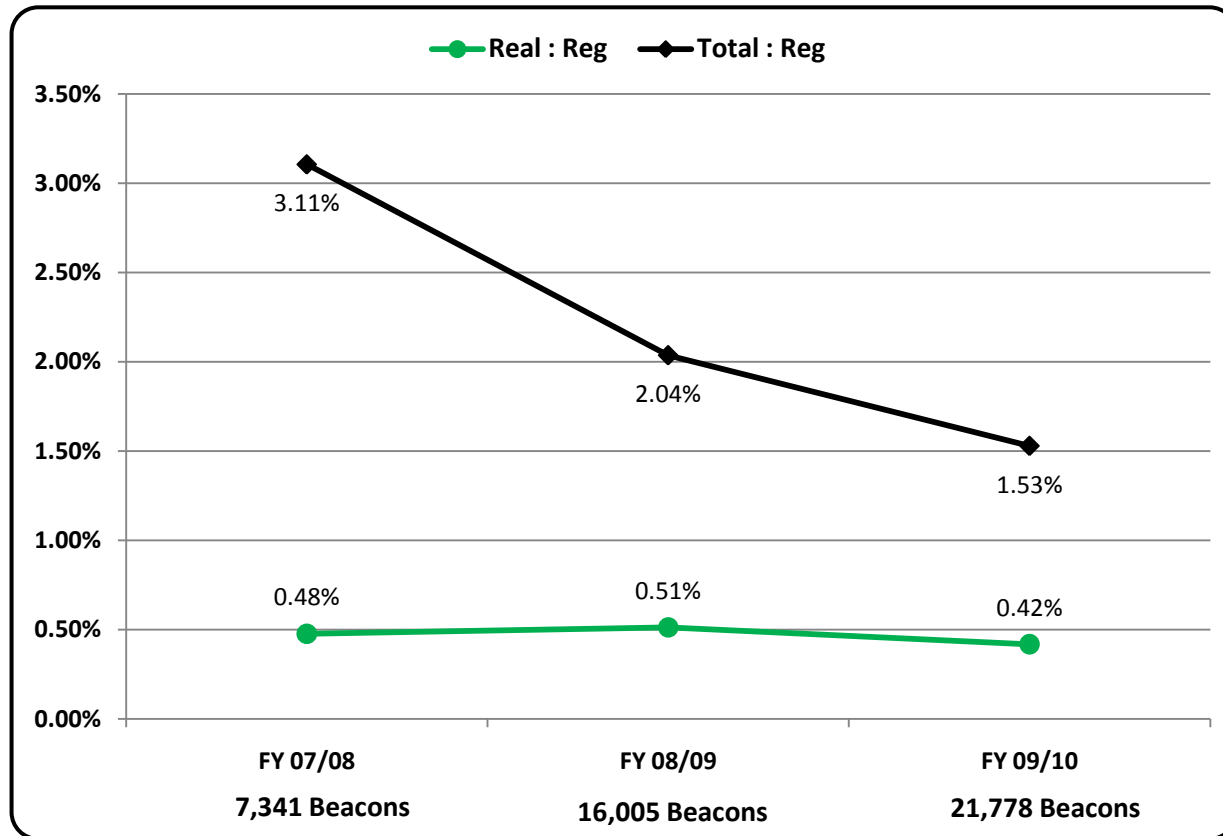
Year	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10
Real	23	38	27	27	51	53
False	16	26	25	18	29	11
Total	39	64	52	45	80	64

Marine Beacon Alerts

Year	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	FY 09/10
Real	14	30	20	35	26	18
False	52	61	38	60	70	80
Total	66	91	58	95	96	98



406Mhz – Percentage of beacon alerts to registered beacons



- The black line compares the ratio of total 406MHz beacon alerts (which includes real, false, and undetermined alerts) to the total number of registered beacons.
- The downward trend indicates that RCCNZ deals with proportionally less beacon alerts each year, to the amount of beacons in circulation.
- The green line compares the ratio of real beacon alerts to the total number of registered beacons.
- The flat trend of this line shows that the proportion of real beacon alerts to registered beacons is similar each year.
- This indicates that there will be an increase in actual numbers of real beacon alerts each year as the total amount of beacons in circulation increases.

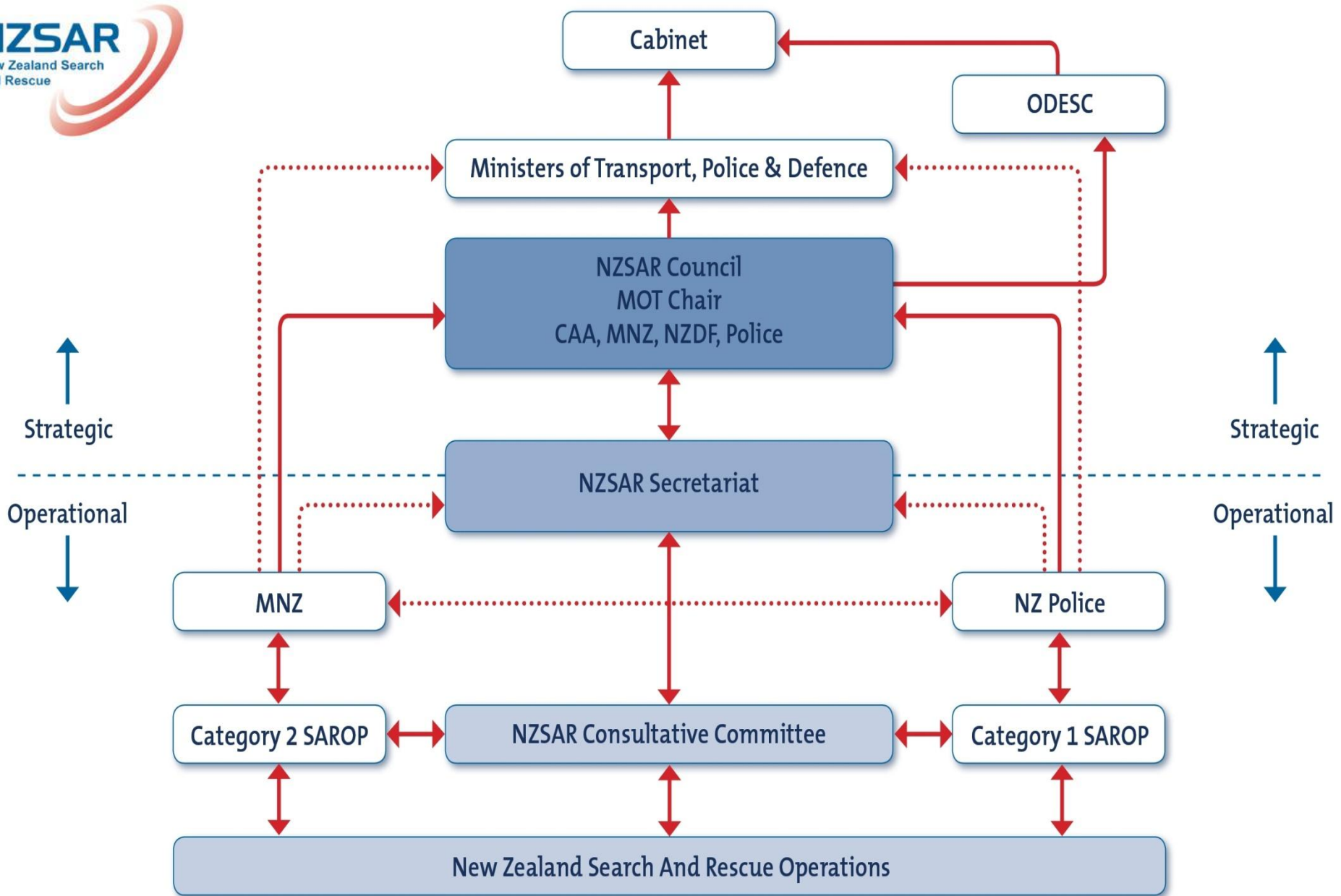
NZSAR



New Zealand Search and Rescue

NATSAR

13-15 October 2010



SAROP: Search and Rescue Operations
CAA: Civil Aviation Authority
MNZ: Maritime New Zealand

ODESC: Officials Committee for Domestic and External Security Coordination
NZDF: New Zealand Defence Force

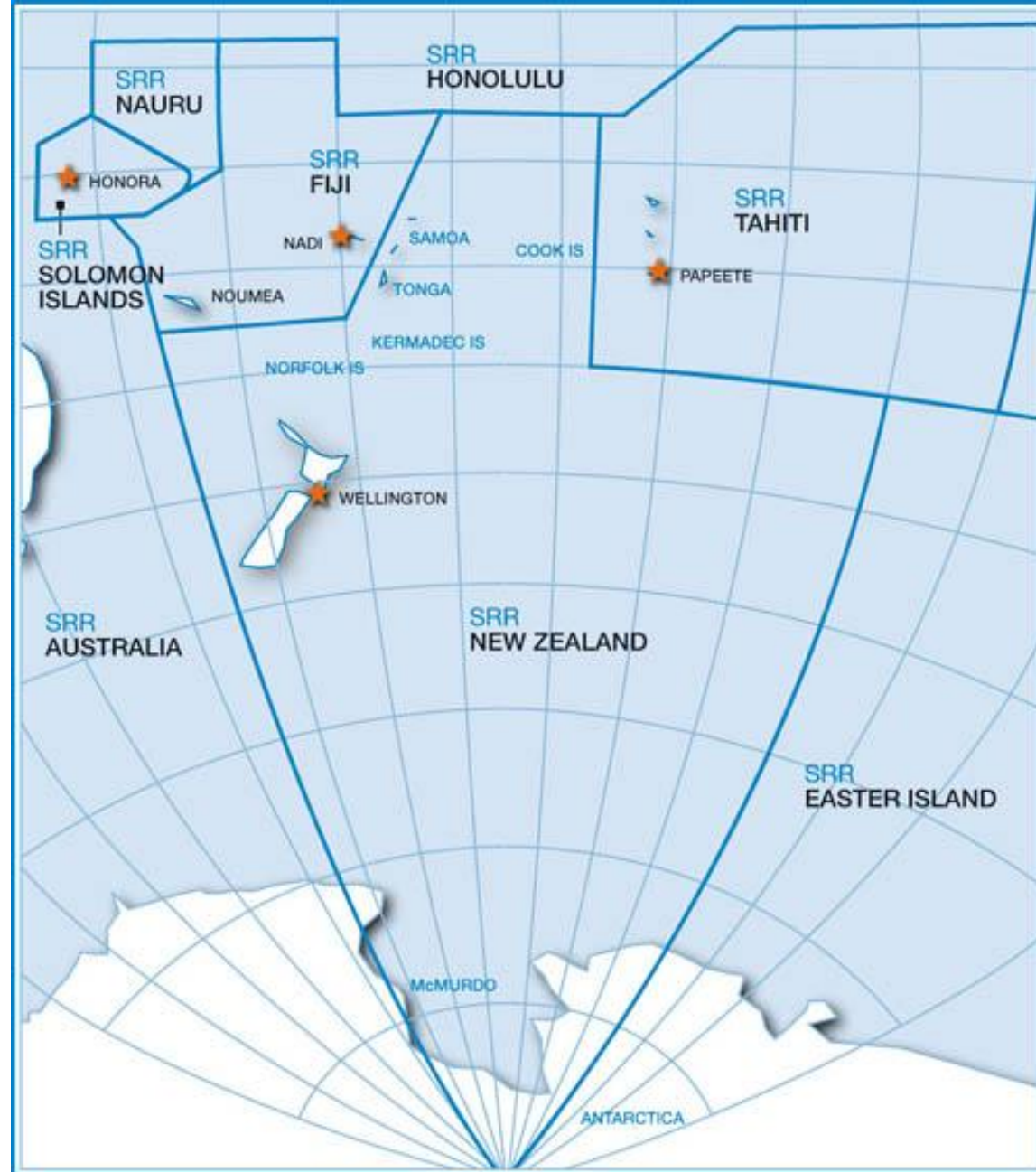
New Zealand's Search and Rescue Region

Approx 30 million km²

Aus: 53 million km²

15,134 km of
coastline
(10th longest)

Aus: 25,760 km
(7th longest)



- ★ Rescue Coordination Centre
- Search and Rescue Region boundary of SSR

Coordination Responsibilities

Category 1



A SAROP coordinated at the local level; including land operations, subterranean operations, river, lake and inland waterway operations and close-to-shore marine operations.

Category 2

RESCUEcoordinationcentre

A SAROP coordinated at the national level; including, operations associated with missing aircraft or aircraft in distress and off-shore marine operations within the New Zealand Search and Rescue Region. Category 2 SAROPs typically require the use of national or international resources and may involve coordination with other States.

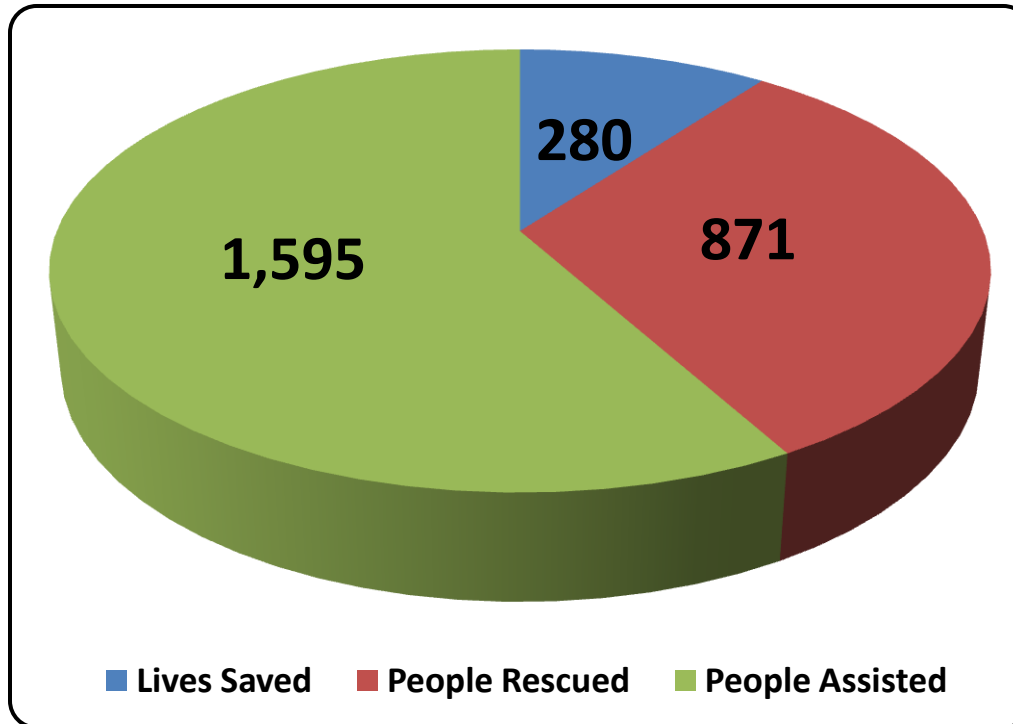
Operational Overview 2009/10

Coordinating Authorities – FY

Summary for the 1 Jul 2009 – 30 Jun 2010 Financial Year

Measures	Police	RCCNZ	Totals
SAROPs	1,784	592	2,376
Lives at Risk	2,361	1,242	3,603
Lives Saved	175	105	280
People Rescued	651	220	871
People Assisted	808	787	1,595
LandSAR Taskings	417	8	425
Coastguard Taskings	381	14	395
AREC Taskings	70	0	70
SLSNZ Taskings	69	0	69
Performance of SLA Partners	Satisfactory	Satisfactory	Satisfactory

Coordinating Authorities – FY



09/10: Total of 2,376 SAROPs. Estimated 3,603 people designated “at risk”

Lives Saved: Where, if SAR agencies had not intervened, life would definitely have been lost.

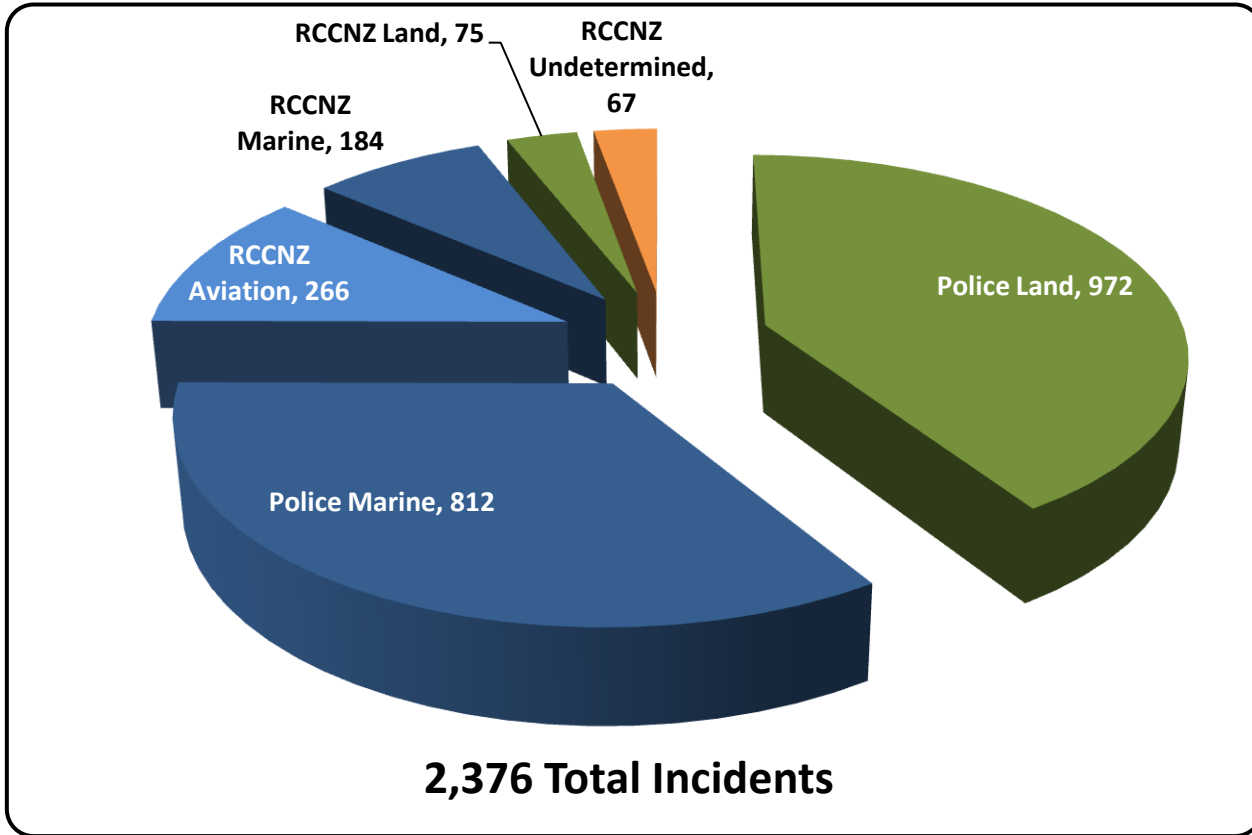
People Rescued: Where SAR agencies locate and rescue a person or people at risk and return them to a safe location.

People Assisted: Where SAR agencies aid a person or people at low risk, but who, if left, would be at risk.

People Perished

- 218 people reported as having lost their lives.
- Police report 88 people perished.
- RCCNZ report 130 people perished – 99 in NZSRR, and 31 in other SRRs.
- This includes the 74 people who lost their lives from the *Princess Ashika* sinking in Tonga.

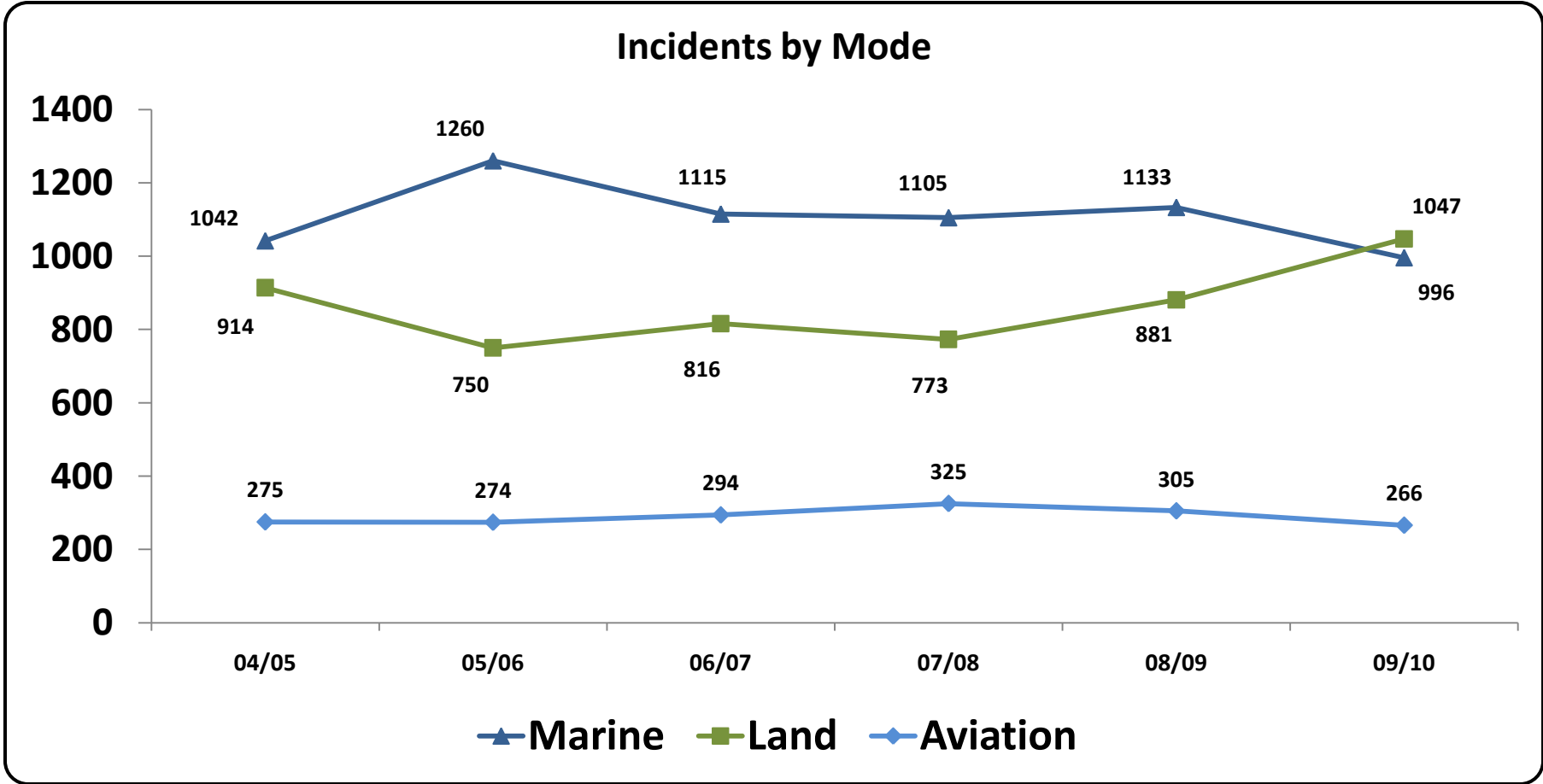
Coordinating Authorities – FY



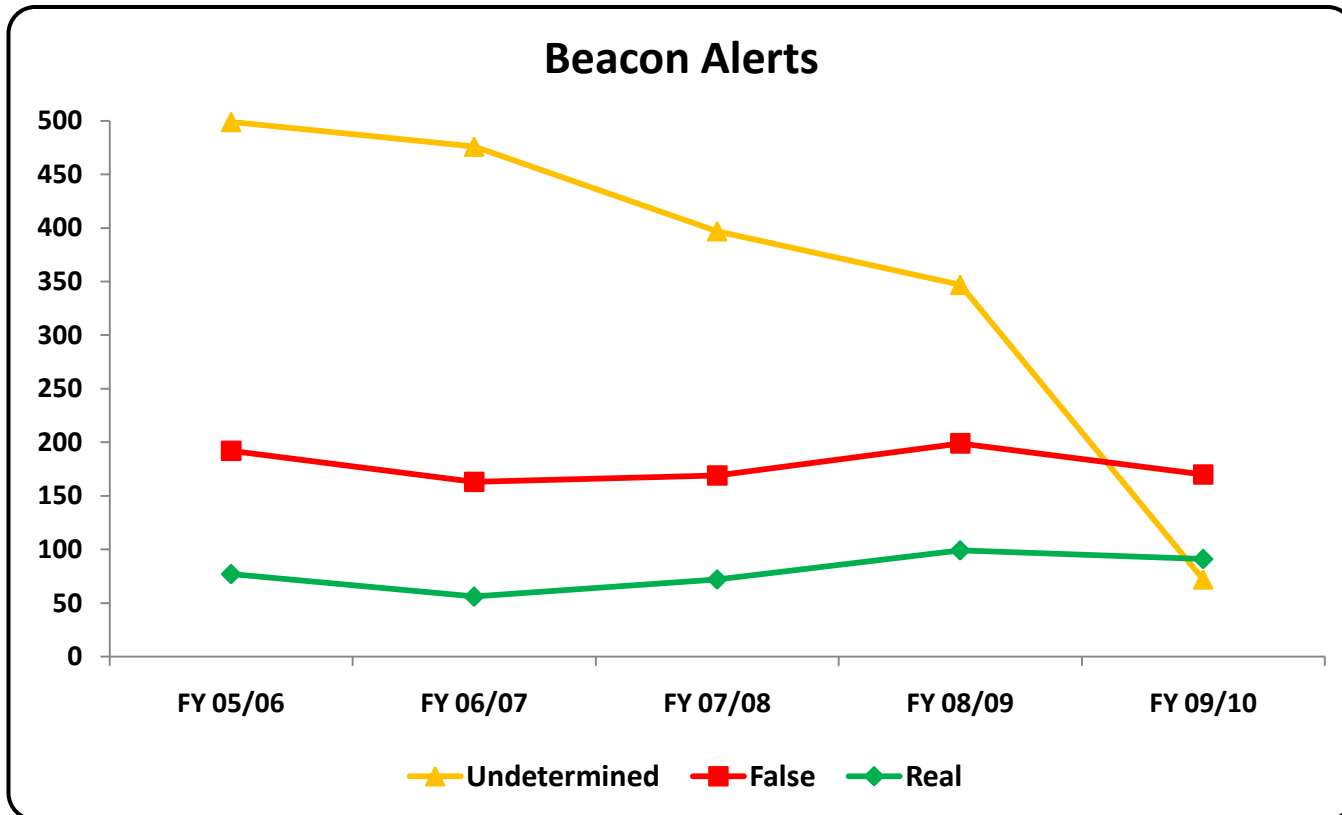
Mode	Police – Cat 1	RCCNZ – Cat 2	Totals
Land	972	75	1,047
Marine	812	184	996
Aviation	--	266	266
Undetermined	--	67	67

SAR Incidents – FY

There has been a 19% increase in land activity, and a 12% decrease in marine activity when compared to the previous year.



