



PLANNING & OPERATION OF 1999  
SYDNEY TO HOBART YACHT  
RACE.

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DEBRIEFING HELD AT EDEN COURT-HOUSE RELATING TO OPERATION INVOLVING THE RESCUE OF CREWS & RECOVERY OF DECEASEDS IN THE 1998 SYDNEY TO HOBART YACHT RACE

PRESENT: Superintendent AMBLER, Inspector MAWDSLEY, A/Inspector SWILKS, D.E.M.O. Tony CALLAN, Sergeant TILLMAN (O.I.C. Eden Police), Andrew BARR (Nursing Manager Pambula Hospital), Arthur HEATHER (AUS S.A.R.), Catherine SHANDS (Pambula Hospital), Allan BOLTON (S.E.S. Eden), Tony CRIDDLE (S.E.S. Bega), Philip BROTHERTON (Ambulance Service), Greg HALLS (Cruising Yacht Club of Aust.), Ian BAKER & Ron FINNERAN (Merimbula Airport), George CHRYSS & Greg WHITER (Eden R.V.C.P.), Doug MEIN (L.E.M.O.), Glen VARDY (Public Works & Services) & David SHEPHERD (D.O.C.S.).

TIME COMMENCED: 9.05 A.M.

TONY CALLAN

Meeting chaired by D.E.M.O. Tony CALLAN who explained reasoning behind debrief & submitted apologies on behalf of Superintendent AMBLER & Sergeant BUCKLEY (Sydney Water Police) who were involved with receiving yacht BUSINESS POST NAIAD.

D.E.M.O. indicated that he was first notified of the operation AT 10.15 a.m. on Monday, 28.12.98 by Area Health Manager advising Pambula Hospital required some assistance. Appeared that there was a communication breakdown.

Each agency then requested to comment on involvement in operation. Questions allowed at the end of each presentation.

INSPECTOR MAWDSLEY - BATEMANS BAY POLICE (FAR SOUTH COAST CRIME MANAGER

From the outset management of the situation was difficult to determine the actual Police role, outside of its normal investigative function. The rescue co-ordination etc. was difficult to establish due to lack of knowledge of the magnitude of the situation and the numerous agencies involved with differing lines of communication.

Police involved initially with search and rescue. Sgt. TILLMAN of Eden Police relied on local vessels as there were limited vessels (including Police) available that were able to handle the conditions. Eden Police vessel used in Twofold Bay and worked with Ambulance.

Inspector MAWDSLEY arrived A.M. on Monday 28.12.98 and had to organise an Operations Centre with communications. Contact was made with the Bega Valley L.E.M.O. and arrangements made to utilise the Public Works Building, Main Wharf Eden. Access was arranged by the Harbour Master. Insp MAWDSLEY thanked Glenn Vardy for his co-operation and use of his facility.

Contact was made with Telstra to provide additional telephones to the Operations Centre. No response was received within 3.5 hours and as such the request was cancelled. Telstra HELPDESK contacted the Operations Centre A.M. on 29.12.98 to establish if the additional services had been provided and were advised that nothing had happened.

At no time was co-ordination obtained in relation to the local response. Difficulties experienced in Disaster Victim Registration. Yachts were entering and leaving the bay without notifying their movements with Coastal Patrol or any other agency. In this regard, Greg HALLS was thanked for his input and considered a tremendous asset in following up these yacht movements.

Little information was received from AUS S.A.R. and a Police liaison was established with them at Merimbula Airport. Problems identified with communications at this time that most of it was second or third hand and unreliable. Repercussions reflected in our ability to give timely/accurate information to other agencies and relatives.

Good co-operation between Health, D.O.C.S., Public Works and ongoing liaison with Region Commander and Local Area Commander.

It was not deemed necessary to have an Ambulance liaison at the Operations Centre, due to their limited staff, and information was given to them relating to injured crew etc as it became available.

