



# New Zealand Search and Rescue Council Annual Report



2007/2008

# Chair's Report



**2705 people were assisted through search and rescue (SAR) operations in the past year. For every one of those people there is a story that may involve uncertainty, alarm, worry, risk, selflessness and heroism. Families, workplaces, communities, are all affected by the one event. There is a large ripple effect as the impact of each SAR event is felt well beyond those directly involved. Consider then, the role the search and rescue sector plays in and around New Zealand communities as you read through this report.**

There are many statistics scattered throughout this Annual Report, each one representing a vital cog in SAR work, whether it be the number of helicopters we can call on or the number of volunteers whose time and skills are given freely. It is the NZSAR Council's role to provide the strategic direction for this sector to enable a comprehensive and integrated approach to this vital work.

It is important for the Council to have a deep understanding of SAR in this country. A sound evidence base creates a reliable platform on which to build informed decision-making. With this in mind the NZSAR Council has focussed on addressing the strategic risks within the sector. The Government has increased the funds flowing into the sector and we have prioritised funding for SAR capacity, sector research, communications and a variety of training initiatives.

It is also imperative that the NZSAR sector is both coherent and cohesive so we can quickly, effectively and economically respond to the needs of New Zealanders in distress, and ultimately prevent tragedies occurring. Organisations, agencies and individuals will continue to collaborate, to work alongside each other, to build stronger relationships and grow their understanding of the various roles and how we all fit together. The Council will continue to help facilitate this work.

There is no doubt search and rescue is a resource intensive sector as the statistics throughout this report show. SAR agencies across New Zealand have equipped themselves with the assets and equipment that allows them to carry out their task as efficiently and safely as possible. But it is the skill and dedication of our people that makes our search and rescue sector world class.

I would like to pay respect, on behalf of the NZSAR Council, to those thousands of highly skilled individuals, both paid and unpaid. They tirelessly turnout for SAR operations, training, for joint exercises, maintain assets, ensure the smooth running of the office, and the many other facets of search and rescue that simply happen under the radar. You can be assured that they are ready, when called upon, to save lives.

I am very proud to be involved in this sector and I trust you will enjoy reading more about it and our work in this report.

*Wayne Donnelly  
Chair  
New Zealand Search and Rescue Council*



# Secretariat Manager's Report



**The 2007/2008 year has been busy and productive for the Secretariat with many valuable initiatives either completed or underway. Effective communications has been a focus for some time now. The inaugural 2006-2007 NZSAR Annual Report, the Link newsletters and redevelopment of the NZSAR website have all served to foster positive communications, both within the sector and with the many others who have an interest in what we do.**

Our first ever stocktake was an attempt to define who and what makes up New Zealand's search and rescue (SAR) sector. By that we mean we calculated the numbers of various assets, the people "working" in the sector both paid and unpaid, each organisations' capacity and what they do and don't have. The information has proved very useful to the Council and for explaining ourselves to people outside the immediate sector. This stocktake will now be updated annually.

The Secretariat has been heavily involved in providing advice to the NZSAR Council on how best to sustain the NZSAR Sector while addressing the key risks we face. The Minister of Transport, Hon Annette King, announced in April that our sector had secured \$8.4 million over two years in interim extra funding, commencing in July 2008. The Government acknowledged the enormous contribution volunteers make to SAR with \$2.7 million allocated each year for selected SAR voluntary agencies.

The additional resources will enable the NZSAR Council to put its strategic plans into action. Agreements with SAR voluntary agencies have been developed and signed. This brings the parties together in a formal relationship for the first time, and is part of the move to strengthen the SAR sector. Plans are also in place to increase training and communication across search and rescue agencies throughout New Zealand.

Research is another key area, the joint NZSAR Council and Consultative Committee meeting in May considered additional research projects, including a strategic review of individual and collective training within the sector. We have also been looking at volunteer issues, staff retention, infrastructure and asset mix, all of which play an important role in maintaining a robust SAR sector.

The Land Transport Management Amendment Act came into being this year. It includes a clause that allows for a portion of the fuel excise duty, that recreational boat users pay whenever they refuel their vessels, to support search and rescue. The Council hopes to gain access to this funding for the sector in due course.

The 2007/2008 distress beacons campaign was a success. Three new brochures were produced for land, sea and air respectively (see the back cover). They all emphasise not only the need to make the switch to 406 MHz beacons but also the need to register the new beacons with the Rescue Coordination Centre and to dispose of the old 121.5 MHz ones responsibly. The beacons website, [www.beacons.org.nz](http://www.beacons.org.nz), was also refreshed to bring it in line with the new advertisements. Less than a year remains for this campaign, and while it appears the message is being read and understood, it is proving harder to get people to translate understanding into action. A more urgent campaign is planned for the lead up to the 1 February 2009 deadline.

The 2007 NZSAR Awards evening was held on 10th April at Parliament. Hon Annette King, Minister of Transport and Police, presented the well-deserved awards. It was a great opportunity to celebrate the committed and skilled people that our sector is privileged to attract. The winners for 2007 amply demonstrated their bravery, skills, teamwork and commitment to saving lives. We also took this opportunity to re-present the 'International Maritime Organisation Award for Exceptional Bravery at Sea', to fisherman Brett Churcher, as he was unable to attend the original awards ceremony in Britain.

The Secretariat was also involved in developing new definitions for SAR coordination which came into effect on 1 July. The changes better delineate coordinating and other responsibilities for SAR operations.

We have another busy and, I am sure, just as fulfilling year ahead. We're planning a sector-wide NZSAR leadership seminar in May 2009. It will run over two days and include the 2008 NZSAR awards, informative presentations, as well as the combined NZSAR meeting. To help me in all this work I have been joined by Carl van der Meulen. It is my pleasure to welcome him to such a vibrant and vital sector.

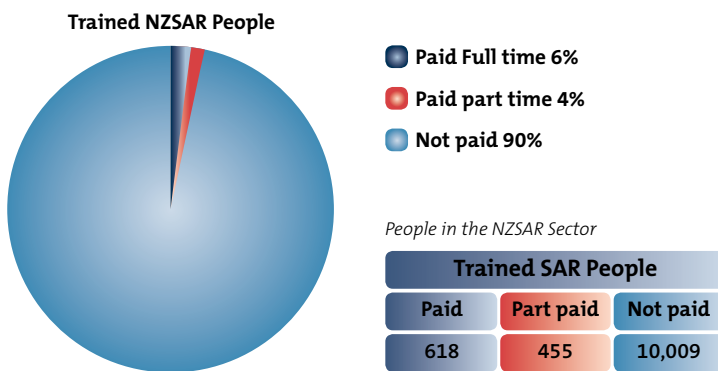
*Duncan Ferner  
NZSAR Secretariat Manager*

**NZSAR**

# Who we are

## People in the NZSAR Sector

A total of 11,082 SAR trained people are directly involved in the NZSAR sector with a further 1,510 working in support of them. 90% of the sector are non paid volunteer professionals. The chart below illustrates the dimensions of the sector. Previous studies have identified that New Zealand has one of the highest rates of volunteer involvement in SAR in the world.



