

Presidents Report

February 2010

The summer period has been relatively busy, particularly Christmas and New Year. Our crews on the rescue vessel 'Celia Knowles' have been assisting vessels with tows, guiding visiting yachts into the Inner Harbour and plenty of on water practical training sessions for our volunteers. We have had a small number of Police callouts since 1st January for missing divers, flare sightings and kayakers blown out to sea, but thankfully no serious injury or fatalities (long may it last...) There is a short summary of our callouts on page 2. Please feel free to check our incident reports on our website – www.hawkesbaycoastguard.co.nz

We have just completed an amalgamation of the Hawke's Bay Coastal Air Patrol Unit into the Coastguard Hawke's Bay organization. This joining of services will provide a more effective combined administration support for both units, better utilization of resources, more combined training opportunities and of course, an enhanced marine search and rescue service for our Hawke's Bay community.

Another important service Coastguard has introduced for all Hawke's Bay mariners, is the new Coastguard NowCasting

instantaneous marine weather forecasting and actual wind conditions service. This 24/7 continuous service is available on VHF channel 21 providing up to date marine forecasts as well as wind conditions at Cape Turnagain, Cape Kidnappers, Mahia Peninsula, Wairoa, and Bay View. Next time you're out sailing or fishing in the bay switch over to channel 21 and see what you think. There may be some areas where reception is poor however for most areas you'll be able to receive this automated transmission

I would also remind everyone going out into our waters that we have radio operators monitoring channels 82, 62 and 16, if you need assistance or advice – call up, we are only too pleased to help. Also give us your trip reports each time you go out (and return) on channel 82, it maybe life saving if we know where you're heading!

Thank you for your continuing support, have a safe and enjoyable time on the water.

Dick Hilton, President

Coastguard Summer Raffle 2010

Coastguard Summer Raffle commenced prior to Xmas 09, and Coastguard Hawke's Bay were fortunate enough to have the 1st prize boat available from 3rd – 10th Feb 2010 to help promote ticket sales. The trailerised 5.1m Tristram, plus a loan Toyota Highlander from HB Toyota Napier were used in various areas for ticket sales. Once the prize boat left, we used the recently purchased Anglo Imp Caravan in Coastguard colours to further ticket sales. We were on the road constantly for 2 weeks and sold our allocated share of 1000 tickets. Coastguard Hawke's Bay receive 70% of each \$10/ticket sale, thus \$7000.00 revenue has been generated with the support of community and public. In view of the depressed times, public were certainly generous in our annual appeal.

Special thanks to the below Councils, Fishing Clubs and businesses for allowing us the opportunity to promote sales:

- Coastguard New Zealand
- HB Toyota Napier
- Tristram Boats – Hamilton
- Pak N Save Napier and Pak N Save Hastings
- Mitre 10 Megastore Napier
- Napier City Council
- Hastings District Council
- Taradale Community
- Havelock North Community
- Central Hawke's Bay District Council - Waipukurau
- Kairakau Boating and Fishing Club
- Mahia Sports Fishing Club
- Bluewater Hotel
- Westshore Hotel

Your support is appreciated

Peter Boshier
Ticket Coordinator - HBVCG Napier



Pak N Save Napier - 3rd Feb 10



Waipukurau 11th Feb 10



Mahia 13th Feb 10



Kairakau 6th Feb 10

Off Marine Parade - 26/01/10 0400 hours

Police activated Coastguard to search for a possible vessel in distress after members of the public saw a flare off Marine Parade.

Westshore Beach - 16/01/10 0909 hours

A vessel capsized in the surf just off Westshore beach. The three occupants swam ashore but the boat was a hazard moving in the surf approximately 10 metres off the shore. Coastguard was called to assist.

In the Bay - 04/01/10 0045 hours

The yacht Einstein contacted Coastguard after having engine failure while travelling from Picton to Auckland. Coastguard met the yacht and navigated it safely into the visitors berth so it could undergo repairs. All 4 POB were safe and well.

Off Clive Outfall - 04/01/10 1330 hours

A novice canoeist left Awatoto in a Canadian Canoe at 1300 hours. The vessel was unable to be located from the shore so Police were called. Coastguard, Coastguard Air Patrol, private vessel "Super Scheme" and the Rescue helicopter were tasked to locate the canoe or canoeist. Coastguard completed an in shore search and located the canoeist in the water at 1552 hours. He was returned safely to his family.

Off Bare Island - 29/12/09 2228 hours

Coastguard responded to a flare sighting off Bare Island. A red flare was seen by members of the public on land. Coastguard searched area and was unable to find any vessels in distress.

Pania Reef - 29/12/09 1634 hours

An overdue diver was reported off Pania Reef. Diver was located and delivered to a waiting ambulance.