Basically we fell down with the 'larger picture' in relation to communications. Planning was not possible due to the failure in communications and Police were constantly playing 'catch up.'

#### PHILIP BROTHERTON - AMBULANCE SERVICE

Problem highlighted where they did not know where the Operations Centre was located. They assumed that Merimbula Airport was the Operations Centre and they had limited access to information. They then relied on their own sources which proved to be unreliable.

Also expressed concerns regarding crowd control at the airport and control of the media. Perhaps a separate area should be set aside for a Command Post isolated from external influences.

INSPECTOR MAWDSLEY

Acknowledged there was a misunderstanding as to the location of the Operations Centre.

ARTHUR HEATHER - Aus SAR

Provided an outline of Aus SAR, which was formed 18 months ago as a result of the merging of the aviation and maritime operations centres. Their focus is purely on search and rescue and acknowledge the points raised by Inspector MAWDSLEY re the need to work closer with other agencies, in particular the Police who have greater responsibilities.

Arthur was not involved until Monday morning and when he arrived at Merimbula airport there was confusion at the site and break down in communications between aviators and mariners. Peter and Sue FISH (AIR SAPPHIRE) were particularly helpful and handed over their facilities etc to the detriment of their business.

Identified that forward field base should be established and Police Command should revolve around aviation Command Post where usually the first information becomes available. AUS S.A.R. communications were confused and often not being completed but improved as the operation progressed onto Tuesday.

Identified the need for regular briefings and debriefings as the operation continues.

Identified also the need for a formal handover from AUS S.A.R. to Police of vessels or aircraft, once AUS S.A.R. responsibility has ceased with a vessel, hand over details to Police for follow up and Disaster Victim Registration/Identification.

Identified difficulties with moving the Command Post once it has been established and the operation progresses. We must be flexible and use available resources.

INSPECTOR MAWDSLEY

Although AUS S.A.R. did their search and rescue function Police have other responsibilities which exceed these functions and should be considered by AUS S.A.R. These responsibilities include Disaster Victim Registration, welfare, preparation of coronial reports etc. It became apparent that the level of Police accountability was not appreciated and other agencies, although doing their roles, were interfering with the Police role. Once a yacht and crew was located AUS S.A.R. seemed to have

finished with their involvement with that yacht/crew but this was where Police needed to know who the crew was, their condition and the yacht's destination. Inspector MAWDSLEY explained Police responsibilities relating to coronial enquiries.

ARTHUR HEATHER AUS S.A.R.

Agreed with observations of Inspector MAWDSLEY and indicated that he would take back these for future planning and incorporation in S.O.P.S. Also identified a need to go further with Police to consolidate interaction and understanding of each other's roles/functions.

GEORGE CHRYSS - R.V.C.P.

Indicated that a plan had been in place over the last 3 years and believed that this plan was not followed. Sgt. TILLMAN was the only officer to appear to follow the plan.

Indicated that Police liaison should be established at R.V.C.P.

Appeared that the preparation of this race was not as good as experienced in the past.

IAN BAKER & RON FINNERAN - MERIMBULA AIRPORT

Their first contact was 1.30 a.m. on Monday 28.12.98 from Police radio who requested them to open the airport for Navy aircrew. AUS S.A.R. or others did not contact airport authority re the magnitude of future aircraft (or other) operations. Identified the need for security, especially with media and onlookers. Communication as far as the airport was concerned was zero and they took their own initiative to activate S.O.P.S.

In future Police and other agencies should meet at least one week prior to the commencement of the race to update on developments and ensure preparations.

SGT. TILLMAN - O.I.C. EDEN POLICE STATION

Right from the start the first information he had of any yacht experiencing trouble was at 3.30 p.m. on Sunday, 27.12.98. This is not unusual for the area. He had no idea, or communication regarding any greater emergency occurring. This vessel, was not in trouble in fact and about 4 p.m. Sydney Water Police called for a vessel to assist yacht TEAM JAGUAR which was in trouble about 60 miles south of Eden, in Victorian waters. Victoria could not assist and by 4.30 p.m. assistance had been arranged. Then another call received regarding another vessel 40 miles south east in trouble. All this information was second hand and related to ONLY TWO YACHTS IN TROUBLE. No indication of magnitude of emergency.

