

INDEPENDENT SAROP REVIEW

RCC0918 / 21 / Op MYANMAR



Location: Poverty Bay

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Executive Summary

On the morning of 2 November 2021, RCCNZ was informed by Napier Customs of a crewman who had possibly left the MV Poavosa Wisdom VII anchored in Poverty Bay and attempted to swim to shore. The exact time the crewman left the ship was unknown, however he was last sighted around 10.30 pm the previous evening.

RCCNZ took control as coordinating authority, and immediately responded by activating Gisborne rescue helicopter, briefing Police Communications, and issuing a distress message through Maritime radio.

Following an unsuccessful 1-hour search of Poverty Bay by helicopter, the aircraft and Coastguard were stood down, and distress messaging cancelled, based on the assumption that the crewman had either made it to shore, or had drowned and could not be located.

The coordinating authority role was then handed to Police, who reactivated shoreline searches looking for a missing person.

During the afternoon, the Eastland Port authority, not happy with the limited marine search, self-initiated their own search utilising a fixed wing aircraft and pilot vessel, and a short time into their search, located the missing crewman outside the original search area.

When examining the original search determination areas, due of the tight settings applied, a limited search area was defined. When the parameters of the search settings were extended, the drift patterns included the area where the missing crewman was located.

This operation has provided some excellent learning opportunities together with the opportunity to grow the collaborative capability of marine search and rescue in the Gisborne area.

1. Recommendations

Recommendation 1

Where the SARMAP Application is utilised for drift modelling for a maritime SAROP, the outcomes should be peer reviewed, and a safety factor considered i.e. if the uncertainty rating is set to Low and no result is achieved in that area, then the modelling should be reset to Medium to consider a wider possible search area.

Recommendation 2

That Gisborne District is supported in the development of their marine search and rescue capability with investment in a multi-agency marine exercise in 2022 that can also test on-scene coordination and transfer of coordinating authority.

Recommendation 3

That the resource database is utilised to identify national Port Authorities and the assets they have available to assist in marine Search and Rescue operations.

2. Introduction

On Saturday 30 October 2021, the MV Poavosa Wisdom VII arrived in Poverty Bay, Gisborne from Fiji. The vessel had not been Customs or Covid cleared and was directed to anchor offshore in Poverty Bay near Te Kuri-a-Paoa / Young Nicks Head, awaiting clearance.

On Monday 1 November 2021 at 10.30 pm, the crewman in this rescue, was last seen on board the vessel. At 8.00 am the following morning, the crewman was found to be missing and the Master of the ship ordered a full search of the vessel. In the crewman's cabin, it was noted that his immersion suit and personal effects were missing. On the starboard side at the aft of the vessel, the wrapping for the immersion suit was located alongside two ropes that had been tied giving access to the water.

The Ships Agent based in Gisborne was notified, who in turn notified Napier based Customs, who in turn notified RCCNZ at 9.57 am. As a result, a Category II Marine Search and Rescue operation was commenced.

RCCNZ briefed Police, arranged for distress messaging through Maritime Radio, and deployed Gisborne Rescue Helicopter to carry out a search of Poverty Bay from Te Kuri-a-Paoa / Young Nicks Head to Tuahine point.

After 1 hour of aerial searching, the helicopter and supporting Coastguard were stood down. In consultation with Police, at 12.35 pm the Maritime Radio Distress messaging was cancelled, and at 1.06 pm this search and rescue operation was handed over to Police as a missing person.

At 3.34 pm, Eastland Port Authority Pilot vessel RERE MOANA self-deployed, concerned at the limited ocean area that had been searched. A privately owned fixed wing aircraft was also deployed by the Port Authority.

At 4.47 pm the RERE MOANA located the missing seaman 3.5 nm (6.5 km) south of Te Kuri-a-Paoa / Young Nicks Head, and 1.3 nm (2.5 km) offshore, outside the original search area. The seaman was recovered from the water still wearing his bright orange Immersion suit and was transported back to the Gisborne Wharf.

This review identifies a number of assumptions that were made early, that were not revisited or challenged, and the learnings that can be taken from them.

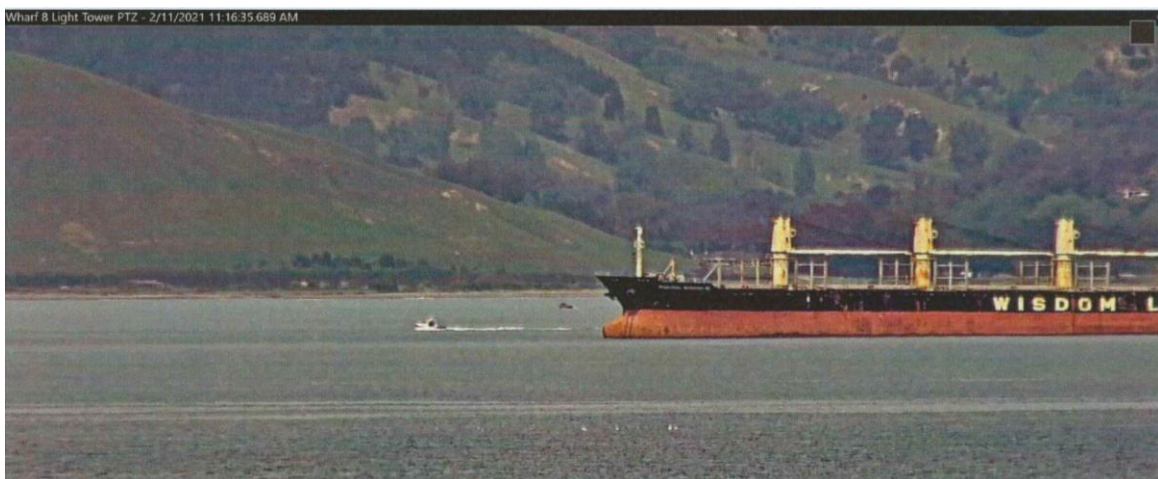


Photo of Vessel from Port Authority Security Camera at time of search

3. Terms of Reference

Review the search and rescue arrangements, capabilities, documentation, agreements, and procedures relating to the Search and Rescue Operation (SAROP) RCC 0918/21 – Operation Myanmar conducted at Gisborne on 2 November 2021.

Identify areas of excellence, sufficiency, lack, relevance, appropriateness, and those that may need improvement.

Tasks

1. Gain an understanding of the sequence, times of events and key decisions relating to the operation.
2. Review and consider the following aspects of the SAROP with reference to confirming, improving and/or refining any aspects of: SAR documentation, agreements, systems, processes, training, skills, equipment, and technology:
 - a. Alert notification process and management.
 - b. The IMT tools and arrangements including search tools, planning, investigation, intelligence, information flow and information analysis used and applied during this SAROP.
 - c. The positions and sizes of areas to be searched and the capabilities, teams, skills, and equipment applied to those search areas, given the information available at the time.
 - d. The ability to scale, resource and support the search with appropriately trained personnel throughout the SAROP.
 - e. Operation review, search suspension and/or conclusion.
 - f. Family and Iwi liaison and support arrangements.
 - g. The management of family and other spontaneous search volunteers.
 - h. The SAR capabilities, skills and equipment of SAR personnel involved.
 - i. Media relations, management, and processes.
3. Identify any skill, equipment, technology, document, agreement, process, or procedure that reinforces good practice, or may contribute to improvement for a SAROP of this nature.
4. Make system-level recommendations relevant to validating and/or improving New Zealand's SAR system, its people, equipment, documentation, agreements, skills, processes, and procedures

4. Background

This review has been requested by RCCNZ, to consider the management and coordination of this operation from first notification through to its conclusion and identify opportunities for lessons learnt and areas for improvement.

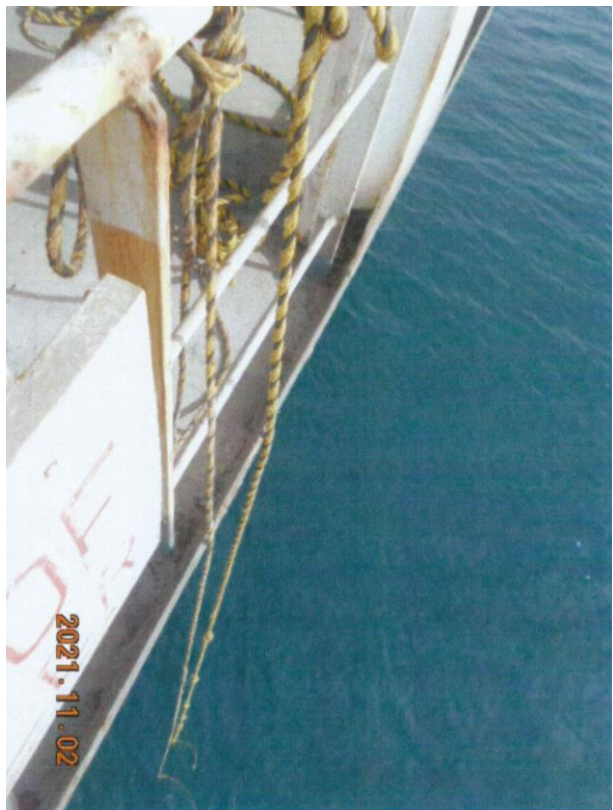
4.1 Background to the Operation

At 9.57 am on Tuesday 2 November 2021, RCCNZ were notified by Napier Customs of a Myanmar national crew member from the MV POAVOSA WISDOM VII, anchored in Poverty Bay, who was believed to have climbed over the side of the vessel in an attempt to swim his way ashore.

Little was known about the crew member, other than he was last seen around 10.30 pm the previous evening and could no longer be located on the vessel.



Ropes leading from the Poavosa Wisdom VII to the water



4.2 Dates, location, organising agency(s), key people

RCCNZ adopted the coordinating authority role for the SAROP, immediately notifying St John Ambulance Air Desk and activating the Gisborne Rescue Helicopter. Police Communications centre were notified of the operation, and a request made for the local SAR coordinator to be notified. Maritime Radio were notified, and a Distress message was relayed to all vessels in the area through Tolaga Maritime Radio.

At 10.14 am Police Comms dispatched Police personnel to patrol the Poverty Bay foreshore, from the Gisborne port around to the Browns Beach area located Gisborne side of Te Kuri-a-Paoa / Young Nicks Head.

At 10.15 am Air Desk and Gisborne Rescue Helicopter were briefed on the situation, and at 10.31 am the Rescue Helicopter was airborne, on scene by 10.35 am.