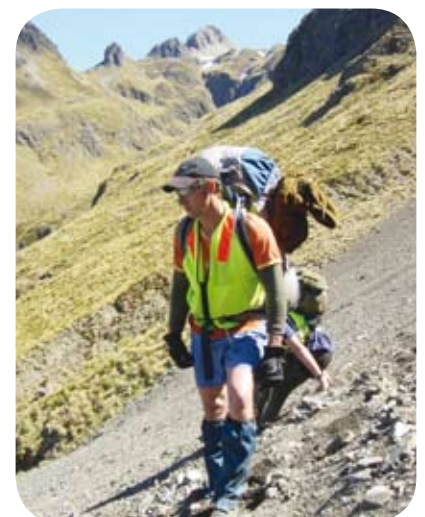
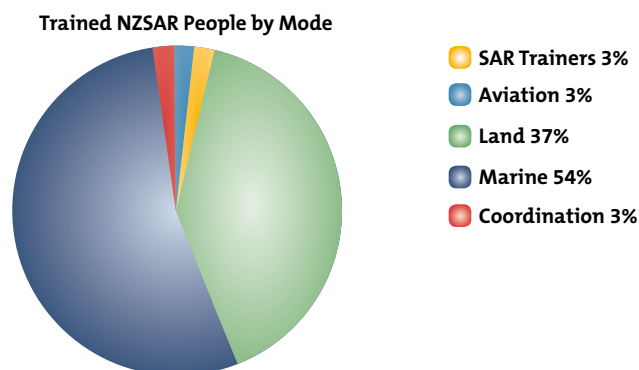
In addition, the NZSAR sector can, and on occasion does, draw upon considerable latent SAR capable people existing within the New Zealand Defence Force, Department of Conservation and the New Zealand Fire Service. This capacity is in excess of 33,000 people.

## NZSAR by Mode

Of the 11,082 trained SAR people in New Zealand, Marine is the largest segment with 5,990 people directly involved. This represents just over half of all SAR trained people. The primary organisations are Surf Life Saving New Zealand and the New Zealand Coastguard. Land is the next largest segment with approximately 4,140 people. The biggest organisations in this segment are Land Search and Rescue NZ and Amateur Radio Emergency Communications.

While the aviation segment is relatively small with 293 people, it is very flexible and participates in a large number of SAR incidents in all three SAR modes; land, sea and air.

The bulk of 292 people with coordination or policy responsibilities belong to the NZ Police, Maritime New Zealand's Rescue Coordination Centre and the Maritime Operations Centre. The remaining 367 people have SAR training responsibilities.



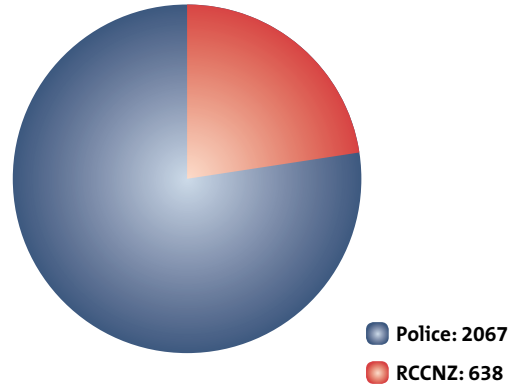


# What we do

## People Assisted

The adjacent graph indicates the amount of people assisted during the year, by each of the two SAR Coordinating Authorities. These figures include people who have not required any type of medical or external agency assistance, through to people who have had their lives saved by SAR volunteers.

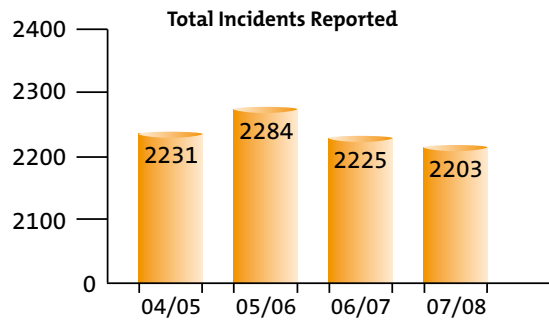
People Assisted in Incidents in 07/08



## Incidents Reported

The total number of incidents reported on for the 07/08 year is a slight decrease on the previous year, however the trend over the last four years appears steady.

Total Incidents Reported				
Year	04/05	05/06	06/07	07/08
Total Incidents	2231	2284	2225	2203



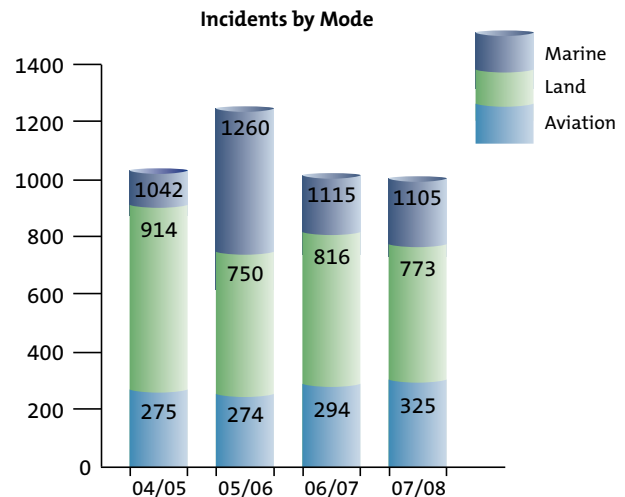
## Incidents by Mode

The following table and graph looks at incidents by mode – aviation, land, or marine.

Incidents by Mode				
Year	04/05	05/06	06/07	07/08
Aviation	275	274	294	325
Land	914	750	816	773
Marine	1042	1260	1115	1105

It can be seen that the largest amount of SAR activity is in the marine sector. The 07/08 year show a very slight decrease in marine SAR incidents (less than 1%), a slight decrease in land SAR incidents (5%), and a slight increase in aviation SAR incidents (11%).

It is noted that over the four year period there has been an increase of 18% in aviation SAR incidents.



# SAR People



## The Helicopter Crewman

*“At 3 o’clock one morning we got a call that some men had made it to shore on Auckland’s west coast after their boat had flipped on the Manukau Bar. They had been swimming for four hours and had climbed a cliff for another three hours until they found a farm house, from where they raised the alarm that one of their mates was still out there.”*

“We collected a senior police officer from the Maritime Unit so he could coordinate the search from the farm house. We were able to get a description from the survivors about where their boat flipped; it was too dangerous to conduct a search out to sea so we started with a shoreline search. It wasn’t long before we came across the wreckage of their boat, but could not find any sign of their friend.

We carried on along the shoreline when suddenly our paramedic noticed something reflecting in our searchlight’s beam. This reflection turned out to be a reflective strip on their friend’s life jacket. When we came over the top, we realised he was still in the jacket, but no sign of life was obvious.

We had just decided to start winching the paramedic down when the victim raised his hand – because that was all he could move. His body was getting washed in and out of the rocks with the surge of the waves and he was so exhausted he couldn’t help himself at all. We recovered him by winch, which presented issues because of the wind gusts and being so close to a cliff face at night. We took him straight to hospital and advised the police officer he would have to get picked up by someone else to get home as we couldn’t delay getting this guy to hospital.