Biggest problem was that communication was not fully passed on.

Further concern raised regarding Sgt. TILLMAN's lack of authority to arrange vessels to assist. Indicated that to go through Sydney Water Police is time consuming.

Indicated that the reason he went to the R.V.C.P. was to maintain communication with this second vessel in distress (40 miles south east).

**GREG HALLS - CRUISING YACHT CLUB**

Greg was the past race director from 1987 to 1994. He was not officially involved with this race's organisation. At 4 p.m. on Sunday 27.12.98 he contacted the C.Y.C. and told Peter BUSH that race was going to experience severe difficulties and was assured 'they'll be right'. BUSH called back 3 hours later and requested his assistance. Attended R.V.C.P. at 2.30 am 28.12.1998, where he had no background as to race documentation or competitors. In the past these details were supplied as were pre race briefings conducted with related agencies along the coast. He did foresee what would occur whereas the C.Y.C. apparently did not.

Experienced trouble in getting adequate information from the C.Y.C. in particular, the next of kin list only listed telephone numbers. At the time of this meeting, one of the missing crew's relatives has not been officially informed.

Also indicated that although S.O.P.S. existed for the notification of relatives in these types of circumstances, the C.Y.C. appeared to not follow same.

Should extend training to include Tasmanian and Victorian agencies.

**ACTING INSPECTOR SWILKS - BEGA - FAR SOUTH COAST DUTY OFFICER**

Indicated that the request for relatives to be notified was faxed to Interpol and awaiting reply.

Also highlighted need for crews to be briefed prior to departure regarding the release of information to the media and relatives. At this time one relative has been informed by a crew member that her husband had been located deceased and identified. When contacted by Police and told that he was still missing, this caused undue hardship to the relative and her family. Need for information to flow through one channel where it can be confirmed prior to release to interested parties.

**SUPERINTENDENT AMBLER - COMMANDER FAR SOUTH COAST LOCAL AREA COMMAND**

Identified the need for a media point to be established although we were suffering from a lack of information and were not aware of magnitude of problem until A.M. on Monday 28.12.98. Inspector MAWDSLEY requested to open an Emergency Operations Centre and the response from the

Local Emergency Management Officer was disappointing. Local Emergency Management response needs to be addressed by the Emergency Management Committee.

Communication was inadequate and it was not until later Monday afternoon 28.12.98 that sufficient information was available regarding the extent of the operation. We had no crew lists, what tactics yachts would adopt in these weather conditions in order to assist with rescue response. As it was launch NEMESIS was returning on one engine, in order to conserve fuel after commencing a tow 160 kilometres out to sea.

Yachts were not using communications responsibly and not informing the R.V.C.P. of their movements in or out of Twofold Bay.

Consideration was being given to winding down the operation P.M. on 28.12.98 and it was not until a Police liaison officer was established with AUS S.A.R. that appropriate information was available as to the extent of the emergency.

Local Emergency Management Committee to address the control of those who assist Police with D.V.R. as apparently there was confusion as to who had responsibility for this aspect. Control of D.V.R. was poor and should have been maintained at the airport and Twofold Bay.

TELSTRA should have boosted mobile network and S.O.P.S. and contingency plans will be in place for future races.

Cross border interaction has all ready commenced and meeting has been arranged with Bairnsdale managers at Eden in second week of January 1999.

#### PHILLIP BROTHERTON - AMBULANCE SERVICE

Managers should be involved in exercises to check their responses, plans etc. rather than focussing on the testing of assets.