Distress Beacons



There was an average of 430 undetermined beacon alerts per year, for the last four years – only 67 in 2009/10

More graphs and analysis of beacon related incidents are available

SLA Partners – FY

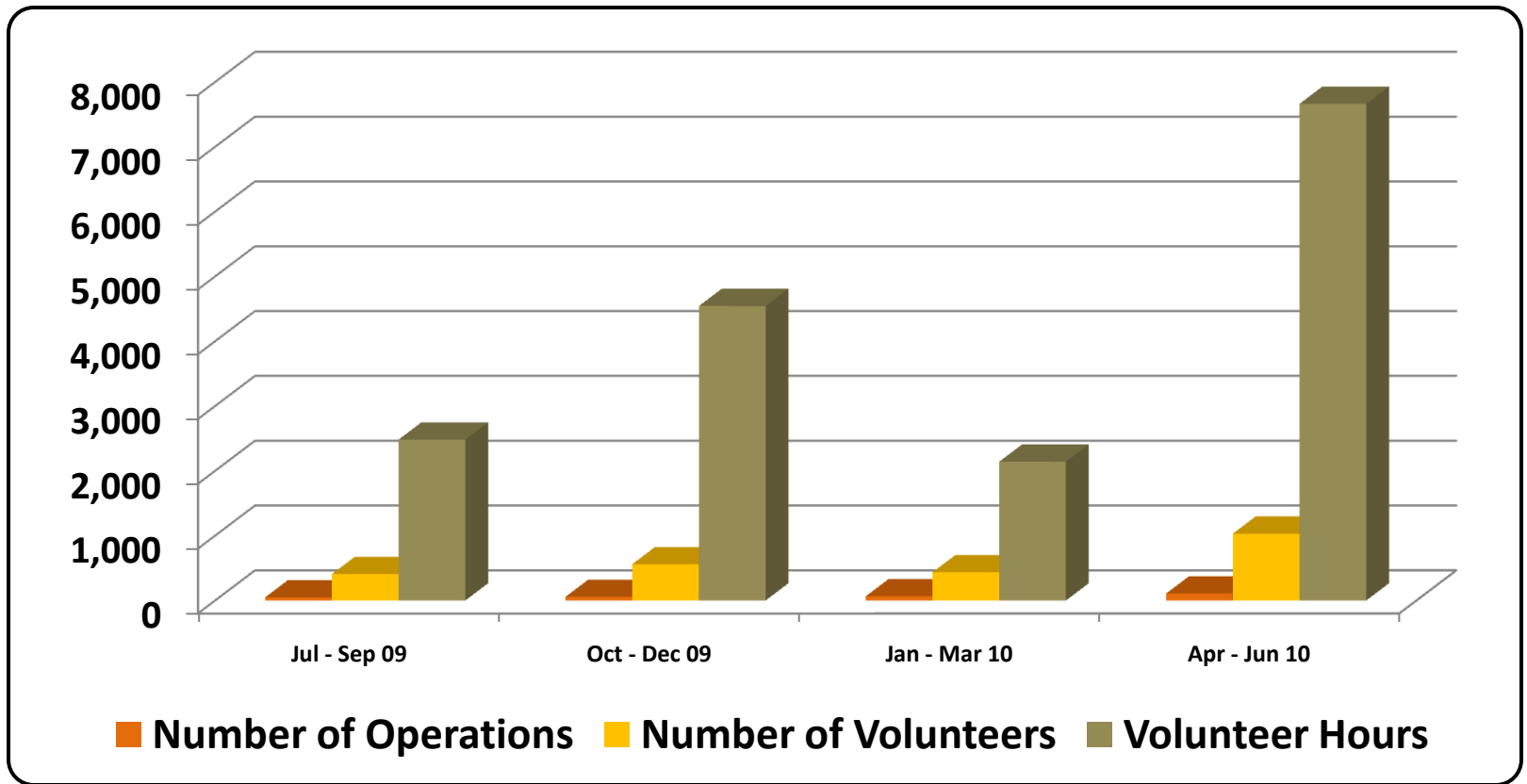
Summary for the 1 Jul 2009 – 30 Jun 2010 Financial Year

Outputs	Coastguard	LandSAR	AREC	SLSNZ	Totals
SAROPs Attended	564	277	59	100	--
Volunteers Involved	4,354	2,432	126	309	7,221
Volunteer Hours	7,418	16,833	852	490	25,593

- 8,876 Coastguard volunteers responded to 3,546 non-SAR related calls for assistance during the year.

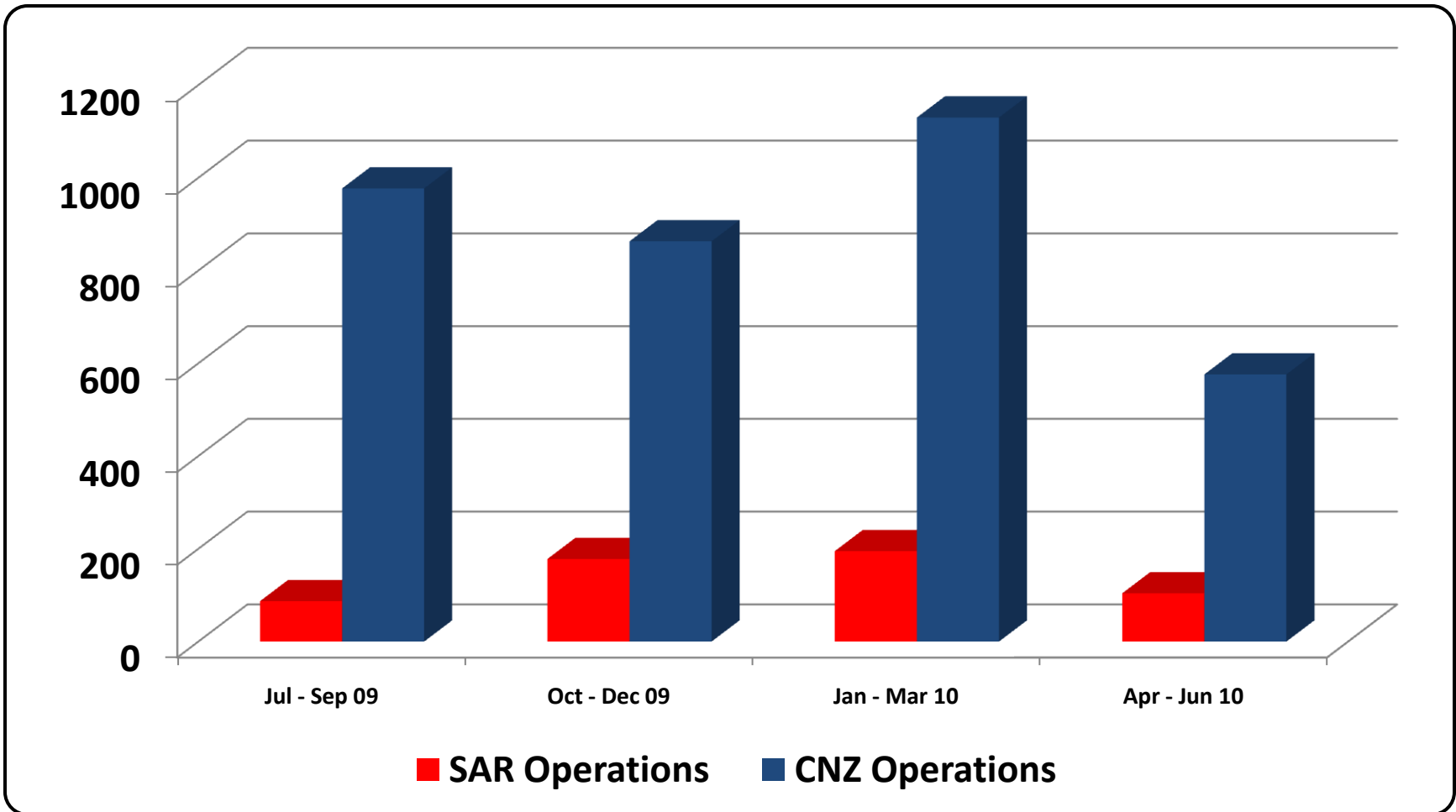
LandSAR New Zealand – FY

LandSAR volunteers contribute a significant amount of hours relative to the number of SAR operations they are involved in.



Coastguard – FY

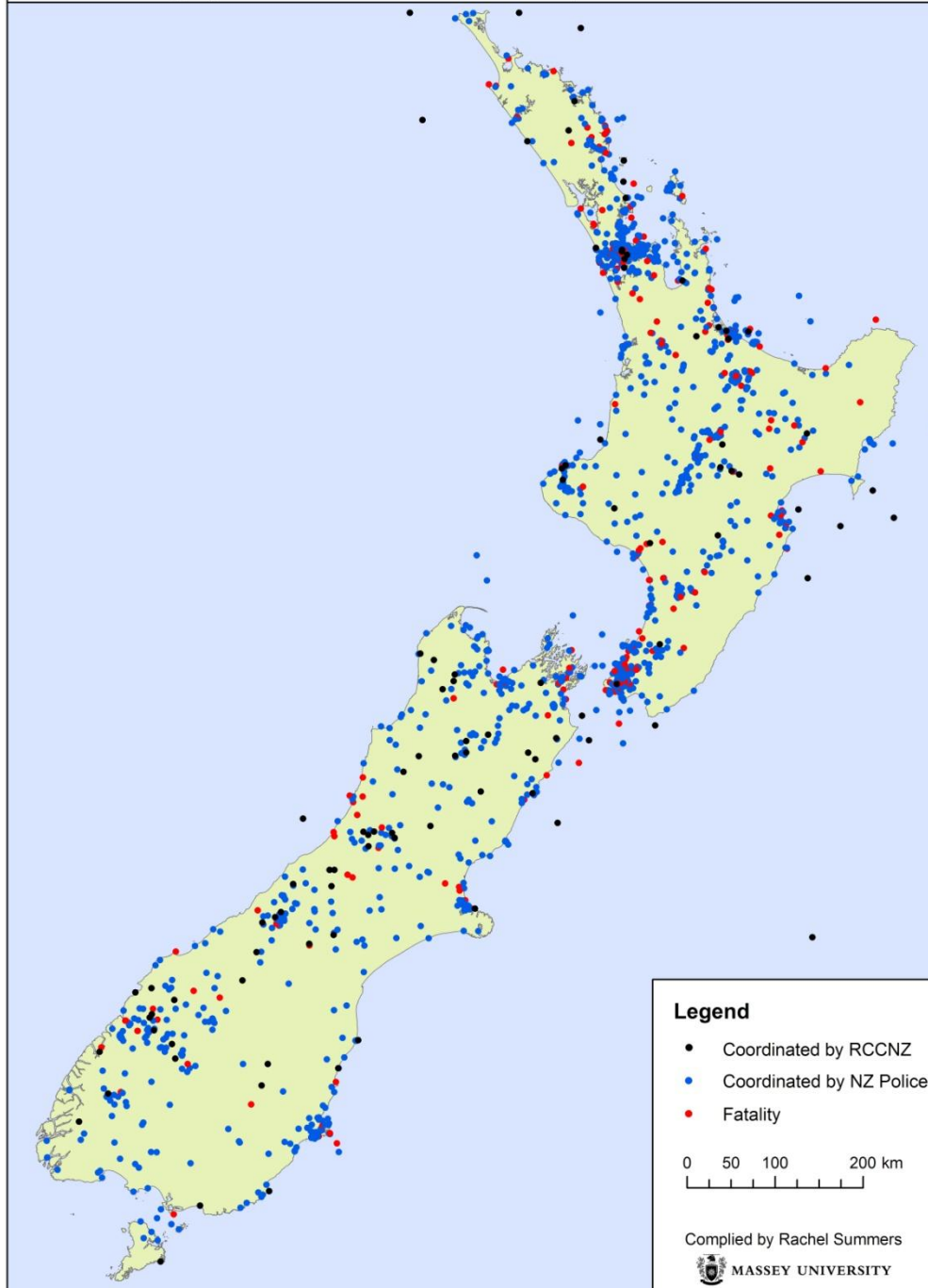
The large amount of Coastguard’s non-SAR activity is likely to significantly reduce the need for SAR operations.

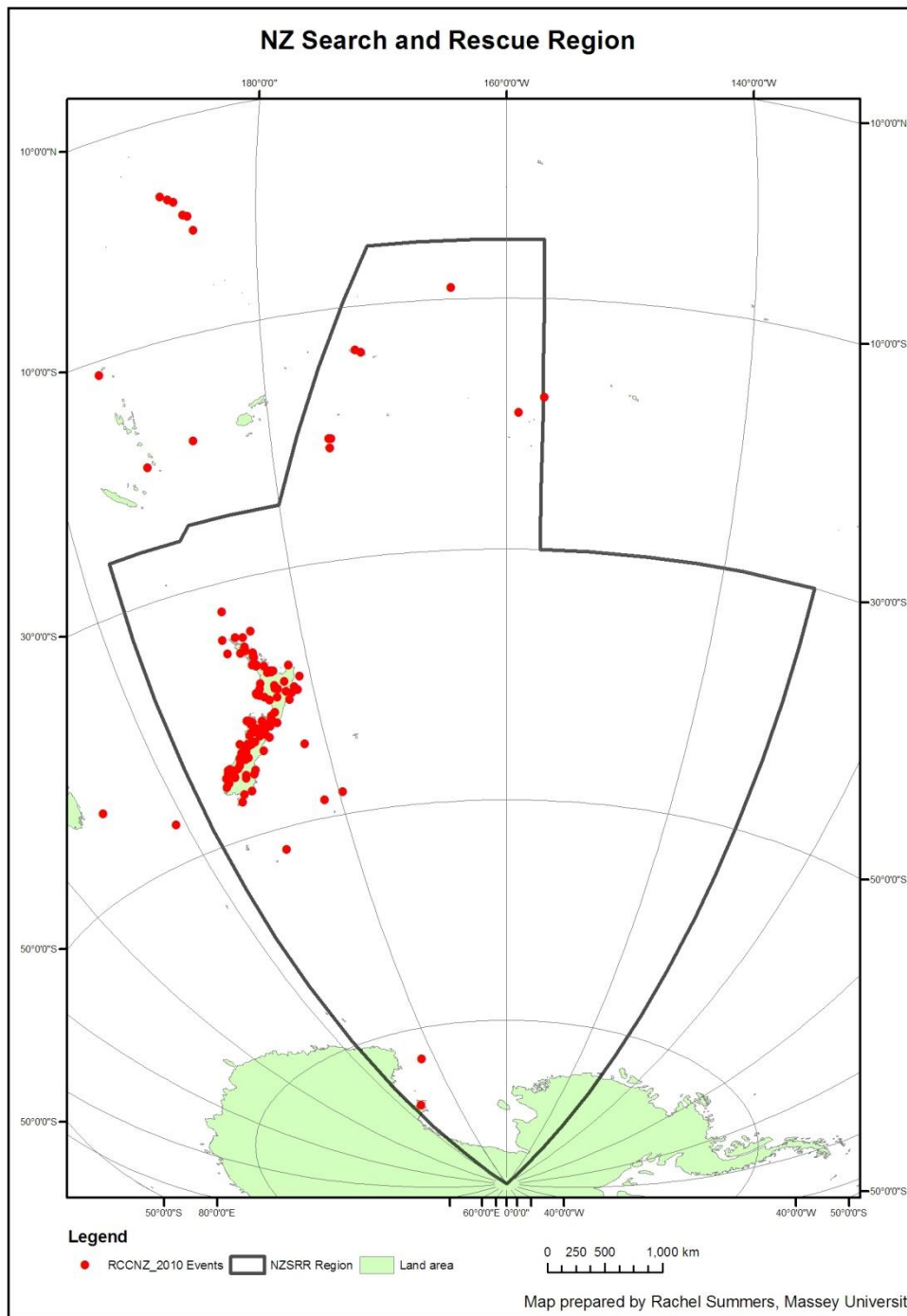


Notable Incidents

- July 2009 – an outrigger ferry in Kiribati (Fiji SRR) sunk – loss of 25 lives
- August 2009 – Princess Ashika sinking in Tonga – loss of 74 lives
- March 2010 – Tafadzwa an overdue yacht, large scale search – found two weeks later, led to an independent review
- ANZAC Day 2010 – RNZAF UH-1H Iroquois crashed en route to dawn service in Wellington – 3 perished, 1 survivor
- Chinese lanterns in the summer months are being reported as flare sightings

Category 1 and 2 Search and Rescue Operations 2009/2010





Strategic Level Overview 2009/10

NZSAR Secretariat Report

Business

- NZSAR Meetings (Council and Consultative Committee)
- NZSAR Awards
- NZSAR calendar of events
- SAREX Support
- Annual SAR asset stock take
- SLA monitoring
- Sector statistics
- Contract and financial management
- NZSAR website redevelopment
- Lessons learned system
- Stakeholder management
- RCCNZ developed NZSAR Asset database

NZSAR Secretariat Report

Air Observers

- RCCNZ trained and refreshed air observers throughout NZ (246 FW, 161 RW)

Research

- Outdoor Participation
- Volunteer Study
- Beacons
- GIS

Documents

- Core Curriculum
- Tafadzwa Independent Review
- Outdoor Code
- Documentation Study
- SAREX Guidelines
- Link Newsletters x 4
- Annual Report
- NZSAR Communications Audit

- Plan your trip
- Tell someone
- Be Aware of the weather
- Know your Limits
- Take sufficient supplies



Before you go

KNOW THE

CODE

Before you go into the outdoors get familiar with
New Zealand's Outdoor Safety Code

5 simple rules
to help you stay safe:

- 1 Plan your trip**
Seek local knowledge and plan the route you will take and the amount of time you can reasonably expect it to take.
- 2 Tell someone**
Tell someone your plans and leave a date for when to raise the alarm if you haven't returned.
- 3 Be aware of the weather**
New Zealand's weather can be highly unpredictable. Check the forecast and expect weather changes.
- 4 Know your limits**
Challenge yourself within your physical limits and experience.
- 5 Take sufficient supplies**
Make sure you have enough food, equipment, clothing and emergency rations for the worst-case scenario. Take an appropriate means of communication.

For more information visit www.outdoorsafetycode.co.nz

Volunteer Study

1. Demographics – could target more females and more people in the 20-29 age bracket
2. Impact – during 09/10 volunteers provided 542,367 hours (260.8 FTE)
3. Motivations – confirm the FRSITO study of altruism, but also note the consumption motivation, especially with training and retention issues
4. **Common issues** – mainly relate to the use of the volunteers' time with training and non-SAR workloads. Relationship issues are improving. Some personal cost, recruitment and retention issues. Response was uniform that new volunteers need to have a good induction process. **Would like a full time Police SAR Coordinator in each District.**
5. Linkages – no new linkages identified

NZSAR Workshops

Completed 6 workshops in past financial year

- ✓ **Land Communications** 25 people Wgtn, Oct 09
 - ✓ **Hoist** 120 people Ohakea, Nov 09
 - ✓ **Wander** 44 people Akld, Mar 10
 - ✓ **Marine SAR** 113 people Wgtn, May 10
 - ✓ **Avalanche SAR** 48 people Twizel, Jun 10
 - ✓ **On Scene Coordinator** 53 people Wgtn, Jun 10
-
- Total of 403 people attended the workshops
 - Each workshop addressed specific issues
 - Noticing positive shift within SAR sector culture

Workshops planned for 2010/11

SAR Technology Challenge

- Wellington, 6 – 7 December 2010
- 20 – 30 people
- To identify and share knowledge about existing, new and potential technologies that may be applicable to the NZSAR environment
- This is NOT a trade show

SAR Trainers and Educators

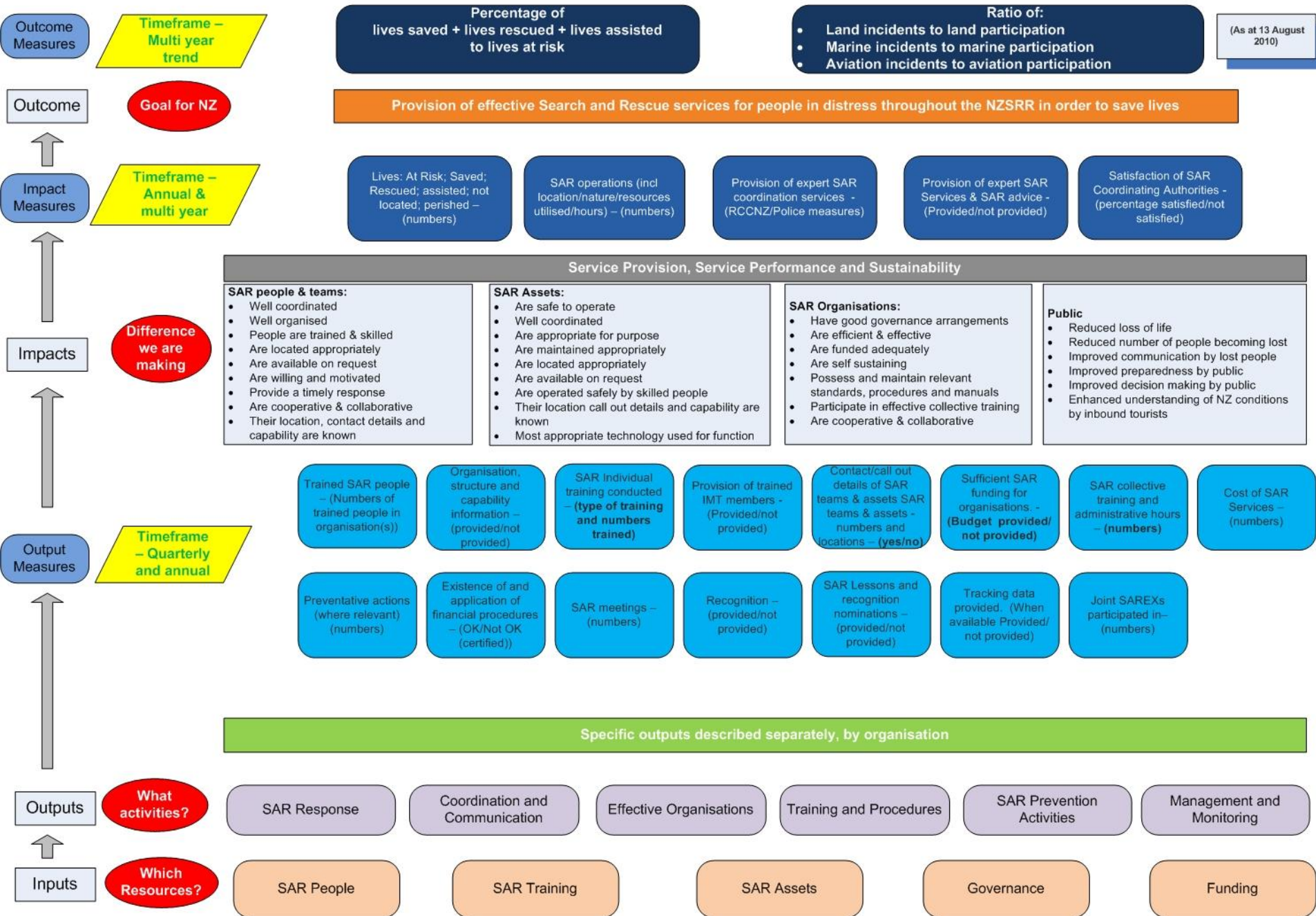
- TBC, March 2011 (2 days)
- 20 – 30 people
- For SAR educators and trainers to align them with the NZSAR core curriculum, progress training efficiencies, and to identify future challenges

SAR Aviation

- Wellington (RCCNZ), June 2011 (2 days)
- 40 people
- For SAR aviators (rotary and fixed wing) to discuss SAR aviation requirements, limitations and safe practice

New Zealand Search and Rescue Service Level Agreement Performance Measurement Framework

(As at 13 August 2010)



2009/10 Example

Possible SAR Performance Measure

Lives [initially identified as being] at risk = 3,603

	Number	As a percentage of lives at risk
Lives Saved	280	7.8%
Lives Rescued	871	24.2%
Assisted	1,595	44.3%
Saved + Rescued	1,151	31.9%
Saved + Rescued + Assisted	2,746	76.2%
Perished	218	6.1%

18% of people initially identified as being at risk were either not located, or found to be not at risk

2009/10 Example

Possible Sector Performance Measure

Mode	Participation	SAR Incidents by Mode	Ratio of Incidents to Participants / Flights*
Land Number of people engaged in outdoor recreation activities	1,336,383 Participants ¹	1,047	1 in 1,277 Participants
Marine Number of people involved in pleasure boat activities	1,500,000 Participants ²	996	1 in 1,506 Participants
Aviation Number of flights	1,000,000 Flights ³	266	1 in 3,759 Flights

* There can be more than 1 participant involved per incident in land & marine modes

¹ NZSAR & MSC Outdoor Recreation Participation Study

² MNZ Boating Safety Strategy

³ Airways New Zealand

National SAR Support Programme

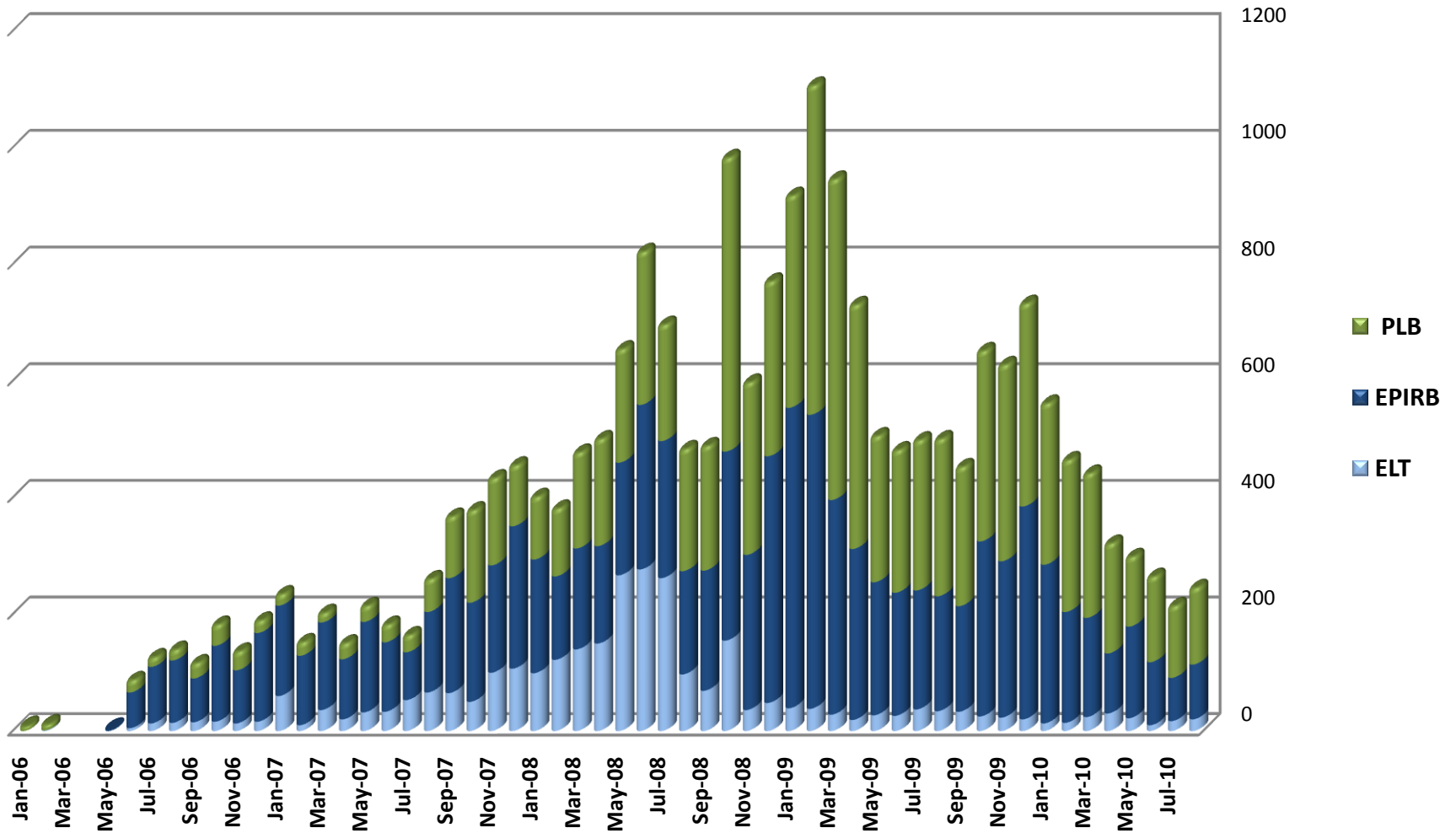
Intend to:

- Develop and run 2 – 3 OSC courses
- Run fixed wing air obs refresher, 6 courses, 116 people
- Run rotary wing air obs refresher, 7 courses, 112 people
- Run fixed wing air observer training 1 course, 30 people
- Support 10 Police District major SAREXs (\$5k each)
- Support SAR sector prevention initiatives
- Redevelop incident management courses (topic 14)
- Develop the NZ Operational SAR Plan

Beacons

NZ Beacon Registrations

Total = 22,231





NZSAR-RESOURCES

New Zealand Search and Rescue Resources Database



[home](#) [MAP](#) [list](#) [update](#) [contact](#)

Terrain Map **Satellite** Hybrid

BASIC FILTER

- All Resources
- Marine
- Air
- Land
- Agency
- Other

[Goto Full Screen](#)



Position : 38° 42.16' S, 178° 5.30' E (WGS84 - DD° MM.mm)

[Change SideBar](#) [Datum](#) [Grid](#) [Marker](#) [Rings](#) [Reset](#)

- Marine
- Air
- Land
- SAR Agencies
- Other

POWERED BY

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QUICK CONTACT - RESCUE COORDINATION CENTRE NEW ZEALAND

Tel: +64-4-5778030 Fax: +64-4-5778038

Email: RCCNZ@maritimenz.govt.nz

[New Zealand Government](#)

NZSAR Information

www.nzsar.org.nz

Contact

d.ferner@transport.govt.nz

c.vandermeulen@transport.govt.nz

nigel.clifford@maritimenz.govt.nz

bruce.johnston@police.govt.nz

gerard.prins@police.govt.nz



Torres Strait Marine Safety Project

NATSARCON 34-4-2

Date: 30 September 2010

Originator: AMSA

Establishing an AMSA presence

- Executive Summary** In September 2009 AMSA decided to establish a presence at Thursday Island in the Torres Strait for a two year trial period. This paper update on the establishment of the Community Liaison Officer (Maritime Safety) and ongoing activities.
- Action to be taken** For information.
- Related Documents** WP 33-4-7 Torres Strait Marine Safety Project (AMSA)

Background

1. Torres Strait has long been identified as an area of particular interest for maritime authorities. AMSA and Maritime Safety Queensland (MSQ) in 2005 initiated a joint Torres Strait Marine Safety Program managed by AMSA, MSQ and the Torres Strait Regional Authority (TSRA) to provide boat safety education programs tailored to the needs of the community.
2. The TSMSP now includes the Queensland Police Service, and Papua New Guinea through the National Maritime Safety Authority (NMSA).