When we arrived at the Emergency Department he had a body core temp of only 27 degrees C; he was close to dead. The only thing that saved him was his life jacket, which had kept him afloat for the nine hours he was in the water.

He spent the next six weeks recovering in hospital – he lost 10kgs during this period – and has since become a great friend of the service, contributing a considerable amount of his time supporting our fundraising activities.”

The Auckland Rescue Helicopter Trust (ARHT) is on call with RCCNZ and Police 24/7 to respond to incidents just like this one. Crew Chief Herby Barnes says they deal with all manner of requests from responding to distress beacons, whether on land or water, to searching for missing or overdue trampers, surfers, or recreational

boats. “The bonus is always the good outcomes and, with this incident, the ongoing support we receive.”

Although only 11% of their work in the last year was search and rescue related, the skills required from very experienced and highly trained crews are immense.

“For that 11% we would spend about 15% of our annual flying hours training crews in specific SAR related skills. Our crews are trained to assess and respond to a wide variety of missions based on what we have encountered over the years, employing the right equipment and the correct procedure with safety foremost in their minds.”

Their relationship with other SAR agencies in their region is also very strong, ensuring everyone knows their roles and responsibilities. “We attend SAR exercises all over our region (which covers the greater region of Auckland’s rural areas) to familiarise our SAR colleagues with helicopter procedures and how we can work in with them. We advise them of our capabilities and field any questions they may have. We also demonstrate what we require them to do in certain situations to assist us during missions.” The ARHT also exchange crew with some services, to share experiences and enhance techniques and procedures, not only nationally but internationally as well.

Herby says the Trust has a vast array of equipment to select from for the helicopter, depending on the nature of the task they have to carry out. “Safety of crew and the surrounding public is the highest priority for us, which is why we try to supply our crews with the best equipment we can find and employ procedures that have lasted the test of time and trial.”

Like the many other helicopter rescue trusts around the country, ARHT relies heavily on sponsorship and donations from their community to operate – and the ongoing support from the other SAR agencies – to continue doing what they do best.

## The Navigator



*5 Squadron (5SQN) RNZAF is based at Whenuapai, West Auckland and provides New Zealand with its long range Search and Rescue (SAR) service using the P3-K Orion. The SAR region covers 30 million square km of sea and they are airborne within two hours of receiving the call from RCCNZ.*

One of the 5SQN navigators is Flight Lieutenant (FLTLT) Benny Austin, his job during a SAR incident is to formulate a plan that gets the Orion to and from the SAR area. He maintains a chart of the SAR area and the area the Orion has covered, plots any vessels detected plus any relevant sightings, such as debris. He also monitors the aircraft fuel and radios throughout the search.

FLTLT Austin says the biggest challenge is ensuring you have all the 'what ifs' covered. "In Search and Rescue, the human factor plays a big part, so I am constantly planning for the many contingencies; 'What could happen?', 'What state are they in?', 'What could they have done?'. Planning is rapid, it is fluid and it must cover all bases."

From callout, the first step is to gather as much information as is available, "and then it becomes, 'How do we do this best? What sensor will give us the best chance of detection and how do we set the aircraft up to optimise for it?' We plan what we will do if or when we come across the beacon, the vessel, the raft, debris or people in water and what assets we have at our disposal to facilitate the rescue before having to return to an airfield."

The nature of this type of SAR operation means it can be many hours in the Orion concentrating extremely hard, staring at a computer screen or watching out a window. FLTLT Austin is just one of a dozen crew on board throughout.

- 2 Pilots fly the Orion and provide a visual lookout
- 2 Flight Engineers monitor the aircraft engine performance and the aircraft environment
- 1 Tactical Coordinator, who is a senior Navigator, sets the aircraft up and directs the search
- 1 Air Electronics Officer who is in charge of the aircraft sensors (radar, infra-red detector, radios) and their operators
- 4 Air Warfare Specialists operate the aircraft sensors
- 1 Air Ordnanceman manages the aircraft's deployable stores and equipment as well as operating still and video cameras to provide a record of the observations/survivors/yacht, etc.

All crew members are fully trained and current in all facets of SAR. They regularly practice flying SAR patterns, scenarios, flare firings and SRA drops (Sea Rescue Apparatus: a life raft with two survival packs attached).



The equipment carried specifically for SAR is impressive. The aircraft is loaded with two SRAs, 85 green flares for a night flare search, two deployable SAR radios, two Minimum Aid Delivery Devices (MADD: a small pack that can be loaded with radios, food, water, etc and dropped to survivors on land or in the water) and 34 saltwater-activated smoke markers for marking observations. Other equipment carried on board can also be adapted for use, for example a sonobuoy can be dropped and used to assess sea currents. FLTLT Austin joins the growing chorus of SAR experts who say having beacons heightens your chances of survival. "Beacon searches are the best for us, we can follow the signal and fly directly to the distressed vessel, using our radar and our crew as efficiently and expeditiously as is possible."



FLTLT Austin recalls one such beacon call-out that involved a yacht that had been through some rough weather and had no steering. "The captain had elected to set off their beacon and decided he would have to abandon the vessel on its maiden delivery voyage, 130km west of New Caledonia – and it was the middle of the night. An Australian search aircraft was initially involved but it did not have the endurance over the period required. It established contact with the yacht and also identified the closest container ship which would be required to come to the yacht's aid. We set off after 11pm, flying at high speed for 3 ½ hours, and got to the yacht so the Australian aircraft could leave."

NZSAR

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The Orion then shut down two of its engines to conserve fuel, something it can do if the length of the operation requires. Communication between the Orion, the yacht and the container ship was established. They then had to expertly navigate this massive ship to the yacht.

"We were constantly talking to the captains of both the container ship and the yacht, because with such a large vessel there is a real danger it will not see the yacht and run right over it. We sat above and watched a 450ft ship gently ease itself alongside the 35ft yacht, put its boarding ladder over the side and transfer

the survivors over safely – it was incredible. We then returned to Whenuapai, having flown for over 10 ½ hours."

Back at the squadron's base is a plaque given to them by a survivor they rescued. It reads "Though some may not think so, from where I was sitting in my raft the P3 Orion is the prettiest aircraft I had ever seen. Thank you from the bottom of my heart. I owe you all more than I can ever repay, namely my life." Earl I Covell, VP Southern Cross Aviation, 1989.

"That is why we exist", says FLTLT Benny Austin.

## The fisherman

***Having 'a dollar each way' is how fishermen describe their role in search and rescue. They rescue others because one day they may have to be rescued themselves. It is often extreme weather conditions that have contributed to someone at sea needing help so the fishermen put their lives at risk to go to the aid of a stricken vessel. In February this year a fisherman and his crew were involved in one such rescue.***

Despite fierce winds and massive waves, the fishing vessel, *Tempest*, raced to the rescue when the call for help came in. The three crew members managed to put aside fears for their own safety as they battled waves up to 8m high to haul the crew of the *Santa Maria II* from their life raft, while the *Santa Maria II* succumbed to flames behind them. The boat eventually sank 50km off Cape Foulwind on the West Coast of the South Island.