At 10.19 am the Coastguard skipper, on hearing the distress message over Tolaga Maritime Radio, made contact indicating their availability, and were activated to support the Gisborne Rescue Helicopter.

At 10.24 am, the on-call Police SAR Coordinator contacted RCCNZ, indicating he had been notified and briefed, and recommended activating Surf Life Saving units to search the foreshore area. This occurred.

At 10.34 am, RCCNZ emailed the Police SAR coordinator advising the crewman was noticed missing at 8.00 am and confirmed missing following a search of the vessel at 9.30 am, that ropes were noted from the vessel into the water, and the person was possibly trying to swim ashore. Police were advised that Rescue Helicopter and Coastguard had been notified. Police were also given the crewman's details and advised RCCNZ were the coordinating authority.

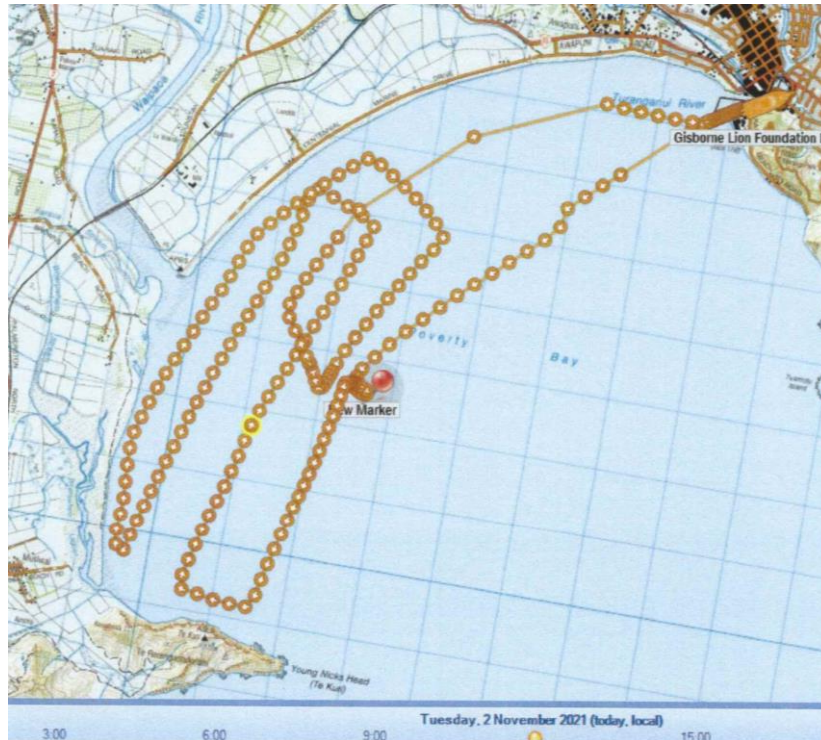
At 10.53 am RCCNZ forwarded an email to the Police SAR coordinator with the missing crewman's passport photo to assist with onshore identification. At this time, RCCNZ also discussed with the Police SAR Coordinator, the transfer of coordinating agency responsibility once the aerial search of Poverty Bay had been completed.

At 11.00 am, Gisborne Rescue Helicopter advised that they had not seen or found anything in their search area. They were tasked to continue searching the bay area around to Sponge Bay. At 11.08 am Coastguard launched and supported Gisborne Rescue Helicopter from the water. At 11.12 am Gisborne Rescue Helicopter was tasked to search Sponge Bay across to Te Kuri-a-Paoa / Young Nicks Head with two sweeps around beach, one slightly off-shore and one slightly on-shore, and at 11.30 am Gisborne Rescue helicopter was stood down from the search.

At 11.47 am Coastguard were advised that Gisborne Rescue helicopter has been stood down, and they were also stood down.



Gisborne Rescue Helicopter Flight track



Gisborne Lion Foundation Coastguard track

4.3 Operation Scenario

From the outset of this operation, RCCNZ identified three scenarios for consideration:

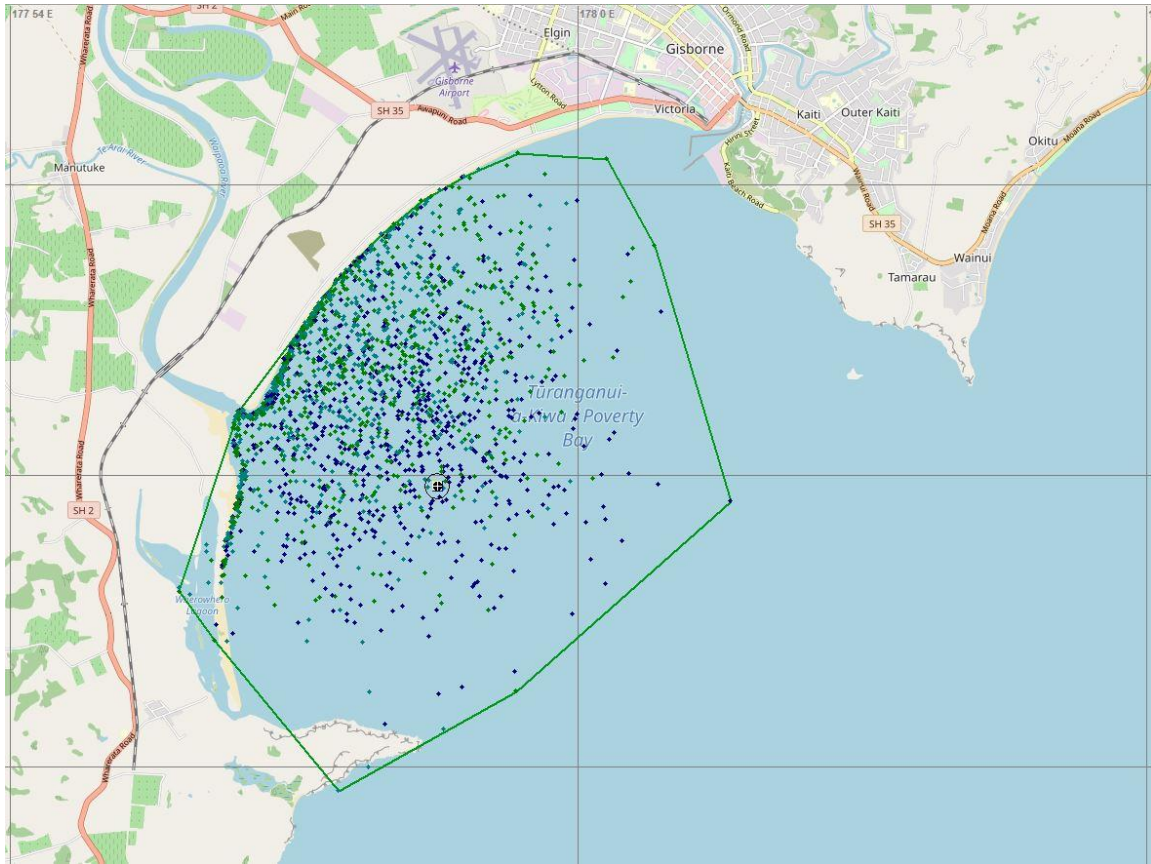
- The crewman was still hiding on the vessel; or
- The crewman had left the vessel and was either swimming to shore, or had made it to shore and had now decamped inland; or
- The crewman had not made it to shore and was between the vessel and the shoreline and was now possibly submerged.

As a result of these scenarios, the helicopter was immediately tasked to complete a wide search of the area between the vessel and the shoreline, using Te Kuri-a-Paoa / Young Nicks Head and Tuahine Point in Poverty Bay as the search boundaries.

This search area determination and drift patterning was identified as a result RCCNZ completing a SAR Map assessment. The map was set at **Low Uncertainty** based on the premise that:

- they knew the exact boat location
- they knew he was wearing a life jacket
- they knew he was last seen at 10.30 pm the previous evening.

The following diagram is the drift pattern identified:



SAR Map drift pattern indicating high probability Search area under Low Uncertainty intel setting

4.4 Operation Timeline

At 9.57 am on 2 November 2021, RCCNZ received the call from Customs advising of the details of the missing Myanmar crewman, that they were not Covid cleared, and that all the indications were that he would be attempting to swim ashore. RCCNZ took ownership of the SAROP as the Coordinating agency, advised Police of the incident and immediately notified Ambulance Air Desk, to activate the Gisborne Rescue helicopter. Maritime Radio were tasked with relaying a Distress message across Tolaga Maritime Radio to vessels in the area, and Coastguard responded.

A search of Poverty Bay was undertaken by the Gisborne Rescue helicopter who was on scene from 10.35 am and was later supported by Coastguard. The search area covered from Te Kuri-a-Paoa / Young Nicks Head to Tuahine Point and into the Poverty Bay shoreline. Surf Life Saving provided a beach and shoreline search and Police supported with patrols of the area.

At 11.00 am Police commenced establishing a small Incident Management team (IMT) in the Gisborne Police Station.

At 11.04 am the Harbourmaster for the Eastland Port Authority, based in Auckland, contacted Police Communication Centre to offer the assistance of the Port authority.

At 11.15 am the Eastland Port Authority contacted the Gisborne Police Station to offer their local knowledge and assistance. They were advised that a member involved with the SAR operation would contact them, however this never occurred.

At 11.30 am after the inner Poverty Bay between Te Kuri-a-Paoa / Young Nicks Head and Tuahine Point had been flown in what was described as ideal conditions, Gisborne Rescue Helicopter was stood down. Shortly after Coastguard was stood down, Surf, who were approaching Te Kuri-a-Paoa / Young Nicks Head and were looking to continue south, were also stood down and returned to Gisborne.

At 11.52 am the Police SAR Coordinator was advised that all the search units were being stood down, and that once they had returned to their respective bases, the operation would be handed over to Police to coordinate, as a missing persons inquiry.