Community Liaison Officer – Thursday Island

3. Council meeting 33 (2009) was advised of AMSA’s intentions to establish a presence at Thursday Island for a trial period of two years to join Frank Thomson, the MSQ officer already established there. The new AMSA Community Liaison Officer (Maritime Safety), Mr Adrian Davidson, started in April 2010. Together Frank and Adrian are active in a programme of *Boatsafe* courses, visits to regional schools, and attendance at community events to promote small boat safety. Their community liaison responsibilities extend throughout the Torres Strait and the northern Cape York Peninsula.
4. Mr Davidson has experience in the region. From 2000-2003, he served in the Torres Strait as a Queensland Police officer with the Water Police. He then worked with the Great Barrier Reef Marine Park Authority managing responses to foreign fishing, in partnership with Border Protection Command and the Australian Fisheries Management Authority.
5. Together, the MSQ and AMSA officers have engaged with Torres Strait and Cape York schools to deliver and present boating safety material within their maritime studies curricula. Through attendance at open days, community events and local schools demonstrations of using flares and safety boating workshops have been undertaken. They have worked closely with the TSRA Language Centre to ensure the appropriateness and effectiveness of the existing and newly- developed material.





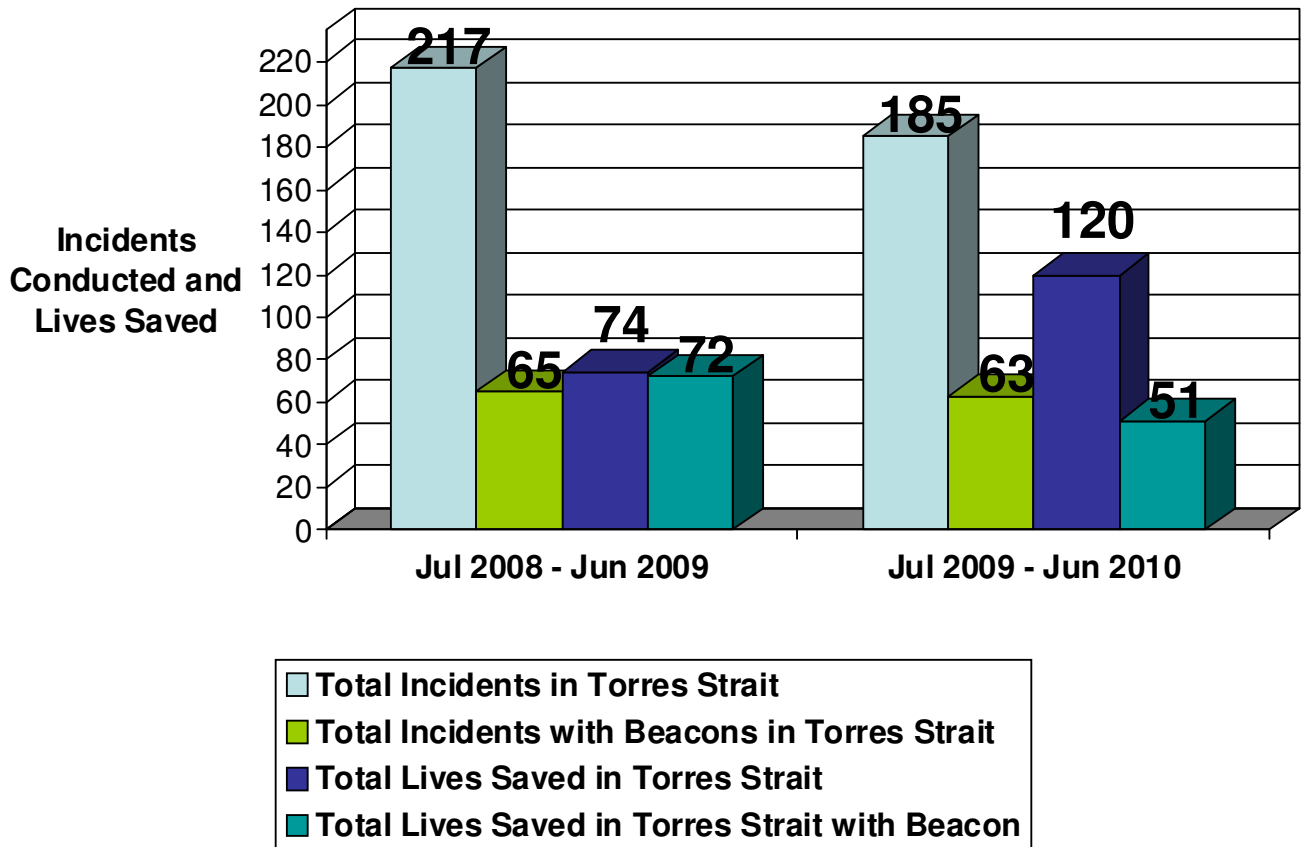
MSQ's Frank Thomson, AMSA CLO Adrian Davidson and friend at Porumba School

Beacon Purchases

6. The TSMSP has already provided over 350 EPIRBs for distribution to Torres Strait communities at a discounted price, both to encourage use of the devices and to assist with the changeover from 121.5 to 406 MHz beacons.
7. Additionally, AMSA has worked closely with beacon manufacturers to encourage the development of a manually activated GPS EPIRB not previously available, specifically in support of the TSMSP but of significant benefit to other recreational boaters around Australia. AMSA is in the process of providing an additional 250 of these newer beacons to continue the program.

AMSA statistics

8. The figure below compares the two financial years 2008-09 and 2009-10. Statistics are drawn from AMSA's Rescue Coordination Centre and therefore present an AMSA view of Torres Strait SAR activity. The figures are not coincident with Queensland Police statistics, although both organisations would identify similar trends.



The reduction in total number of SAR incidents is encouraging, although that needs to be tempered by acknowledgment that the cessation of satellite processing for 121.5 MHz distress beacons in February 2009 would also have affected the results. AMSA attributes the large increase in "lives saved" to an increasing number of SAR operations for vessels from Papua New Guinea with comparatively large numbers of people aboard. Extending the TSMSP to cover PNG is accordingly a high priority.

9. A separate analysis considered the ratio between beacon activations for real distress purposes and activations that were assessed to be hoax or inadvertent. In 2009-10 the ratio in the Torres Strait community was 1 : 0.7, i.e. less than one inadvertent for each genuine activation. By comparison, the ratio for Queensland was 1 : 2.3, and for the Australian SAR region it was 1 : 2.7. Additionally, 80% of beacons activated in the Torres Strait had been registered, whereas AMSA would estimate the national figure around 70%.
10. These statistics indicate the Torres Strait community to be a more disciplined group of users than the wider Australian community. The registration figures are probably a direct result of the TSMSP as registration details were captured at the point of sale for discounted beacons.

Future developments

11. The MSQ and AMSA officers plan to extend their reach into the Torres Strait islands by cooperating with the Australian Customs and Border Protection Service (Customs) missions by Customs vessels and by helicopter, in addition to Police and MSQ assets provided by Queensland. Provision of safety education on the PNG coast of the strait is a high priority in conjunction with officers of the NMSA.
12. In terms of small boat safety, the challenge remains to improve sea safety awareness and provide suitable resources in the region. Undertaking a Gap Analysis of boating safety educational material allowed for the redeveloping and enhancing of existing programs. Through survivor de-briefs and analysis of SAR operations, trends in non-compliance and boat safety issues might also be identified and highlighted in the training packages.

Recommendations

13. That members note the:
 - a. issues raised in this paper;
 - b. the significant safety education cooperation which is occurring in the Torres Strait between the TSRA, MSQ, AMSA, QPS and PNG; and
 - c. consider whether there are other discretely identifiable communities for which a focused campaign might be warranted.



Australian Search and Rescue Consultative Forum

NATSARCON 34-5-1

Date: 1 October 2010

Originator: AMSA

Summary

Executive Summary

The Australian Search and Rescue Forum meets biennially, in March and September each year. The Forum is comprised of representatives of peak bodies whose members are likely to become customers of the SAR System in Australia and New Zealand.

Action to be taken

For information.

Background

1. The Australian Search and Rescue Consultative Forum met in Canberra in March 2010 and will conduct the second session in November. The timing was changed to synchronise with the scheduling of members.

13th Meeting – 31 March 2010

AMSA

82 Northbourne Avenue, Canberra

2. The key topics of discussion were:
 - a. Concern regarding the increasing costs and manpower shortages in the shipping industry. The Australian Shipowners Association now lists 32 Australian owned vessels and this may decline further if action is not taken to improve areas such as recruiting.
 - b. Development and expansion in training programmes offered by Yachting Australia with a 30% increase in the rate of Safety and Sea survival courses offered to the general public.
 - c. The Australian 4 Wheel Drivers have also expanded their training courses with larger numbers of the general public attending. The benefits of these courses are being seen in better trip planning, including greater consideration of supplies and communications. Being prepared to survive is also a key message for those venturing into the bush.
3. Other areas highlighted were:
 - a. The increasing emergence of electronic charts in the maritime environment, which may or may not be as correct as paper charts. The lessening of familiarity with the area when presented solely in electronic form was also noted by the 4WD Association.
 - b. The value of tracking of vessels, aircraft and vehicles was emphasised as positional information is essential in forming a SAR response. Yachting Australia and other marine agencies are encouraging vessel tracking systems not just during races but also during repositioning voyages.



- c. The uptake of Personal Locator Beacons in the land environment continues with members of public recognising the benefits of not only carrying a distress beacon but also in the advantage of a GPS enabled beacon. 25% of the database is made up of PLBs with GPS models representing 80% of that figure.
4. The March Meeting was the first opportunity for members to visit the newly relocated Rescue Coordination Centre, after the closure of the meeting, tours were conducted of the new building, especially the school, RCC and the Environmental Protection section.

Summary

5. The ACF serves a valuable purpose in bringing together the representatives of the peak recreational bodies. Invitations have been extended to prospective new members, Bushwalking Australia, with representatives to attend their first meeting in November.



Improving Land Safety Awareness

Report of Meeting

Summary

NATSARCON 34-5-2

Date: 29 September 2010

Originator: AMSA

Executive Summary	Improving community awareness of safety when undertaking recreation activities in the land environment.
Action to be taken	For discussion and information.
Related Documents	WP34-7-1 Distress Beacons – an update

Background

1. Even before the *switch to 406* campaign (2000 – 2009) Australians had embraced the use of 121.5 MHz distress beacons in the land environment. These were mainly Emergency Position Indicating Radio Beacons (EPIRBs) or smaller units known as ‘personal EPIRBs’. EPIRBs are beacons specified for maritime use. Uptake in the recreational sector, campers, 4x4 drivers and wilderness walkers continues, with concerns over the lack of regulation and awareness regarding distress beacon use and appropriate trip planning and preparation.

Stakeholder Engagement

2. AMSA has traditionally focused on marine safety education and has supported the Australian and New Zealand Safe Boating Education Group (ANZSBEG) for many years. AMSA also convenes a search and rescue (SAR) consultative forum. It is an advisory body formed with a range of peak bodies including Yachting Australia, Recreational Aviation Association – Australia, Aircraft Owners and Pilots Association, Australian Air Transport Association, Australian Shipowners Association, Shipping Australia, Regional Aviation Association, Australian National Four Wheel Drive Council and more recently, the Outdoor Council.
3. The forum meets twice a year to provide feedback on SAR incidents and to leverage their distribution systems to get important messages to their stakeholders.

Survival is not just about PLBs

4. AMSA is not necessarily best placed to educate the public about safe operations in the bush, or in small boats and aircraft for that matter. However, AMSA can and does make input to publications and education material about planning for survival, about the need for two-way communications as the primary means to raise an alarm, and about the likely response of the SAR system when a distress alert is received.
5. More generally, new satellite tracking devices are being developed that incorporate communications and distress alerting features. Some of these devices will also prove useful



and AMSA seeks to engage with the designers and manufacturers to optimise the way in which they interact with the wider SAR system.

National parks and wildlife organisations

6. AMSA has engaged a number of State and Federal Parks and Wildlife agencies with respect to effective distress beacon registration. The 406 database is being modified to make PLB registration for these groups and beacon hire companies easier. There is potential for park administrators to make rules about park entry, behaviours and PLB carriage, although there is currently no evidence that they would enforce those rules. Depending upon the location and communications facilities there may well be more appropriate devices than distress beacons.
7. The 2009 National SAR Council meeting noted the NSW Police Service paper on PLB loan arrangements for various locations in the Blue Mountains national park. This service is popular with users and has the benefit of providing an opportunity for SAR authorities to introduce a measure of education and information at the point of loan. NSW is looking to replicate the arrangement in other locations in the State, and Tasmania also has a similar arrangement. As Chair of the Council, AMSA intends to seek a more common national approach to PLB loan arrangements.
8. This appears to be an arena where Council leadership could assist action towards equipping users of the parks with an appropriate suite of communications, tracking and distress alerting devices. Focusing on the more rugged and heavily forested terrain typical of parks would address the higher risk land environments first (where people are more likely to get in trouble, are harder to find, and access is difficult). Parks are geographically defined and have State jurisdiction and patrol / compliance arrangements in place already, and generally there is no population in place that would need to be exempted.

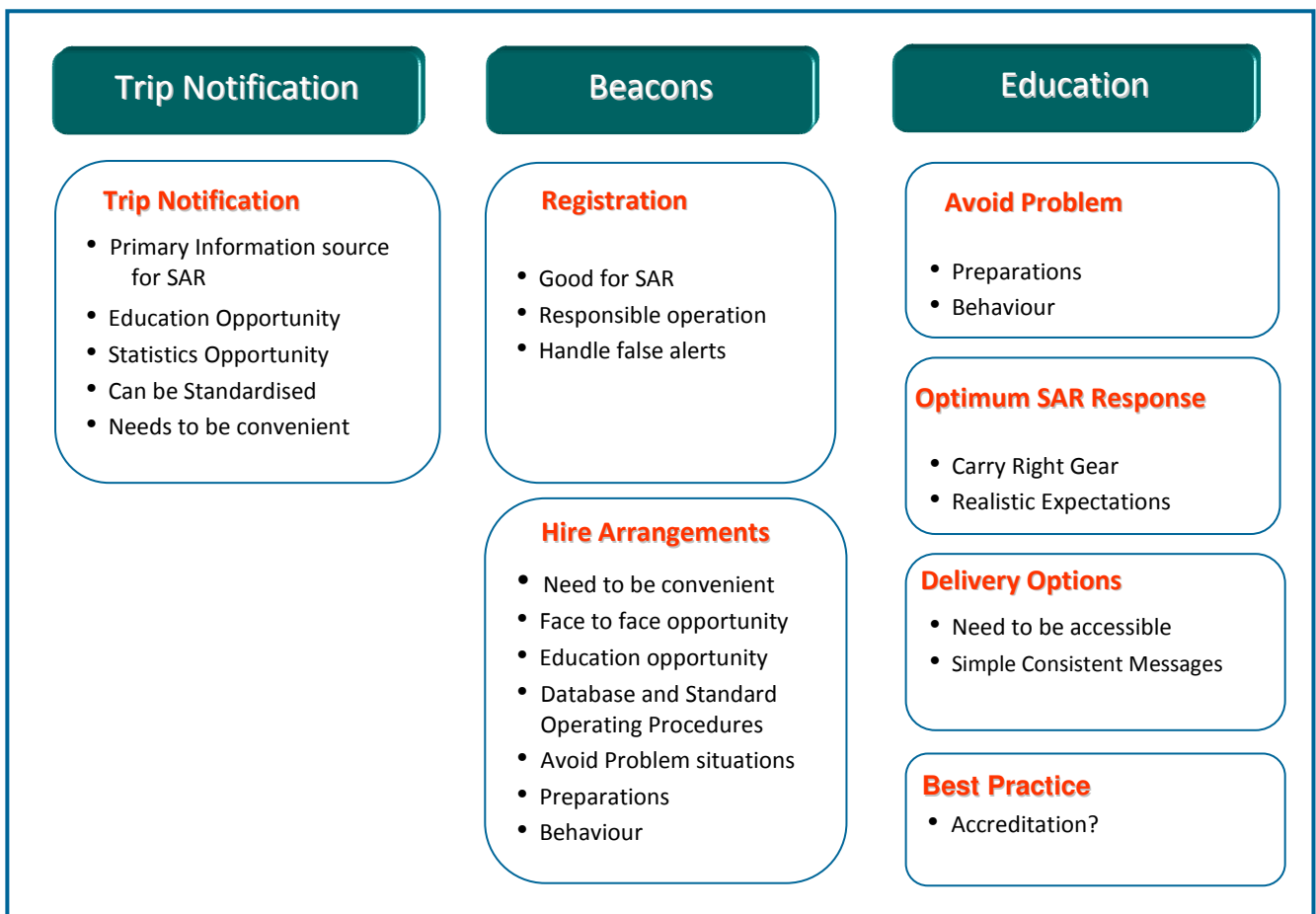
Desired Outcomes

9. Through engagement with State authorities and a series of workshops, bringing together police and national park administrators, AMSA's intention is to focus upon assisting users to understand the distress devices available, the benefits from choosing the right one and the need to register.
10. Other considerations that will be addressed during the workshops is the targeting of "hot spot" areas, the assessment of distress beacons and distress alerting devices available for hire and education campaigns to alert members of the community to the availability of such programmes.
11. During the first meeting on Friday 9th July, the following topics were discussed:
 - a. the programmes currently in place,
 - b. case studies relevant to the situation, and
 - c. identification of challenges and improvement opportunities.

12. By developing partnerships through the members of the meeting, a unified approach to Safety Messages, Standardised trip intention forms and the recording of data was outlined. Actions arising from the meeting were:

- a. The creation of a national TREK website that links to relevant sites for ease of use;
- b. Form an email Correspondence Group between group members;
- c. Develop standardised safety messages;
- d. Develop standardised trip notification form;
- e. Engage with National SAR Council, Parks Forum and other stakeholder groups; and
- f. Collect and analyse statistics. (AMSA and Police via National SAR Council).

13. The report of the meeting is attached



Summary

14. The acknowledged value of distress beacons in the Australian land environment is shown in the high per capita rate of users of distress beacons. In keeping with this awareness is the recognition of the benefit of GPS capable beacons - GPS PLBs now represent 80% of registered PLBs. In common with many countries, there are weaknesses in the regulation of carriage and registration of PLBs for land use. Internationally, this is most commonly addressed by the national spectrum management agency through appropriate licensing.

15. AMSA continues to consult with stakeholders and manufacturers, to attend events that offer engagement and education opportunities, and to project its own messages through the safety education program.
16. Working with retailers to improve point of sale education, information and registration is an aspiration but may be frustrated by the sheer magnitude of the task.

Recommendations

That members:

- a) **Note** the report of Meeting, and
- b) **Note** the intended actions to promote Land Safety Awareness in the recreational community.

Attachments:

Report of Meeting *Promoting Safety and Awareness in the Land Environment*, 12 July 2010



12 July 2010

Promoting Safety and Awareness in the Land Environment

Victoria Police SAR Unit, 100 Nelson Place Williamstown

Friday 9 July 2010

Attendees:

John Young - AMSA (Chair)

Amanda MacKinnell – AMSA (Secretary)

Colin Barr – AMSA

Inspector Ian Colless – Blue Mountains Land Area Command

Glen Meade - NSW Parks Representative

Inspector Steve Guilmartin – Victoria Police

Senior Sergeant Barry Gibson - Victoria Police

David Reid – President, Bushwalking Australia.

Frank Zgoznic – Convener Bush Search and Rescue Victoria

Rik Head – member of Alpine Search and Rescue

Inspector Ross Paine –Tasmania Police

Keith Vanderstaay - Tasmanian Parks & Wildlife Service Representative

Peter Hopkins – Marine Safety Tasmania Representative

Apologies:

Peter Livitsanis - Victoria National Parks Representative



Quality
Endorsed
Company



Environmental
Management



Occupational
Health & Safety

Discussion

The meeting opened at 9.45 with John Young, acting Chairman, welcoming all the attendees and taking the opportunity to thank the Victoria Water police for their efforts in running the day, and their hospitality in hosting the meeting. The Chairman presented the agenda (attachment 1) and outlined the scope of the meeting, drawing upon background reading material (attachment 2) provided prior to the meeting to outline the Australian Maritime Safety Authority's position regarding safety in the land environment.

The attendees introduced themselves and described their specialisations and concerns regarding the safety of the public when using the National parks.

The discussion then centred on the objectives for the meeting:

- Identify areas that would benefit from mutual support and coordination
- Develop action plans

It became readily apparent during the discussions that there were common points of focus for each agency.

Common themes identified

- the need to capture and manage trip intention data;
- ensuring that those who were most at risk were able to source distress beacons;
- development of education programmes to alert users of the hazards in the national parks;
- suitable equipment; and
- conducting appropriate planning prior to venturing into the parks.

General concerns

The meeting agreed that encouraging the uptake of Personal Locator Beacons (PLBs) does not by itself represent a solution to the safety and search and rescue concerns noted within the national parks and by the outdoor recreational community. Observations on the uptake and use of PLBs highlighted the following points:

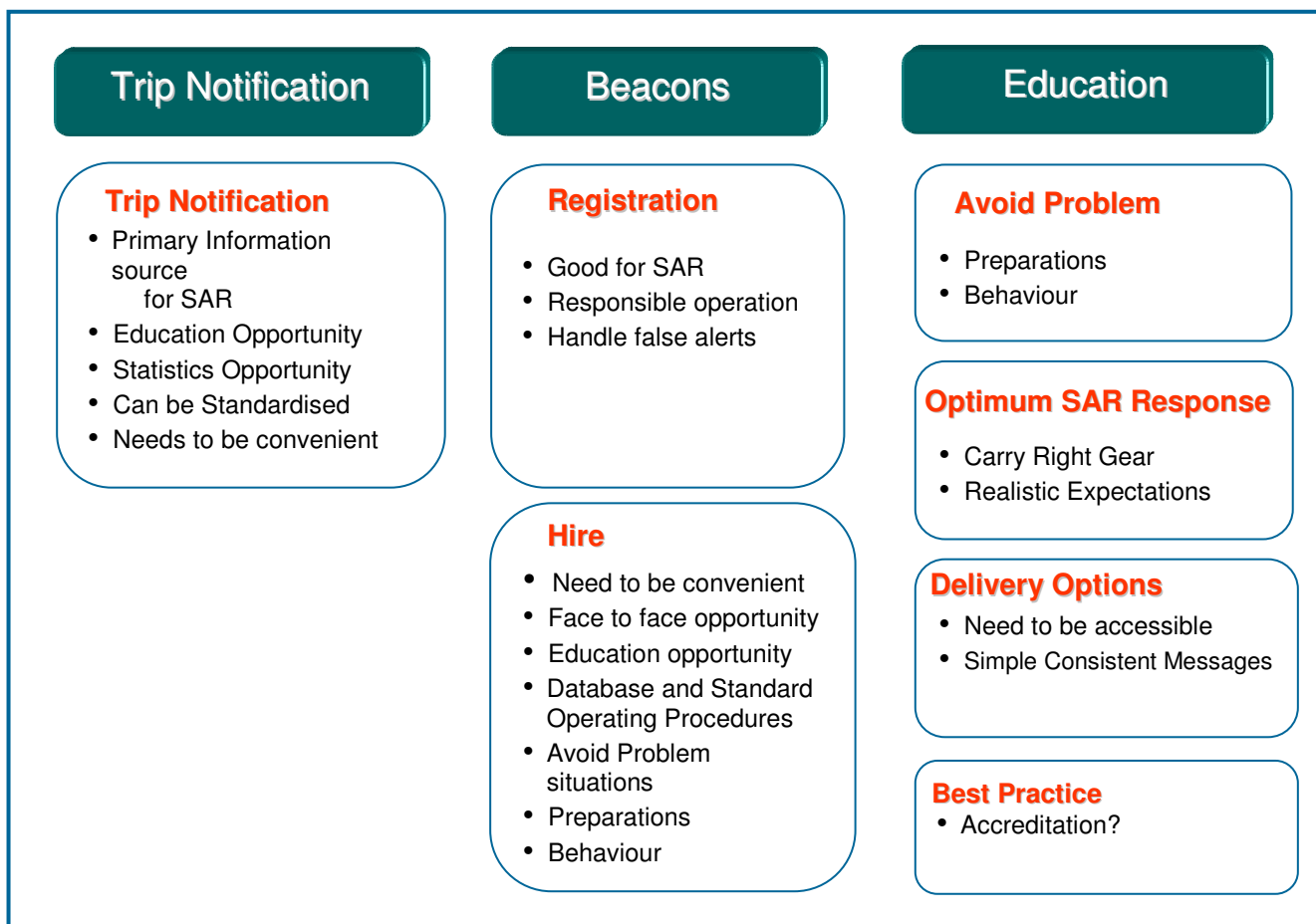
- significant number of unregistered beacons;
- non-transfer of ownership;
- malicious activations;
- accidental activations;
- false alerts;
- lack of a regulatory body to mandate carriage in the Land environment;
- increased PLB uptake by industry;
- expectation of an immediate response by the users; and
- the need for awareness of limitations due to location of satellites and terrain.

The Way Ahead

Three general themes emerged:

- Reinforce individual responsibility;
- Agency responsibility; and
- Identifying and targeting the common denominator user.

The keys areas of focus for further development were discussed with a view to standardising safety messages, trip intention forms and procedures.



By developing partnerships through the members of the meeting, a unified approach to Safety Messages, Standardised trip intention forms and the recording of data was outlined.

Actions

1. The creation of a national TREK website that links to relevant sites for ease of use;
2. Form an email Correspondence Group between group members;
3. Develop standardised safety messages;
4. Develop standardised trip notification form;
5. Engage with National SAR Council, Parks Forum and other stakeholder groups; and
6. Collect and analyse statistics. (AMSA and Police via National SAR Council).

Meeting Closure

The Meeting was noted as being mutually beneficial with new inter-agency contacts established. Of note was the link made between Marine and Safety Tasmania and the Tasmanian Bushwalking groups with mutual support proposed for future VHF antenna installations. The members agreed that the email correspondence group should be established quickly and a teleconference should be scheduled for six weeks hence to review progress on the action items.

With a final thank you to all the attendees, and to our hosts, the meeting was declared closed at 1515.