*Tempest* skipper and owner, Justin Searle, said he received the first distress call from the skipper of the *Santa Maria II* around 5.15pm telling him that a large wave had knocked out a window in the engine room. Twenty minutes later Justin received a second call. "He said there was a fire in the engine room and to get there as soon as possible." By this stage the *Santa Maria II* had also activated their distress beacon.

It took just under an hour for Justin to reach the flaming boat, "it was a bit shaky that's for sure. The weather was disgusting. We were in a lot smaller boat, 18m not 28m like them." The four men from the *Santa Maria II* had been floating in their life raft for about 15 minutes before they were rescued. They only required minor medical help when they reached Nelson, suffering only minor burns and sprains.

The outcome could have been quite different though, if the *Tempest* had not been able to reach the men before dark, forcing them to spend at least part of the night in the life raft. Justin said they were lucky his boat was in the area to pick them up. "We were the only boat within 120 miles of them." Both vessels had been fishing in the area, but the *Tempest* crew had decided to "lay-to" until the storm subsided, to avoid a similar fate.



While Maritime law states ship masters have a duty to assist people in danger and to respond to distress calls so long as they are not putting their vessel or crew in harm's way, the lore of the sea is such that most often fisherman take calculated risks and courageously contribute to maritime rescues.

Fortunately, this is only the second SAR operation in twenty years that Justin has been involved in. He believes that this is partly due to the training received when qualifying for a "ticket", ensuring you have a very strong understanding of when you should and should not be out on the water. "When you think about the numbers of boats out fishing a SAR event is reasonably rare, which is due to a combination of factors: commonsense amongst commercial fishermen, the radio communication technology and sophistication of weather reporting to boats now, as well as the widespread use of distress beacons by both commercial and recreational boats."

He says, "the 406MHz beacon tells anyone searching for you what the name of your boat is (as long as you've registered it) and your location, which saves so much time, money and of course so many lives. The more everyone in the SAR sector can help each other, the better for everyone – so I say invest in one. Beacons are absolutely worth their weight in gold."



# Distress Beacons

## Beacon Registrations

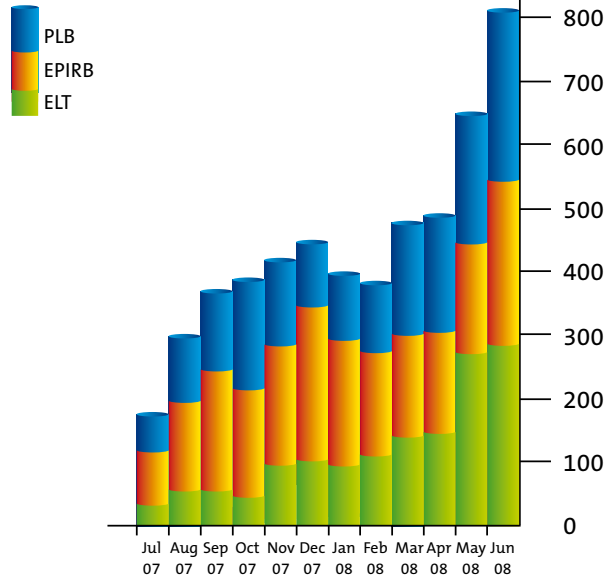
There have been 5,255 beacon registrations during the 2007/08 year. This represents over half of the total number of beacon registrations till June 2008.

## Beacon Alerts

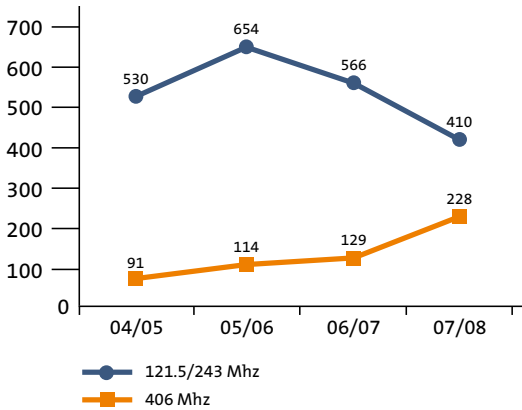
The four year figures for distress beacon alerts clearly show that the majority of received beacon alerts are undetermined. The four year average shows that 91% of beacon alerts are undetermined. For the 07/08 year undetermined beacon alerts have slightly decreased to represent 89% of the total alerts received.

The graphs below show that there is a downward trend of undetermined beacon alerts. This can be attributed to the ongoing change to the 406MHz system. This is shown by the graph that illustrates beacon alerts by frequency. The trend shows a decrease in the old 121.5/243MHz beacon use, and an increase in 406MHz beacon use.

Beacon Registrations 2007-2008



Beacon Alerts by Frequency



## Definitions

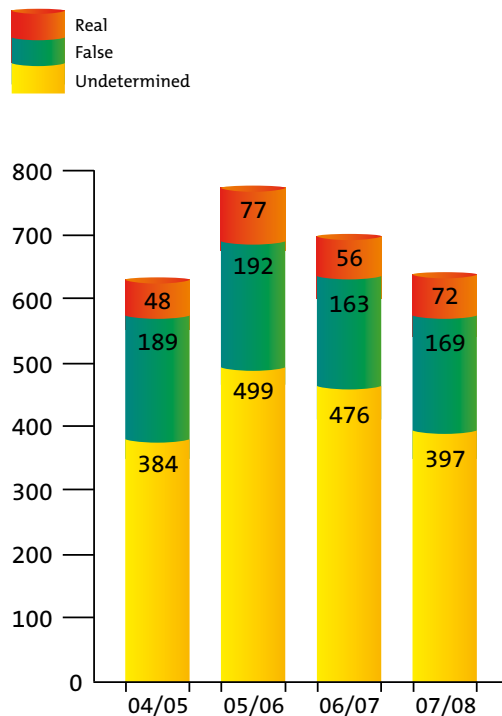
The Rescue Coordination Centre is the Coordinating Authority that monitors and responds to all distress beacon alerts treating each alert as a distress unless proven otherwise. The following definitions apply to the adjacent graph:

**Real** – Distress beacon alerts which result in a SAR response to a genuine distress situation.

**False** – Distress beacon alerts that result in a SAR response to a non distress situation (e.g. inadvertent distress beacon activation).

**Undetermined** – Distress beacon alerts received, but following a SAR response they are not able to be resolved as being either genuine or false.