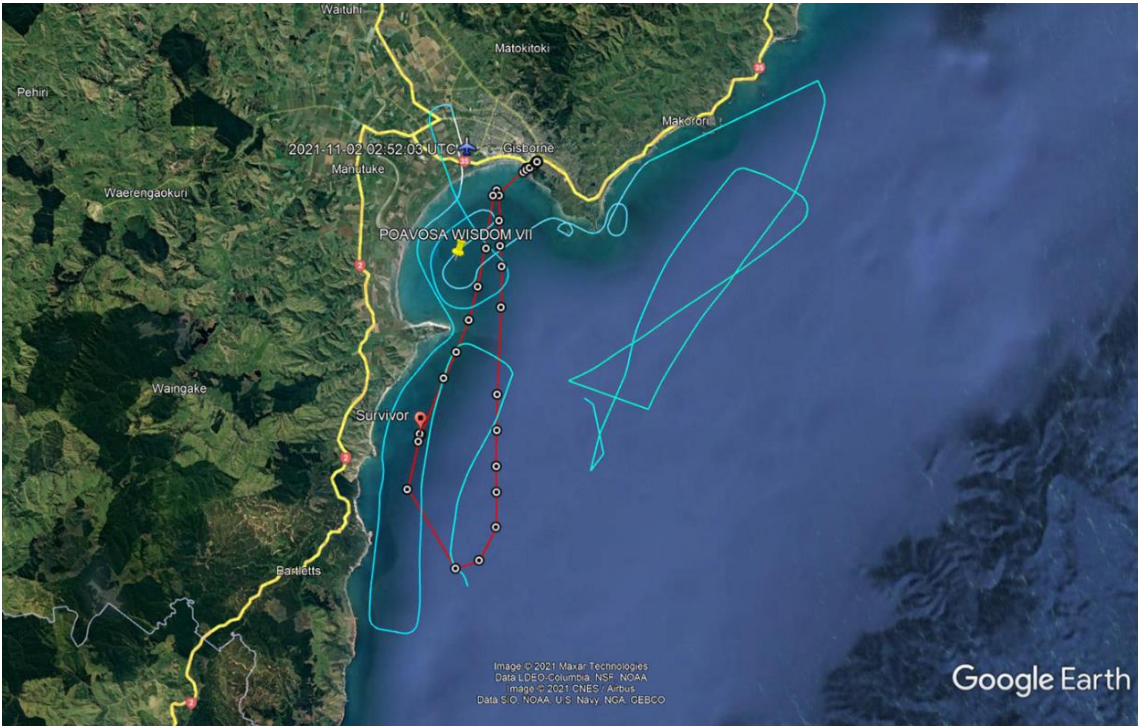
At 11.55 am the Eastland Port harbourmaster contacted RCCNZ to ensure they were aware of the search. The harbourmaster was advised the search had been coordinated by RCCNZ and was being handed over to Police.

At 12.30 pm, the first of the Police tasked ground search teams were deployed along the Poverty Bay Coastline. In total, seven (7) separate ground teams made up of Police, Customs, LandSAR and Surf were deployed during the afternoon, from Gisborne Port to the southern side of Te Kuri-a-Paoa / Young Nicks Head.

At 12.35 pm, RCCNZ requested that Maritime Radio cancel their Distress messaging.

At 1.06 pm, the SAROP was formally handed over to Police.

At 3.00 pm, the Eastland Port Authority self-deployed, fearing the most likely location for the crewman south of Te Kuri-a-Paoa / Young Nicks Head had not been searched, and the weather forecast was for heavy seas that evening. Initially, a privately owned fixed wing was deployed, and at 3.34 pm, Eastland Port Authority Pilot vessel RERE MOANA deployed.



Private Search PA28R Aircraft (blue) & Pilot RERE MOANA (red)

At 3.58 pm, the Police IMT contacted RCCNZ asking to view the drift modelling, as they reviewed the water search that had been undertaken. Further drift modelling was provided for the period 10.30 pm on 1 November 2021 to 10.30 am on 3 November 2021, under *Low Uncertainty* modelling.

At 4.47 pm the RERE MOANA located the missing seaman 3.5 nm (6.5 km) south of Te Kuri-a-Paoa / Young Nicks Head. The seaman was recovered from the water and transported back to the Gisborne Wharf. The seaman was still wearing his Immersion suit when rescued.



Eastland Port Authority Pilot vessel delivering crewman to Ambulance

5. Evaluation Methodology

5.1 The agreed outcomes of the Review

This review is focussed on the SAR component of the operation, looking at the various aspects of the SAROP with reference to confirming, improving and/or refining any aspects of SAR systems, processes, training, skills, equipment and technology and the lessons that can be learnt.

5.2 Review scope

Not included within the scope of this review is the roles Customs NZ, Ministry of Health or the Immigration Department played as it related to the Covid management and the Immigration management of the rescued crewman, post rescue. As a result of seeking refugee status, the crewman involved in this rescue was also not interviewed.

5.3 Information collection

The information for this review has been gathered through the reviewer's attendance of the RCCNZ post operational debrief, the Gisborne Police post operational debrief, and the interview of the key individuals that were actively involved in this operation.

5.4 The process followed in preparing and submitting the report

The reviewer has maintained a close working relationship with Kevin Banaghan – Operations Manager for RCCNZ. Together we attended the debrief hosted by Gisborne Police, and he has assisted as it related to the standard operating procedures of RCCNZ.

During the compilation of this review, I have reinterviewed key witnesses for clarity, and on completion of the draft report, I have provided the key stakeholders including RCCNZ, Police, Gisborne Surf, Gisborne Rescue Helicopter, Gisborne Coastguard and Eastland Port Authority the opportunity to provide feedback.

The document has then been finalised.

6. Findings

6.1 Alert notification process and management.

The initial response by the MV Poavosa Wisdom VII's Captain, the ships NZ based agent in Gisborne, Napier Customs and RCCNZ needs to be recognised. At 9.30 am, the ships agent became aware that the crewman was missing, through contact with the captain of the vessel. The agent then contacted Customs to inform them of the situation. Napier Customs liaised with Maritime NZ, with whom they share their building, and RCCNZ was contacted. Although the flow of information was through multiple hands, everybody acted with urgency, balanced with the associated awareness and management of risk around an international seaman who had not been medically cleared of Covid-19.

Finding

From the time of initial notification to RCCNZ at 9.57 am to the time Gisborne Rescue Helicopter was airborne, a total of 34 minutes had elapsed. During that time, at the request of RCCNZ, Police had activated mobile patrols along the shoreline, Maritime radio had relayed the distress message, and Gisborne Coastguard had heard and commenced responding to the distress messaging. Of note, the ships agent felt it was important to contact Customs as the first government agency, because the vessel had not been cleared by Customs or Immigration. The agent also felt the Customs Officer would be able to activate a search response quicker through government agencies, than the agent could through contacting Police emergency. The agent now has the emergency contact number for RCCNZ.

6.2 Lead Agency

RCCNZ were the first to become aware of this incident, and their initial response and actions were in line with best practice. As the vessel was so close to the shoreline, and the Gisborne Police SAR Coordinator had been activated, early consideration could have been given to handing the active marine and land search over to Police as a Category I SAROP. This did not occur. At 10.50 am a discussion between RCCNZ and Police did take place, where RCCNZ indicated the crewman may already be ashore, and advised Police of the need to discuss coordination once a "decent search of Poverty Bay" had been completed. The transfer did not occur until 1.06 pm, once all the marine search units had been stood down.

As Coordinating authority, limited consideration appears to have been given by RCCNZ for locally based inquiries to be undertaken with the multiple government agencies that were to be involved with an inquiry of this nature i.e. Immigration, Health, Customs, DHB.

RCCNZ completed what they had identified as the Marine search component for the SAROP, before handing over to Police. The search effectively came to a halt during the transition phase, before being reactivated under Police leadership.

Finding

Had an on-scene coordinator been appointed, or this operation been handed over to Police once they had developed their own operational capability and become fully aware of the situation, a smooth transition phase and possible review of drift patterns may have occurred.

6.3 On-Scene Coordination

Although Police were activated early utilising operational personnel to complete shoreline patrols, and the Wairoa based Police SAR Coordinator was operational from 10.24 am, there appears to be no consideration given to appointing an on-scene coordinator in Gisborne.

This situation was further exacerbated by the multiple disconnects between the Police SAR Coordinator in Wairoa, and the Police IMT located in Gisborne, the Harbourmaster in Auckland, and the Port Authority in Gisborne, and RCCNZ in Wellington and this incident in Gisborne.

As a result of no on-scene coordination, there was a period late morning, where the local Police IMT were uncertain as to what tasks had been completed, and which agency was in charge, and this was reflected in the lack of natural transition and the way search resources were managed and deployed.

Finding

When the decision was agreed between the RCCNZ and the Police SAR coordinator for the handover of lead agency coordination, all the active marine search units were stood down. This included Gisborne Rescue Helicopter, Gisborne Coastguard and Gisborne Surf Lifesaving. Shortly thereafter, LandSAR personnel were activated and together with Surf Lifesaving and Police SAR personnel were re-deployed on extended shoreline searches, coordinated by Police. Maritime Radio also cancelled their mayday relay.

During this time, a phone call was made to the helicopter pilot by a ground searcher, to identify exactly where they had flown, and why they had been contained within Poverty Bay. This concern was not shared with the IMT or RCCNZ.

Had an on-scene coordinator been established to support the operation, the collation of local knowledge of the area and the transition between lead agencies may have occurred relatively seamlessly.

6.4 Source information:

It was noted that throughout the early information collection phase, all the information being acted upon was largely 2nd or 3rd hand, with a lack of inquiries being initiated by the Coordinating authority with the most relevant source, the vessel's captain.

Similarly, information was being passed from the ship's captain to the shipping agent, then to Customs and then to RCCNZ. No one was tasked to meet with and act as the liaison with the Ships agent or ship's Captain, who was Gisborne based, until the Police IMT was established.

Finding

An early tasking should have included fully interviewing the Ships Agent and Ship's Captain, to gather as much detail directly from the source, as was possible.

6.5 Local Knowledge

Gisborne Coastguard and Gisborne Surf lifesaving were deployed by RCCNZ during the initial stages of this search, but do not appear to have been asked their input in relation to local knowledge for search area determinations.

At 11.04 am Police Communications were contacted by the Eastland Port Harbourmaster, and at 11.13 am the Gisborne Police Station was contacted, but no local knowledge was gleaned on these occasions.

At 11.55 am RCCNZ was contacted directly by the Harbourmaster, who was advised of the search detail, and that the operation was in the process of been handed to Police as a missing person investigation.

On the establishment of the Police IMT, the lead representative from Surf formed part of the IMT and commenced querying the search area determination and drift pattern, based on his local knowledge.

Finding

At 10.18 am the first of multiple distress relays were sent out over the maritime radio. The only response generated from the relays was from Gisborne Coastguard. The opportunity existed either through the harbourmaster or his locally based Port Authority contacts, or through Gisborne Surf Lifesaving, for local knowledge to be included into the search area determination.