Westshore - 29/11/09 1154 hours

Coastguard attended a 111 call to assist a 16 foot overturned dinghy off Westshore Beach. One person was trapped in the upside down dinghy while 2 other people on board were recovered safely. The trapped person was recovered, given medical assistance and transported back to awaiting paramedics on shore. Coastguard then returned to vessel to pump it out and recover it.

Cape Kidnappers - 21/11/09 1324 hours

Coastguard responded to a Mayday relay from Maritime Radio. The vessel Hard out was broken down in very rough seas between Cape Kidnappers and Awatoto and the occupants were extremely concerned for their safety. Coastguard located the vessel and towed them home in 40 knot winds with a 3 metre swell.

In the Bay - 13/11/09 1940 hours

Police tasked the Coastguard to search for a broken down vessel with two people on board. A flare was sighted and Coastguard located the vessel and towed it back to shore.

Port of Napier - 16/10/09 2215 hours

Coastguard was tasked by the NZ Police to look for a person believed to have entered the water in the Port Of Napier. Coastguard searched the water while Police searched on land. The person was later found safe and well.

In the Bay - 09/10/09 0130 hours

The yacht Ecstasy 2 was en route to Fiji from Wellington when a decision was made by the skipper to abandon the trip due to sea conditions and ill health. Coastguard assisted the vessel into a safe berth in Napier Inner Harbour.

MIGHT IS RIGHT IN ANY PILOTAGE AREA

Be aware of shipping and where your boat is in relation to the port and approaches to the port. Small craft of less than 500 gross tons must not impede ships in excess of 500 gross tons within the pilotage area. If your boat is close to shipping movements avoid crossing ahead of any ship, unless more than 500 metres ahead. Keep more than 100 metres clear on either



side or astern of the ship. It is important to understand that ships are restricted by the depth of water available within the pilotage area and also their manoeuvring characteristics, which are considerably slower than small craft.

KAYAKS AND KAYAKERS NEED TO BE VISIBLE ON THE WATER

There are increasing numbers of kayaks out on the water - both locally and around the country. Kayaks are typically small, and sit low in the water - very difficult to see, particularly at sunset and sunrise. High viz reflective colours used on PFD, clothing, paddle and chopper flag and an appropriate light used at night (white all round) all help indicate where you are. There have been tragic consequences of kayaks and other small craft being run down because they were not seen in time to take avoiding action. Other ways to attract immediate attention are use of:

- Elevate paddle as high as possible and wave or
- Sound signal, - five or more toots on an aerosol horn or
- Torch or spotlight directed at oncoming vessel at night.



NEW REGULATIONS IN THE WIND

Maritime NZ is considering whether to make wearing lifejackets compulsory for all persons on vessels of 6 metres length or less, UNLESS the boat skipper says it is safe to take the lifejacket off in benign conditions. Another regulation being considered relates to means of communication. There should be at least two means of communication for vessels within 2 nautical miles (nm) from the shore and three for beyond 2 nm. Means of communication will be defined, but most likely will include cellphones (in plastic bag), distress flares, VHF radio (handheld or fixed) and EPIRBs.

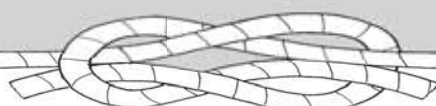
Safe Boating

Charlie Rycroft
Regional Harbourmaster



Enjoy the rest of the summer boating season now that the weather has become more settled, but please be particularly mindful of semi-submerged logs and flotsam.

For regular weather updates switch to VHF Channel 21 prior and during each trip.



Coastguard Air Patrol

I have been given the opportunity to write a little piece on the Coastguard Air Patrol also known as CAP. First a bit of history, then some of the issues that have lead to where we are today and then what the future could bring.

The CAP was founded as an Incorporated Society in 1997 by a handful of keen flyers on Hastings Aerodrome in Bridge Pa. We are lucky to still have some of these people around, this means that the experience which have been gained over the year is being passed on. There was a tremendous amount of fundraising carried out; this enabled the CAP to purchase a significant amount of equipment. This ranged from survival suits, air force type life vests to binoculars, life rafts later computers and GPS etc. The aero club made a small hut available and this is still used as our base today.

Navigation and search patterns were flown on the aeroplane instruments. They used the navigation aids from Napier Airport which would give them a distance and heading etc. It demanded a high level of pilot training and had its limitations, but the guys somehow managed to make it work. Pilots have always been the critical issue because the skill required was mostly found amongst commercial pilots (CPL). The CPL always has the habit of moving on when a better job comes around.

CAP has always depended on aeroplanes from the aero club, so availability has been an issue. Fortunately for some years there was a private C182 pretty much there permanently. This was a huge advantage in regards to response time to callouts.

So the ongoing look out for and training of new pilots and made it hard to keep up a consistent and well trained unit. All equipment had to be able to be carried as there was no dedicated aeroplane. The amount of wires, cables, boxes antennas, laptops etc made life quit difficult inside the aeroplane.