Beacon Alerts 2004-2008





# Maritime Search and Rescue Assets



## Coastguard New Zealand CRV – Coastguard Rescue Vessel

- Northern Region **CRV: 76**
- Eastern Region **CRV: 24**
- Central Region **CRV: 14**
- Southern Region **CRV: 26**



## Surf Lifesaving New Zealand IRB – Inflatable Rescue Boat

- Northern Region **IRB: 48**
- Bay of Plenty **IRB: 32**
- Gisborne **IRB: 7**
- Hawkes Bay **IRB: 8**
- Taranaki **IRB: 18**
- Western Districts **IRB: 11**
- Wellington **IRB: 12**
- Canterbury **IRB: 27**
- Otago **IRB: 14**

- Dunedin Marine SAR personnel: **30**
- RCCNZ Rescue Coordination Centre  
New Zealand personnel: **24**
- MOC Maritime Operations Centre  
personnel: **20**
- Auckland International Airport  
Rescue vessel: **2** Hovercraft: **1**
- Wellington International Airport  
Rescue vessel: **2**



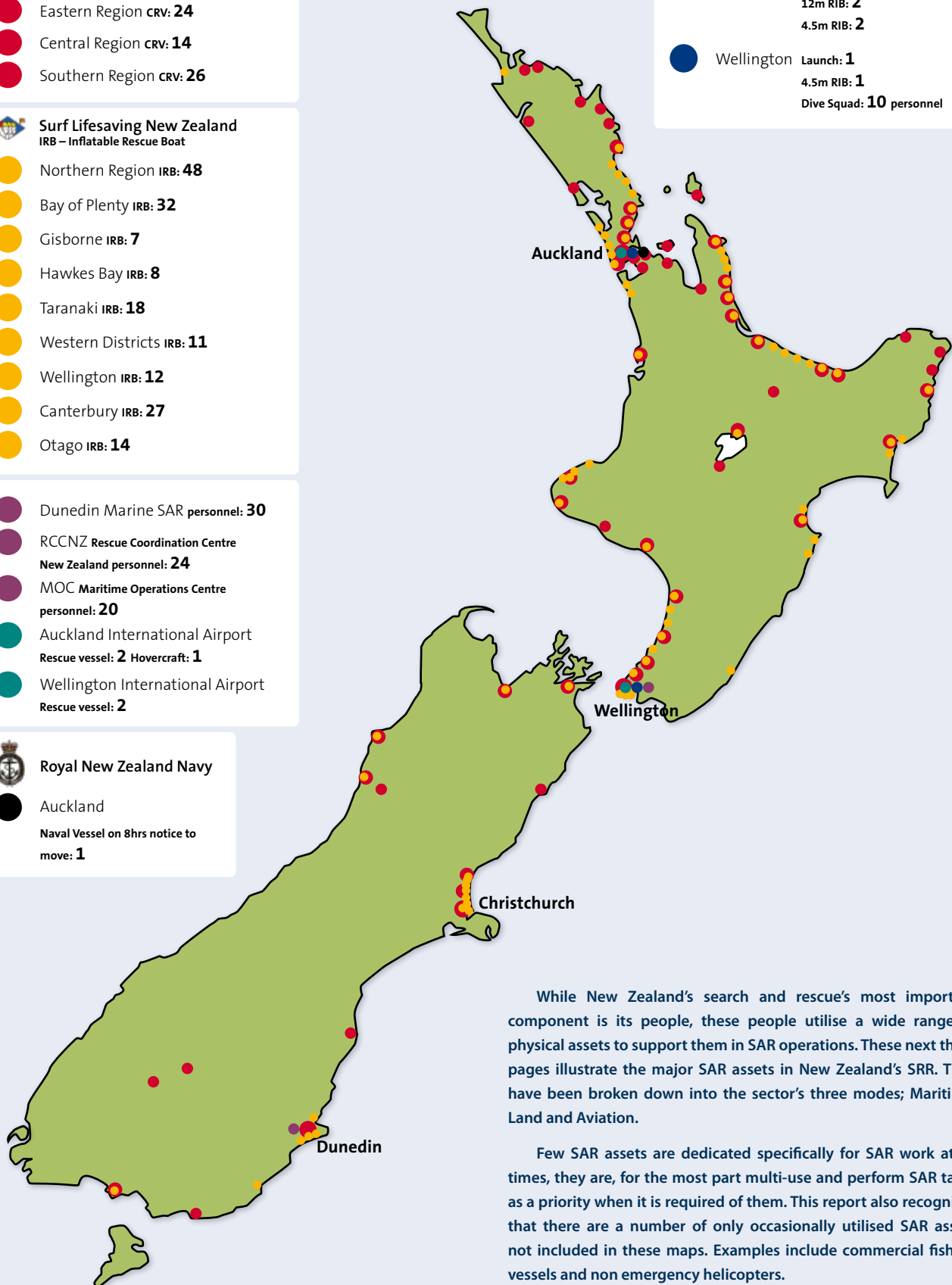
## Royal New Zealand Navy

- Auckland  
Naval Vessel on 8hrs notice to  
move: **1**



## New Zealand Police RIB – Rigid Inflatable Boat

- Auckland Launch: **1**  
12m RIB: **2**  
4.5m RIB: **2**
- Wellington Launch: **1**  
4.5m RIB: **1**  
Dive Squad: **10** personnel



While New Zealand's search and rescue's most important component is its people, these people utilise a wide range of physical assets to support them in SAR operations. These next three pages illustrate the major SAR assets in New Zealand's SRR. They have been broken down into the sector's three modes; Maritime, Land and Aviation.

Few SAR assets are dedicated specifically for SAR work at all times, they are, for the most part multi-use and perform SAR tasks as a priority when it is required of them. This report also recognises that there are a number of only occasionally utilised SAR assets not included in these maps. Examples include commercial fishing vessels and non emergency helicopters.