This reflects a failing to create an environment across the sectors involved, for open lines of communication and local knowledge input to be sought or offered.

6.6 Scenario Options

From the outset of this operation, it does not appear that any detailed scenario assessment has been undertaken. Rather, a tunnel visioned view has been adopted, with the following assumptions made:

- ***Crewman is still on the vessel***
 - Action: Search has been completed of the boat

- ***Crewman has swum to shore***
 - Action: Indications he would swim to shoreline.
SAR Map indicates would drift to shoreline.
Search by air of probable area.
Search of shoreline for activity

- ***Crewman has drowned***
 - Action: Shoreline search to locate body or evidence of crewman activity

Finding

This review has seen no documentation reflecting that a formal scenario assessment was undertaken. Similarly, at no stage, once the above scenarios were completed, was the scenario options revisited, and the question asked:

- If the crewman was still in the water, where is the next most likely place we should be searching?¹

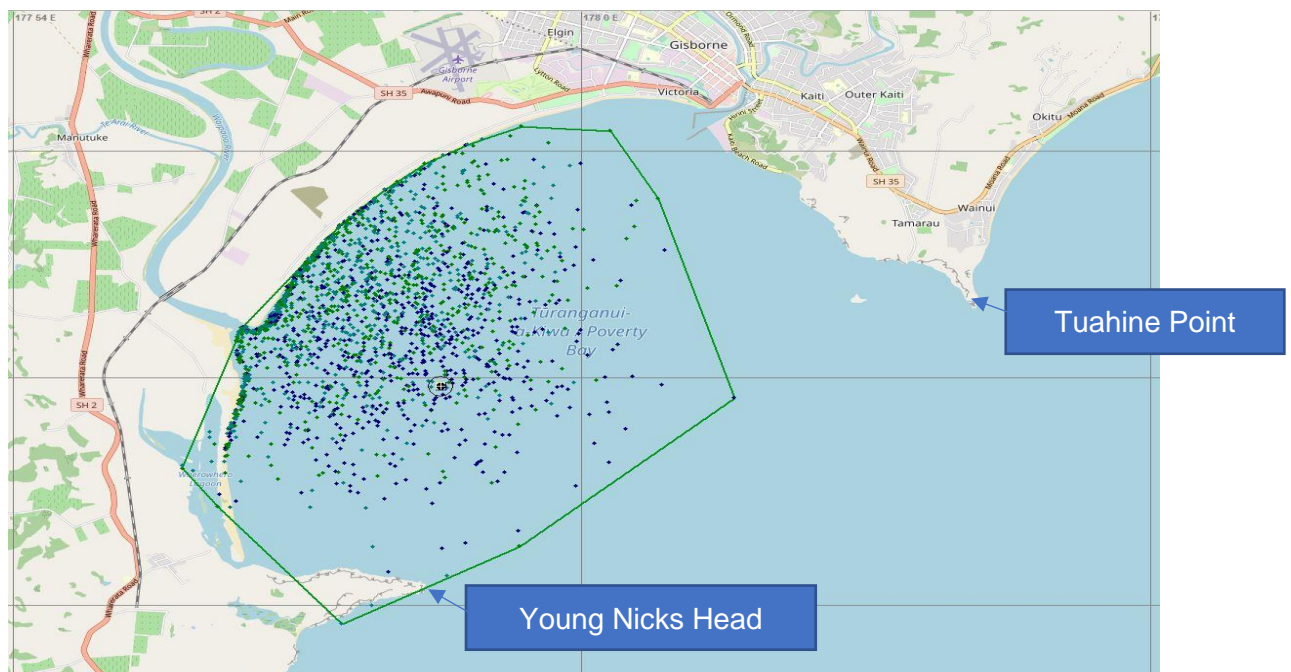
6.7 SARMAP Application

SARMAP is an application utilised by RCCNZ to establish the search area determination (SAD) and drift patterns, as it relates to marine search and rescues. SARMAP has three modelling settings, *Low Uncertainty*, *Medium Uncertainty* and *High Uncertainty*, with a default setting of *Medium Uncertainty*.

The level of uncertainty can be assessed by the user, based on the level of accurate information available at the time, i.e., the exact location someone went into the water, the exact time, what they were wearing such as life jacket, and so forth. Information is also collected from a number of weather and tidal sources, and a map is generated.

Based on the exact known location of the vessel, and that the crewman was last seen at 10.30 pm the previous evening, and the crewman was wearing a life jacket, a map was generated under *Low Uncertainty*.

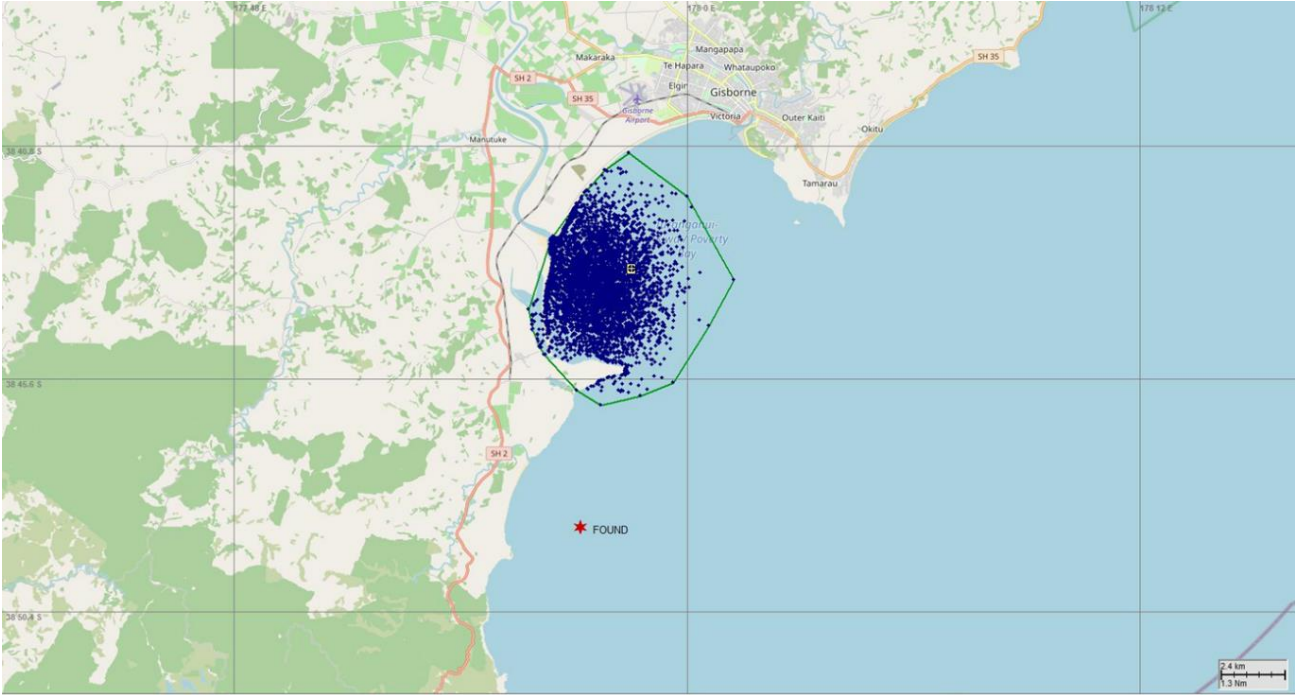
The following map is the SARMAP utilised during the initial search, and the map that was forwarded to Police at the time of hand over from RCCNZ:



SARMAP set at Low Uncertainty

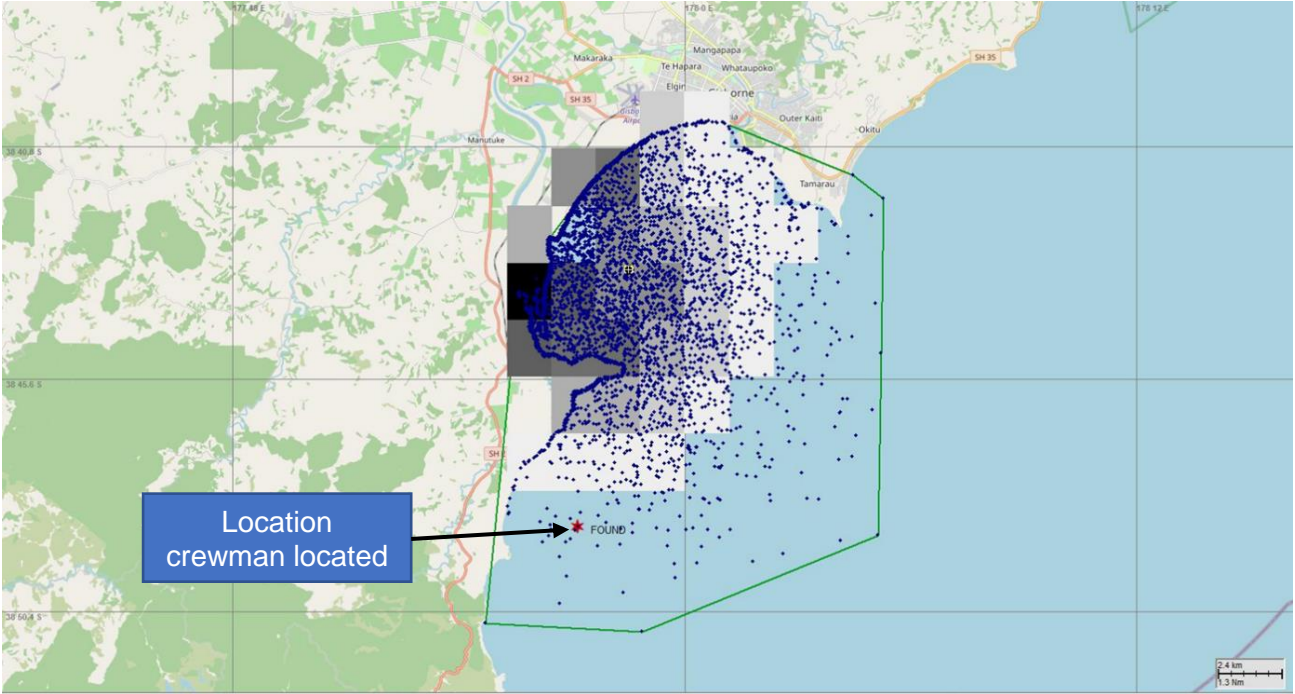
As can be observed from the above map, all the indicators would suggest the prime search area is inside Poverty Bay. When asked to generate the maps for Low, Medium and High Uncertainty, the following was identified:

SAR Area at 5.30 pm on 2 November 2021



Low Uncertainty– Survivor located at 16:47 02 Nov 21 NZDT
(Monte Carlo Method)

SAR Area at 5.30 pm on 2 November 2021

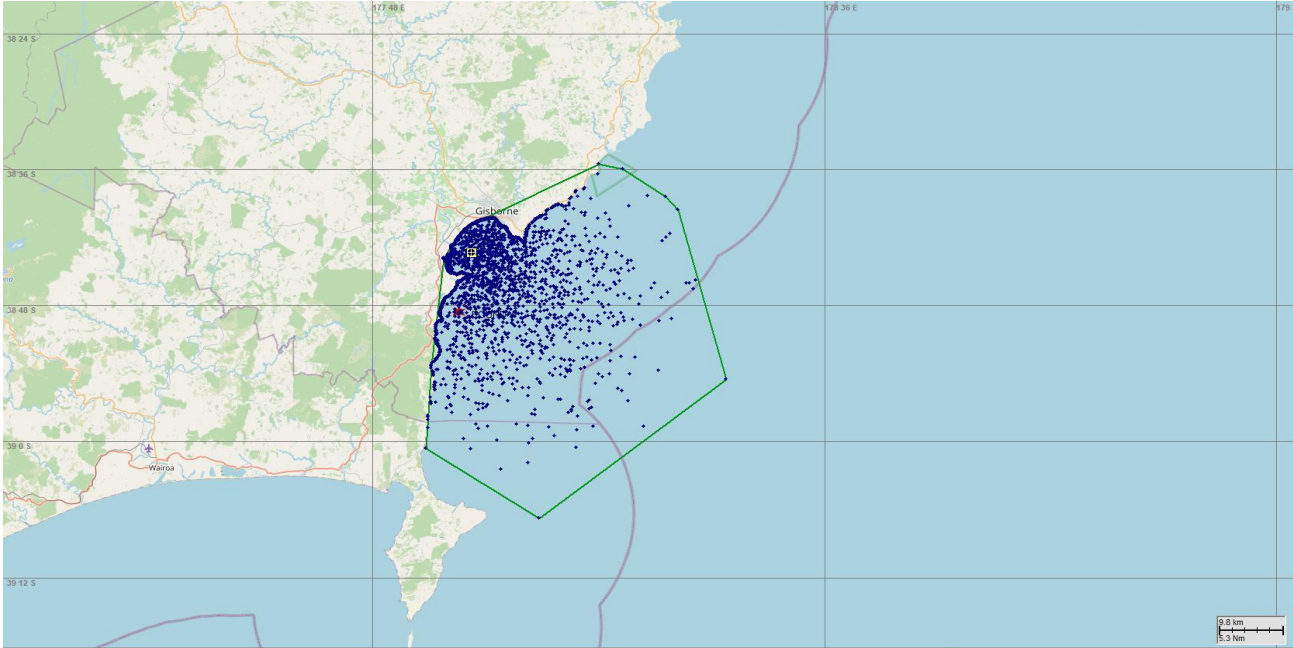


Medium Uncertainty– Survivor located at 16:47 02 Nov 21 NZDT
(Monte Carlo Method)

¹ Police Command and Control Appreciation modelling outlined as [Appendix 2](#)

SAR Area at 5.30 pm on 2 November 2021

High Uncertainty– Survivor located at 16:47 02 Nov 21 NZDT



(Monte Carlo Method)

Finding

As can be observed from the above maps, as the level of uncertainty increases from Low to High, so does the search area, primarily to the south towards the Mahia peninsula. The default setting for SARMAP is *Medium*, enabling a wider search area determination to be identified.

On this occasion, the default setting was changed to *Low Uncertainty*, however when the crewman was not located, consideration should have been given to re-adjusting the setting back to *Medium* and identifying other possible search areas to be considered.

6.8 Hand-over

The hand-over of the operation transitioned easily between RCCNZ and the Police SAR Coordinator, and the appropriate Lead Agency Coordination papers were completed and signed off. Although Police took on the lead Agency Coordination of the operation at 12.55 pm, it wasn't until 1.48 pm before they saw the area of drift modelling RCCNZ had been working to.

Finding

During this review, it became apparent that due to the geographic separation, the Police IMT that was being established in Gisborne, was unaware of a number of the conversations occurring between RCCNZ and the Police SAR Coordinator located in Wairoa, and during the course of the morning were unclear as to who the lead Coordinating agency was.

When the incident controller is operating remote to the IMT, it is imperative that clear open lines of communication are maintained. Where possible, all key information should be exchanged at the time of hand-over to fully inform the other Agency of what has been undertaken and why.

6.9 Police Incident Management Team

As a result of frontline police patrol units being deployed, a SAR member who was operational at the time of initial deployment, returned to the Police Station at 11.00 am and commenced planning, as part of an IMT. The planning included completing an Incident action plan, identifying points of contact and collating information known to date.

The Police SAR Coordinator for the incident was based in Wairoa, and co-ordinated the Police support role with RCCNZ remotely.

Finding

On initially establishing the IMT, the SAR member / Operations Manager was supported by an operational Detective Sergeant who took on the Investigative role, a Surf Lifesaving member, and a member of Customs.

This allowed a small operational team to review what assets were deployed, identify the need to stand down the operational frontline Police personnel and replace them with Police SAR and LandSAR for deployment, and redeploy Surf Lifesaving personnel.

Through the delayed transition from RCCNZ to Police, a collective decision was made by RCCNZ and the police SAR Coordinator to stand down all the marine search units prior to the handover.

Police then re-activated an increased Land based search including the Surf Life Saving units. This resulted in the search winding almost to a halt, before being reactivated under Police coordination.

6.10 Key Stakeholders

During the course of this operation, Eastland Port Authority staff made a number of contacts with Police, before they self-initiated a response utilising both fixed wing and marine vessels. Similarly, the Harbourmaster also made contact with Police Communications and the RCCNZ.

At 11.55 am when the Harbourmaster contacted RCCNZ, he was advised that the marine search of the area from Tuahine Point to Young Nicks Head had been completed without result, and the search was being handed to Police.

Eastland Port Authority has a number of assets including security cameras, vessels, and an extensive local knowledge of the marine area, which could have proved valuable.

Although the Port Authority did hear the distress messaging over Tolaga Maritime Radio, they also heard Coastguard and Gisborne Rescue Helicopter respond, so telephoned Police to offer their services rather than making contact through Tolaga Maritime Radio.

When Police did not return their call, they observed the marine assets being stood down after 1 hour, and the Maritime Radio distress call was cancelled, they believed the key search areas had not been fully covered and deployed.

Finding

Gisborne district has a long history of marine rescue capability. With a strong and willing marine Police SAR, Coastguard, Surf Lifesaving and Port Authority capability, the opportunity of bringing them all together to work in unison provides a platform for the area to be leading in its marine response capability.

The key component required, is bringing the key stakeholders together and developing a collaborative operational response model.



Eastland Port Authority Security Camera capability

6.11 Media Management

At 10.43 am, RCCNZ contacted their Maritime NZ media section and provided them with an update of what was occurring, and that RCCNZ were the lead agency.

At 11.00 am, the Eastern District Command Centre (DCC) commenced drafting a media release for the local Gisborne media.

At 11.52 am, RCCNZ and the Police SAR coordinator discussed the winding back of the search and handing of coordination role over to Police. At that time, they discussed the Police media section consulting with maritime media section, with the intention of keeping any media release notification 'low key.'

At 5.46 pm, the Police media section made a brief release indicating that the missing person had been located in Gisborne, and they were being assessed by Ambulance and would then be taken into Police custody.

Findings

Of note, this story continued to run until the 10th November 2021, with the key focus on the successful recovery of the missing crewman by the Eastland Port Authority, who had focussed their search on an area that had not otherwise been searched.

The crew said they were lucky that they had decided to search on an area which had yet to be searched.

"It was where the tide had been flowing – a pretty logical area for us to go so we went straight to that area."

"It's that local knowledge which aided us ... we have good knowledge of the tides and currents, and we had information from Coastguard."

There was an opportunity for RCCNZ, Police and Eastland Port Authority to work together to coordinate an appropriate collective media release.

7. Conclusions

This search and rescue operation can be considered a successful operation in that the local Port Authority, who had otherwise been ignored by both Coordinating Authorities, chose to self-deploy and search in an area where local knowledge suggested the missing crewman was most likely to be found.

RCCNZ was the initial coordinating authority, which proved highly effective during the initial response, however consideration should have been given to either handing the coordination over to Police once they were operational or establishing an On-Scene Coordinator so any later transitioning could have occurred seamlessly.

As lead agency, RCCNZ were tunnel visioned in the mindset that if the crewman wasn't located in the bay, then he had made it to shore and was a missing person and the responsibility for Police to follow up. After completing an aerial search of the inner bay, the SAROP was handed over to Police. At no stage was the question posed "what if he is still in the water?"

The lead agency role has a much wider responsibility, including tasking of interviews and collection of information from the source, liaising with partner government agencies in relation to possible ongoing investigations, including Immigration, Customs, Health, local DHB's and media. In this scenario, these roles may have best been handled by Police on the ground.

Although RCCNZ developed a drift model utilising reliable technology, the developer selected to restrict the application results to *Low Uncertainty*, therefore reducing the 'likelihood' search area and aligning to the restricted scenario thinking. Had a *Medium Uncertainty* modelling been applied, the aerial search by the rescue helicopter may have included where the crewman was later located.

Where coordinated activities are challenged through geographic spread, as they were in this operation, with RCCNZ in Wellington, the Police SAR Coordinator in Wairoa, the Police IMT in Gisborne, the harbourmaster in Auckland and the Port Authority in Gisborne, the need for a more localised and coordinated response has increased benefit.

Port authorities nationally, have a number of assets including extensive local knowledge, vessels, and security camera monitoring to identify a few. The various Port Authorities should form part of the NZ Search and Rescue Resource database.

The Gisborne District has a strong marine search and rescue capability. The opportunity exists as a result of this operations, for all stakeholders to develop a better operational model, and to exercise that revised operational model moving forward.