Attachments

1. Agenda Friday 9 July 2010
2. *Use of Personal Locator Beacons in the Land Environment*, reading paper, AMSA
3. *Land Safety Awareness Meeting*, PowerPoint Presentation, AMSA
4. *Think Before you Trek*, PowerPoint Presentation, NSW Police



SAR Statistics

Analysis and Consideration

NATSARCON 34-5-3

Date: 1 October 2010

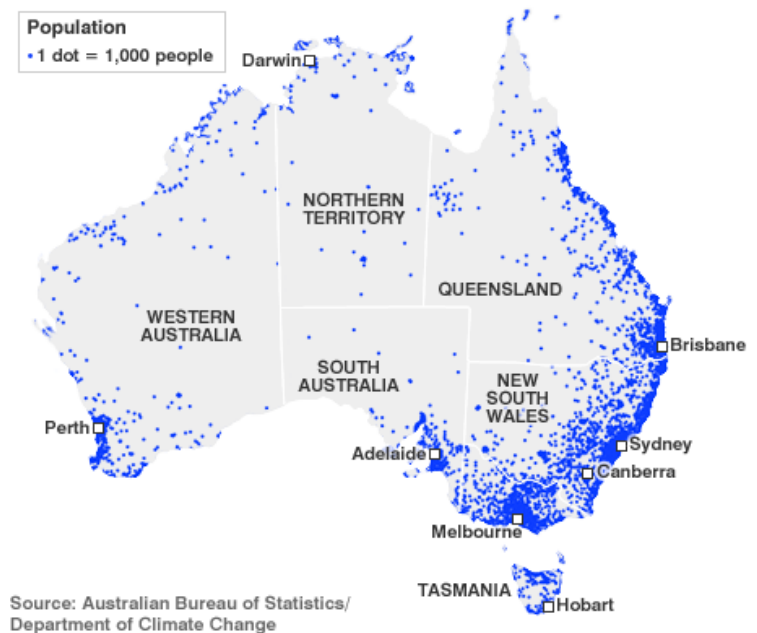
Originator: AMSA

Summary

- Executive Summary** The collection and analysis of the activities of the SAR system is necessary to provide an accurate picture of rate of effort and to assist in resource planning.
- Action to be taken** For action, discussion and information.
- Related Documents** NMSC *National Boating Usage Study*, August 2010
[Australian Bureau of Statistics, Population Projections, Australia 2002-2011](#)

Australia's People

1. Australia's population of 22 million is concentrated in the south east, and 85% of Australia's population live within 50 kilometres of the coast¹. Australia's population is also aging, with a growing number of retirees.
2. Projections over the next five to fifty years indicate growth along the coasts of NSW, QLD and south-west WA. These areas are particularly attractive to retirees as they provide access to recreational activities.
3. A study by the National Marine Safety Committee (August 2010) suggested that recreational boating is a pastime of the mid-thirties and older. One in five recreational boaters is also aged over 61 years.
4. Increases in population are also anticipated on the north-west shelf and in the Nhulunbuy region, which can be explained by growth in the mining sector. This will fluctuate, depending upon economic conditions and the extent of the specific resources in the targeted areas. Annex A shows the population change around Australia 2002-2011.

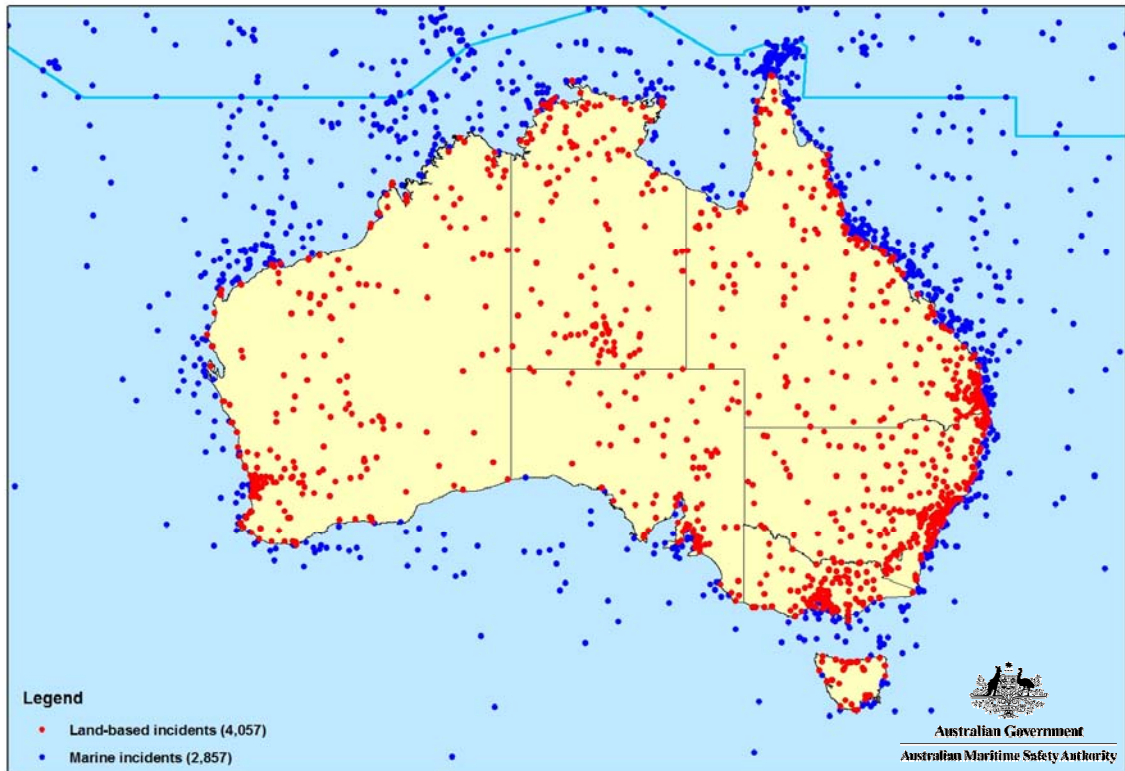


¹ Australian Bureau of Statistics, 14th National Census of population, held 2001.

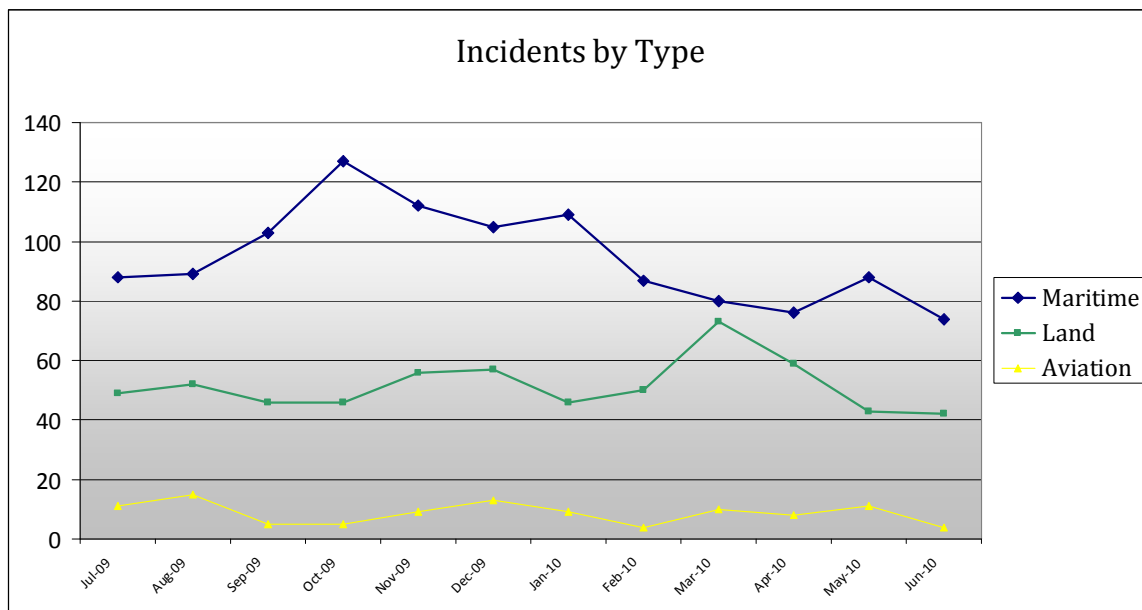


AMSA SAR operations and coordination

5. SAR incidents recorded by AMSA for the land and marine environments around Australia during financial year 2009 – 2010 are shown below. The density of SAR incidents can be seen, broadly, to be associated with population density.



6. Examination of these incidents shows the effectiveness of a number of initiatives, especially in the promotion of 406 MHz GPS distress beacons. The effectiveness of the 406 Database is demonstrated in the large proportion of incidents - false alerts and inadvertent beacon activations - able to be resolved through phone calls. Additionally, the incidents represented in this diagram include information passed to ships experiencing medical emergencies, sightings of flares and other non-distress situations.
7. In 2009 – 2010, the Rescue Coordination Centre was contacted through a range of means: the Cospas- Sarsat system, emails, phones and ship reporting systems regarding 1861 actual incidents where some form of response would be required. For analysis purposes these were broken down into aircraft crashes, emergencies on land and at sea. Two thirds of these incidents were transferred to other agencies for coordination or were resolved prior to a response being launched; with AMSA taking coordination and actually launching response assets for 642 of the incidents.



- Shown by month, these statistics show a steady pattern of aviation distress situations, involving crashes of helicopters, light and ultra-light aircraft. Assistance was sought from police authorities and volunteer units to conduct searches and aid survivors. Maritime activities tend towards the seasonal, as more recreational activities occur in the summer months. The spike in land incidents in March may be associated with holidays preceding the Easter weekend at the beginning of April. Anecdotally, the AMSA RCC knows Easter as typically a busy time.

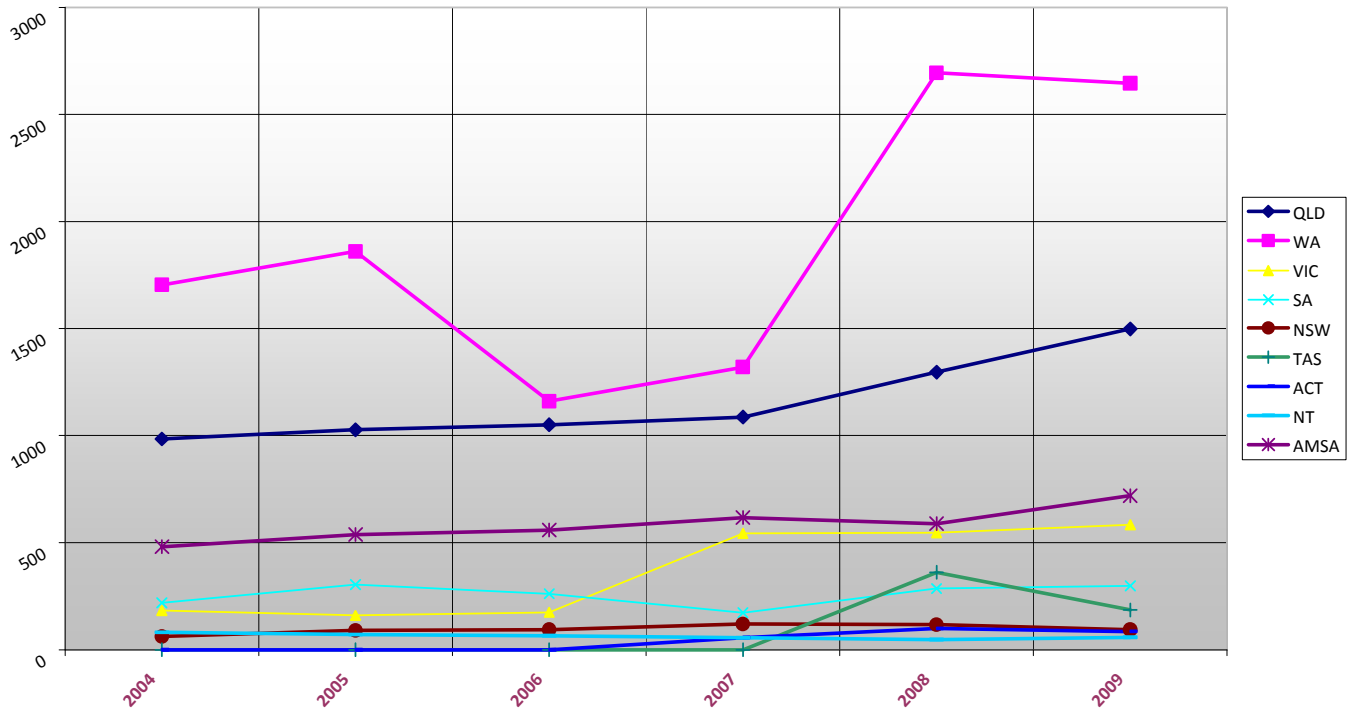
Operations by SAR Authorities

- The challenge in compiling statistics regarding rate of effort by the State SAR authorities is complicated by the absence of standardisation in recording incidents. How incidents are classified and the determination of “person in distress” can lead to disparity in the reporting.
- For this first attempt at a national report, the Secretariat has elected to confine analysis to relatively simple and reliable numbers, i.e. total SAR incidents (including both land and maritime environments). Figures, where reported, are shown below:

	2004	2005	2006	2007	2008	2009	2010
QLD	985	1028	1051	1087	1297	1498	
WA	1704	1860	1161	1320	2694	2645	
VIC	184	160	175	543	547	584	23
SA	219	305	262	173	286	299	325
NSW	62	91	94	120	117	94	110
TAS					362	186	
ACT				57	99	85	60
NT	81	71	65	56	47	58	70
AMSA	481	538	559	617	589	720	642
Total	3235	3515	2808	3356	5449	5449	1230

11. Taking these totals of SAR incidents and the number of searches conducted by AMSA annually, a graph showing trends over the past six years can be formed.

Australian SAR Operations



The dip in the WA statistics for 2006-2007 is due to corruption of the database.

Driving Factors of SAR incidents

12. The Secretariat has considered the reporting from AMSA and the States / Territories, and the results point to certain factors driving the efforts of SAR system members. Growth in the number of distress alerting devices and false alerts received from those devices is reflected in the number of SAR events recorded. Activations of 121.5 MHz distress beacons incorrectly disposed of in tips still occurs, however as the population of these beacons is declining, response to such incidents will continue to decline.
13. One area of specific concern and consistently identified by State police as increasing is the number of searches conducted for persons wandering due to mental illness.

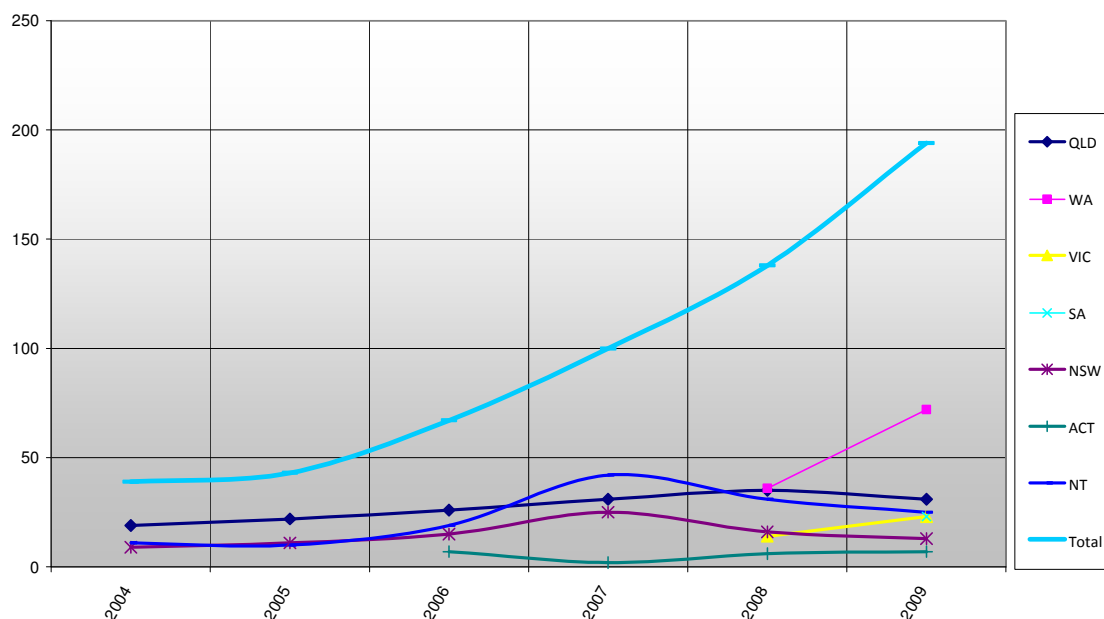
Mental Illness

14. This issue, whether depression, dementia, Alzheimer's or another condition, affects the entire Australian community and already receives national attention through education programmes and funding. The steadily growing number of persons diagnosed with dementia is known to be placing a demand on our health systems and carers. Certain areas of the community are more vulnerable to mental illness, whether through age, family background or gender.

15. Information from the [Alzheimer’s Research Institute](#) indicates that in 2008 there were 227,300 people diagnosed with dementia, expected to be 731,000 by 2050 unless there is a medical breakthrough.
16. Where reporting by State authorities has specified the cause of incidents, the significance of search and rescue actions for wanderers, suffering from mental illness, can be seen.

	2004	2005	2006	2007	2008	2009
QLD	19	22	26	31	35	31
WA					36	72
VIC					14	23
SA						23
NSW	9	11	15	25	16	13
ACT			7	2	6	7
NT	11	10	19	42	31	25
Total	39	43	67	100	138	194

Search Efforts for Persons with Mental Illness



State reporting for searches involves persons with Dementia and other mental illnesses

17. The increase in incidents due to searches for persons, where a mental illness has caused them to wander, may be explained by the enhanced availability of statistics for comparison. Continued observation of search and rescue response could reveal the extent to which such wanderers are calling upon police search teams in both the short and long terms.
18. The distribution graph for population change shown at Annex A is an indicator of the places in southern Australia and Queensland where retirees entering an age range where they are more likely to be affected by age-related mental illnesses are settling. In the main, however, these regions are well populated and therefore relatively well served with police search and rescue resources already.

19. The Council might consider whether further work is warranted in this area, such as additional capture of statistics, cooperation with health authorities, safety education campaigns, or exercising influence over technologies that could assist the SAR responders.

Recommendations

20. that members :
 - a. **note** the statistics presented;
 - b. **consider** refinements desired for the 2010-11 year currently in progress; and
 - c. **decide** whether any specific research is warranted.



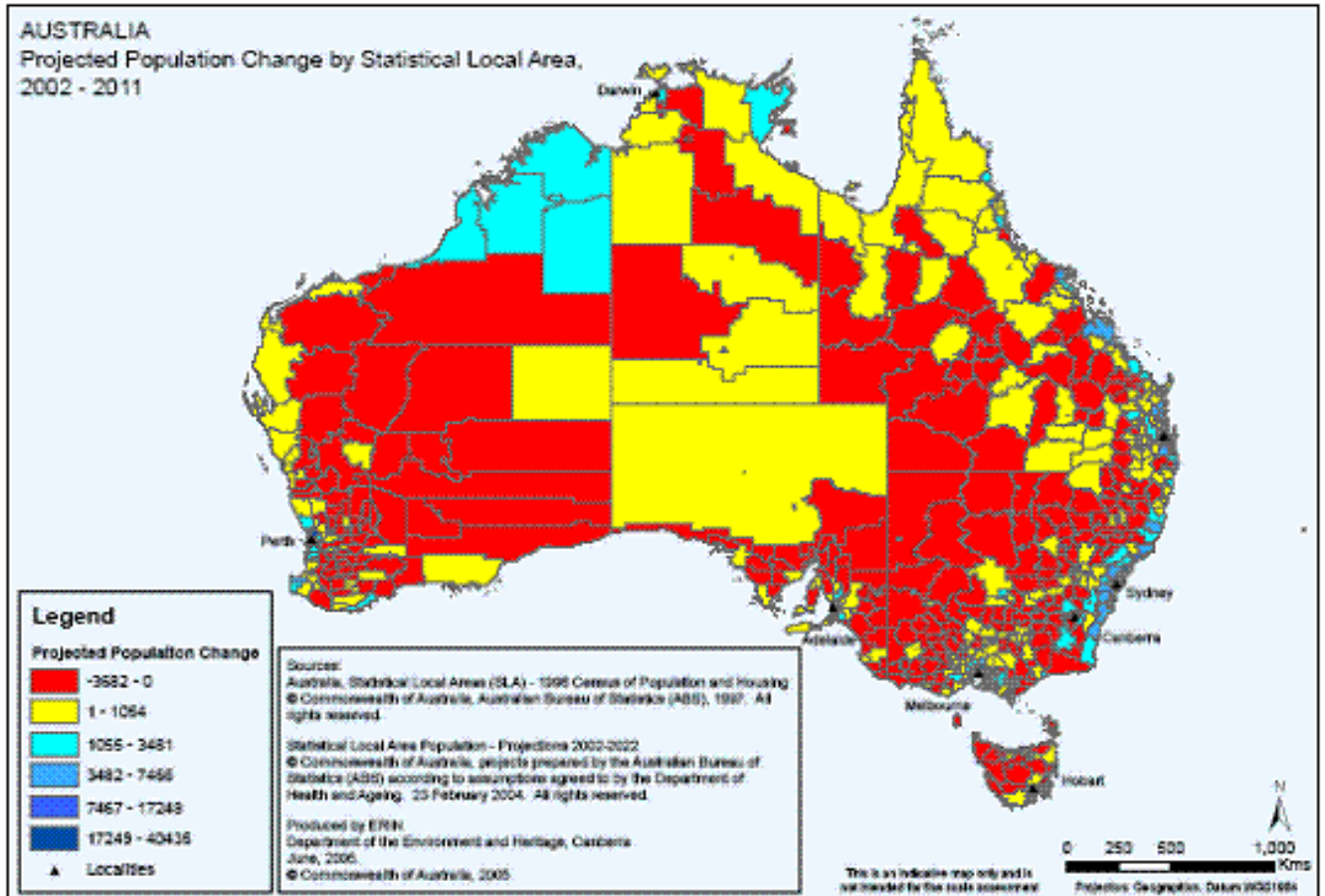
SAR Statistics

Areas of Anticipated Population Growth

Annex A to NATSARCON 34-5-3

Date: 5 October 2010

Originator: AMSA





NATIONAL SAR COUNCIL

A Strategic Perspective

Summary

Executive Summary

The national SAR system performs a range of essential services through collaborative efforts of the national, state and territory authorities. This national initiative requires periodic review to identify areas for cultivation in order to maintain parity with changing demands. This paper is tabled to stimulate thinking regarding the needs and focus of future review processes. Members are invited to submit suggestions to the Secretary in advance of the meeting to further facilitate discussion.

Action to be taken

For discussion and action with a view to forwarding the results to ANZPAA for consideration.

Related Documents

WP 34-5-5 Intergovernmental Agreement on National Search and Rescue Response Arrangements – Future Considerations

[Intergovernmental Agreement \(IGA\) on National Search and Rescue Response Arrangements](#)

Appendix B, National Search And Rescue Manual, 2010

AMSA's *Strategic Vision* 2010-2025

Purpose

1. The purpose of this paper is to generate Council goals and actions for improvements to the national search and rescue system.

Background

2. The council has previously recognised the need to review SAR arrangements leading, for example, to a new IGA in 2004 and a substantial revision of Chapter 1 of the SAR Manual in 2008. In the view of the Secretariat the changing SAR environment, technologies and capabilities facing us in coming years all point towards the need to, once again, take stock and review the national arrangements that the Council would like to see in place.



3. The stated purpose and assigned aims of the National Search and Rescue Council as laid down in the Inter-Governmental Agreement are:

Purpose

The mission of the National Search and Rescue Council is to develop and maintain an effective, efficient and integrated national search and rescue system that meets international obligations and domestic requirements.

Aims

The Council aims are to:

- oversee search and rescue arrangements within Australia’s search and rescue regions consistent with the National Search and Rescue Response Arrangements
- sponsor the National SAR Manual detailing agreed search and rescue response and coordination arrangements in Australia
- oversee the ongoing effectiveness of the cooperative arrangements between the search and rescue authorities.

Change in the SAR Environment

4. When considering of any future focus of the national SAR system, we should also consider the issues likely to impact and place demands upon SAR resources. For example:
 - The advent of a Single National Maritime Jurisdiction
 - Australia’s ageing population with a greater emphasis on recreational activities and higher incidence of wandering
 - Growth in confidence and undertaking of recreational activities further afield leading to greater demands on the SAR system
 - Emerging technologies which may interact with the SAR system
 - Achieving National standardisation in operating standards and technologies

Development and Discussion

5. It is proposed that the council discussion be structured through a process of:
 - (1) a ‘healthcheck’ of the current SAR system (through SWOT analysis);
 - (2) a discussion to identify future change in the SAR environment to which the system must respond; and
 - (3) a focused process (GROW) to lead the Council to decide “what’s next”.

Step One

Current System Healthcheck – SWOT Analysis

The assessment below is offered by the Secretariat for discussion.

Strengths

- Combined expertise of military, police and AMSA SAR practitioners, willing to discuss incidents, lessons learnt and develop improved methodologies
- Existence of a national forum in which to discuss, present and evolve national SAR procedures
- Commitment by members to developing the SAR system in Australia
- Complementary capabilities of Commonwealth, States and Territories working together to produce a complete SAR force as the occasion dictates
- Wholesale national commitment towards response effort in emergency situations

Weaknesses

- Absence of a comprehensive national exercise programme
- Procedural areas where a national approach has not yet been adopted
- Limitations imposed by the geography of population centres and positioning of SAR assets
- Incomplete statistical picture of the events and demands impacting upon the SAR system
- and, hence, limited capacity to influence safety regulation or allocation of SAR resources
- Ineffectiveness of “platform” based IGA to meeting emerging operational imperatives
- Complexities of remote area resourcing, training and exercising

Opportunities

- Uptake of emerging technologies can be synchronised to maximise interoperability
- Evolution of national strategies towards reducing the demand on the SAR system
- Fostering a relationship with newly developed National Volunteer Marine SAR Committee

Threats

- An ageing population undertaking increased leisure activities
- Growth in recreational activities – leading to greater demands on the SAR system
- Financial implications of global economic downturns

Step Two

Establishing What's Next

The Secretariat has found the GROW (Goals, Realities, Options, What's Next) to be valuable in assisting managers to move from aspirations to concrete plans. An example has been shown to illustrate the process and prompt additional points for consideration at the Council meeting.

Emerging from Strengths & Opportunities in SWOT
Emerging from Weaknesses & Threats in SWOT

Goals

These should be specific, measurable and realistic, expressing the Council's agreed position on the desired national SAR system arrangements.

- Establish a National Training Framework for all participants of the national SAR system

Realities

As a coordinative body, the Council can only deliver on goals to the extent that the resource of its parent agencies, legislation etc, permit.

- All agencies on the Council have constrained budgets and conflicting priorities, and there is no centralised resource readily available to undertake the task

Options

Ways of proceeding towards the desired goals, having taken realities into account.

- Development of a national framework for SAR training that can be adopted by participants in the national SAR system as their resources permit

What's next

"Next step" actions agreed by the Council – what when and by whom.

- task the National Police SAR Managers course directing staff and RTO (AMSA) with examining a nationally accredited SAR training system:
 - in conjunction with the National Volunteer Maritime SAR Committee and others as appropriate
 - including a special meeting of the directing staff in early 2011 if required
 - to provide a draft report to the Council out of session by June 2011
 - and to table a final report to the Council at the 35th meeting later in 2011.

Recommendations

6. That Council members:
 - a. note the intent of this paper
 - b. consider the areas of strategic analysis highlighted
 - c. identify additional factors to bring into the discussion
 - d. establish, through discussion, “What’s Next” and
 - e. agree that “What’s Next” be put to ANZPAA and the relevant jurisdictions for further development.