# Land Search and Rescue Assets

## Ruapehu Alpine Rescue Organisation

Mt Ruapehu Alpine SAR personnel: **38**

## Aoraki/Mt Cook Alpine Search and Rescue

Aoraki/Mt Cook Alpine SAR personnel: **12**

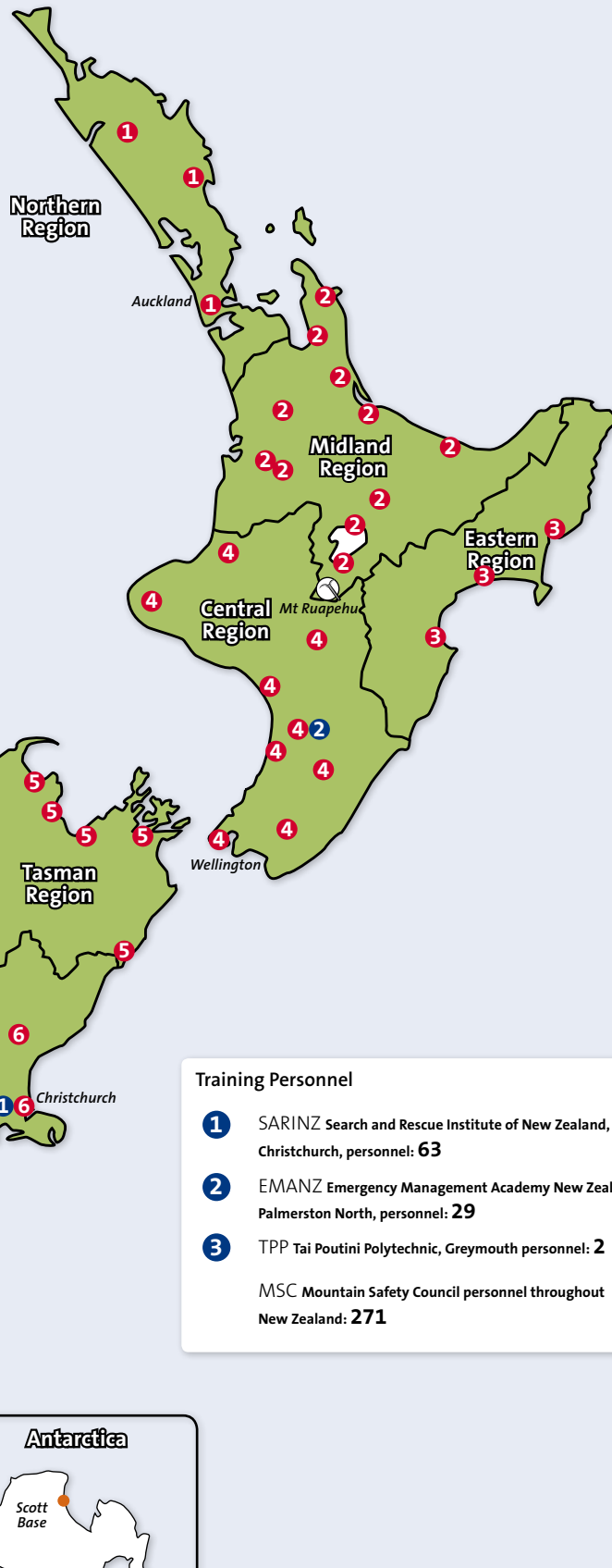
## New Zealand Land Search and Rescue

- 1** Northern Region Land SAR personnel: **119**  
3 Units located within the region
- 2** Midland Region Land SAR personnel: **475**  
11 Units located within the region
- 3** Eastern Region Land SAR personnel: **250**  
3 Units located within the region
- 4** Central Region Land SAR personnel: **479**  
9 Units located within the region
- 5** Tasman Region Land SAR personnel: **401**  
13 Units located within the region
- 6** Canterbury Region Land SAR personnel: **433**  
11 Units located within the region
- 7** Southern Region Land SAR personnel: **616**  
12 Units located within the region

## Amateur Radio Emergency Communications

Throughout New Zealand personnel: **1262**

Antarctica: Scott Base personnel: **10**



## Training Personnel

- 1** SARINZ Search and Rescue Institute of New Zealand, Christchurch, personnel: **63**
  - 2** EMANZ Emergency Management Academy New Zealand, Palmerston North, personnel: **29**
  - 3** TPP Tai Poutini Polytechnic, Greymouth personnel: **2**
- MSC Mountain Safety Council personnel throughout New Zealand: **271**