8. Appendix

Appendix 1 - Formal timeline taken from:

- RCCNZ Log
- Police Communications Log
- Police IMT Log
- Eastland Port Authority log

Appendix 2 - Police Command and Control Appreciation modelling

Appendix 1 - Formal Timeline

Date / Time	Activity	Entry	Comment
30.10.21 0941	RCCNZ MV POAVOSA WISDON VII arrives in Poverty Bay from Fiji. Vessel is moored off-shore in anchorage 1.		
02.11.21 0954	Eastland Port Port authority advised by phone from Customs advising crewman overboard (abandoned ship) from log vessel MV POAVOSA WISDOM VII @ anchorage 1. RCC Coordinating Rescue Port CCO advised.		
02.11.21 0957	RCCNZ Napier Customs report person missing from vessel POAVOSA WISDOM VII currently anchored in Poverty Bay. Person noticed missing at 0930 NZDT. Noted a rope had been lowered into the water. Casualty is Male Myanmar citizen. Not Covid cleared. Possible trying to swim ashore. Local Coastguard notified. Customs is attempting to contact Police. Ships Agent advised Customs		
02.11.21 1005	RCCNZ Distress Phase		

02.11.21 1006	Police Comms RCCNZ contacts Police to advise of a crew member who has jumped overboard – possible suicide attempt. Vessel Poavosa Wisdom. Noticed missing 0930 this morning. Crew member Myanmar National. Vessel commercial logging ship - Not Covid cleared. RCCNZ will be lead agency. Unsure of Heli deployment at this stage. Getting log in for Police patrols on the beach. Staff found ladder down the side of vessel. Person then noticed missing. Will call back if any further info gained – informant discussing with Supervisor regarding action plan.		Police Job reference P048478843
02.11.21 1010	RCCNZ Event information relayed to Police Comms. Event number: P048478843. Request SAR Coordinator contact RCCNZ.		
02.11.21 1014	Police Comms GSS4 GSI4 assigned and dispatched to Centennial Marine Parade for beach patrols and areas. DCC aware. MTR (Manutuke Police) advised.		
02.11.21 1014	MOC RCCNZ advised saying they had a merchant vessel POAVOSA WISDOM VII in Poverty Bay on AIS that may have a person overboard as a male was seen climbing down the side of the vessel who may be trying to swim ashore. RCCNZ requested Distress Relay message broadcast to area asking any vessels in the area to respond to person missing from Poavosa Wisdom VII in position 38 43 17S 177 58 32E. RCCNZ would contact CG to respond.		
02.11.21 1015	RCCNZ Air Desk – task – conferenced to Gisborne Rescue – discussed task, particular reference to Covid – passed info re immersion suit and life jacket – comms via cell or channel 16		
02.11.21 1015	RCCNZ MOC tasked to broadcast Distress relay		19 minutes from initial notification
02.11.21 1015	Police Comms CCA4 – very limited information in this job but RCCNZ are lead agency. Can we ensure SAR are advised and they may need to liaise with RCCNZ. DCC ringing on-call SAR.		

02.11.21 1018	MOC Tolaga Maritime Radiobroadcast MNZ 103.21 on Channel 16.		
02.11.21 1019	RCCNZ Gisborne Rescue helicopter tasked		
02.11.21 1019	MOC Gisborne Lion Foundation Rescue ZME5555 called Tolaga Maritime Radio saying they heard broadcast and asked if they were required to respond. RCCNZ were coordinating and were going to phone Gisborne Coastguard to task.		
02.11.21 1019	Police Comms MTR will patrol Browns beach to Young Nicks Head		
02.11.21 1019	Eastland Port Eastland Port advises Eastland Harbourmaster based in Auckland of incident.		
02.11.21 1020	MOC Contact RCCNZ. Advise Gisborne Coastguard were asking if they should respond. RCCNZ ask MOC to task Coastguard but ask them to phone RCCNZ before heading out for tasking and further information.		
02.11.21 1021	RCCNZ MOC advise that Coastguard (Lion Rescue) had responded and asked if they are required, affirmed. Advised to task Coastguard but requested skipper contacts RCC for briefing prior to departure.		
02.11.21 1023	Police Comms CCA4 – Once SAR spoken to RCCNZ can we please establish: <ol style="list-style-type: none"> 1. When the person was last seen vs when we were advised they were missing 2. If a rescue Heli has been deployed 3. If an all-stations broadcast has been arranged by RCCNZ with the MOC 		
02.11.21 1023	RCCNZ Ships Agent advises immersion suit and life jacket is missing from cabin.		
02.11.21 1024	RCCNZ Contacted by on-call Police SAR Coordinator. He thought it was a suicide, advised we were informed person has possibly climbed down from ship and is swimming for shore. RCCNZ has tasked helicopter and Coastguard. Police suggested Surf Life Saving. Police can task on our behalf. Police already patrolling beach.		

02.11.21 1025	RCCNZ Call from CG Skipper Ensure he knew the vessel was not covid cleared – was assured that CG has protocols in place to deal with that. Please contact helicopter and search in vicinity of helo in order to be able to support it if it observes anything in the water that needs investigating.		
02.11.21 1027	RCCNZ Police Comms – Police assets tasked – wanting to know the time / date when the crew person was actually last seen.		
02.11.21 1028	RCCNZ (Operational log) Operations Manager called in. Asked about possible Police coordination – keep Customs and Health updated.		
02.11.21 1029	Police Comms Male's last seen time has not been established as yet – RCC will call back and advise us if / when the information becomes available. Rescue helicopter will be deployed from Gisborne. All stations broadcast has been arranged Coastguard and Surf Rescue will also be going.		
02.11.21 1031	RCCNZ Gisborne Rescue Helicopter departed		
02.11.21 1032	Police Comms GSE4 doing foot patrol from Midway back toward town. Partner doing mobile patrols same area		
02.11.21 1033	RCCNZ Email Police SAR Coordinator advising details of missing persons / noticed missing 0930 / persons possibly swimming to shore. Rescue Helicopter and Coastguard notified. Request to task Surf to patrol Poverty Bay beaches on behalf RCCNZ. RCCNZ is the coordinating authority.		
02.11.21 1034	Email RCCNZ to Police SAR Coordinator Advising persons noticed missing 0930. Noted rope had been lowered to water. Crewman's personal details. Ship not Covid cleared. Crewman possibly trying to swim ashore. Rescue helicopter and coastguard notified. RCCNZ is the coordinating authority.		
02.11.21 1034	RCCNZ Advise Customs assets have been tasked		

02.11.21 1035	RCCNZ Gisborne Rescue helicopter on scene		Briefed 1015 On scene 1035
02.11.21 1036	RCCNZ (Operational Log) Police SAR Coordinator advises Surf have been activated but waiting for tasking. Asked Police to inform them that the vessel is not Covid cleared, and that Surf could refuse the tasking if they have not got protocols to deal with it.		
02.11.21 1037	MOC Tolaga Maritime Radio broadcast MNZ 103.21 on channel 16.		
02.11.21 1038	Police Comms GSS4 with one from GSI4 doing foot patrol from river mouth towards Gisborne		
02.11.21 1040	RCCNZ Ships Agent contacted to ascertain if he had a time / date last seen. Agent is awaiting that information which will include current state of mind info and will advise once known.		
02.11.21 1042	RCCNZ The vessel arrived 292041 UTC Nov 21.		
02.11.21 1042	Police Comms CCA4 Once SAR unit has all the information from RCCNZ and is good to go, can we look at handing them Incident Control for this event as there is little for the RCC to do.		
02.11.21 1043	RCCNZ Maritime Media contacted and provided update.		
02.11.21 1046	Police Comms GSS4 - spoken with OC SAR – will be giving an update shortly. Also spoken to fisherman who has not seen anyone.		
02.11.21 1049	RCCNZ Email received from Customs providing crew member passport details and ship photos. Email forwarded from Master of MV Poavosa Wisdom VII: Good day. This morning 0800 02/nov2021 at morning before working,was not at meeting. C/O ordered OS to find him. OS cannot find him in cabin. C/O reported to captain, and I ordered all crew to start searching all round vessel, only found out his phone as well as his immersion suit was missing, two ropes lead to sea level from aft deck (starboard side), immersion suit package nearby. That would be possible sign that crewman was going to shore secretly.		

02.11.21 1049	RCCNZ Advise Police Comms we are still awaiting confirmation from the captain as to when the crew person was last seen but confirmed that the vessel arrived in its current location at 0941 on 30 October so been in position for 49 hours.		
02.11.21 1049	Police Comms Advised vessel arrived 30/10/21 – has been in current position for approx. 39 hours. Nil further updates. Still waiting to hear from ship's Captain on when missing crew was last seen.		Source: Julian – RCCNZ
02.11.21 1050	RCCNZ Contact Police SAR Coordinator - advise email sent with casualty details. Reiterated persons may be ashore already so need to make units aware. Passport photo attached to assist. Units dispatched along beach and around Young Nicks Head. SLS contact. Advise Police that we need to discuss coordination once we are satisfied a decent search has occurred of Poverty Bay.		
02.11.21 1053	Email RCCNZ to Police SAR Coordinator Providing details of missing crewman, photos of vessel and crewman's passport, and the email chain and notification detail from Ship's Captain to Agent to Customs.		
02.11.21 1058	Police Comms GSE4 advise Surf spoken to and going to deploy shortly from Waikanae Beach.		
02.11.21 1058	Eastland Port Ship's Agent arrives at Port Office to discuss incident with Port Authority.		
02.01.21 1100	RCCNZ (Operational Log) Gisborne Rescue Helicopter advised that they haven't seen anything. Advised to continue searching on same pattern right around to Sponge Bay.		
02.11.21 1100	Police Comms DCC have advised media. They will start drafting a standard response in regard to a SAR incident.		
02.11.21 1100	Police Comms On call SAR is WAN (Wairoa Senior Sergeant). Incident control passed to On-call SAR WAN.		