National SAR System

IGA Review

NATSARCON 34-5-5

Date: 30 September 2010

Originator: AMSA

Summary

Executive Summary	A proposal to review the Intergovernmental Agreement on National SAR Response Arrangements, in the light of developments since 2004.
Action to be taken	Agree to initiate a review of the IGA in the coming year.
Related Documents	Inter-governmental Agreement on National Search and Rescue Response Arrangements WP 33/3/2 406 MHz Distress Beacon Response Post 1 January 2011 WP 31/3/11 SAR responsibilities for State and Northern Territory based charter vessels

Background

1. The *Inter-Governmental Agreement on National Search and Rescue Response Arrangements* of June 2004 ("the IGA" - copy attached) was an incremental evolution from previous arrangements based on exchanges of correspondence that occurred in 1977. The basis for the SAR response arrangements was maintained, evidenced in Recital E of the agreement to continue with existing arrangements. The IGA brokered nationally uniform arrangements.
2. Since 2004 the Council has responded to developments in the SAR environment with its own initiatives and changes to the National SAR Manual (the Manual"). Further change is predicted and reflected below.
3. For example, WP 31/3/11 (Western Australia) identified that responsibility for large charter vessels operating from WA and the NT were not identified in the IGA. The Council decided to refine the Manual and explicitly defined charter vessels as a Police responsibility. Similarly, the Council also defined AMSA's responsibility for unidentified beacon alerts.
4. More recently, the Council identified that changes in distress alerting information for 406 MHz distress beacons had real prospects to impose higher response costs on Police SAR Authorities. The Council has represented the issue to the ANZ Policing Advisory Agency.
5. AMSA considers that, as a consequence of these developments, the IGA is becoming increasingly misaligned with what the Council might consider *good practice* in SAR operations, and with understandings about resourcing and costs for SAR operations. The Council itself may be at risk of moving outside the Ministerial mandates incorporated in the IGA. Hence, the purpose of this paper is to propose that the Council agree to initiate a review and update of the IGA in the coming year.



Developments affecting the IGA

6. There have been a wide range of developments since 2004 that are not reflected, or are imperfectly reflected in the IGA. These could include, for example:
 - a. Operational practices, in the Manual and in real responses, have increasingly shifted from the “platform-based” attribution of primary responsibility in the IGA towards a flexible approach based on the authority “best placed to coordinate”;
 - b. The Council has taken responsibility for the Land SAR Manual from EMA;
 - c. Police capabilities for maritime SAR have grown significantly in some States, particularly as a consequence of preparations for international events;
 - d. AMSA’s capability to respond with specialist fixed wing SAR aircraft support has grown significantly with the introduction of AeroRescue’s Dornier services; and
 - e. The uptake of 406 MHz personal locator beacons, and other satellite enabled notification devices, draws AMSA much deeper into SAR responses that would previously have been unequivocally Police responsibilities.
7. No single development lies totally outside the coverage of the IGA, although operational practices must come close. Nonetheless, the aggregate effect is to make the IGA appear outdated to SAR specialists, and not to communicate developments to non-specialists that might take the IGA at face value, such as incident investigators.
8. Additionally, there a number of relatively predictable future developments that could be considered in a review of the IGA. These could include:
 - a. Further evolution of satellite communications in tracking devices and mobile phones, and the implications for resourcing, costs and attribution of responsibilities in our cooperative national arrangements;
 - b. Growing demand for “land SAR” through remote area recreational and tourist activities, and from increasing numbers of dementia “wanderers”;
 - c. New national systems for maritime safety regulation of commercial vessels to be introduced from 2013. While regulatory change need not affect existing good operational practices in the Manual, the definition of Police responsibility for “fishing vessels and pleasure craft” in the IGA might look well out of place.

Considerations for a review of the IGA

9. The Council might, if it agrees that the IGA should be reviewed at all, consider the breadth of review that would be desired. Issues may be worth exploring could include:
 - a. Creation of reporting arrangements to those ministers that authorise the IGA so that they might, jointly and on a regular basis, consider the ongoing performance of the national SAR arrangements, and proposals for changes to them;
 - b. Explicit recognition of a Council duty to shape and improve national arrangements as a matter of good public policy, within defined boundaries but beyond simple “ongoing effectiveness” and “sponsorship of the SAR manual”;

- c. Evaluation of the existing “platform-based” attribution of primary responsibility, whether it still serves Australia well, and alternative propositions;
- d. Mandated duties regarding feedback from SAR experience to safety regulators; and
- e. Establishment of a funding arrangement through which the Council could commission work on its own behalf, such as independent reviews of incidents for business improvement purposes, or development of national training packages.

Next steps

10. It is proposed that a review of the IGA be initiated by the Council at this 34th meeting.
11. The Council might consider the breadth of the review in session. Clearly the timing and resourcing for a review would depend upon the extent of work to be undertaken. A minor piece of work based on bringing the IGA up to date but with minimum change could be advanced relatively quickly and agreed out of session during 2011. On the other hand, a more extensive review might require resourcing in FY 2011-12 for implementation during that year. The Council might consider these matters and decide the review scope.
12. Whatever the scope of the review, it is proposed that AMSA – as the provider of the Chair and Secretariat - would lead the review with all SAR authorities taking part. Individual Council members would need to advise their own organisations. The Council chair might be authorised to advise and engage ANZPAA to the extent warranted.

Recommendations

13. That the Council members:
 - a. **note** the developments that might make it appropriate to review the IGA;
 - b. **agree** to initiate a review of the IGA in the coming year, and indicate its scope;
 - c. **agree** that AMSA take the lead with participation from all Council members; and
 - d. **agree** that the ANZPAA be advised about the IGA review.

Attachment: Intergovernmental Agreement on National SAR Response Arrangements (2004)



National Volunteer Marine SAR Committee Report

NATSARCON 34/X/Y

Date: 29 September
2010

Originator: Chair
NVMSARC

Summary of Activities for past year

1. The Committee has met on two occasions. The inaugural meeting was held in Canberra and hosted by AMSA which was greatly appreciated. This meeting saw the adoption of the terms of reference which was circulated at the last NATSAR Council meeting held in Perth prior to this meeting.
2. Attendees of the first meeting were;

Paul Kimber	Manager, VMR Services FESA Western Australia
Darryl Wright	Manager, VMR Services South Australia
Harry Hubner	Manager, VMR Queensland
John Jacobson	President, VMR Queensland
Mike Vosti	State Chair, AVCGA Queensland
Craig Borschmann	SAR Coordinator, AVCGA Victoria
Glenn Finniss	A/Commissioner Marine Rescue N.S.W.

Observers

John Young	Manager, AMSA Emergency Response Div.
Colin Barr	AMSA, ERD, Manager, Planning & Business Support
Amanda MacKinnell	Secretariat, NATSAR Council

3. Chair of the Committee was selected as was the Treasurer and Secretary. Funds from a previous National Committee of about \$10,162.00, was transferred into a new account to assist the Volunteers attending these meetings.

4. Resolutions of the first meeting

Cessation of Monitoring 27 megahertz by Volunteers

General agreement of all that the cessation of monitoring 27 megahertz radio by Volunteers to occur by 2015. That all members take back to their State Committees and members and advise feedback to next meeting.

Need to establish Training Matrix and work towards a National Training Standard

General agreement that each State would provide a Training Matrix by the next meeting.

AMSA to host a webpage within the National SAR Council site. (to be developed)



The second meeting was hosted by FESA in Western Australia and coincided with the National Marine Safety Committee Conference and FESA VMR's Conferences.

Attendees ;

Chair	Glenn Finnis	A/Commissioner Marine Rescue N.S.W.
Treasurer	Paul Kimber	Manager, VMR Services FESA Western Australia
	Darryl Wright	Manager, VMR Services South Australia
	Harry Hubner	Manager, VMR Queensland
	Peter Smith	National Commodore Admin, AVCGA Queensland (representative)
	David Goldfinch	AVCGA Victoria
	Richard Burgess	AVCGA Tasmania (representative)
	Angela Martin	Secretary, NVMSARC, MRNSW

Observers

Amanda MacKinnell Secretariat, NATSAR Council
Robert
Jade
Dan

Resolutions

Cessation of 27 megahertz Radio monitoring by Volunteers by 2015.

General consensus was to go ahead with the planning for the cessation of monitoring 27 megahertz band by Volunteer Marine rescue Groups by June 2015. Enquiries to be made with ACMA re any issues raised by them and foreseeable issues re VHF Licensing issues to the boating public.

Sub Committee to establish a National way forward for VHF Marine Distress/ Calling networks

South Australia and NSW detailed their developments in a VHF marine Distress and Calling Network with NSW Detailing a need for a working SAR Channel and DSC Channel 70. NSW also detailed the need for this to be able to be monitored by both Police and AusSAR and this could be done through a RoIP/ VoIP. Also discussed was Repeater networks and vessel tracking systems. By putting a National vision together a possible National Sponsor may be sourced.

Invitees will be State reps, AMSA and ACMA.

National Training Standard for Volunteers

Again discussed each State will take WA's and NSW's Matrix's away and come back at the next meeting. The AVCGA will invite Committee members to the next AVCGA National Training Review and Assessment Committee (NATRAC).

General Discussion

Need for a Committee Strategic Plan all agreed, that next meeting will include ½ day on developing a Strategic Plan for the Committee.

Committee also recognised the need for funding support and attempts will be made to various Federal Agencies to support Committee attendance/ travel expenses.

AMSA Rep requested information from all States re the Lat/ Longs of their radio facilities for general mapping.

Discussion on Databases and Statics reporting. Committee agreed to look at how they record their Statistics and are looking for guidance from the NatSAR Council.

Next meeting NSW will discuss the roll out of their Electronic Offshore Tracking system for vessels logging on and off with VMR units.

Next meeting to be held on the 9-10th March 2010 in South Australia hosted by VMR SA

Volunteer Marine SAR State Reports

Western Australia

FESA VMRS achievements over the past 12 months include:

Rescue Vessels:

New dedicated Rescue Vessels were located at the following VMRS Groups:

- Lancelin SS&RG 7.3 NAIAD
- Windy Harbour SRG 7.3 NAIAD
- Shark Bay VMR 10 m Air Rider
- Port Walcott VMR 7.9 m Air Rider
- Onslow VMR 7.9 m Air Rider
- Mandurah WRG 6.5 Westerberg
- Rockingham VSRG 10 m NAIAD ex Water Police
- Kalbarri SS&RG 5.8 NAIAD ex Denmark SRG
- Coral Bay VSS&R 6.5 Leisure Cat ex Port Walcott VMR

Refits completed on the following Rescue Vessels:

- Esperance SS&RG - 12 metre Hampton.
- Port Hedland SR - 9.5 metre Barrington.
- Rockingham VSRG - Jaime Lee.
- Broome VSRG - 8.5 NAIAD

Building improvements to VMRS Groups included:

- East Kimberley Operations Facility.
- Derby purpose built Operations Facility.
- Leeman building renovations.

Funding grants for electronic equipment, marine radios, motors, safety gear and operations centre equipment have also been distributed.

Capital Grants approved for the 2010/2011 funding period include:

- Albany 7.3 m NAIAD
- Bunbury 10 m Ocean Cat
- Busselton 8.5 m NAIAD
- Carnarvon 10 m NAIAD
- Esperance 8.5 m NAIAD
- Geraldton 10 m NAIAD
- Leeman 8.5 m NIAAD
- Two Rocks 8.5 m NAIAD
- Broome funding grant in place for new Operation Facility.

Totalling \$2.7million.

Other notable achievements include:

There are now twenty two (22) VHF repeater stations operating around the coast with four (4) more at the following locations programmed for completion in the near future:

1. Derby (*waiting for building completion*);
2. Barrow Island (*CHEVRON group installing tower*);
3. Steep Point (*AMSA final approval is ok. Waiting on licence agreement*); and
4. Dampier Peninsular – One Arm Point area.

Notable and significant rescues during the year included:

- Esperance Rescue of fishing vessel – ‘The African - a rescue of some significance and duration for our volunteers - Boat Hours 31hrs 292nm Initial crew 5 x 24hours 2nd crew 3 x 7hrs fuel 1486 Ltr. Three souls survived.
- Hopetoun Rescue of fisherman from a commercial fishing vessel on fire who had to abandon ship – fast response from Hopetoun Sea Rescue ultimately saved three souls rescued.
- Bunbury Sea Rescue group, of the disabled yacht “Dawn Glory” which had sailed with 4 persons on board from South Africa and was located approximately 30Nm west of Preston Beach Due to the demanding sea and weather conditions on the day, this recovery took approximately 17 hours to complete.

MARINE RESCUE 2009/2010:

The Volunteer Marine Rescue Service – Active Membership totals 1366 with the Volunteer Marine Rescue Group membership totalling 3465.

Whilst not all of the figures for Search and Rescue have been provided for the current year, however indicative figures include:

	Total Incidents	Crew Hours	Vessel Hours	Fuel used (Ltrs)
Group SAR	88	594	165	4733
Police SAR	542	4159	1100	28,082
TOTAL SAR	630	4753	1265	32,815
Group Training	844	8557	1945	41,796
Standby and Special Events	100	1431	391	6,742
TOTAL ALL	1574	14,741	3,601	81,303 Ltrs

Looking 'To the Future'

1. FESA VMRS Re-Structure

VMRS will undergo a complete restructure during 2010 with the Assistant Chief Operations Officer Country – Mr Chris Arnol heading up the Division with Paul Kimber remaining on as manager of the division.

The new VMRS structure will have two new Regional Coordinator positions developed and they will be advertised later this year. The position of the Training and Development Officer (Jade Butson) remains as is and the position of Logistics and Research Officer currently being occupied by Kevin Waddington will be ratified and approved as an additional FTE for the VMRS division.

2. Remote Indigenous Marine Rescue Group

FESA VMRS staff are currently working with the Bardi Jawi Ranger group located on the Dampier Peninsular at One Arm Point to establish a permanent marine rescue group to provide a Search and Rescue response service to all of the communities located out on the Peninsular.

The accreditation process is well underway for the communities and planning has commenced to build a new vessel for the area that will achieve a multipurpose role for Ranger activities and fit for purpose Search and Rescue response. It is envisaged that Group Accreditation and Approval will be completed during 2010.

3. Marine Rescue Buildings and Assets

The VMRS division are currently undertaking a whole of state review of its marine operations centres and assets to determine:

- Insurance risk associated with total loss in the event of a natural event;
- Proposed extensions or significant renovations;
- New building requirements and lease arrangements etc. and
- Budget implications on aging VMRS infrastructure.

4. GRANT FUNDING and Structure

VMRS staff are currently working with FESA - Risk, Planning & Evaluation undertaking an evaluation and systematic approach to our funding models including:

- VMRS Budget submission
- VMRS current Vessels Repl. Program
- VMRS current Buildings schedule
- VMRS Standards policy & procedures
- VMRS Vessel Replacement Policy / Terms

South Australia

Volunteer Marine Rescue Services SA has 580 Operational members (not including SES Units) and 1550 Radio Club memberships. Funding comes from both fundraising efforts of the Volunteers and through State Government Grants and schemes totally \$782,000. South Australia has a 15 year vessel replacement program for VMR vessels and \$165,000 was used to replace the Edithburgh Flotilla vessel. \$96,000 Contingency fund allocation was used to purchase two tow vehicles and a 3.4m rigid hull inflatable vessel and new storage and training areas.

A combined total of 586 responses to calls for assistance were recorded for the 2009/10 Financial Year. This represents an increase of 85 on the previous year. 60% related to breakdowns, and 40% of these calls could have been preventable.

Extensive VHF Repeater Network established and maintained by the VMR groups. SA SRS have entered into an agreement with the Department of Transport Marine Safety Section to contribute towards the monitoring 24/7 of the Coast Radio Adelaide Network. SA implementing VHF 16/67 network using VoIP

Awards presented to Volunteers.

Emergency Services Medal: Mr Gerry Delong and Mr Ian Short.

Ministerial Commendations: Mr Phil Buck, Mr Paul Brown, Mr Stephen Marshall

SA Sea Rescue Squadron and the VMR manager were awarded the high Commendation as part of the Emergency Management Australia ‘Safer Communities Awards’.

Victoria

Nil report

Tasmania

Nil report

Northern Territory

Nil report

Queensland

Queensland VMR services are divided 51% Volunteer Marine Rescue Association Queensland and 49% AVCGA Queensland.

This report only covers the VMRAQ report for the period 2009/10 Financial year.

Activations –	2320
Queensland Police Activated	167
Self Activated	2108
Medivacs	154
Radio Watch Hours	60,000
Units providing 24/7 coverage	3

This report only covers the AVCGA Queensland Flotillas for the period 2009/2010 Financial year.

AVCGA Qld assisted 1747 vessels. These vessels involved a total of 4129 persons.

The most notable "incident" occurred on 17-18-19 July when the Rescue Vessel "Mooloolaba Rescue" from our Mooloolaba Flotilla rendezvoused with the vessel "Plastiki" approximately 200nm almost due east of Mooloolaba and then towed the vessel to harbour at Mooloolaba.

To complete the task, and after many hours of planning commencing at about 1700Hrs on the Saturday evening, our vessel, a 14m Cairns Custom Craft designed and built monohull, departed base at 0300Hrs Sunday morning with a crew of 6, and after steaming for approx 10 hrs took "Plastiki" in tow at 1430 Hrs for the return to Mooloolaba. After a tow lasting 26 hours both vessels returned to Harbour without incident at 1630Hrs on the Monday

"Plastiki" is a 12 tonne, 60 foot sailing catamaran constructed from 12500 Coke bottles and "sailing" to draw attention to the quantity of plastic debris in the Ocean.

Much planning was required as dependent on weather and sea conditions, which were favorable during the voyage but deteriorated shortly afterwards, the return distance was nearing the endurance range of the vessel. Crew qualifications and experience, provisions for up to 3 days, communications (maintained by satellite phone), the opportunity to get sufficient rest and emergency support were important considerations together with additional fuel resources both onboard the RV and readily available

New South Wales

The newly formed Marine Rescue NSW group by the time this report is tabled is still negotiating with the National AVCGA for the handover of assets to their NSW Flotillas, but it looks very positive. Marine Rescue NSW is looking at the three previous organisations and building systems from these groups where possible and learning from other States as well.

Current Operational membership 2,876. With 12,500 radio club membership.

Statistics are as presented by the NSW Police report.

Key initiatives of MRNSW

CompassNet.

Radio Club membership which will have a central data base whereupon those members joining in Eden on the South Coast can have their boats details accessed if they are using their vessel of Tweed Heads in the North and anywhere in between.

CompassWatch.

This is an Electronic Offshore Tracking System, which monitors vessels logging on/ off and transiting the coast. Trails currently underway.

VHF Radio Network

VHF Radio networked as discussed at previous NATSAR Councils by NSW Police representative is now being progressed. It will cover the entire NSW Coastline out to approximately 50 to 80 nm depending on aerial location covering Channels 16/67, DSC Channel 70 and having a working SAR Channel. Recent inquiries with the Australian Communications and media Authority have given the go ahead (Where appropriate) to take this communications system inland to cover major Lakes and River Systems monitoring all back at a single Communications room in Sydney.

Vessel Replacement Program

Marine Rescue NSW is embarking on a vessel replacement program to replace the aging fleet of 72 vessels. Recent changes at the NSW State Rescue Board and using marine 2c survey limits will now have MRNSW vessels accredited to 30 nm to sea using 38' Offshore cruisers which will be strategically placed along the whole NSW Coastline.

New Training regime

Marine Rescue NSW is aligning its training to commercial ticket qualifications to increase its professionalism of operators and attract younger people looking for commercial careers.

New State Marine Rescue Advisory Committee

Marine Rescue NSW is establishing a new State Marine Rescue Advisory Committee with the Water Police and NSW Maritime Authority bringing in the Surf Lifesaving Association, NSW Fishing Alliance Association, Boat Owners Association, and the Boating Industry Association of NSW.

Country Marine Rescue Units.

The NSW Government has directed Marine Rescue NSW create Country Marine Rescue Units on a risk basis. Areas of Jindabyne and the Murray River have been highlighted for immediate need to due to the high incidents of boating incidents and fatalities.





ADF Changes to the NATSAR Manual

NATSARCON 34-6-3

Date: 1 October 2010

Originator: ADF

Summary

Executive Summary	A summary of the proposed ADF changes to the NATSAR Manual.
Action to be taken	For Action/Discussion/Information.
Related Documents	NATSAR Manual

Background

1. Headquarters Joint Operations Command (HQJOC) has centralised the command for ADF Operations in a clear distinction between raise, train, sustain and real world operations. As SAR is considered to be a real world operation, the command structure for SAR within the ADF is within HQJOC. This distinction has removed most liability for SAR command away from the individual services and placed the authority with HQJOC. To achieve this the ADF has made several changes to its command and control (C2) for dealing with SAR and has incorporated these changes in a defence instruction, DI(G) 47-1. The proposed changes to the NATSAR Manual mirror current defence procedure within DI(G) 47-1.

Proposed ADF Changes.

2. **Chapter 1.** Paragraph 1.1.16 was modified to reflect the new ADF C2 structure. This paragraph highlights the role of Chief Joint Operations Command (CJOPS) as the overall chief of ADF SAR Operations. Paragraph 1.1.17 to 1.1.19 were rewritten to distinguish the ADF's two primary SAR roles, that of Military SAR (MiSAR) and Civil SAR (CivSAR) which is commonly referred to as Defence Aid to the Civil Community (DACC). Paragraph 1.1.17 was rewritten to describe MiSAR and Paragraph 1.1.18 and 1.1.19 were rewritten to describe CivSAR.
3. **Chapter 2.** Paragraph 2.9.3 was modified to reflect the completion of the GMDSS update to all RAN vessels. Paragraph 2.9.5 was updated to reflect changes to the Navy lines of communication brought about by the introduction of HQJOC and DI(G) 47-1.
4. **Chapter 5.** Paragraphs 5.8.26 to 5.8.29 were updated to reflect some of the internal processes of HQJOC with respect to tasking of ADF Air assets. Paragraph 5.8.30 was corrected to include other communication options with ADF Air platforms.
5. **Appendix B.** Appendix B was modified to include HQJOC as the responsible authority for all ADF SAR action. It also includes HQJOC as the alternate communications source for all ADF platforms.
6. **Appendix N.** Appendix N has been updated to include the AP3C, remove the P3C and remove the storpedo from the ADF stores inventory.



7. **Appendix O.** Appendix O was adjusted to include MAROPS as a notified party for all cases of Navy SAR. This was included as a new internal process for HQJOC.

Recommendations

8. The above changes were made to adjust the NATSAR Manual so that it more accurately reflects current ADF procedures and processes with respect to all types of SAR. The modifications and rewrites bring the NATSAR manual in alignment with the new DI (G) 47-1 and it is recommended that the ADF changes to the NATSAR Manual be incorporated with the next update.

Jim Collisson

SQNLDR

JPRO

HQJOC Air and Space Operations Centre



Australian Government
Department of Defence

DEFENCE INSTRUCTIONS (GENERAL)

New instruction


OPS 47-1 *Australian Defence Force Search and Rescue Operations—command and control arrangements*

Department of Defence
CANBERRA ACT 2600


20 August 2010

Issued with the authority of the Chief of the Defence Force and the Secretary of the Department of Defence pursuant to section 9A of the *Defence Act 1903* for members of the Australian Defence Force.

Issued with the authority of the Secretary pursuant to section 20 of the *Public Service Act 1999* for Department of Defence Australian Public Service employees.



DR I.J. WATT, AO
Secretary



A.G. HOUSTON, AC, AFC
Air Chief Marshal
Chief of the Defence Force

LIST B—ISSUE NO OPS B/6/2010

Single Service filing instructions

This instruction should be filed as:

1. NAVY OPS 61-3
2. ARMY OPS 83-1
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Sponsor:

Commander Joint Operations (CJOPS)

Sponsor contact:

Director-General Operations (J3) at Headquarters Joint Operations Command (HQJOC)

Review Date: 26 August 2013

AUSTRALIAN DEFENCE FORCE SEARCH AND RESCUE OPERATIONS—COMMAND AND CONTROL ARRANGEMENTS

INTRODUCTION

1. Australia is a party to the [United Nations Convention on the Law of the Sea](#), the [International Convention for the Safety of Life at Sea \(SOLAS\) 1974](#), the [International Convention on Maritime Search and Rescue 1979](#), and the [Convention on International Civil Aviation 2007](#). Through such instruments Australia has an obligation to provide an aeronautical, land and maritime search and rescue (SAR) coordination service for its territories, territorial seas, and the high seas within Australia's Search and Rescue Region (SRR) (see appendix A to the [National Search and Rescue Manual](#)). Australia has therefore established a national SAR organisation with the Australian Defence Force (ADF) and Australian Maritime Safety Authority (AMSA) being the two lead Commonwealth agencies.
2. The ADF recognises Joint Personnel Recovery (JPR) doctrine incorporating both search and rescue operations (SAROPS) and recovery operations (RecOPS). These two types of JPR operations are conducted differently; each is determined by the prevailing circumstances and environmental conditions. SAROPS are generally SAR activities conducted in a permissive, peacetime environment, while RecOPS are specific rescue operations designed to recover personnel during military activities when the environment is uncertain and possibly hostile.
3. The purpose of this Instruction is to detail the ADF's peacetime SAR organisation and outline the higher level command and control (C2) responsibilities and delegations with respect to the ADF's response to military and civilian SAR incidents in a permissive SAROPS environment.

POLICY STATEMENT

4. The ADF provides independent military SAR response as and when required and reacts to requests for civilian SAR assistance generated by AMSA. As a consequence of establishing Headquarters Joint Operations Command (HQJOC), the Chief of Joint Operations (CJOPS) is now responsible for the C2 of all ADF SAROPS activities as a specified Defence activity, utilising ADF elements that are force assigned to CJOPS from each Service.
5. The ADF's response to any SAR incident should be governed by the following key attributes:
 - a. the timeliness of an effective response;
 - b. authorisation of task (including any international legal obligations to undertake the task); and
 - c. appropriate asset assignment (including trained personnel and relevant effects).
6. The C2 arrangements articulated in this Instruction do not preclude any on-scene ADF unit from responding to an immediate SAR incident in the interests of providing either or all, of the three key attributes detailed above.

SCOPE

7. This Instruction applies to all Defence personnel including members of the ADF and the Australian Public Service (APS), as defined in [annex A](#), who might be called upon to assist in supporting the ADF's C2 processes and procedures in responding to military and civilian SAR incidents.
8. This Instruction describes the ADF's C2 policy regarding Defence's support to military and civilian SAR incidents. It outlines the operational level roles, responsibilities, and C2 processes for the conduct and support of SAR activities, focussing primarily on the maritime domain but also including land-based SAR incidents.

9. For the purposes of this Instruction, the terms SAR and SAROPS, which are used interchangeably, refer to the ADF's peacetime response to military SAR (MiSAR) incidents as well as its response to requests for ADF assistance in supporting civilian SAR (CivSAR) incidents.

10. **Exclusions.** This Instruction specifically applies to SAROPS (SAR) incidents within a permissive environment. This Instruction does not apply to RecOPS or to submarine SAR incidents or exercises.

DEFINITIONS

11. The key definitions that apply in this Instruction are in [annex A](#).

AUSTRALIAN DEFENCE FORCE SEARCH AND RESCUE OVERVIEW

12. **ADF SAROPS.** ADF SAROPS are divided into MiSAR and CivSAR:

- a. MiSAR is the SAR response for incidents relating to ADF personnel and assets within the Australian SRR and for deployed ADF personnel and assets outside the Australian SRR subject to the agreement of the host nation. ADF responsibility also covers the provision of MiSAR that is to be provided to foreign militaries operating within the Australian SRR in accordance with an arrangement between Australia and the Government responsible for that foreign military.
- b. CivSAR is the ADF support to civilian SAR authorities within the Australian SRR. CivSAR is conducted under the authority of Defence Aid to the Civil Community (DACC) policy guidance in accordance with [Defence Instruction \(General\) \(DI\(G\)\) OPS 05-1—Defence Assistance to the Civil Community—policy and procedures](#).

13. **Australian Defence Doctrine Publication (ADDP) 3.6—Joint Personnel Recovery.** [ADDP 3.6](#) outlines the ADF doctrinal guidance on organisational structure and processes for the conduct of ADF SAROPS.

14. **National Search and Rescue Manual.** In July 2005 the ADF accepted the [National Search and Rescue Manual](#) as the standard procedural guide for coordinating SAROPS activities within the Australian SRR. The manual outlines the interdepartmental responsibilities and provides procedural and tactical guidance for the conduct of SAROPS.