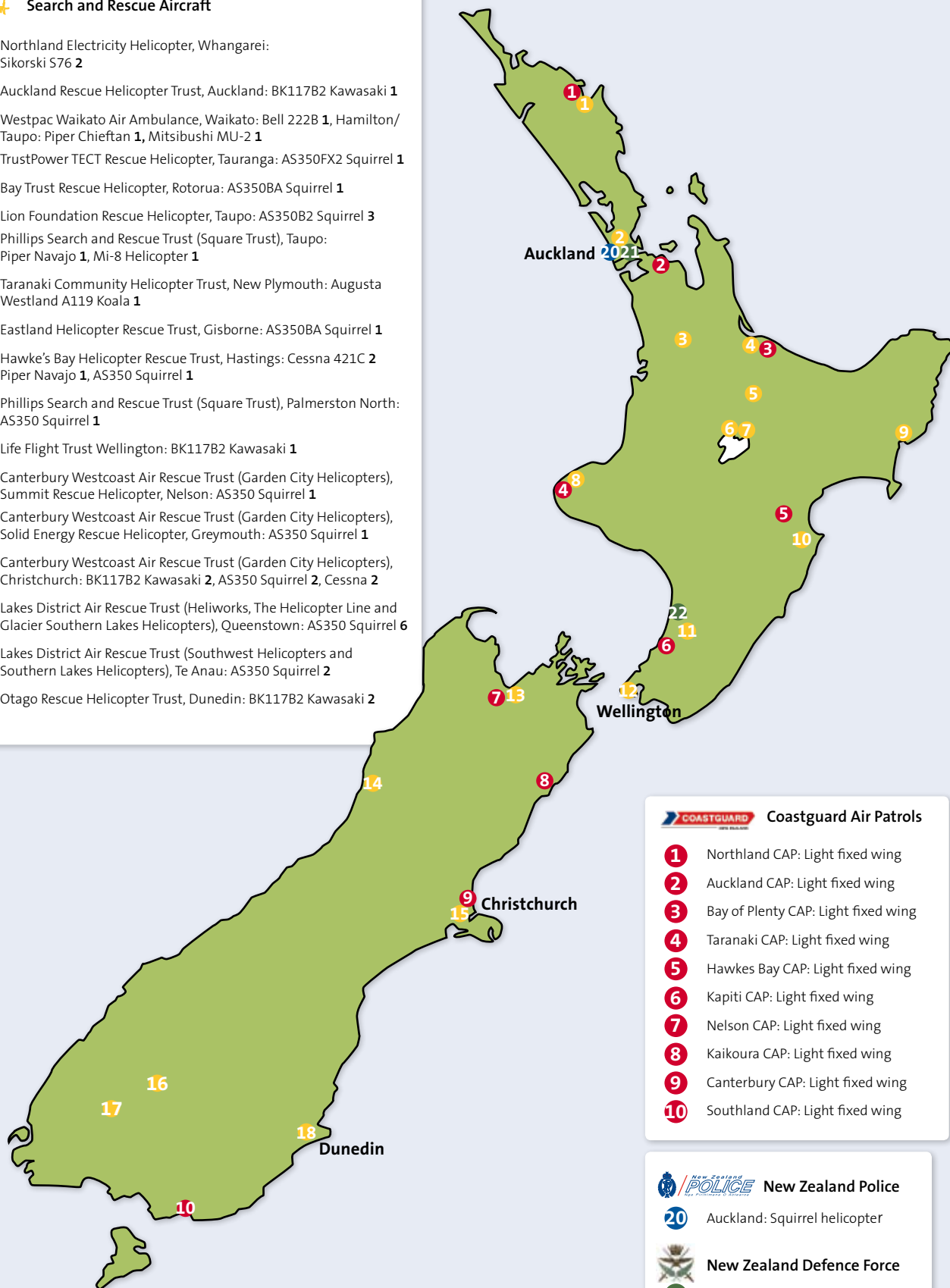


## Aviation Search and Rescue Assets



### Search and Rescue Aircraft

- 1 Northland Electricity Helicopter, Whangarei: Sikorski S76 2
- 2 Auckland Rescue Helicopter Trust, Auckland: BK117B2 Kawasaki 1
- 3 Westpac Waikato Air Ambulance, Waikato: Bell 222B 1, Hamilton/ Taupo: Piper Chieftan 1, Mitsubishi MU-2 1
- 4 TrustPower TECT Rescue Helicopter, Tauranga: AS350FX2 Squirrel 1
- 5 Bay Trust Rescue Helicopter, Rotorua: AS350BA Squirrel 1
- 6 Lion Foundation Rescue Helicopter, Taupo: AS350B2 Squirrel 3
- 7 Phillips Search and Rescue Trust (Square Trust), Taupo: Piper Navajo 1, Mi-8 Helicopter 1
- 8 Taranaki Community Helicopter Trust, New Plymouth: Augusta Westland A119 Koala 1
- 9 Eastland Helicopter Rescue Trust, Gisborne: AS350BA Squirrel 1
- 10 Hawke's Bay Helicopter Rescue Trust, Hastings: Cessna 421C 2 Piper Navajo 1, AS350 Squirrel 1
- 11 Phillips Search and Rescue Trust (Square Trust), Palmerston North: AS350 Squirrel 1
- 12 Life Flight Trust Wellington: BK117B2 Kawasaki 1
- 13 Canterbury Westcoast Air Rescue Trust (Garden City Helicopters), Summit Rescue Helicopter, Nelson: AS350 Squirrel 1
- 14 Canterbury Westcoast Air Rescue Trust (Garden City Helicopters), Solid Energy Rescue Helicopter, Greymouth: AS350 Squirrel 1
- 15 Canterbury Westcoast Air Rescue Trust (Garden City Helicopters), Christchurch: BK117B2 Kawasaki 2, AS350 Squirrel 2, Cessna 2
- 16 Lakes District Air Rescue Trust (Heliworks, The Helicopter Line and Glacier Southern Lakes Helicopters), Queenstown: AS350 Squirrel 6
- 17 Lakes District Air Rescue Trust (Southwest Helicopters and Southern Lakes Helicopters), Te Anau: AS350 Squirrel 2
- 18 Otago Rescue Helicopter Trust, Dunedin: BK117B2 Kawasaki 2



### Coastguard Air Patrols

- 1 Northland CAP: Light fixed wing
- 2 Auckland CAP: Light fixed wing
- 3 Bay of Plenty CAP: Light fixed wing
- 4 Taranaki CAP: Light fixed wing
- 5 Hawke's Bay CAP: Light fixed wing
- 6 Kapiti CAP: Light fixed wing
- 7 Nelson CAP: Light fixed wing
- 8 Kaikoura CAP: Light fixed wing
- 9 Canterbury CAP: Light fixed wing
- 10 Southland CAP: Light fixed wing



### New Zealand Police

- 20 Auckland: Squirrel helicopter



### New Zealand Defence Force

- 21 Auckland: P3K Orion
- 22 Ohakea: UH-1H Iroquois



# Coordinating Authorities

## SAR clarifies coordination Roles

At the end of the 2007/2008 year, the New Zealand Search and Rescue Council (NZSAR) released new Search and Rescue definitions aimed at improving search and rescue coordination in New Zealand.

Two new categories, I and II, took over from the old Class II and Class III terms. These were defined by the NZSAR Council in consultation with the NZ Police, Rescue Coordination New Zealand (RCCNZ) and the wider SAR sector. The new definitions provide greater clarification of the overall responsibility for Search and Rescue Operations (SAROP) throughout New Zealand's vast search and rescue region.

The Police and RCCNZ are responsible for SAR throughout New Zealand as well as 30 million square kms of sea. As coordinating agencies, they often have to coordinate, organise and manage some very complex incidents, often several at a time and these new definitions serve to reduce ambiguity. The new categories give them clearer areas of responsibility and better define their roles and responsibilities.

The new definitions, Category I SAROP and Category II SAROP, came into effect on 1 July 2008.

**Category I** SAROPs are coordinated at the local level including land, river, lake, and close to shore marine operations. The Police are responsible for this category. Typical examples are an overdue group of fishing mates in a family runabout, within 12 nautical miles of the coast, or an overdue tramping party.

**Category II** SAROPs are coordinated at the national level, including missing aircraft, aircraft in distress and offshore marine operations. RCCNZ is responsible for this category. Examples are an aircraft reported overdue on its planned landing time or an offshore yacht which has activated its 406 MHz emergency distress beacon.

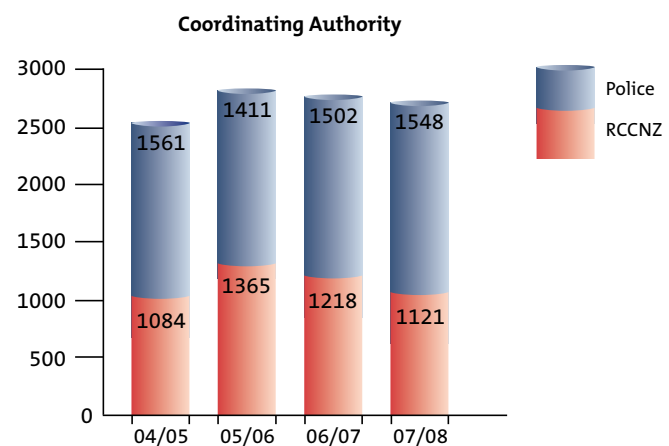
Police National SAR Coordinator, Senior Sergeant Geoff Logan says tidying up the definitions means the thousands of people involved in SAR have a clearer understanding of responsibilities "which will lead to a smoother, more effective, efficient response."

RCCNZ Group Manager Nigel Clifford says for many years NZ Police and RCCNZ have worked closely together to coordinate and manage SAROPs in New Zealand. "These revised definitions allow us to clear up some of the grey areas arising from the long-standing historical terms and build for the future," he says.

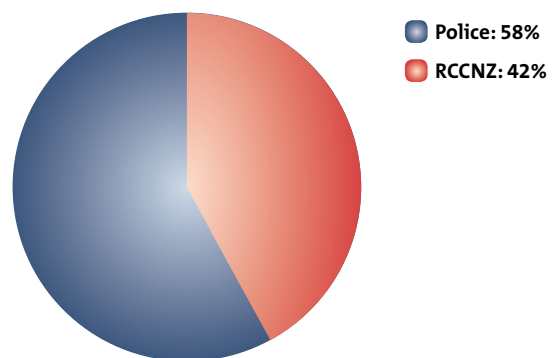


The following table and graph illustrate the division of SAR activity between the two Coordinating Authorities. Police dealt with 58% of incidents during the 07/08 year

Coordinating Authority				
Year	04/05	05/06	06/07	07/08
RCCNZ	1084	1365	1218	1121
Police	1561	1411	1502	1548
<b>Total</b>	<b>2645</b>	<b>2776</b>	<b>2720</b>	<b>2669</b>



Incidents by Coordinating Authorities



2669 Total Incidents in 2007/08

# Awards

## NZSAR Awards



*Transport Minister Annette King photographed alongside the Charleston and Smit family members with their rescuers, the NZSAR Gold Award winners, Lilah Foote, Rebekah Gee and Briar Macken. Ms King said if these lifeguards had not responded in the way they did there could have been four lives lost.*

The NZSAR Awards were revamped in 2007/08 to encourage the wider SAR sector to showcase their achievements. The awards celebrate the success and effort of people who work or volunteer their time and skills in the field of search and rescue in New Zealand's Search and Rescue Region.