02.11.21 1100	Police IMT Log Police Sergeant arrives at Gisborne Police Ops Room, supported by Detective Sergeant to establish IMT. Wairoa Sen Sgt appointed O/C 1W job in system by Police Comms.		
02.11.21 1100	Eastland Port Coastguard leaves Boat Ramp		
02.11.21 1102	Police Comms 10/1 in relation to unknown Covid status for crew member.		
02.11.21 1103	RCCNZ Coastguard crew advise they are about to depart with 4 POB – asked them to contact helo and remain in vicinity in support if required.		CG Tasked 1021 CG Operational 1103
02.11.21 1104	MOC Tolaga Maritime Radio broadcast MNZ 103.21 on channel 16.		
02.11.21 1104	Police Comms Caller online with Gisborne Harbourmaster. He is offering assistance. Calling from Auckland.		Offer of assistance from Port Authority
02.11.21 1106	Police Comms DCC advise email has been sent to all Tairawhiti staff in regard to this incident and possible Covid threat, advising to use TENR and PPE.		
02.11.21 1106	Eastland Port Coastguard and Rescue Helicopter commence search		
02.11.21 1107	RCCNZ (Operational log) SLS advise they have units departing for near shore searching plus ATV being deployed to Muriwai - if river allows, will continue. Informed about suit and PFG.		
02.11.21 1107	Police Comms ILO32 - Some divers located at Kaiti Beach reef edge.		
02.11.21 1108	RCCNZ Coastguard on scene		
02.11.21 1108	Police Comms ILO32 – seeing periodic reflection between Sponge Bay Island and the ship. ILO32 watching from Titirangi Drive – Top of Kaiti Hill looking down over harbour. Reflection looks to be about 2 – 3 km out from ILO32 location.		

02.11.21 1110	Police IMT Log SLSNZ arrives at IMT		
02.11.21 1112	MOC Air One Gisborne called RCCNZ. Tolaga Maritime Radio responded. Air One Gisborne was responding to a missed phone call from RCCNZ. Tolaga Maritime Radio offered to relay message to or from Air One Gisborne to RCCNZ. Air One Gisborne asked Tolaga maritime Radio to relay message to RCCNZ.		
02.11.21 1112	MOC MOC contacts RCCNZ – message they had for Air One Gisborne – search Sponge Bay across to Young Nicks Head with two sweeps around beach, one slightly offshore and one slightly on shore.		
02.11.21 1113	Eastland Port Contact Gisborne Police Station to advise of assets that could assist. Leave message to be contacted by Search OC.		
02.11.21 1113	RCCNZ Operational Log Message via MOC to Gisborne rescue Helicopter – before finishing please run from Tuaheni Point to Young Nicks Head plus two runs round the bay inshore covering surf outwards and surf inwards towards beach.		
02.11.21 1114	MOC Tolaga Maritime Radio relayed RCCNZ message to Air One Gisborne. Acknowledged.		
02.11.21 1119	Police Comms GSB4 – cleared Kaiti Beach – nothing else seen except previously mentioned divers.		
02.11.21 1120	Police Comms ILO32 – Coastguard heading in the right direction towards the reflection.		
02.11.21 1125	RCCNZ Contact Ships Agent . Left voice mail asking the date time last seen, a cell phone number and country of cell phone, and if there are any Covid symptoms onboard.		
02.11.21 1133	MOC Tolaga Maritime Radio broadcast MNZ 103.21 on channel 16.		
02.11.21 1134	RCCNZ Receive phone call from Gisborne Rescue helicopter – couldn't hear anything then observe them landing.		

02.11.21 1130	RCCNZ Operational Log Request to MOC – Gisborne Rescue Helicopter please stand down.		
02.11.21 1139	MOC RCCNZ phones MOC asking MOC to relay to Air One Gisborne to stand down.		
02.11.21 1140	MOC Tolaga Maritime Radio relays RCCNZ message to Air One Gisborne. Acknowledged.		
02.11.21 1140	RCCNZ Gisborne Rescue helicopter status changed to off scene.		Total deployment time 1 hour
02.11.21 1142	Police IMT Log Customs arrives IMT		
02.11.21 1147	RCCNZ (Operational Log) Contact Coastguard – advise Gisborne Rescue Helicopter released to RTB – CG now also released to RTB – acknowledged – will collect datum buoy and return to port – discussions with Police are ongoing re next moves – please call when back at base.		
02.11.21 1152	RCCNZ Contact Police SAR Coordinator – advise we are standing down assets and once RTB we will hand over to Police as a missing person – agreed. Discussed media – want to keep low key – agreed. Request Police media contact MNZ media.		
02.11.21 1154	RCCNZ Ships agent advises that crewman last seen at 2230 last night. There are no Covid symptoms onboard and if the agent could obtain the cell phone number, it is likely to be from Myanmar.		
02.11.21 1154	RCCNZ Coastguard off scene		Deployment 44 minutes
02.11.21 1155	RCCNZ Operational Log / recording Receive call from Harbour Master – asking if we were aware of incident – updated him as to search area YNH to Tuaheni Pt – at this point happy not in water unless below surface. Advised Police will be taking over – we have completed search now handing to Police.		

02.11.21 1157	RCCNZ Speak with helicopter pilot. Discussed search conditions and described as perfect. Noted two targets on shore orange in colour but discarded as a piece of plastic rubbish and part of an old surfboard. Thanked for assistance.		
02.11.21 1159	Eastland Port Coastguard back at ramp		
02.11.21 1201	RCCNZ Contact Police Comms and advise crewman was last seen 2230 local time (last night). There are no Covid symptoms on board and we are seeking a phone number for the crew if available but advised that the number is likely to be Myanmar based phone if that helped polling.		
02.11.21 1202	Police Comms DTWD45 online with informant. Male last seen 2230 last evening local time. No Covid symptoms on board ship. Ships agent has been requested to get cell phone number for missing crew member.		
02.11.21 1202	Eastland Port Harbourmaster contacts Eastland Port to advise had spoken with RCCNZ, helicopter search completed with nothing located, SAR Operation handed over to police, and Port authority services offered to Police.		
02.11.21 1204	MOC Tolaga Maritime Radio broadcast MNZ 103.21 on channel 16.		
02.11.21 1204	Police Comms MTR coming free from Browns Bay. Will look to revisit with incoming tides.		
02.11.21 1204	Police Comms DTWD45 – Still not trace of male – incident being handed to local officers. Thorough air search done. No survival suits or any other clues have been located on shore or in water. Drift modelling done and emailed – indicating in the Poverty Bay area. Nothing further.		
02.11.21 1206	RCCNZ (Operational Log) Contact – Surf. Requested to stand down units. Asked Surf to continue search back to base and stand down pending hand over.		
02.11.21 1213	RCCNZ Operational Log Contacted from Coastguard – back at base. Discussed search confidence.		

02.11.21 1219	Police Comms R3V6 – Nothing sighted – coming free.		
02.11.21 1230	Police IMT Log Team 1 - SAR tasked to Muriwai beach to search from Waipoua river to Young Nicks Head – walk out Youngs Nicks head as is practical – search shoreline scrub for any sign.		
02.11.21 1232	RCCNZ Contacted by Police SAR Coordinator. Asking if person had been located. Advised that we weren't aware if so. Maui had been advised that someone in Maritime had advised Public Health in Gisborne – that the individual had been located. Advised that we had confirmation from the agent that the individual was last seen 2230 last night (local time). Police said they had been advised 2030, said that I would listen to recording and confirm that time. After the call confirmed with the recording that the agent did state 2230. Police will check his sources and come back to us.		
02.11.21 1233	MOC Tolaga Maritime Radio broadcast MNZ 103.21 on channel 16.		
02.11.21 1235	Police Comms GSS4 – Spoke with WAN – All Gisborne PST have been stood down. WAN has organised a team to search for the missing male.		
02.11.21 1235	Police IMT Log Team 2 – SAR tasked to search from Waipoua River along coastline back towards Gisborne Port.		
02.11.21 1235	MOC Contact RCCNZ. RCCNZ advise to cancel broadcasts as RCCNZ were handing control too Police. MNZ 103/21 Distress relay cancelled.		
02.11.21 1236	RCCNZ Advise MOC to cancel Distress relays		
02.11.21 1237	MOC Tolaga Maritime Radio cancelled MNZ 103/21 on Channel 16. Incident closed.		
02.11.21 1238	Police IMT Log Text sent for LandSAR Volunteers		First notification of LandSAR resource
02.11.21 1250	RCCNZ		

	MOC log received		
02.11.21 1251	RCCNZ Air desk updated of incident.		
02.11.21 1253	RCCNZ Police SAR Coordinator contacts RCCNZ. Confirms the source of the incorrect information. Clarified the time RCC received from the agent as to the time the crewman was last seen being 2230, so Police may want to clarify this.		
02.11.21 1255	RCCNZ Transfer of SAR coordination form emailed to police SAR Coordinator.		Transfer to Police
02.11.21 1255	Email RCCNZ to Police SAR Coordinator Advising RCCNZ completed search of Poverty Bay. All tasked assets have now been stood down. Transfer of SAR Coordination form attached, for review, signature, and return. Attached are screen images of the tracks from Gisborne Rescue Helicopter and Coastguard. As you can see the area has been well saturated. Will tidy up Operation log and get to you as quickly as possible.		
02.11.21 1300	Police IMT Log Team 3 – SLS tasked to travel by Quad bike and search beachfront area including tussock area from Port end of beach toward Waipoua River		
02.11.21 1306	RCCNZ Signed transfer of SAR Coordination received		
02.11.21 1306	Email Police SAR Coordinator to RCCNZ Signed transfer of SAR Coordination documentation.		
02.11.21 1310	RCCNZ Contact Customs and advise the incident has now been passed to Police as a missing person case.		
02.11.21 1312	Police Comms GSFH2 deployed to Waipoua River mouth to search towards Gisborne with GSX9.		SAR personnel
02.11.21 1335	Police IMT Log Team 4 – Customs / LandSAR travel to Browns beach – search beach foreshore / scrub towards Young Nicks head for any sign / equipment indicating missing sailor. Team 1 walking from YNH toward river.		