#### CATHERINE SHANDS - PAMBULA HOSPITAL

Was first alerted late P.M. on 27.12.98 of this operation when they were requested to provide accommodation for pilots and aircrew. Ambulance notified hospital and declared DISPLAN and it was then that the magnitude of the operation was appreciated.

Acknowledge the information flow between Police, Ambulance and D.O.C.S. but unfortunately their sources were limited which affected how the hospital planned its response and availability of resources. They needed to know the number of injured so movement of patients (which is very time consuming) could be organised. Used patient transport vehicle to alleviate stress on Ambulance



Service.

Media was a problem and had to field numerous calls to the hospital and refer to the publicity officer at Queanbeyan.

Bega and Pambula Hospitals can only cater for two deceased at each location and local contractors had to be considered for use as temporary morgues.

Trouble encountered with determining which patients belonged to which yacht. Fortunate that injuries were relatively minor and the facilities could adequately cope with the demand.

**DAVE SHEPHERD - DEPARTMENT OF COMMUNITY SERVICES**

Notified by Police radio about 5 a.m .on Monday 28.12.98 to arrange accommodation for aircrews. Received call then from Navy and then commenced to organise accommodation. Did not receive any notification of the magnitude of the operation and used own initiative in beginning his S.O.P.S. Identified a need for proper callout protocol to be followed.

Identified apparent lack of appreciation of the scale of this emergency and appropriate resources not mobilised.

**BREAK FOR MORNING TEA** 10.45 A.M.

**DEBRIEF RESUMED** 11.10 A.M.

**GEORGE CHRYSS - ROYAL VOLUNTEER COASTAL PATROL**

Identified problems with C.Y.C. using R.V.C.P. facilities in that they clogged the one telephone line with enquiries from relatives/family etc which affected R.V.C.P. operations.

Identified that there were 3 helicopter landing pads in the Eden area however some were being used by media helicopters.

**GREG WHITER - R.V.C.P. & LIAISON WITH C.Y.C.**

Identified problems with wharf space. Where yachts tied up outside trawlers, they had to be moved when the trawlers put to sea.

Commended Ambulance for their liaison at the R.V.C.P. and giving medical advice over the air prior to yacht arrivals at Twofold Bay.

Identified need to separate C.Y.C. operations from the day to day R.V.C.P. operations. Maintained constant contact with C.Y.C. radio relay ship, Young Endeavour.

**ARTHUR HEATHER - AUS S.A.R.**

Have detailed maps and co-ordinates of airfields.

GREG HALLS - C.Y.C.

In response to query from Phil BROTHERTON of the Ambulance Service regarding silent telephone lines at various agencies, indicated that pre-1994 the C.Y.C. used to put personnel into these locations with silent telephone numbers.

TONY CRIDDLE - STATE EMERGENCY SERVICES

Indicated that other incidents were also impacting on emergency services during this operation.

He was first called at 7 a.m. to feed approximately 1,000 persons at Eden. The S.E.S. does not have the facilities to cater for the size of this request which was in the area covered by D.O.C.S. S.E.S. personnel are available to assist in the Operations Centre.

BRUCE SUMMERILL - VOLUNTEER RESCUE ASSOCIATION

Called out 1.30 p.m. Monday 28.12.98 to assist as observers on rescue aircraft. Briefings by pilots were good. Training being organised for V.R.A. as drop masters.

SUPERINTENDENT AMBLER

Indicated that he was not aware of V.R.A. response to act as observers, and believed that they should have first consulted with Police prior to becoming involved in this activity as they are the primary rescue response for the Bega area.

DOUG MEIN - LOCAL EMERGENCY MANAGEMENT OFFICER

Believed he did not have much of a role to play in this operation. He was called at 1 p.m. on Monday 28.12.98 for assistance in establishing an operations centre and made suggestions in this regard.

Also made enquiries later in the day regarding the use of TELSTRA for extra lines.