15. **ADF SAROPS activation—overview.** CJOPS is responsible for the C2 of all ADF SAROPS activities. Where an ADF unit or element responds to an immediate SAR event or request, the On Scene Coordinator (OSC) is to notify the HQJOC Joint Control Centre (JCC) as soon as possible. In all MiSAR incidents or CivSAR requests involving the ADF, the HQJOC JCC Watch Commander is to assess the situation and inform HQJOC Director-General Operations (J3). In making this assessment but before making any tasking or coordination decision, the JCC Watch Commander should consult with the HQJOC Joint Personnel Recovery Officer (JPRO)/Search and Rescue Officer (SARO) in the first instance. Additional consultation with the OSC should also be considered where deemed necessary.

16. HQJOC J3 will then inform CJOPS of the SAR incident, along with recommendations on the appropriate ADF response. CJOPS will determine and authorise the overall ADF SAROPS involvement and desired C2 arrangements.

17. To facilitate a timely ADF response, having (where possible) consulted with the JPRO/SARO, the JCC Watch Commander will normally be best placed to implement and coordinate the initial ADF SAROPS planning and response activity.

18. **SAROPS C2.** Depending upon the SAR situation (ie its complexity and endurance), when determining and authorising the overall ADF involvement and desired C2 arrangements, CJOPS will appoint an appropriate officer as SAR Commander for all ADF assets involved in the SAROPS. The SAR Commander will usually be experienced within the appropriate environmental command relevant to the SAR response and will be assisted by the ADF SAR Mission Coordinator (SMC) in coordinating and controlling the authorised ADF SAR response. The HQJOC JPRO/SARO will normally conduct the ADF SMC role.

19. The SAR Commander will exercise SAR C2 functions on behalf of CJOPS within the HQJOC environment utilising JCC and Air and Space Operations Centre (AOC) resources. Due to the air-centric response to most SAR incidents, Director-General Air (DGAIR) will usually be designated as the SAR Commander for most ADF SAR responses.

20. However, where an alternative environmental command organisation or commander is deemed to be better placed and appropriately resourced to manage the SAR incident, then it may be decided that the SAR Commander functions be undertaken by this officer within this external command/organisation. In such instances support to the SAR Commander will normally be provided by the ADF SMC which unless otherwise nominated, will usually be the HQJOC JPRO/SARO. Such 'external' C2 arrangements will not usually be considered the norm. However, if established CJOPS is still to be kept informed and apprised of the SAR situation, along with any developments, through the JCC.

21. **Local SAR response coordination.** Depending upon the scale of the immediate response, the local SAR mission commander or appropriate Commanding Officer (CO)/Officer Commanding (OC)/Force Element Group Commander (FEGCDR) will normally be required to assume the role of the OSC. The SAR Commander, through the ADF SMC, will confirm the designated OSC.

22. **MilSAR.** The immediate MilSAR response is to be conducted in accordance with [ADDP 3.6](#) and the *National Search and Rescue Manual*, with the OSC responsible for the initial tactical-level response to the SAR incident. The OSC is to inform the JCC of the MilSAR details and any organic ADF asset involvement/availability. The JCC Watch Commander is to assess the situation in consultation with the HQJOC JPRO/SARO and initiate the ADF SAR response.

23. Upon receiving HQJOC J3 advice and recommendations, CJOPS will assign operational authority to the most appropriate SAR Commander for the conduct of the MilSAR operation. The SAR Commander will be assisted by the ADF SMC in coordinating and controlling the ADF SAR response. Where required, additional SAR assets will be requested from the Service headquarters under an appropriate operational authority. CJOPS will authorise the overall SAROPS activity via a CJOPS Task Order coordinated by the JCC. This Task Order will request temporary force assignment of suitable assets to support the SAR activity in addition to delegating operational SAR control to the designated SAR Commander.

24. Where the scale of the MilSAR incident requires a large, coordinated response CJOPS may consider the need to establish a SAR Joint Task Force (JTF) and/or Joint Personnel Recovery Coordination Centre (JPRCC) in addition to assigning operational authority to the most appropriate SAR Commander.

25. Neither AMSA nor any other civil rescue authority is authorised to participate in a MilSAR response unless formally requested to do so by the ADF SAR authority. In some circumstances however, CJOPS may seek external assistance in the planning and conduct of MilSAR operations. This may be the case in the initial stages of a maritime SAR activity when civilian SAR assets may be more readily available to assist. In such situations, by mutual agreement CJOPS may deem the role of SMC to be more appropriate under AMSA given the circumstances of the situation and AMSA's extensive SAR expertise. This alternate civilian SMC arrangement will then support the ADF SAR Commander in the conduct of the MilSAR operation.

26. **CivSAR.** CJOPS is responsible for all ADF assets involved in CivSAR missions under the authority of DACC Categories 1 and 2 vide [DI\(G\) OPS 05-1](#):

- a. **DACC 1.** If an immediate CivSAR response (DACC 1) is required by ADF assets operating in the vicinity of an SAR incident area, this is to be provided under the authority of the designated ADF unit or mission commander in accordance with DACC 1 provisions. The involved mission commander is to assume the role of the OSC for the ADF element(s) involved in the SAROPS and is to advise the JCC of the CivSAR activity. If an increased ADF response is requested, this will be coordinated through HQJOC.
- b. **DACC 2.** Under the DACC 2 provisions detailed in [DI\(G\) OPS 05-1](#), CJOPS will assign appropriate authority to a SAR Commander to direct and control the ADF support of a CivSAR mission, with coordination of ADF assets being managed by the ADF SMC. If additional ADF assets are required to be force assigned for the CivSAR operation, this will be coordinated as per the MilSAR process.

AUSTRALIAN DEFENCE FORCE SEARCH AND RESCUE RESPONSIBILITIES

27. **CJOPS.** CJOPS is responsible to the Chief of the Defence Force (CDF) for the conduct of ADF SAROPS. CJOPS is to ensure the appropriateness of ADF C2 arrangements to meet CDF's Preparedness Directives. CJOPS will designate the most appropriate officer as SAR Commander for all ADF SAR responses.
28. **HQJOC J3.** The HQJOC J3 is responsible to CJOPS for the HQJOC operational C2 of ADF SAROPS. When not designated as the SAR Commander, the HQJOC J3 is to provide appropriate assistance to the SAR Commander in conducting any SAR incident.
29. The HQJOC J3 is required to consider the circumstances and factors relating to each SAR incident. Having received an initial recommendation from the JCC Watch Commander (and HQJOC JPRO/SARO), the HQJOC J3 should consider consulting the appropriate environmental command representative(s) (eg DGAIR, Director-General Maritime, Forces Command) prior to providing CJOPS with a recommendation on the most appropriate officer to act as the SAR Commander (eg DGAIR, JTF Commander, or an alternative ADF officer) along with any relevant operational advice on the required ADF response.
30. **SAR Commander.** The nominated SAR Commander is responsible to CJOPS for the effective coordination and control of the ADF response in support of any SAROPS activity. This responsibility will normally be exercised through the ADF SMC, who will remain under the control of the SAR Commander.
31. If the scale of the SAR incident necessitates the standing up of the JPRCC, the SAR Commander will normally undertake the JPRCC Director role.
32. **ADF SAR Mission Coordinator.** The ADF SMC is responsible for coordinating the requested military assets and assigning tasks for the execution of the SAROPS on behalf of the SAR Commander. The ADF SMC role will normally be conducted by the HQJOC JPRO/SARO. The ADF SMC will determine which ADF assets may be available and request force assignment if necessary, to the designated SAR Commander or JTF:
- a. In the event of a MilSAR, the ADF SMC will coordinate all ADF assets as well as assign specific SAR taskings.
 - b. For ADF involvement in CivSAR events, the ADF SMC will act as the enduring ADF point of contact for the civilian SMC in coordinating the ADF response.
33. A close working relationship based on clear lines of responsibility and active consultation must exist between the JCC Watch Commander and the ADF SMC to facilitate the successful resolution of any SAR incident involving ADF support.
34. **HQJOC JCC/JCC Watch Commander.** The JCC is responsible to CJOPS for commencing the initial SAROPS response, in consultation with the JPRO/SARO, by acting as the initial point of contact and alerting and liaising with the appropriate authorities in order to ascertain relevant SAROPS information and develop situational awareness. The JCC Watch Commander will determine military asset locations and dispositions and be prepared to coordinate with the necessary Service headquarters to temporarily force assign appropriate assets to meet the desired effect for the conduct of the SAR mission. A close working relationship must exist between the JCC Watch Commander and the HQJOC JPRO/SARO (ADF SMC), particularly during the initial stages of a SAR incident.
35. The JCC Watch Commander (having, where possible, consulted with the HQJOC JPRO/SARO) will make an initial assessment on the complexity and endurance of the SAR incident, and provide an initial recommendation to the HQJOC J3 suggesting the most appropriate officer to be designated the SAR Commander/JPRCC Director, along with advice on any extant JTF or other SAR-capable assets that could be utilised/considered. When directed, the JCC will action the force assignment requests in consultation with the appropriate Service headquarters. The JCC will then issue the CJOPS Task Order for the conduct of the SAROPS activity in consultation with the SAR Commander and the ADF SMC.
36. Once a SAR Commander has been identified, the JCC Watch Commander is to conduct a handover as soon as practical and is to be prepared to support the SAR Commander and the ADF SMC for the duration of the SAR incident.

37. **HQJOC SARO.** The HQJOC SARO will normally act on behalf of the SAR Commander as the ADF SMC to coordinate the ADF SAROPS response. Within HQJOC, the AOC is to ensure an appropriate number of personnel are trained to act as qualified JPRO/SAROs.
38. **JPRCC.** When any SAROPS event (MilSAR or CivSAR) necessitates an enduring or complex joint ADF response, CJOPS may elect to establish a SAR JTF and/or a JPRCC. As a minimum, the JPRCC will comprise a designated JPRCC Director and the ADF SMC, supported by appropriate support staff and the JCC. If necessary, the JPRCC may be augmented by additional personnel provided by each of the Service headquarters. The JPRCC is responsible to the SAR Commander to provide the coordination and tasking of ADF assets in response to such SAROPS events. Detailed responsibilities of the JPRCC are outlined in [ADDP 3.6](#).
39. **Service headquarters.** Service headquarters (or their delegated representatives such as DGAIR) will retain authority for the allocation and prioritisation of suitable assets to meet any temporary force assignment requests to CJOPS for the purpose of supporting SAR activities.
40. **Chief of Navy (CN).** CN is responsible to CDF to ensure that all SAROPS-capable units under his command have the appropriate training and equipment to allow units or elements to be force assigned to CJOPS in accordance with CDF Preparedness Directives. CN is also to ensure regular updates to the ADF SAR Beacon database, managed by HQJOC through the AOC, are conducted. CN should also endeavour to maintain appropriately trained/experienced personnel who are either able to act as the SMC or who can assist with the provision of subject matter advice on the prosecution of a SAR activity to either the SMC or the JPRCC should it be required. Navy specific SAROPS instructions are contained in Australian Fleet Tactical Publication (AFTP) 1(C)—*Australian Fleet General Orders (AFGOs)*, [chapter 205](#)—‘Search and Rescue and Salvage’.
41. **Chief of Army (CA).** CA is responsible to CDF to ensure that all existing SAROPS-capable units under his command have appropriate training and equipment in order to allow units or elements to be force assigned to CJOPS in accordance with CDF Preparedness Directives. CA is also to ensure the ADF SAR Beacon database, managed by HQJOC through the AOC, is maintained for relevant Army assets. CA should also endeavour to maintain appropriately trained/experienced personnel who are either able to act as the SMC or who can assist with the provision of subject matter advice on the prosecution of a SAR activity to either the SMC or the JPRCC should it be required. Army specific instructions relating to land-based SAROPS are contained in the [National Land Search Operations Manual](#).
42. **Chief of Air Force (CAF).** CAF is responsible to CDF to ensure that all SAROPS-capable assets under his command have the appropriate training and equipment to enable units or elements to be force assigned to CJOPS in accordance with CDF Preparedness Directives. CAF is also to ensure regular updates to the ADF SAR Beacon database, managed by HQJOC AOC, are conducted. Through the AOC organisation, CAF should maintain appropriately trained personnel who are able to act as or assist SMCs to support CJOPS and the SAR Commander as well as appropriately trained personnel to augment a JPRCC should it be required. Air Force specific instructions relating to SAROPS are contained in [Defence Instruction \(Air Force\) \(DI\(AF\)\) OPS 04-5](#)—*Search and Rescue*.
43. **Mission Commander/CO/OC/FEGCDR of ADF Units.** In all SAROPS responses, the unit or mission commander initiating the immediate on-scene SAROPS response will conduct recovery operations with their own organic personnel and assets in accordance with [ADDP 3.6](#), [National Search and Rescue Manual](#), and any associated subordinate instructions. Where required, a CO/OC/FEGCDR can expect to assume the role of the OSC until relieved or otherwise directed. The OSC is directly responsible to the SAR Commander for the conduct of the immediate SAROPS response and is to keep HQJOC informed of all SAR events and actions through the JCC.

CIVILIAN SEARCH AND RESCUE RESPONSIBILITIES AND ARRANGEMENTS

44. The ADF, in accordance with agreed inter-departmental policy, can be requested to provide assistance to civil authorities if specialist military resources are required or deemed necessary. Rescue Coordination Centre Australia (RCC Australia) will normally make requests for ADF CivSAR assistance direct to the JCC. This is classified as DACC Category 2 in accordance with [DI\(G\) OPS 05-1](#).

45. **AMSA.** AMSA is responsible for the overall coordination of sea and air searches in respect of registered civil aircraft, manned space vehicles, and merchant ships. These responsibilities are exercised through RCC Australia located in Canberra. RCC Australia is staffed continuously and is responsible for:

- a. coordinating SAR in respect of civil registered aircraft;
- b. coordinating marine SAR for all classes of ships other than those for which the states/territories and ADF are responsible;
- c. managing the Australian Mission Control Centre for the international satellite distress beacon locating system (COSPAS-SARSAT);
- d. operating the Australian Ship Reporting System;
- e. promulgation of Maritime Safety Information;
- f. providing information on marine activities and hazards such as oil pollution, offshore mineral exploration and dumping at sea;
- g. providing assistance to other Australian SAR authorities; and
- h. providing assistance to other Australian emergency response authorities in regards to SAR.

46. **State and Territory SAR authorities.** The relevant police organisations within each Australian state and the Northern Territory are the relevant authority for land-based SAR and are responsible for:

- a. coordinating SAR in respect of, but not limited to:
 - (1) persons on land;
 - (2) persons and vessels on inland waterways and in waters within the limits of ports of the relevant State or Territory;
 - (3) fishing vessels, pleasure craft and commercial and charter vessels that fall under State/Territory jurisdictions, within port limits or at sea; and
 - (4) aircraft not included on the Civil Aviation Safety Authority register.
- b. coordinating land searches for missing registered civil aircraft in support of AMSA.

47. The Australian Federal Police (AFP) are the land SAR and small craft authority for the Australian Capital Territory, the Jervis Bay Territory, and other areas and Commonwealth territories where the AFP exercises jurisdiction. The specific responsibilities for these emergency authorities are described in the [National Search and Rescue Manual](#) and the [National Land Search Operations Manual](#)

48. If immediate assistance is required for a localised CivSAR incident, State or Territory SAR authorities may request support directly from an ADF Commander who might be on-scene or in the immediate vicinity. In these circumstances, ADF Commanders are to provide assistance from within their assigned forces' own resources under DACC 1 provisions in accordance with [DI\(G\) OPS 05-1](#). Such incidents will normally be coordinated by the relevant civilian SAR authority in consultation with HQJOC via the JCC. Where a single ADF unit is tasked to respond, direct liaison authority between that unit and the relevant SAR authority will be provided by HQJOC.

49. **Commonwealth authorities.** For all CivSAR requests from AMSA, RCC Australia will assume tactical control of the SAR mission through the RCC Australia SMC, while the ADF SAR Commander will maintain operational control of all ADF assets. If a CivSAR requires a large scale ADF response then the JPRCC may be established within HQJOC in a supporting role to the civilian SMC within RCC Australia. CJOPS, through the ADF SAR Commander, will coordinate all force assigned ADF assets in support of any RCC Australia requests.

50. To initiate an ADF response to a CivSAR incident, RCC Australia will request assistance from HQJOC via a high precedence Defence Integrated Secure Communications Network message, with a backup copy being passed to the JCC via facsimile or email message. Such requests will generally be pre-empted by verbal request/notification.

51. **Civilian response to a MiSAR.** If required, the ADF SAR Commander (through the ADF SMC) can request RCC Australia assistance in responding to a MiSAR incident. The ADF SMC is to liaise with RCC Australia to ensure the operational coordination of civilian activities with ADF SAROPS activities. During the provision of such assistance, both agencies will regularly provide situational updates (at agreed times) to the other to ensure operational oversight and to allow any modification of tactical plans commensurate with the situation as it evolves.

COOPERATION WITH FOREIGN MILITARY SEARCH AND RESCUE AUTHORITIES

52. Where an ADF MiSAR event occurs outside of the Australian SRR, or requires the involvement of foreign SAR authorities and assets, the ADF SAR Commander and RCC Australia will liaise with the appropriate foreign SAR authorities in accordance with the relevant international agreements and arrangements. Detailed procedures for cooperation with foreign military/civilian SAR authorities are described in the [National Search and Rescue Manual](#).

AUSTRALIAN DEFENCE FORCE SEARCH AND RESCUE OPERATIONS ADMINISTRATIVE ARRANGEMENTS

53. **Casualty reporting.** In the case of MiSAR casualties, extant ADF notification of casualty/fatal casualty notification procedures are to be adhered to in accordance with [DI\(G\) PERS 11-2—Notification of Australian Defence Force and non-Australian Defence Force casualties](#). The release of any ADF personnel details involved in SAROPS events is to be in accordance with [DI\(G\) ADMIN 08-1—Public comment and dissemination of official information by Defence personnel](#). For any CivSAR operations, State SAR authorities are responsible for releasing the names of civilian casualties.

54. **Distress beacon detection system and compliance management.** RCC Australia is responsible for distress beacon alert detection using the COSPAS-SARSAT satellite system. RCC Australia will normally receive ADF distress beacon alerts first. The JCC is the ADF's initial point of contact for ADF distress beacon detections. In the event of ADF distress beacon detections, the JCC Watch Commander is to liaise with the AOC to conduct a database search, and then initiate an ADF response if required in accordance with this policy.

55. The AOC manages the ADF database for Royal Australian Air Force, Army and Royal Australian Navy distress beacons (ELT, CPI, PLB, SERB and EPIRBs). Distress beacon alerts are treated as distress events until the beacon is deactivated or the beacon activation is positively confirmed as not requiring a SAR response. In the event of the ADF beacon activation, the JCC will provide information to RCC Australia that includes:

- a. information that will help assess whether the activation reflects a genuine distress situation;
- b. the actual position of the beacon in latitude and longitude so that the accuracy of the COSPAS-SARSAT system may be assessed; and
- c. the current status of the beacon including an estimate of deactivation time if required.

56. **Resource management.** In accordance with [DI\(G\) OPS 05-1](#), every reasonable effort should be made to recover non-consumable resources issued or deployed to assist in a SAR emergency once the SAROPS is completed. Accurate records of costs and resources used in the conduct of SAR tasks are to be maintained for later reporting. Cost recovery action will not be required for DACC Categories 1 and 2.

57. **SMC/JPRO training and SAR exercises.** One key objective of the ADF's SAR organisation is to ensure that personnel employed in the management of SAR operations should be qualified to perform at the highest level of duties (ie SMC). The SMC must have completed appropriate SAR training and must review and maintain proficiency in accordance with organisational procedures. The SMC must be capable of performing all SAR functions required by the SAR Commander.

58. ADF SMC qualification is achieved by successfully completing the MilSAR Coordinators Course run by AMSA. This can be organised through the AOC. ADF JPRO qualification is achieved by successfully completing both the MilSAR Coordinators Course and the US Personnel Recovery Planning Course at the Personnel Recovery Education and Training Centre.

59. Search and Rescue training exercises (SAREX) are to be conducted frequently to ensure all SAR stakeholders retain familiarity with the management processes pertaining to any SAR activity. SAREX activities should also be used to embed and where necessary, review the C2 arrangements detailed in this Instruction.

60. **Public Affairs.** Any public comment must be made with the agreement of the lead agency, be this either a State, Territory or Commonwealth authority. This will normally be coordinated by Director-General Public Affairs prior to any Defence engagement with the media. Public comment regarding ADF SAROPS is to be conducted in accordance with promulgated public affairs guidance/plans. ADF elements involved in SAROPS are to comply with [DI\(G\) ADMIN 08-1](#).

61. Internal and external awareness and understanding of ADF activities are vital to maintain public support for Defence and for its operations. SAROPS incidents generate considerable publicity and, as such, it is important that the public be kept informed.

62. The ADF SAR Commander is to consider the potential benefits that may be derived with the release of information. The release of information relating to an ADF-supported SAR incident may:

- a. garner support and generate additional information from the public leading to the more effective use of SAR resources,
- b. minimise overall media inquiries, and
- c. may reduce inaccurate public speculation about the incident and any search activities themselves.

COMPLIANCE REGIME

63. Compliance with this Instruction is in accordance with the SAR preparedness requirements promulgated in the Joint Operations Command Operational Preparedness Requirement and the Directed Level of Capability for each Service. Any inability to comply is to be reported through the chain of command through a Deficiency Report in accordance with the CDF Preparedness Directive.

64. This Instruction constitutes an order to members of the ADF from the CDF. As such, a breach of any mandatory requirement set out in this Instruction may lead to administrative action, or disciplinary action under the [Defence Force Discipline Act 1982](#), being taken against a member for the breach.

65. This Instruction also constitutes a lawful and reasonable direction to APS employees in the Department of Defence (including APS employees in the Defence Materiel Organisation) by the Secretary under [subsection 13\(5\)](#) of the *Public Service Act 1999*. As such, a breach of any mandatory requirement may lead to action being taken against an APS employee for breach of the APS Code of Conduct.

Related publications

AFTP 1(C)—*Australian Fleet General Orders (AFGOs)*, [chapter 205](#)—‘Search and Rescue and Salvage’

[Convention on International Civil Aviation 2007](#)

[DI\(AF\) OPS 04-5](#)—*Search and Rescue*

[DI\(G\) ADMIN 08-1](#)—*Public comment and dissemination of official information by Defence personnel*

[DI\(G\) OPS 05-1](#)—*Defence Aid to the Civil Community—policy and procedures*

[DI\(G\) PERS 11-2](#)—*Notification of Australian Defence Force and non-Australian Defence Force casualties*

[DI\(G\) PERS 20-6](#)—*Death of Australian Defence Force personnel*

[International Convention on Maritime Search and Rescue 1979](#)

[International Convention for the Safety of Life at Sea \(SOLAS\) 1974](#)

[National Land Search Operations Manual](#)

[National Search and Rescue Manual](#)

[ADDP 3.6](#)—*Joint Personnel Recovery*

[United Nations Convention on the Law of the Sea](#)

Sponsor: CJOPS

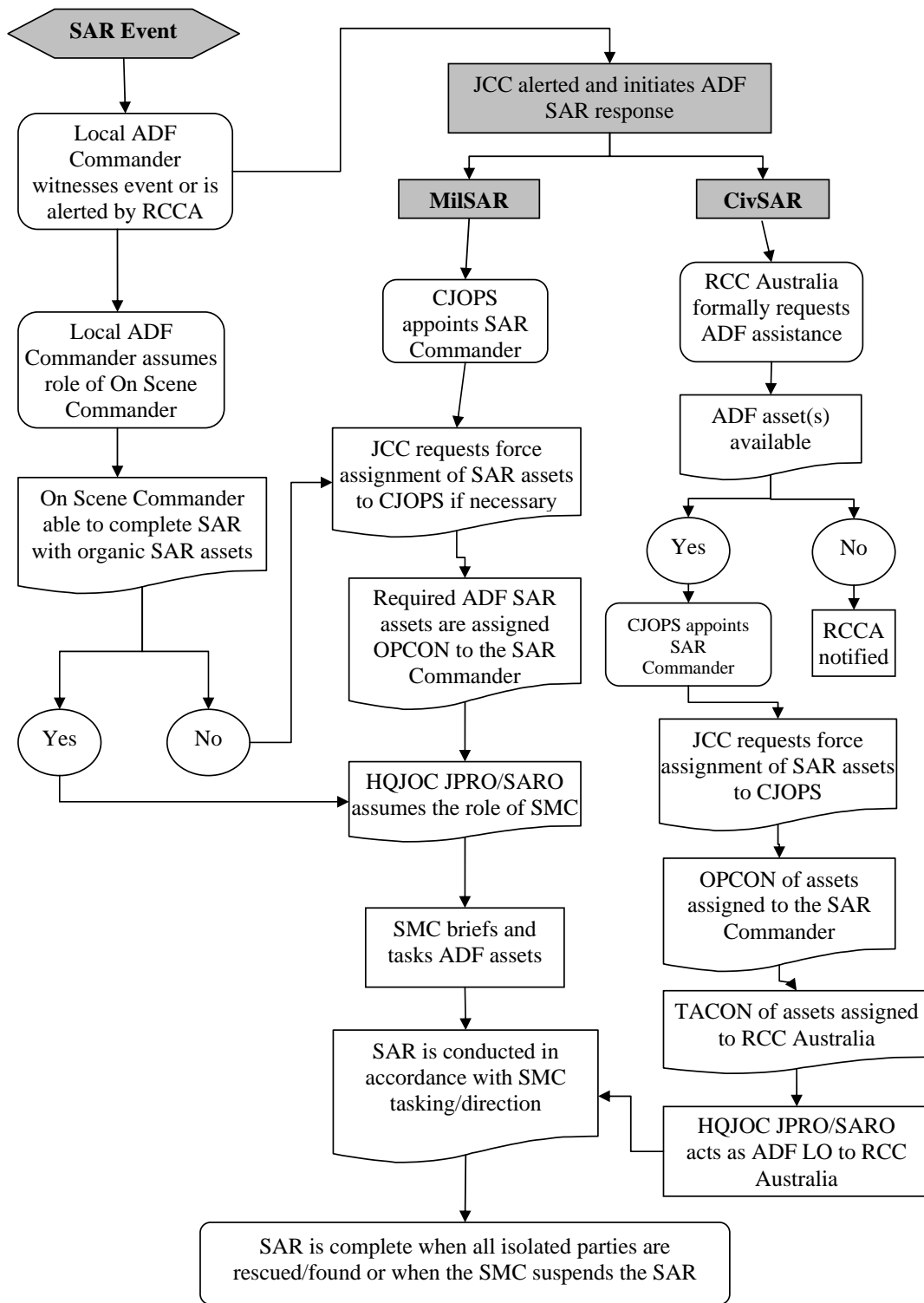
Annexes:

- A. [Key definitions](#)
- B. [Australian Defence Force—Operational command and control flow diagram](#)

KEY DEFINITIONS

1. For the purpose of this Instruction the following definitions apply:
 - a. **Complex search and rescue (SAR) incident.** An incident that requires a comprehensive Australian Defence Force (ADF) response involving a significant number and composition of ADF assets.
 - b. **Defence personnel.** Members of the Permanent Navy, the Regular Army or the Permanent Air Force, or members of the Reserves who are rendering continuous full-time service or are on duty or in uniform, persons employed by the Department of Defence under the *Public Service Act 1999*, Defence civilians, as defined in [section 3](#) of the *Defence Force Discipline Act 1982* and members of other Defence organisations on exchange.
 - c. **Enduring SAR incident.** Normally an event that extends beyond a 12-hour period.
 - d. **Joint Personnel Recovery Officer (JPRO).** Officer trained as an ADF SAR Mission Coordinator (SMC) for search and rescue operations (SAROPS) and recovery operations.
 - e. **Joint Personnel Recovery Coordination Centre.** ADF centre established to coordinate joint assets when the SAROPS event requires complex or large scale joint coordination. Usually formed within Headquarters Joint Operations Command (HQJOC) or the SAR Headquarters Joint Task Force as applicable.
 - f. **On Scene Coordinator (OSC).** Coordinator of search units at the scene of a SAROPS event. The OSC is responsible to the SMC for the prosecution of a SAROPS event.
 - g. **Rescue Coordination Centre Australia.** Civilian centre established within Australian Maritime Safety Authority to coordinate all civilian SAR events and monitor beacon activations within the Australian search and rescue region.
 - h. **SAR Commander.** Officer designated by Chief of Joint Operations (CJOPS) to have an assigned level of operational authority (generally operational control) of assets force assigned to the SAROPS event.
 - i. **SMC.** A Military SAR Coordination Course trained Officer designated by CJOPS to coordinate SAR assets and tasking during a SAR incident. This will usually be the HQJOC JPRO/Search and Rescue Officer (SARO) when supporting civilian search and rescue events but may be delegated to a civilian authority for certain Military search and rescue incidents.
 - j. **SARO:** Officer trained as an SMC for SAROPS only.