02.11.21 1348	RCCNZ emails Police SAR Coordinator with Incident Log from RCCNZ together with a screen image of the RCCNZ drift modelling that shows the likely area required to be searched after 24 hours. "You will note from the earlier track images that the search assets have well covered the area."		
02.11.21 1348	Eastland Port Contact Police SAR Coordinator. Call to answer phone.		
02.11.21 1358	Eastland Port Second attempt to contact Police SAR Coordinator.		
02.11.21 1421	Police IMT Log Team 1 arrives at Waipoua River Mouth		
02.11.21 1422	RCCNZ / Recording Receive a call from Surf to discuss the drift modelling timeline – Police have changed the IC from Wairoa Senior Sergeant to Gisborne Sergeant. Request timeline of SARMAP - started 2230 last night (time last seen) for 24 hrs period. Police SAR Controller has asked them for one based on 0800 this morning but if that covers 24 hours . Reminded it is a drift model and he was not drifting – he could have aimed for YNH or Tuaheni Pt or anything in between. You might know if the bay circulated counter clockwise – cw in off Nick Head. Model done from 2230 but he could have started at 0630 this morning – based on 24 hours		Request for Drift Modelling
02.11.21 1430	Police IMT Log Team 5 – Tasked to team up with team 2 and search foreshore back toward port.		
02.11.21 1500	Police IMT Log At 1000hrs this morning local farmer working at Browns Beach spraying. Searched beach on quad bike to river mouth. Found where MTR had searched. Also found set of prints along with dog paw prints going into the river.		
02.11.21 1500	Police IMT Log Tasking – IRB1 – Search of Waipoua River		
02.11.21 1500	RCCNZ Debrief form emailed to Surf.		
02.11.21 1500	Police IMT Log Tasking – Team 6 – From Waipoua River mouth walk town side of river up to Railway bridge		

02.11.21 1509	Eastland Port Contact with Police SAR Coordinator. Offer made of fixed wing aircraft and pilot vessel. Queried why they would be required as marine search completed. Will come back to port authority.		
02.11.21 1520	Police Comms WAN – still doing Land and Water searches		
02.11.21 1522	Police Comms GSFH2 – still grid searching sand dunes as tasked from River mouth north to Gisborne		
02.11.21 1525	Police IMT Log Team 6 – Tasked to support search from Waipoua River town side		
02.11.21 1525	Police IMT Log Tasking – Port Pilot – marine search south of Young Nicks Head		
02.11.21 1530	Police IMT Log Tasking – Team 7 – Join with teams 2 and 5 – Search beach area from Waipoua River mouth back towards town.		
02.11.21 1532	Police IMT Log Rena L informed Police Operations Manager the Port tug has joined the search and CEO from Eastland Port has joined search in private plane.		
02.11.21 1534	Eastland Port Pilot Boat deployed – self initiated. Call received around same time as deployment from Surf following earlier call to police SAR coordinator. Discussion re possible additional search areas south of Young Nicks Head. Fixed wing and Pilot vessel already deployed.		
02.11.21 1540	Police IMT Log Police SAR Coordinator way to Gisborne from Wairoa		
02.11.21 1646	Police Comms GSXS1 – Phone number for missing male passed-requesting polling on cell to see if it has been activated in NZ		
02.11.21 1548	Police IMT Log Customs Dept has been instructed to pull their teams out due to Health and Safety concerns. Team 4 continuing tasking without customs officers.		
02.11.21 1548	Police IMT Log Police operation Manager discussed further areas of interest to be search. Matawhero lagoon identified as possible area of interest along with Mangatu		

	<p>Farms. Mangatu Farms contacted to ask if their staff could assist with searching sheds / buildings on farm. Confirmed they would be keen to assist and join search.</p> <p>Team 7 has met up with Team 2 and 5 and commenced tasking.</p>		
02.11.21 1558	<p>RCCNZ</p> <p>Call from Gisborne Surf Life Saving requesting SAD for extended time to 2230 hrs. Police want to continue searching due to incoming weather. SAD produced until 0930 UTC.</p>		
02.11.21 1600	<p>Police IMT Log</p> <p>SLS rescue Squad – 1600 – 2000 tonight – water search to continue.</p>		
02.11.21 1610	<p>Police IMT Log</p> <p>Email coming in from Police operations manager containing RCC modelling into SAROP Gis and is to be saved onto laptop.</p>		
02.11.21 1615	<p>Police IMT Log</p> <p>Operation Manager tasked IMT to enter Search Urgency into SARTrack</p>		
02.11.21 1622	<p>Police IMT Log</p> <p>Team 1 completed tasking at Young Nicks Head on Mahia side and heading in to join Teams 2, 5 and 7 on main beach front.</p>		
02.11.21 1628	<p>Police IMT Log</p> <p>Team 4 has finished tasking searching to Waipoua River mouth. Re-tasked to go to point of origin.</p>		What is point of origin?
02.11.21 1628	<p>Police IMT Log</p> <p>Police SAR Coordinator has rung to</p> <p>Team 4 corner of Browns Beach to corner of River.</p>		
02.11.21 1630	<p>Police IMT Log</p> <p>Area Commander has entered SAROP Room for an update on the search.</p>		
02.11.21 1635	<p>Police IMT Log</p> <p>Tasking – Team 4 once at starting point to cover upstream to railway bridge.</p>		
02.11.21 1640	<p>Police IMT Log</p> <p>Intel has just had information back from Mangatu Farm. Staff have been working in area all day and have not seen anything. They are going to search pig styes and woolshed.</p>		
02.11.21 1641	<p>Police IMT Log</p>		

	Surf has just received updated email from ... re modelling of probability and has forwarded to SAROP email for SARTrack.		
02.11.21 1647	RCCNZ Receive notification from MOC that the Rere Moana has located the PUIW approximately 3.5 nm south of Young Nicks Head. Located the vessel on AISat Position -38.81105° / 177.9527° or 38° 48' 39.78" S, 177° 57' 9.72" E.		
02.11.21 1650	Police IMT Log Pilot boat has located a person in a suit alive. 3 km around point. Police SAR Coordinator arrived in base. Is awaiting confirmation if the person located is missing person.		
02.11.21 1650	RCCNZ Contact Police SAR Coordinator – advise the vessel RERE MOANA has located the PIW, likely the person we are after, but identity to be confirmed.		
02.11.21 1654	RCCNZ Contact MOC – The phone number for the skipper. Their ETA for Gisborne is 1720. Reminded of Covid precautions.		
02.11.21 1654	RCCNZ Contact Ships Agent – advise crewman has been located, appears to be okay but identity to be confirmed. Kevin will contact Customs.		
02.11.21 1655	Police IMT Log SS Moana – Pilot has confirmed via radio that it is missing party.		
02.11.21 1657	Police IMT Log Planning instructed that all teams to stand down		
02.11.21 1700	Police IMT Log Contacted Public health Unit regarding health information re missing. Information ETA 1730 – will text details of missing person. Ambulance to be deployed.		
02.11.21 1702	RCCNZ Contact Police SAR Coordinator – provide phone number for the skipper of the RERE MOANA. Police will contact him. He also advised that Health are aware, and they will organise the process for here.		
02.11.21 1709	RCCNZ MOC advise skipper of RERE MOANA confirmed person is from the POAVOSA WISDOM VIIU. They are aware of the Covid 19 precautions. At 10.07 Police had called the RERE MOANA.		

02.11.21 1710	Police IMT Log Operations Manager has contacted Ambulance to meet Pilot Boat at Marina.		
02.11.21 1713	RCCNZ Air Desk – advises that the casualty had been located in the event we hadn't heard. Thanked for letting us know.		
02.11.21 1718	Police IMT Log Hot debrief to be held once all teams are back		
02.11.21 1718	RCCNZ Contacted by harbourmaster. Just advising that the casualty had been located in the event we hadn't heard, asked if he had any info on what he was wearing, negative.		
02.11.21 1720	Police IMT Log Surf confirmed Ambo at harbour and Pilot boat has entered harbour.		
02.11.21 1722	Eastland Port Pilot Boat alongside Wharf with crewman and Ambo.		
02.11.21 1728	Police Comms GSXS1 – Male has been brought ashore and is being assessed by Ambo. Gisborne PST 10.2 to take male into custody and then up to hospital for further medical assessment. Units have been in touch with immigration for next steps.		
02.11.21 1746	RCCNZ Receive from Police media team – email advising person has now been located. We have gone back to the Gisborne Herald with the following: Just to update you on this, the missing person has now been located in Gisborne. They will be assessed by Ambulance and then taken into Police Custody.		
02.11.21 1746	Police Comms Ambo transporting male through to hospital. GSI3 enroute to meet there to speak to him. GSI3 2 up with an AO (Authorised Officer).		
02.11.21 1750	Police IMT Log Police SAR Coordinator and Operations Manager did a hot debrief and thanked everyone involved. Awesome effort and result.		
02.11.21 1752	Police Comms GSS3 and GSI3 off at hospital with Ambo and male		

Appendix 2 - NZ Police Command and Control Appreciation Model

Critical thinking covers analytical thinking (identifying information – e.g. factors) creative thinking (what if – e.g. Course open) and evaluative thinking (judging risk e.g. Outline plan)

AFCO is a four-step critical thinking process that assists you to apply deductive reasoning to inform decision-making.

AFCO steps are sequential (So what? - therefore) but not static – the aim must continually be revised and the sequence on-going and repetitive.

Aim: The aim should be short, sharp and to the point.

- Does it state clearly what you want to achieve?
- Is it achievable?
- Is what we are currently doing going to achieve the aim?

Factors: These are circumstances or things that will influence your aim, like the weather or how much time you have available – List: Community, Legislation, Welfare, Time, Resources

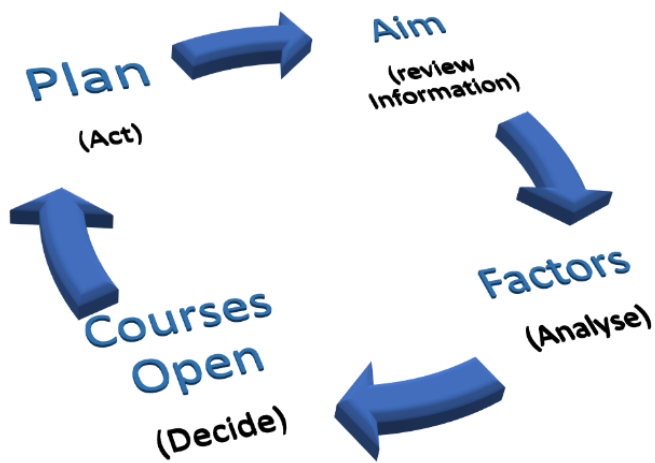
- What factors must be considered to reach our aim?
- What impact do the factors have on our aim now?
- Could the factors change?
- What impact might that have on us now and on our planning?

Courses open: What options are open to us now?

- Will they lead to achieving the aim?
- Is there a better option available?

Outline Plan: Your plan is going to emerge from your deliberations to meet your aim

- What are you going to do?
- What action/s will we take?
- What if?
- What do we expect / anticipate happening as the event progresses?



- **A**im
- **F**actors
- **C**ourses Open
- **O**utline Plan

**SO WHAT ?
....THEREFORE**

Appreciation must be **on-going** and **repetitive**