TONY CALLAN - DISTRICT EMERGENCY MANAGEMENT OFFICER

Indicated that the L.E.M.O. probably underestimated his response to this operation and could have been of greater use at the operations centre. (SENTIMENTS ECHOED BY SUP'T AMBLER & INSPECTOR MAWDSLEY.)

Highlighted factors that impacted on the operation:

- \* Initially no idea of scope/magnitude of incident or timely flow of information,
- \* Busy time of year and agencies were stretched responding to the increase in calls.

Summary of recommendations based on the debriefing are:

1. Clear understanding of control structure must be relayed to all involved in order to reduce confusion and assist in communications,
2. That the operations centre be isolated and a dedicated facility,
3. Information needed regarding yachts, their crews and condition for Disaster Victim Registration,
4. Better communications between services,
5. Cruising Yacht Club to disseminate appropriate information and provide liaison to the operations centre,
6. Establish one media point of contact,
7. Improve systems and response with TELSTRA,
8. AUS S.A.R. - conduct field exercises with managers,
9. AUS S.A.R. - need to be mindful of emergency management arrangements that exist in each State,
10. Operations Centre staff to be selected and trained at the local level,
11. Prior to next yacht race conduct pre race briefing and operations briefing involving local agencies.

SUPERINTENDENT AMBLER, INSPECTOR MAWDSLEY & D.E.M.O.

Expressed acknowledgement and appreciation of professionalism and conduct of all personnel and agencies involved.

Although the debriefing focussed on the negatives, plans are now being prepared to improve systems, training and management of responses to future yacht races.

Superintendent AMBLER indicated that arrangements have been made to adopt these recommendations. First meeting planned to commence mid January, 1999.

Also recommendations will be carried forward for review by the next meeting of the Bega Valley Emergency Management Committee.

DEBRIEFING CONCLUDED - 11.50 A.M.

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**Printed by:** SWIL1DAV  
**Mail:** SYDNEY TO HOBART FORUM  
**From:** SWILKS, DAVID  
**To:**

SYDNEY TO HOBART YACHT RACE PLANNING FORUM - CONDUCTED AT  
MERIMBULA R.S.L. CLUB CONFERENCE ROOM, THURSDAY, 26 AUGUST, 1999.

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PRESENT:

POLICE - SUPERINTENDENT JOHN AMBLER (COMMANDER FAR SOUTH  
COAST LOCAL AREA COMMAND)  
ACTING INSPECTOR DAVE SWILKS (LOCAL EMERGENCY  
OPERATIONS OFFICER FOR BEGA VALLEY SHIRE &  
DUTY OFFICER IN FAR SOUTH COAST L.A.C.)  
SERGEANT COL BELL (O.I.C. MERIMBULA POLICE)  
ACTING SERGEANT TRISH SWILKS (BEGA POLICE)  
SENIOR CONSTABLE BRAD ROSS (EDEN POLICE)  
SENIOR SERGEANT GRAHAME WELSH (SYDNEY WATER  
POLICE)  
SENIOR CONSTABLE JEFF COMBER (SYDNEY WATER  
POLICE)  
SERGEANT RICHARD MOSTARD (GIPPSLAND WATER POLICE,  
VICTORIA)

BEGA COUNCIL - Bernie CHRISCOLL (REPRESENTING THE LOCAL EMERGENCY  
MANAGEMENT OFFICER - DOUG MIEN)

A.U.S.S.A.R. - Graham LLOYD  
Arthur HEATHER

C.Y.C.A. - Andrew THOMSON (C.E.O.)  
Peter THOMPSON (RACE DIRECTOR)

R.V.C.P. - George CHRYSS (EDEN)

R.V.C.G. - Gavan EDMONDSON

D.O.C.S. - David SHEPHERD  
Lesley WELLS

AMBULANCE - Dave SHEPHERD

PAMBULA HOSPITAL - Catherine SHANDS

S.E.S. - Connie McCABE  
A. BOLTON

V.R.A. - Chris PULLIN  
Peter PULLIN

TIME COMMENCED : 2.30 P.M.