AUSTRALIAN DEFENCE FORCE—OPERATIONAL COMMAND AND CONTROL FLOW DIAGRAM





National SAR Manual Amendments

NATSARCON 34-6-4

Date: 1 October 2010

Originator: AMSA

Summary

Executive Summary	Proposed and editorial amendments to the National SAR Manual
Action to be taken	For Action: Acceptance of changes For Discussion: Conceptual changes For Information: Members of the SAR community
Related Documents	National SAR Manual WP 34-5- 5 <i>National SAR System – IGA Review</i> WP 34-6- 3 <i>ADF –National SAR Manual Amendments</i>

Background

1. A review of the National SAR Manual for 2010-2011 was conducted through consultation with the Emergency Response Division personnel, Defence and other stakeholders.

Review Process

2. The manual was reviewed with a focus for three elements:
 - a. Typographical errors
 - b. Format changes – including updating of graphics (eg. Appendix A)
 - c. Conceptual changes – elimination of outdated material and the introduction of future technologies.
3. All alterations are advertised at Annex A. Acceptance of amendments will be called for during the SAR council meeting, and members are requested to highlight any concerns prior.
4. Two major administrative changes have been made. In response to feedback regarding the layout and colour scheme, alterations have been made to the colours, header and footer in use. This also has the net benefit of reducing the size of the manual and reducing the download time for customers of the manual.
5. The Foreword has now been separated into two sections:
 - a. Foreword, to be signed upon acceptance of annual changes by the Chairman; and
 - b. Introduction, defining the scope and purpose of the manual as well as supplying the procedure for suggestion of new material and further amendments.



Recommendations

6. It is recommended that the members review and accept the amendments as proposed.

Amanda MacKinnell

SAR POLICY ADVISER
PLANNING & BUSINESS SUPPORT
EMERGENCY RESPONSE DIVISION

Annex A National SAR Manual Amendments for 2011



National SAR Manual Amendments for 2011

Annex A to NATSARCON 34/X/Y

Date: 5 October 2010

Originator: Secretariat

Foreword

After review, it was decided to split the Foreword into two sections, a Foreword and an Introduction. The Foreword now introduces the Manual and explains its origins and will be signed by the Chairman after acceptance of amendments, annually.

Introduction

A new construct, discussing the topics in the NATSARMAN and advertising the review process.

Index

Reviewed to ensure currency of numbering and titles.

Chapter 1 – Search and Rescue System

Nil Conceptual changes.

Chapter 2 – Communications

Section	Change	Rationale
2.5.15	Conceptual change	Deleted the reference to 121.beacons as no longer a valid beacon
2.5.17	Format	As it is referring to overseas authorities, change was made to RCC Australia to ensure conformity.
2.9.5	Format	New naming convention for old MHQ



Chapter 3 - Awareness and initial action

Nil Conceptual Change

Chapter 4 - Search planning and evaluation

Nil conceptual changes – minor areas of formatting corrected.

Chapter 5 - Search techniques and operations

Section	Change	Rationale
C 5.5.4	Concept	Delete “or minor” as parallel search relates to the major axis as 5.4.19 correctly suggests.
5.5.43	Concept	Added – or Forward Field Base
5.5.45	Concept	Added – or Forward Field Base
5.5.61	Concept	Change current text from “ The military authority concerned will decide” to “The SMC will decide” as being more encompassing.
5.7.1	Reword	Suggest rewording The signal serves, in the first instance, to alert to a distress situation and, during an ensuing electronic search, as a homing beacon. to The initial detection of the signal alerts to a distress situation and provides a capability for SAR assets to home the signal.
5.7.5	Concept	Added “121.5MHz homing capabilities may also be available”
5.7.6	Concept	Added “121.5MHz homing capabilities may also be available”
5.7.7	Concept	Added “121.5MHz homing capabilities may also be available”
5.7.27	Concept	ELT changed to beacon
5.7.36	Concept	ELT changed to beacon
5.10.47	Naming	“Air Safety Inspector” replaced by “Transport Safety Investigator”

Chapter 6 - Rescue planning and operations

Section	Change	Rationale
6.8	Update	All equipment listings updated

Chapter 7 - Conclusion of SAR operations

Section	Change	Rationale
	Minor formatting changes	

Chapter 8 - Training

Section	Change	Rationale
	Formatting	To bring into line with IAMSAR reference, fix up some typos and remove references to AusSAR

Chapter 9 - Emergency assistance

Increasingly, Australian Government arrangements are being organised with a central focus. This is creating expectations for information in other places (e.g. CCC, Cabinet, Whole of Government). Systems are developing to support these information requirements. In parallel incidents managed or coordinated in the RCC, may through their sensitivity, scope, scale or nature require high level strategic or wider coordination and invoking a range of Disaster Plans, national or Australian Government arrangements.

An example is the Aviation Disaster Plan, activation of the National Oil Plan and wider arrangements for the Montara Well etc.) I note that the term 'national security' is taking on a new meaning relevant to 'all hazards' and includes 'emergency management' and crisis, but for clarity the terms are included because the language is currently dynamic and imbued with varying meaning.

Section	Change	Rationale
9.5	Concepts	Update of Section to reflect current practices.

Appendix A- Search and Rescue Region (SRR)

New Diagram added to provide better representation of Australia's Search and Rescue Region.

Appendix B - Functions and responsibilities

Amended by ADF, WP 34-6- 3 ADF –National SAR Manual Amendments

Appendix C - Inter-Governmental Agreement on National SAR Response Arrangements

Proposed amendments in WP 34-5- 5 *National SAR System – IGA Review*.

Appendix D - Transfer of coordination form

Nil conceptual changes

Appendix E - Distress and emergency signals

Section	Change	Rationale
	Concept	ELTs and Squawk codes can also be used to indicate distress

Appendix F- Maritime SAR recognition code (MAREC)

Nil conceptual changes.

Appendix G - Plotting Symbols

Nil conceptual changes.

Appendix H - Sighting and hearing techniques

Nil conceptual changes.

Appendix I - Tables and graphs

Nil conceptual changes.

Appendix J - Probable errors of position

Section	Change	Rationale
Probable Navigation Error of the Distressed Craft	Conceptual	Deleted reference Loran-C post shutdown.

Appendix K - Worksheets

Nil conceptual changes.

Appendix L-Aircraft accident site precautions

Nil conceptual changes.

New copy of Civil and military aircraft accident Procedures for Police Officers and Emergency Services Personnel linked to Manuals section of the NATSAR website.

Appendix M -Tier capabilities and locations of AMSA supported SRUs

Nil conceptual changes.

Appendix N RAAF SAR equipment and aircraft capabilities

See ADF changes – WP 34-6-3.

Appendix O Royal Australian Navy response

See ADF changes – WP 34-6-3.

Appendix P Memorandum of Understanding: SPOT alerting devices

Section	Change	Rationale
Title	Rename Appendix P to Memoranda of Understanding with Technology Providers	AMSA has achieved a MOU with Thuraya for the provision of information regarding distress alerts raised via Thuraya handsets. This MOU is in keeping with the structure used for the SPOT MOU. Rather than construct additional appendices for each MOU, it is proposed to list these MOUs in Appendix P.



Leeway Graphs

NATSARCON 34-6- 5

Date: 30 September 2010

Originator: WA

Summary

Executive Summary	Proposing the inclusion of Western Australian Police's Marine Leeway Chart, into the National Manual to compliment the existing Leeway Table. Thus having access to an simple easy graph for State Police and SAR Authorities as another method for assessing leeway rates.
Action to be taken	For action and discussion.
Related Documents	Western Australia State SAR Manual

Background

1. The Western Australian Police State Marine Search and Rescue Manual has been developed to detail the management and coordination arrangements for marine search and rescue operations within the scope of our state responsibilities.
2. The State manual was developed inline with the National Search and Rescue Manual (NATSARMAN) and the Inter-Governmental Agreement between Commonwealth and the States.

Leeway Graphs

3. In 2000, WA Water Police updated their State Marine Manual, using information from the NATSARMAN; particularly a graph to show leeway rates. The graph depicts the information that is included in the National Leeway Table and incorporates the Wind speed, multiplier and modifier.
4. These graphs have been compiled using the figures obtained from the Australian National Search and Rescue Manual and the International Aeronautical and Maritime Search and Rescue Manual.
5. The graph was created to give Police Officers in coastal locations an indication of Leeway rates in a simple easy to use method that required very little understanding of Search and Rescue procedures.
6. Comparisons have been made to highlight the ease and use of the graph compared with the NATSARMAN figures.



WA Manual

8mtr Half Cabin Vessel

18Knts

Leeway Rate = **1.15**

Dinghy

15kts

= **0.5**

Windsurfer

25kts

= **0.65**

Large Cabin Cruiser > 10m

30kts

= **1.7**

Debris

10kts

= **0.2**

Fishing Vessel

15kts

= **0.6**

Yacht

20kts

= **0.85**

NATSAR Manual

Cuddy Cabin: 0.069 x 18

= 1.242 – 0.08

= **1.162**

Skiff Flat Bottom: 0.034 x 15

= 0.51 + .04

= **0.55**

Person powered Windsurfer: 0.023 x 25

= 0.575 + 0.1

= **0.675**

Power Vessel Sports Fisher: 0.06 x 30

= 1.8 – 0.09

= **1.71**

Debris: 0.02 x 10

= 0.2 + 0.00

= **0.2**

Commercial Fishing Vessel: 0.037 x 15

= 0.555 + 0.02 =

= **0.575**

Sailing Vessel Mono-hull Full Keel: 0.03 x 20

= 0.6 + 0.00

= **0.6**

Recommendations

7. As can be seen from the comparison the rate obtained from the WA Leeway graph is comparative to the method obtained from the NATSARMAN using multiplier and Modifier.
8. Not all types of vessel have been included onto this graph. Only vessels that were more likely to be dealt with by Police are included. Leeway rates for any other type of vessels or targets outside of this graph must still be referenced to the NATSAR Manual.
9. It is recommended that the Leeway graph developed for the WA Marine SAR Manual be included into the National Manual so it can be accessed by SAR Authorities (mainly Police) as another form of obtaining leeway rates.

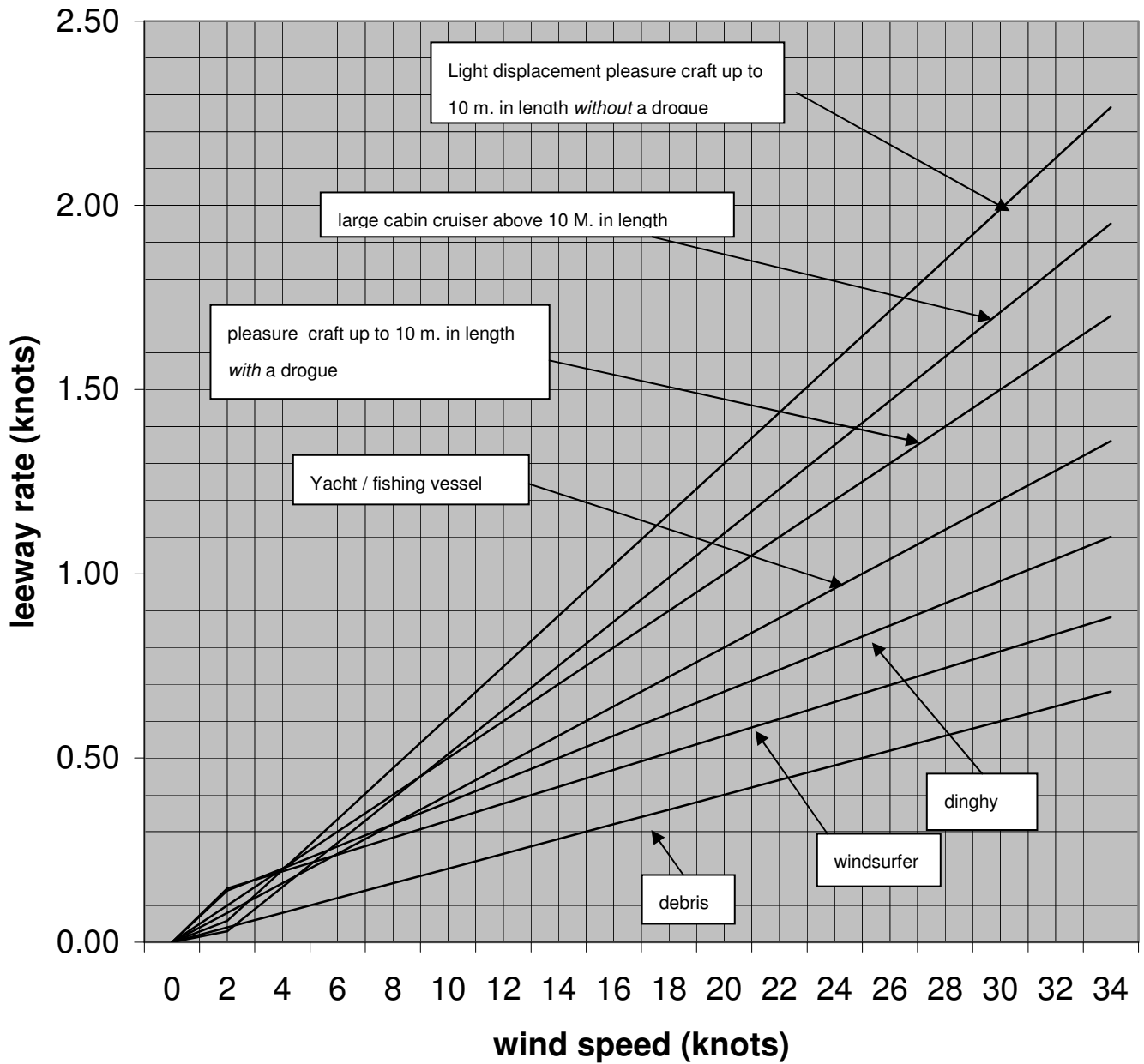
Michael Wear

WA Water Police

Marine Search and Rescue Coordinator



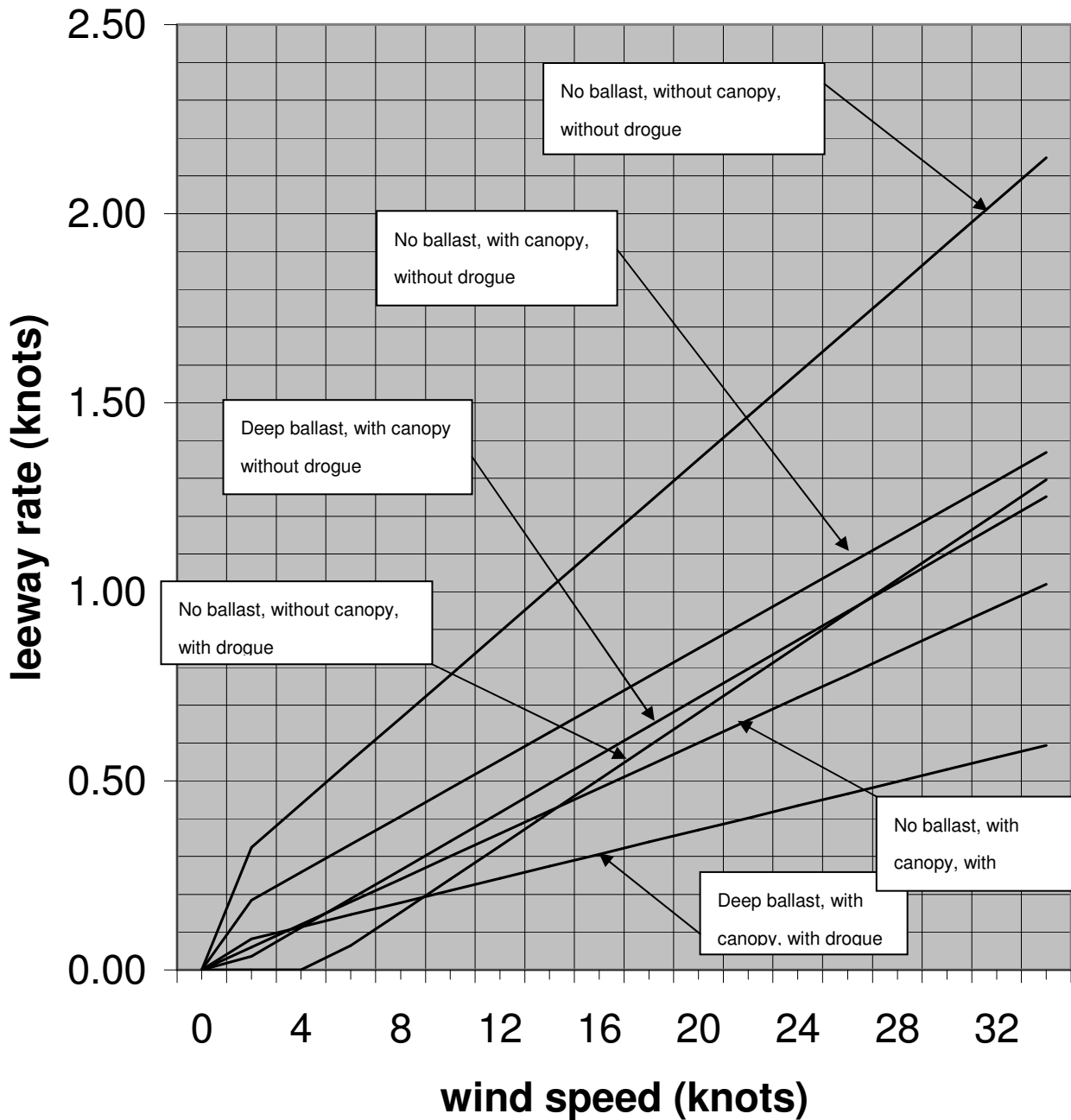
Leeway chart for vessels



The leeway rates in this graph have been compiled using figures obtained from the Australian National SAR Manual and the International Aeronautical and Maritime Search and Rescue Manual.

(Example: Wind 15 knots, Target vessel less than 10 meters, Rate of Leeway= 0.95 Knots, i.e in 4 hours the vessel would have moved $4 \times 0.95 \text{ NM} = 3.8 \text{ NM}$)

Leeway chart for raft



The leeway rates in these graphs have been compiled using figures obtained from the Australian National SAR Manual and the International Aeronautical and Maritime Search and Rescue Manual. Anomalies with these figures have been identified and further research is being undertaken.

For life raft description, see next page.

This section provides information about some of the leeway drift objects used in the Leeway Graphs. Note that any classification system will have overlaps between some categories and that at times the SMC will need to make a decision about the most probable situation. The National SAR Manual contains further examples and leeway information on various possible leeway targets.



Dinghy. Open boats less than 6 meters long fitted with an outboard motor. Often made from aluminium and transported on top of a vehicle or light weight trailer.

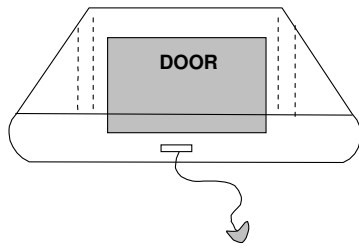


Light displacement pleasure craft up to 10 metres in length. Also referred to as Runabouts, or Half Cabin Cruisers. They include metal, fibreglass and wood vessels with a V, modified- V, or deep-V form. These craft can be fitted with inboard, outboard or I/O propulsion.

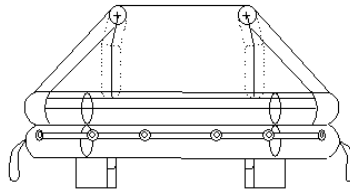


Large cabin cruiser up to 30 metres in length. (the majority are between 10 and 15 meters in length). This category includes boats with a centre console or walk-around cabin and may have a fly-bridge.

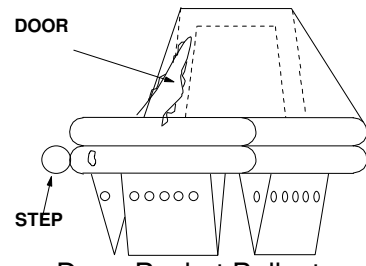
Types of rafts.



No Ballast Life Raft



Shallow Pocket Ballast



Deep Pocket Ballast



Distress Beacons Update

NATSARCON 34-7-1

Date: 30 September 2010

Originator:

Summary

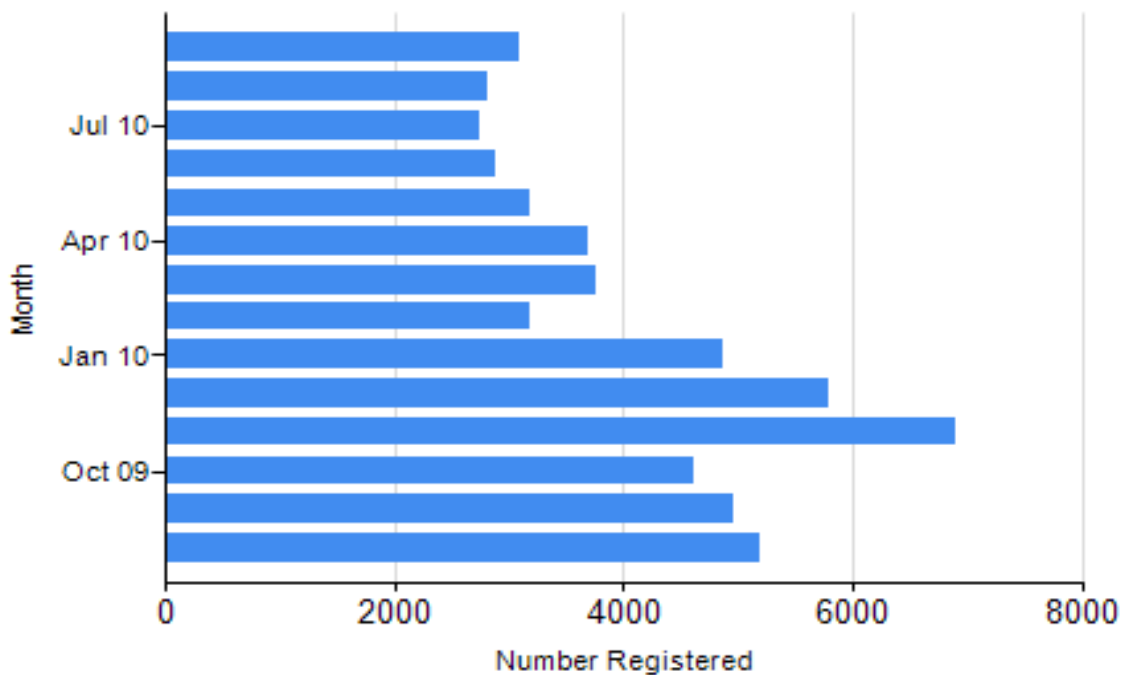
- Executive Summary** This paper updates the Council on current distress beacon statistics and issues.
- Action to be taken** For Information.
- Related Documents** Cospas-Sarsat Newsletter dated
WP 34-7-3 Emerging Technologies- SEND and Tracking Devices

Background

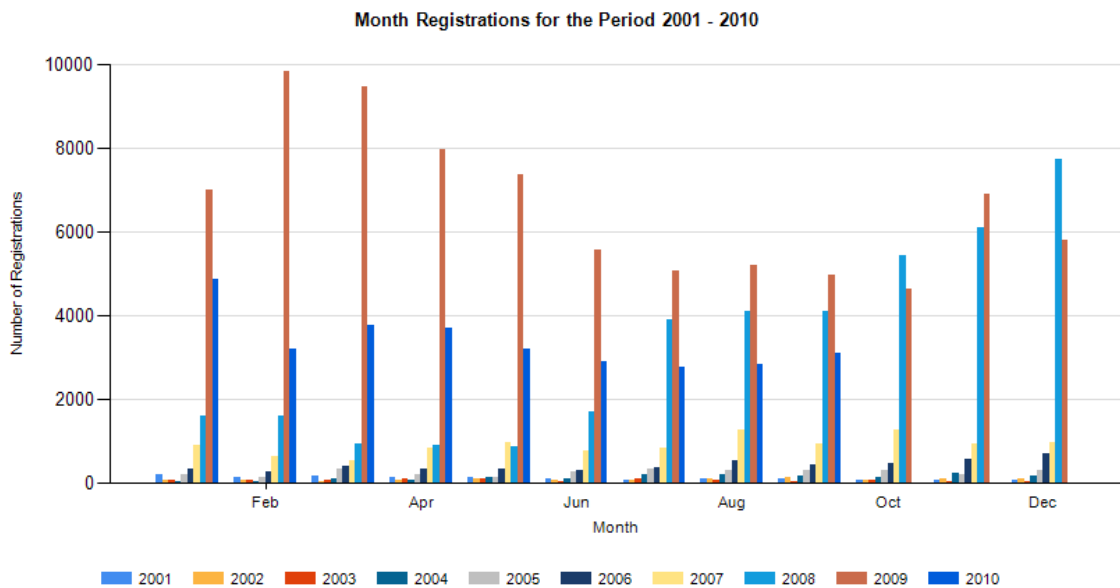
1. The Australian 406 MHz distress beacon database now numbers about 175,000 and continues to grow at over 3,000 beacons per month. The only national database that is larger is that of USA with about 290,000 and a population of over 300 million. This makes Australia (closely followed by New Zealand) the greatest users of 406 distress beacons in the world. This can be seen from the map in the attached Cospas-Sarsat newsletter.

Update and current issues

2. The 'switch to 406' is over and beacon registration rates have settled down. The graph shows the monthly rate dipping to about 2750 mid year before starting to build up again as we come into spring. The total for September was predicted to be about 3,800.



- The switch to 406 looked like this:



- The proof-of-registration sticker process commenced at the end of June 2008 so with a two-year validity period, the 406 team commenced the sticker renewal process earlier this year. This has involved changes to the 406 database system to generate reminder e-mails and letters. The result has been a significant increase in 1800 phone business and the 406 team was brought back up to four plus the manager to handle the increased load. Even with all this effort, it is estimated that the non-registration rate is still around 30%.

Education and Messages

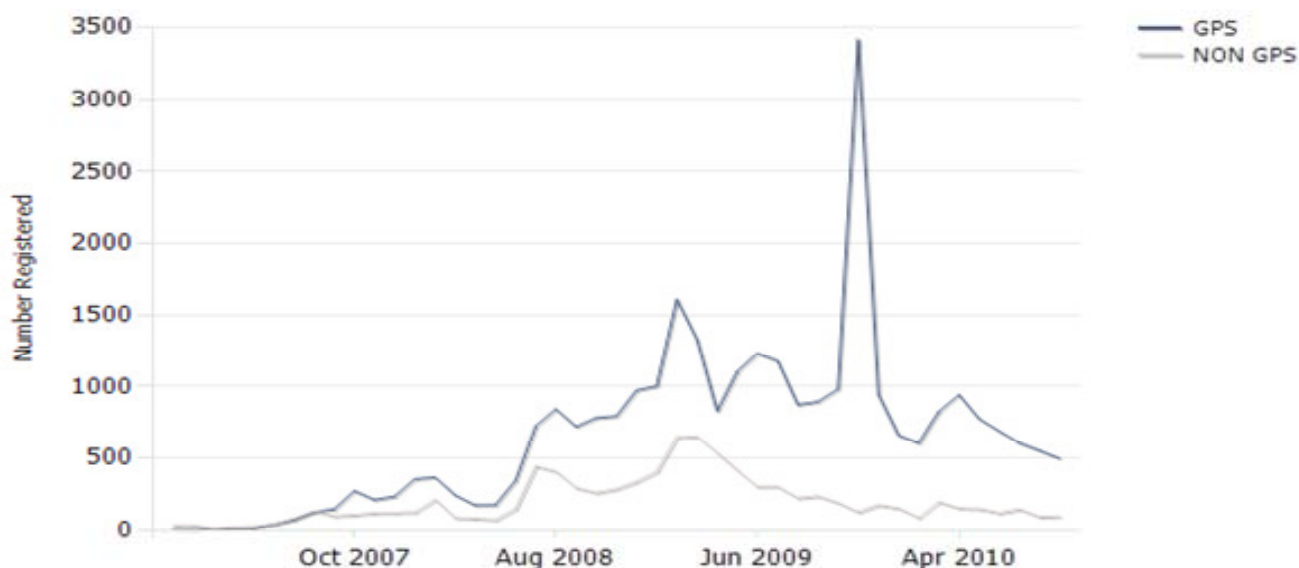
- The AMSA web site is used to good effect with messages updated regularly, on-line news used to present incident information, and links to useful information.
- AMSA continues to attend trade shows, expanding the schedule to include 4wd and key 'Outdoor' events as well as boat and air shows to promote carriage, proper use and registration of beacons. This program, however, is staffed on an opportunity basis as resources permit which constrains the number of events attended and continuity of effort.
- Advertising and the placement of articles in magazines such as *Helinews*, *Wild*, *Soundings*, *Bow2Stern* have also focused attention on AMSA's current messages through highlighting real-life incidents. Advertising and educational articles are tailored for the particular audience: aviation, maritime or PLB user, however, most involve the core messages of:
 - beacon registration,
 - correct disposal of old beacons and
 - the benefits of the more accurate GPS capable beacons.
- Overall, education appeared to be effective in the context of *switch to 406* but the 30% non-registration rate for beacons remains difficult to improve, albeit consistent with overseas experience.