Over the years GPS and computers were introduced as aids in navigation and in the search. I believe our latest purchase of a HP Tablet, Memory Map software and Bluetooth GPS have improved the efficiency and accuracy. We also carry a Track Plus unit so the Coastguard Base can follow our movements. Lately we have put in two marine base radios in our hut so we can establish contact with CG Base before taking off.

CAP was approached by Coastguard some time ago now in regards to the future of the unit. CAP was considered in many peoples eyes to be dormant, and this sparked some new initiatives. A group of existing and new members started work and connections were established to the HBVCG. A year down the track HBVCG has changed the constitution to allow for a CAP and the CAP Incorporated Society has been dissolved. Assets and funds have been transferred to HBVCG.

At the moment we are busy training Tactical Coordinators or TACCO as they are called. This position is a pivotal role during the search; the TACCO communicates with CG Base, CK Rescue and with other assets. The TACCO runs the laptop, plans the search patters and directs pilot and spotters. We are hoping to get some members away on the Police Observer Course this year.



We have established a CAP subcommittee to coordinate our activities, besides training and operations we are presently looking into the possibilities of getting our own aeroplane. There are obvious advantages in having a dedicated plane such as the availability and that all equipment can be built and fitted in permanently. At callouts the response time will be reduced as the pre flight checks can be done in advance, only oil and fuel will need to be checked.

As much as we are operational, we are still in training mode due to relative new members and equipment, but we are always keen to show anyone interested around on the aerodrome. In the future we may look into increase the number of spotters if any CG members that live in the area are interested.

I know I speak for all in the CAP when I say that the amalgamation with HBVCG has been beneficial to the CAP. We are keen to make a difference hopefully be able to assist efficiently and positively in future so that it is beneficial to the HBVCG as well.

Mads Slivsgaard
CAP Coordinator
HBCAP

From The Radio Room

The radio room has been a busy place this summer with many call outs to distressed vessels. A lot of these involved Police, aircraft, and a number or other resources that have been called into help. This all tests the calibre of the operators who have come through with flying colours. Not always easy to perform at your best when dragged out of your sleep at 2.00 in the morning, but they always did a great job. They are to be commended.

Also there have been a lot more boaties using the Trip Reporting service. This is great as if there is ever a need to locate a vessel we have a starting point. So we are really pleased to see the increase of numbers calling us.

Believe me, our operators have learned speed writing. It is getting to the stage when we would be best to have two operators on duty for some shifts. We have a nucleolus of 17 to cover the 10 shifts each weekend, so we struggle some times and are always looking for extras. So if you can help phone me on the number below.

As to be expected we have lost some of our team, some of them have been with us since we started. But we also have had some really good new operators come on board which has helped us immensely. Just as well, as we ran the radio service every day through the Christmas New Year break.

The new continuous weather forecasting (NowCasting) on channel 21 is a great Coastguard innovation put in place this summer. Do switch to this before you go out. Be weather wise. And of course we still have our 2 hourly weather reporting on our channel 82.

So keep talking to us on channel 82. Keep us informed and we will be able to help you if needed.

Enjoy the rest of summer

Trevor Doig
Coastguard Radio Coordinator
877 4899



Display / Promotion Caravan



Coastguard Hawke's Bay have recently purchased a small caravan to assist with promotions, fund raising and displays. The caravan has been completely refurbished internally, painted in Coastguard livery and has a VHF radio, batteries,

power, fresh water, a small gas cooker, and seating for 6 persons. It is amazing what a makeover and transformation of a 1973 Anglo Imp caravan, can change to an impressive marketing tool. The caravan will be used for Coastguard promotion in the whole Hawke's Bay region.

Special thanks to:

- Onekawa Collision Repairs for preparation and repaint in Coastguard colours
- Carters Building Supplies for paint and plywood
- Century Batteries for batteries to power the VHF Radio
- Barton Marine for VHF radio and aerials
- Eddie Merz for renovating and painting the interior
- Ali Boshier for covering squabs and sewing curtains



Thanks to our sponsors



Your support is recognised on our sponsors board in the entrance foyer of our Meeanee Quay building.

GOING BOATING

Coastguard Hawke's Bay recommends you do these three things:

- Do a **safety check** and make sure you have all the necessary safety equipment. Download a helpful checklist from the website - www.hawkesbaycoastguard.co.nz
- Log a **Trip Report on VHF Channel 82**. If we don't know where you are going, we won't know where to find you should the unexpected happen.
- Listen to **Coastguard NowCasting on VHF Channel 21** for up-to-date current weather conditions and forecasts so that you can make an informed decision.

VHF 82 TRIP REPORTS
VHF 21 WEATHER INFO

For further information on how to become a supporting member of Coastguard Hawke's Bay please call 06 834 1345 or info@hawkesbaycoastguard.co.nz



HAWKE'S BAY

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