Search and Rescue representatives from around the country gathered at Parliament in April, to attend a moving ceremony celebrating the 2007 NZSAR Awards. It was an emotional time for many of the people there, especially those most closely involved with these remarkable rescues. Transport Minister Annette King, who presented the awards, also announced a significant funding boost for the sector.

The awards marked the 40th anniversary of the Wahine disaster. Two volunteers, who were involved in the rescue effort on that day, attended the awards and were publicly thanked by Ms King.

The NZSAR Gold Award was presented to lifeguards Lilah Foote, Rebekah Gee and Briar Macken from Pukehina Beach in the Bay of Plenty, for their rescue of four people trapped in a boat after it capsized.

The NZSAR Certificate of Achievement was awarded for the first time. It went to the Operation Brewer team for the rescue of caver Michael Brewer from the Middle Earth Caving System.

The final award of the evening was the International Maritime Organisation Inaugural 'International Bravery Award'. Fisherman Brett Churcher received this award after using the expanding box search technique to rescue a man and his four year old daughter, who were drifting in the sea off Lake Ferry.

The NZSAR awards are judged by the NZSAR Council annually. There are two categories:

1. The NZSAR Gold Award honours the person, group or organisation that has made the most significant contribution to search and rescue.
2. The NZSAR Certificates of Achievement are awarded for an important contribution. More than one NZSAR Certificate can be awarded each year.

These awards are valuable not only for the contribution they acknowledge, but also for raising community awareness about the efforts SAR people go to, in this often complex and difficult work.

# Government Funding

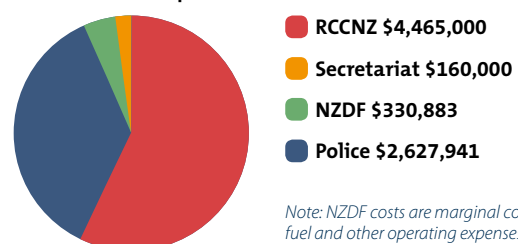
## Government SAR Expenditure

The government makes a significant investment in search and rescue each year. Much of the expenditure is variable in response to the number, length and type of SAR operations conducted in a given year. There is also a significant cost overhead which ensures the rescue coordination centre is available 24/7 as well as ensuring the appropriate people are trained for SAR operations. The graph shows the expenditure breakdown for \$7,423,824 expended by the government for SAR purposes in the 2007/2008 financial year.

It must be noted that the total cost for the provision of SAR services within the New Zealand Search and Rescue Region is difficult to determine. This is due to the multitude and variety of organisations involved in the sector, their income sources and the many different accounting practices.

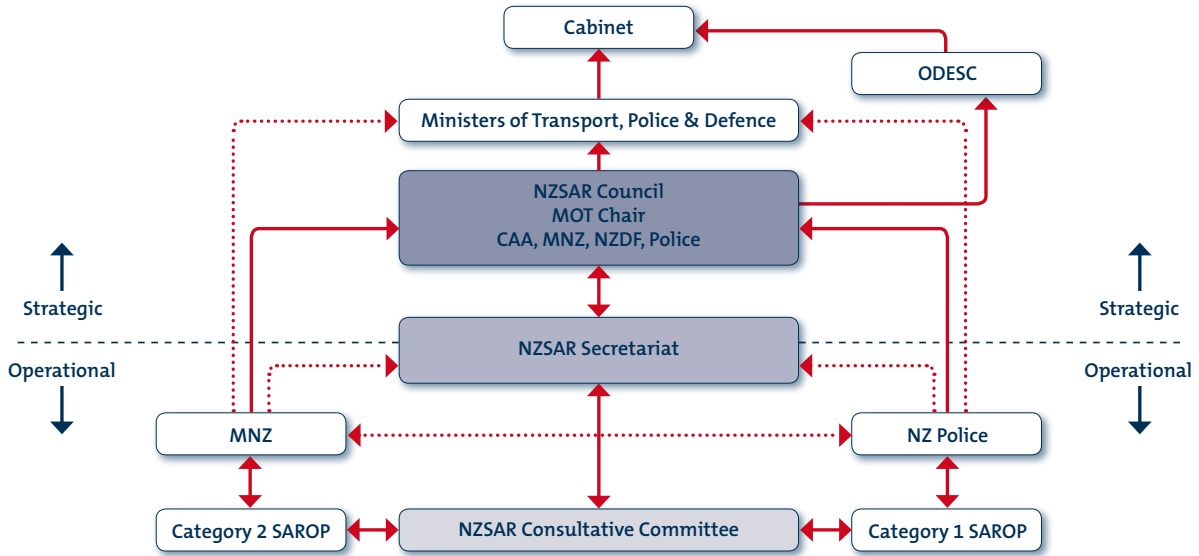
At the core of the sector is its volunteers who comprise over ninety percent of everyone involved, some are paid, some are not paid. It is unfeasible to put a figure on their involvement as there are several variables. But these people, together with the hundreds of vehicles, aircraft and rescue vessels make an invaluable contribution to the safety of New Zealanders, visitors to New Zealand and others within the New Zealand search and Rescue Region.

**Government SAR Expenditure**



*Note: NZDF costs are marginal costs only, reflecting fuel and other operating expenses, but not including the cost of wages, asset maintenance, or training.*

# Governance



SAROP: Search and Rescue Operations  
 CAA: Civil Aviation Authority  
 MNZ: Maritime New Zealand  
 ODESC: Officials Committee for Domestic and External Security Coordination

## NZSAR Council

The Council's role is to provide national strategic governance to New Zealand search and rescue.

In keeping with the Council's high level strategic function, its membership is drawn from the chief executives (or delegated to a person from the senior executive level) of the Ministry of Transport, New Zealand Police, New Zealand Defence Force, Maritime New Zealand and the Civil Aviation Authority.

## NZSAR Secretariat

The council is supported by the NZSAR Secretariat. Its purpose is to provide a national forum for all New Zealand SAR stakeholders including voluntary groups. It provides the Council with support services, policy advice and implements agreed measures to effectively coordinate strategic SAR in New Zealand.

## Consultative Committee

The Committee provides advice to the Council and informs the strategic decision making process. Consultative committee members include:

- NZSAR Secretariat (Chair)
- Maritime New Zealand
- Civil Aviation Authority

- New Zealand Police
- New Zealand Defence Force
- Ministry of Transport
- Land Search and Rescue Inc
- Royal New Zealand Coastguard Federation
- Aviation Industry Association
- Amateur Radio Emergency Communications
- Rescue Coordination Centre New Zealand
- Department of Conservation
- Ambulance New Zealand
- The New Zealand Mountain Safety Council
- The New Zealand Fire Service
- Maritime Operations Centre
- Surf Life Saving NZ
- Federation of Commercial Fishermen
- Antarctica NZ

The Council, Secretariat and Consultative Committee operate cohesively to ensure their objectives are successfully delivered.

**LIFELINE: DEADLINE:**  
**1 FEB 09**

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**New Zealand Search and Rescue Council**

**NZSAR Secretariat**

**Level 6 Novell House**

**89 The Terrace**

**Wellington**

**[www.nzsar.org.nz](http://www.nzsar.org.nz)**