9. The most effective engagement with a user would be at the point of sale of a beacon, and AMSA works with manufacturers to improve packaging and the information that accompanies beacons. However, retailers are a very diverse group and many have little understanding of the devices that they are selling (much like many retailers of many goods). Internet sales also present particular difficulties. Assistance through police and state education campaigns, raising awareness of the risks associated with unregistered beacons may assist in reducing this situation.

Personal Locator Beacons

10. The use of PLBs in the land environment is new to most countries, having evolved with the switch to 406. The Australian use of beacons has been part of the outdoor culture for many years. Australian manufacturers designed and marketed small conveniently shaped distress beacons built to the old 121.5 MHz 'personal EPIRB' standard but without flotation collars and therefore not suitable for use in water. These beacons were cheap and widely used by bush walkers and drivers. The uptake of 406 PLBs has been widespread, with aviators, mariners and recreational users purchasing and using beacons. There is currently no regulation of PLBs (carriage or registration) for land use.



PLB registrations Jan 2007 – October 2010, showing GPS and Non-GPS

11. Country Energy purchased over 2,600 PLBs in November 2009 for workers operating in remote areas. OH&S may be a driver for greater use of PLBs, however, there seems little scope to actually regulate via this avenue. An approach via OH&S would not address the recreational user even if considered appropriate. PLBs would only ever be one distress alerting option, and often not the best one in any case.

New Technology in Distress Beacons

Medium Earth Orbit Search and Rescue Satellites

12. MEOSAR is the next generation in the Cospas-Sarsat system. One of the possible features available under MEOSAR is a return-link service to an activated distress-beacon. Agreement has been reached between New Zealand and Australia for mutual cooperation in the establishment of a cooperative MEOSAR system. This will most likely see MEOLUTs in Australia and New Zealand.
13. An Experts Working Group meeting in Maryland, USA in September 2010 discussed the desirable requirements to be incorporated into new beacon models from 2015. Minimum features included increased performance in the first 30 seconds of transmission, cancellation of a false transmission by the user and verification of beacon registration.
14. GME recently released their new MT406G manually activated EPIRB. AMSA has purchased 250 of these units for the Torres Strait Marine Safety Program. The manual activation makes them suitable for carriage in open small craft but with all the benefits of GPS positional accuracy.



Recommendations

15. That members:
 - Note the non-registration rate of distress beacons remains at 30%. Assistance by water police during ramp checks to enforce the registration requirement may encourage further registration.



NO MATTER WHERE YOU GO

Don't risk going without a 406

Registration of 406 MHz distress beacons is compulsory. You can register online with the Australian Maritime Safety Authority. Registration is free.

www.amsa.gov.au/beacons
1800 406 406

Australian Government
Australian Maritime Safety Authority



Emerging Technologies

Satellite Emergency Notification Devices and Tracking Systems

Summary

Executive Summary

Discussing the growing population and use of devices operating on commercial satellite systems rather than COSPAS-SARSAT, advertised to be for use in Distress situations.

Action to be taken

For discussion and information.

Related Documents

ICAO JWG – SAR 16 Working Paper 9, *Emerging Technologies in commercially available alerting devices*, Presented by the United States, 26 August 2009

Background

1. The *Switch to 406* has seen the carriage of EPIRBs into different environments as well as a significant uptake in PLBs amongst the general public. Aimed at this market, tracking devices such as SPOT are now available at affordable prices and are also frequently marketed as distress beacons. This has led to confusion and false expectation amongst users who lack awareness of how the device interacts with the SAR system.
2. Use of such Satellite Emergency Notification Devices to provide tracking information to family and friends has been welcomed by the increasing social-networking public who are accustomed to broadcasting their circumstances through such media as Facebook or Twitter.
3. The pros and cons of these devices should be weighed by the individual. One of the prime advantages to the SAR system is that the tracking functions of these devices enable the shrinkage of search areas by providing positional information as long as the user is within coverage. This information, when provided to the SAR authorities can be invaluable, however the public should be aware of the capabilities and limitations of such devices.

Devices on the Market

SPOT and SPOT 2

4. Typical users and purchasers are bushwalkers, caravanners and those who are operating in the outdoor environment and wish their movements to be known. Between 2000 -2800 SPOT devices are estimated to be active each weekend in Australia with increasing frequency of use in alerting family and friends to non-distress but emergency situations (eg. Flat tyres). Use of SPOT devices in these situations, if within coverage seems to be a



sound method of gaining assistance without placing demands upon the SAR system.

5. Six incidents using SPOT were seen in early 2010 within the Australian SRR. In each case, RCC Australia was informed by the IERCC and coordination was then passed to local police to manage the incidents, typically involving bogged and rolled vehicles.
6. An issue regarding the serviceability of these devices, demonstrated in November 2009 with SPOT 2 and the international recall, is that no Australian Standard exists to which these devices are required to be manufactured to, and therefore no performance specifications to which these devices must conform. Additionally, whilst these devices appear cheaper than a PLB upon initial outlay, and a fact that influences the decision to purchase, they are on pay by the month contracts and can be expensive.

Maritime Survivor Locating Systems

7. There are a number of systems utilising radio transmitters operating on VHF that are designed to alert the parent vessel or an offshore platform to loss of a crewmember. Two of these devices, Mobilarm's V100 and SeaSafe have been built to comply with Australian Standard 4268:2.
8. These devices operate upon water activation, distance from the central receiving unit or manual activation. These units have merit as aids to safety and an element of the upcoming Regulatory reform is the introduction of comprehensive Safety Management Systems for commercial vessels. Risk mitigation through use of such devices may be attractive to some operators, especially in the fishing and diving industries.
9. Australia supported these devices at COMSAR 14 in London, early 2010 however strong opposition arose from European countries such as German and Sweden. Objections were raised over the potential overwhelming of existing distress communication channels by such devices.



Iridium

10. The Iridium constellation of low-earth orbiting and cross linked satellites provides voice and data services to remote areas not covered by terrestrial communication networks. These handsets are being used in the maritime, aeronautical, defense, public safety, utilities, mining, forestry and other areas. Carriage of Iridium phones is also encouraged by Bushwalkers Australia as part of essential equipment as Iridium's constellation of low-earth orbiting and cross-linked satellites may provide voice and data services to remote areas not covered by terrestrial communication networks eg. Telstra.

Thuraya

11. In August 2010, AMSA entered into a Memorandum of Understanding with the United Arab Emirates –based telecommunications company, Thuraya for the handling of distress alerts arising from Thuraya devices in the Australian SRR. Engaging in this MOU ensures that an alert arising from one of Thuraya's devices enters the SAR system at the appropriate point for Australia. A copy of the MOU will be entered into Appendix P of the NATSAR Manual.



Spidertracks

12. Spidertracks markets their aircraft tracking system as being superior to the mandatory ELT, citing a number of incidents where the ELT has not survived the impact and therefore been unable to transmit. Spidertracks operates by raising an alert if the Spider ceases moving which may lead to false alerts if the system is not shutdown on the cessation of operations.
13. AMSA has attempted to engage in a MOU with Spidertracks however unwillingness to filter false alerts and other issues have stalled the progress.
14. With all the non Cospas Sarsat devices, issues have been experienced in managing public expectation as marketing to customers frequently emphasises rapid SAR response, and in some cases: at the expense of COSPAS-SARSAT approved devices. AMSA continues to promote the message that Cospas-Sarsat beacons should be used when all other avenues of communication have been tried and ultimately: been unsuccessful.

Standards Development

15. A forum known as ProTECTs (Promotion of Two-Way Emerging Communication and Tracking systems) has formed in the United States to bring together companies and organisations involved in satellite location, tracking and messaging technology. Iridium Satellite LLC is key in driving this alliance. This industry group is working towards developing standards for devices operating in this sphere.
16. These devices were highlighted at the 50th meeting of the Australian and New Zealand Standards Radio Communications Subcommittee (RC004) in September 2010 as areas for consideration and future standards development.
17. AMSA will continue to develop MOUs with communication service providers to ensure that these devices are integrated into the Australian SAR system.

Recommendations

18. That members note:
 - a. the increasing emergence of such devices and the contribution they can make to the SAR system, and
 - b. the need to clarify in the general public's mind the specific characteristics of these devices.



SAR Training Report

NATSARCON 34-8-1

Date: 28 September 2010

Originator: Murray Brissett

Summary

Executive Summary	The National Search and Rescue School is responsible for the provision of training to AMSA officers, Police officers and ADF officers.
Action to be taken	For Information.
Related Documents	21 st National Police SAR Managers Course Post Course Report.

Background

1. The National Search and Rescue School conducted or will conduct four formal courses and numerous supporting tasks during the 2010 training year.

Detail

2. This year saw the National SAR School oversee the training of 32 search and rescue professionals as follows:
 - **01/09 Senior Search and Rescue Officers (SSARO) Course.** This course commenced on 7th September 2009 and concluded on 15th February 2010. The course panel was comprised of three SAROs (A). All course members attained the Advanced Diploma of Public Safety (Search and Rescue - Management) upon graduation.
 - **01/10 Search and Rescue Officers (SARO) Course.** This course was conducted during the period 1st March – 28th September 2010. The course panel comprised four mariners, of which two are ex-RAN, and one is ex-NSW Police, with one further from the UK Coast Guard. There was one aviator on the Course who was formally a helicopter pilot from Bristow's Helicopters. All course members attained the course outcomes and are now employed within RCC Australia as SAROs. After a further 12 months of consolidation, they will be assessed for the issue of the Diploma of Public Safety (Search and Rescue - Coordination).
 - **21st National Police SAR Managers Course.** This course was conducted during the period 9th – 20th August 2010. The total course panel was 16, which was comprised 15 x officers from Australia and one student attending as a guest from New Zealand. All course members achieved all residential course objectives and are now in the process of completing the post-course study that is a pre-requisite for the award of the Advanced Diploma of Public Safety (Police Search and Rescue – Management).
 - **01/10 Military SAR Coordinators Course.** This course will be conducted during the period 1st – 24th November 2010. The course panel will comprise of eight selected officers from varying services of the Australian Defence Force.



3. **21st National Police SAR Managers Course Instructor Workshop.** This year saw the continuation of the National Police SAR Managers Course Instructor Workshop. This workshop was conducted at AMSA one working day prior to the actual course commencing. This allowed the instructor's time to discuss and amend lesson plans, presentations and exercises.
4. The following officers attended the workshop:
 - S/Sgt Jim Whitehead (Course Director)(Queensland Police);
 - Sgt Glen McPhee (Northern Territory Police);
 - Sgt Victor Velthuis (Victoria Police);
 - Sgt Mick Wear (Western Australian Police);
 - Snr Const Rob Trussell (NSW Police);
 - Brevet Sgt Kevin Doeke (South Australian Police); and
 - Insp Brian Edmonds (Tasmania Police).
5. As a result of the Instructor's Workshop, it was identified that the Course requires external validation to assess the following:
 - whether the Course meets user requirements,
 - whether the assessments are valid to the current police workplace, and
 - to ensure that the course conforms to the new AQTF 2010.
6. As a result, it was suggested that during 2011, all State Course Coordinators conduct a five day workshop at a venue TBA, for the purposes of addressing the above requirements.
7. **01/10 Military Search and Rescue Coordinators Course.** Due to current and anticipated training commitments within the National SAR School over the next three years, it was decided that the ADF will take overall coordination of the MilSAR Course, with assistance from AMSA; therefore, the 01/10 MilSAR will be the last course conducted by the National SAR School for at least the next three years.
8. **Indonesian Transport Safety Assistance Package (ITSAP).** During May 2010, a team from the National SAR School was heavily involved with the design and delivery of the 2010 AUSINDO SAREX, which was conducted in Mataram, Lombok. Although this exercise highlighted some pertinent points and lessons learnt when conducting cross-border SAR operations, the exercise was an overall success.
9. It is anticipated that the National SAR School will be providing further assistance to BASARNAS under the auspices of ITSAP 2, although there is no clear indication of what type of assistance this will be.

Recommendations

10. It is recommended that the National SAR Council agree to each state funding their relevant Police State SAR Coordinator (as listed in paragraph 4) to attend a five day workshop for the purposes of validating the National Police SAR Managers Course in a manner described in paragraphs 5 and 6.



21st National Police Search and Rescue Manager's Course

NATSARCON 34-8-2

Date: 29 September 2010

Originator: QLD



Minutes of Debrief

Australian Federal Police College (AFP), Canberra

09-20 August 2010

Executive Summary

The debrief was conducted at the AFP College on Thursday, 19th August 2010

Present: Chair: Jim Whitehead Qld – Course Director

Directing Staff (DS): Brian Edmonds Tas,
Michael Wear WA,
Kevin Doecke SA,
Vic Velthuis Vic,
Glenn McPhee NT,
Rob Trussell NSW

Action to be taken

For discussion and information.

Related Documents

WP 34-8-3 National Police SAR Managers' Course upgrade Proposal

Purpose of the debrief

1. This review is conducted as part of the continual evaluation and validation of the National Police Search and Rescue Manager's Course. The review includes all facets of the course including the entire course content, administrative and organisational matters. Where changes have been identified or proposed and were appropriate those recommendations are delegated as 'Action' to a member of the Directing Staff for NATSAR Council.

Course Debrief

Instructor Development Module

2. The Course Director arrived in Canberra on the Tuesday before the course and utilised the Wednesday to meet with members from AusSAR, National SAR School, NATSAR Council Secretary and AFP College staff. The remaining directing staff arrived in Canberra on the Thursday prior to the first day of the Course to undertake a formal qualification audit, assessment workshop and instructor preparation module. It was agreed by all Directing Staff that this was a suitable and worthwhile period of preparation.



Current Course Content – Timetable

Sunday Evening

3. The pre-course Sunday evening BBQ was held at the AFP College. This provided an ideal opportunity for all students and Directing Staff to mix in a casual atmosphere prior to the course commencing. All students arrived prior to 1800hrs. An opportunity was taken to have all students provide a short background to themselves for the information of other students and DS.

Suggested: Retain pre-course BBQ as a course ice breaker.

Monday (Day 1)

Course Opening and Introduction

The course was opened by the Course Director, providing the following:

- Basic housekeeping details
- Protocol requirement of the AFP while within the College.
- NATSAR History
- Course program overview
- After hours team building
- Nightly visits to AusSAR
- Head of SAR School, Murray Brissett, provided an outline of the following:
 - Introduction to Competency Based training
 - Assessment procedures
 - Recognition of Prior learning/current competency
 - Issue of qualification upon demonstrating competency
 - Expectation of students during the course to gain maximum benefit
 - Pre and post course assignments
 - Plagiarism

State Presentations

4. Each State/Territory provided a short presentation of their individual SAR systems and policies. Each State/Territory was restricted to 5 powerpoints. This took a total of 1.5hrs and is considered beneficial to all students and DS.

Suggested: To ensure that all States/Territories adhere to the 5 PPT's rule. it was suggested that a template be provided as part of the joining instructions.

Action 1/2010

Whitehead – Joining instructions to reflect the above requirements for all students, concentrating on activation procedures, resources, command structures in SAR, with a one page overview for handing out.

National SAR and DACC Arrangements. (30 min)

5. Trussell – Lecture met all requirements. To be used as a refresher for responsibilities.

To remain.

SAR Management (30 min)

6. Edmonds - Lecture met all requirements

To remain

Land Navigation and SAR Planning Revision (4 hrs)

7. Velthuis, Doecke & McPhee. Short session on basic map interpretation followed by a new approach to provide this lesson in the form of a case study with activities. Some problems with timings were incurred due to the new style of lesson. The pre-course workbook and information saw an improvement in this subject by students.

Suggested: Basic map reading and navigation exercises to be included in the pre-course material.

Action 2/2010:

Whitehead – The Pre-course workbook be expanded to include practical map reading and navigation questions. This can be done on similar line to the Qld Workbook with a portion of map being included with the book.

Tuesday (Day 2)

Marine Revision

8. Wear, Trussell & Whitehead. Four hours devoted to marine navigation, marine SAR, leeway and drift, sweep width and search patterns. The pre-course workbook and information saw an improvement in this subject by students.

Suggested: Basic chart work and navigation exercises to be included in the pre-course material.

Action 2/2010:

As per above

Case Study – Franklin River

9. Edmonds – This 30 minute case study focused on numerous aspects of SAR Management and is considered an excellent example of a good SAR incident.

To remain

Case Study – Malu Sara

10. Whitehead – This 1hr case study provided a classic example of a SAR managed poorly. This case study provoked some good discussion from the students.

To remain

Case Study – *Wild Eyes*

11. Wear – This case study looked at the search and location of Abby Sunderland in the Indian Ocean after her vessel was dis-masted. This search was at the extreme western edge of the Australian SRR.

To remain.

Suggested: Further case studies be provided as non-compulsory after hours activities.

Wednesday (Day 3)

SAR Conclusions

12. McPhee – A case study form the basis of this lecture which identified the conclusion stage of a SAR incident.

To remain.

Medical Factors within SAR

13. Dr Luckin – Due to pre-existing circumstances it was necessary to move this lecture forward. Dr Lucking provided his very informative lecture on medical aspects of SAR. A considerable number of scenarios were discussed within the class. It is considered that this is a very valuable lesson.

To remain.

Thursday (Day 4)

Managing Human Resources

14. Wear – This lecture incorporated the SAR incident ‘Sea Hawk’ and provided an insight into human resource management.

To remain.

Dealing with the media at a local level (2hrs)

15. Tracey Jiggins and Carly Lusk(AMSA) – First hour of lesson was devoted to actual dealings with the media, concentrating on the do’s and don’ts associated with media presentations. The second hour saw eight of the students perform a live interview on pre-selected SAR scenarios. The remaining students were interviewed during the SAREX’s. DS Doecke and Edmonds completed assessments in relation to media presentations and provided suitable feedback to students.

To remain.

Suggested: Each student to be provided with a SAR scenario in the pre-course material, from which they are to write a media release. 50% of students to do media interview in class with remaining to be captured during SAREX's.

Land Navigation Assessment

16. Velthuis, Doecke and McPhee – Meets requirements of the course and should remain.

Marine Navigation Assessment

17. Wear, Trussell & Whitehead – Meets all requirements of the course and should remain.

SAREX Walk-through

18. Doecke & Edmonds – A quick synopsis of what is expected of the students under assessment during the SAREX's. This lecture covers areas such as accurate record keeping, whiteboard usage, overlays, briefing and debriefing and media. Assessment sheets were explained to the students.

To remain

Action 3/2010

Whitehead – Powerpoint display to be produced to maintain consistency.

Friday (Day 5)

SAREX Anntine Qld

19. Whitehead – Good simple exercise in the Torres Straits to start with.

To remain

Field trip to RCC and Evening visits

20. Lecture from Al Lloyd (Ops manager) re SAR from an AusSAR point of view then provided a good run down of the NEXUS System. A case study on a marine/air incident demonstrated how AusSAR functions. The evening visits by students has proved worthwhile and reinforcing.

To remain.

Saturday (Day 6)

Field Trip

Action 4/2010

Whitehead – Explore options with AusSAR in relation to having a Dornier aircraft made available for viewing by students.

Sunday (Day 7)

Private study.

21. An opportunity for the DS to prepare SAREX's for the coming week and for students to revise their notes and manuals.

Monday (Day 8)

SAREX Tin Mine Vic

22. Velthuis – A good exercise in land SAR logistic management on Wilson's Promontory.

To remain

SAREX Keraudren WA

23. Wear – A good marine exercise demonstrating large distances with small numbers of resources in the north west of WA.

To remain

Leadership

24. Whitehead – What is a leader and manager, with group discussion.

To remain

Tuesday (Day 9)

SAREX Lake Mountain Vic

25. Velthuis – A good alpine scenario, challenging for those without snow or mountains.

To remain

SAREX Port Macquarie NSW

26. Trussell – A marine scenario with an extraordinary drift due to the EAC.

To remain

Wednesday (Day 10)

27. Both SAREX's were conducted as full day events with a hand over prior to lunch.

SAREX Dunmarra NT

28. McPhee – A good outback based incident.

To remain

SAREX Sharkbait SA

29. Doecke – A land and marine scenario based around Ceduna on the mid west coast of SA.

To remain

Thursday (Day 11)

SAREX Didgeridoo Tas

30. Edmonds – A caving scenario in the Tasmanian wilderness.

To remain

Technology

31. Forbes – A detailed look at the technology used by the Victorian SAR Squad during the Victorian Bush Fires.

To remain.

Written Examination

32. Whitehead – Short written examination to consolidate all lessons learnt over last two weeks.

To remain.

Student Interviews

33. All DS – Personal interviews of all students were conducted with no problems or issues raised. This is a vital part of the course and is to remain.

Venue and Administration

AFP College

34. The College is an ideal venue for this course. It can provide accommodation, meals and lecture facilities under one roof at a reasonable cost. The rooms and accommodation have been booked for next year.

Number of Directing Staff

35. It has been unanimously agreed that there should be a minimum of 7 Directing staff. These are required to manage each student SAREX syndicate, provide assessment, operate the telephone system and provide exercise control. Each DS member must hold the Advanced Diploma of Public Safety (Police SAR Management) and should have a Certificate IV in Training and Assessment. All states should support the course by supplying DS every course.

Suggested: Each State/Territory is encouraged to secession plan. Each State/Territory is able to send an assistant DS to the course. All costs associated with these assistants is to be borne by the individual State/Territory, not the NATSAR Course.

Action 5/2010

NATSAR Council members – All State and territory representatives on the NATSAR Council make a commitment to support the NATSAR Course with suitable instructors every year for a minimum period of two years per instructor.

Action 6/2010

NATSAR Council members – All State and territory representatives on the NATSAR Council implement an instructor succession plan for their particular State/Territory. Sending an assistant DS onto future course may assist this.

Course Dinner.

36. The formal course dinner has been well received by both DS and students. It is a fitting way to formally close the course and provides an opportunity for students to receive their certificates.

NATSAR Course 2011

22nd NATSAR Course

08 – 19 August 2011 at the AFP College, Canberra

Future Course Director

37. The 2011 Course Director will be Senior Sergeant Jim Whitehead, Qld. Assistant Director will be Inspector Brian Edmonds, Tas; Inspector Edmonds will take over Directorship in 2012.

Number of Students

38. 16 students is the optimum number the course can accommodate and assess with the seven DS. Each State/Territory is allocated two positions with Tasmania and New Zealand normally filling one position each. This year there was a full compliment of students. In the past there have been late withdrawals which were fortunately filled by the larger states.

Action 7/2010

NATSAR Council members – All State and territory representatives on the NATSAR Council ensure early notification of student positions and that a reserve member be nominated for replacement of a nominated student in case of unforeseen circumstances.

Course Cost

39. Awaiting accurate costings from AMSA

Pre-Course Reading

40. Pre-course reading and workbooks are to be supplied to students prior to each course. As per above suggestions, the current Land and Marine Workbook will be expanded to include basic navigation in both disciplines.

Action 2/2010

Whitehead – As per action 2 above.

Future Directions

41. With the increased use of technology within parent States it is considered necessary that the NATSAR Course develop strategies to include technology within its teaching framework. To this end discussions will be held with AusSAR and SARMAP to develop scenario based exercises which will have a technology component attached.

Action 8/2010

Whitehead - Liaise with AusSAR and SARMAP to develop scenario based training utilising currently available technology.

Student comments from Feedback Sheets.

42. All students provided a feedback sheet at the conclusion of the course. The feedback was, in general, complimentary towards the course and the individual lessons. There were several comments that more managerial type subjects could be included. Case studies were raised as a valuable teaching tool.

Acknowledgements

43. The Course Director acknowledges the assistance of Murray Brissett and Melinda Smyth from the SAR School for their support in making the 21st course a success.

44. The Course Director also wishes to acknowledge the Directing Staff for their time, commitment, extensive knowledge and extra unpaid hours put in preceding and during the course. Without their efforts and professionalism it would not have been possible to conduct the 21st NATSAR Course.

Jim Whitehead

Course Director 2010

National Police Search and Rescue Manager's Course.

Annex A: Summary of Action Items

Summary of Action Items

Action 1/2010

Whitehead – Joining instructions to reflect the above requirements for all students, concentrating on activation procedures, resources, command structures in SAR, with a one page overview for handing out.

Action 2/2010:

Whitehead – The Pre-course workbook be expanded to include practical map reading and navigation questions. This can be done on similar line to the Qld Workbook with a portion of map being included with the book.

Action 3/2010

Whitehead – Powerpoint display to be produced to maintain consistency.

Action 4/2010

Whitehead – Explore options with AusSAR in relation to having a Dornier aircraft made available for viewing by students.

Action 5/2010

NATSAR Council members – All State and territory representatives on the NATSAR Council make a commitment to support the NATSAR Course with suitable instructors every year for a minimum period of two years per instructor.

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Action 8/2010

Whitehead - Liaise with AusSAR and SARMAP to develop scenario based training utilising currently available technology.



National Police SAR Managers' Course Upgrade Proposal

NATSAR 34-8-3

Date: 29 September 2010

Originator: QLD

Summary

Executive Summary	A need has been identified to bring together all SARMC Directing Staff prior to commencing the course in order to discuss the changes to be introduced.
Action to be taken	For Discussion/Information.
Related Documents	WP 34-8-1 SAR Training Report 2010 WP 34-8-2 National Police SAR Managers' Course Report

Introduction

1. In 2008, members of all States and Territories meet in Victoria to identify changes necessary to Advanced Diploma of Public Safety (SAR Management).
2. The changes to this course were done under consultation with the Australian and New Zealand Policing Advisory Agency (ANZPAA) and the Australian Quality Training Framework (AQTF).
3. The changes to the course are necessary to ensure that the course remains 'best practice' and meets the needs of SAR Managers Australia wide.
4. A Transition Plan has been developed and will need to be worked through by the Directing Staff. At the conclusion of this stage the new version of the course will undergo an audit and will then be given to the National SAR School for re-registration.

Discussion

5. To complete the Transition Plan it will be necessary for all Directing Staff of the National Police SAR Manager's Course to meet at one location for an adequate period of time. The number of changes to the existing course will dictate the amount of time considered necessary to undertake this task.
6. So that no State/Territory will be disadvantaged with travel costs it is proposed that this transition be undertaken at Uluru, in the Northern Territory. This location is central to all Directing Staff and members from AMSA and there are a number of excellent venues available.
7. The neutral atmosphere of this location will provide the directing staff with an ideal opportunity to rewrite the outdated sections of the course and determine the direction of SAR management for the next decade.
8. Uluru is also the central motif in the National Police SAR Manager's Course logo. Uluru or Ayres Rock is readily identifiable as an Australian icon and as part of the logo represents the singular nature of SAR within Australia.



Recommendations

9. It is respectfully recommended that the members of the NATSAR Council support the need for a Transition Workshop for the National Police SAR Manager's Course.
10. It is further respectfully recommended that the member of the NATSAR Council consider Uluru as a suitable location for this Transitional Workshop.