OPENING ADDRESS -

By Acting Inspector SWILKS who thanked all participants for their attendance. Overall summation of the history of last year's yacht race & the observation that there were break downs in several areas in relation to planning & our response, and that these areas were in need of improvement.

This was the purpose of this forum to improve systems so that we may better respond to similar emergencies & better understand the responsibilities of involved agencies. This will facilitate a more smooth co-ordination of agencies in future emergencies.

The purpose of this forum is not to criticise

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but to work together. Discussion would involve every agency with questions directed to clear up misunderstandings & work towards the development of a more co-ordinated plan for this year's yacht race.

For the purpose of this forum papers were supplied to each participant which included some areas that were identified as in need of attention. These papers were a guide for development of a plan & discussion.

C.Y.C.A. -

At this time the C.Y.C.A. is in the process of forming CRISIS MANAGEMENT GROUPs (and C.M. Plan) designed to overcome similar operational problems as experienced last year. The group will comprise of three representatives (C.E.O., media liaison & next-of-kin liaison. This officer would liaise with the next-of-kin liaison representative on each vessel) who will be based in Eden & have a back-up group available at Sydney.

The plan is in its 1st draft stage but it is designed to be activated when bad weather is experienced, man overboard or a vessel is sinking.

It is proposed that the group would set up a Command Post in a room at the Royal Volunteer Coast Patrol base in Eden when they were activated.

C.Y.C.A. current proposals are for Command/Co-ordination centres to be located at Sydney, Eden & Hobart. The proposals do not take into consideration problems that may eventuate in Victorian waters at this stage.

The C.Y.C.A. is looking at how they manage the media situation & dealing with next-of-kin on the ground.

C.Y.C.A. are looking at a minimum list of equipment requirements for entrants in the next race (radios E.P.I.R.B.S., tracking devices etc).

Currently plans are underway to have details relating to yachts, crews (their names, contact details etc) available on the INTERNET. Access limited to a password. The INTERNET data will enable a C.Y.C.A. representative to access the data from any location which has a telephone line & photographs etc. of vessels would be instantly available.

Andrew advised that there are no plans to run the Sydney to Eden race this year however it may eventuate in 2000.

COMMUNICATIONS - Their communication with vessels was considered to be O.K. There are no plans to utilise Eden as a radio relay between Sydney & Hobart. The Young Endeavour will be the radio relay vessel for the 80 to 100 yachts expected to participate in this year's race. Plans are underway to boost radio in other areas.

C.Y.C.A. representatives will be mobile & their contact numbers will be relayed during the race to assist with Police liaison.

C.Y.C.A. are planning to set up an 1800 telephone number for enquiries by relatives. This will give out basic information relating to the location of vessel etc.

Radio schedules are every 12 hours however during the race it is not unusual for yachts to miss 2 or 3 before action is taken by C.Y.C.A.

DISCUSSION -

(1) Police identified the problem with current C.Y.C.A. proposals is that there is a strong possibility of confusion occurring with the C.Y.C.A. duplicating liaison officers & command posts. **AGREED THAT IN THE EVENT OF A MAJOR INCIDENT, C.Y.C.A. CRISIS MANAGEMENT GROUP WOULD PLACE THEMSELVES AT THE CO-ORDINATION CENTRE TO ASSIST WITH CO-ORDINATION OF THE EMERGENCY & RESPONSE BY AGENCIES.**

(2) Police also identified problems with notifying next-of-kin that occurred last year. The C.Y.C.A. next-of-kin liaison officer

should ensure that Police are notified of deaths/injuries or missing persons. It is a legislative requirement that Police investigate these matters & co-ordinate rescue operations. POLICE TO BE ADVISED OF DEATHS/INJURIES OR MISSING PERSONS SO THAT THEY MAY CO-ORDINATE RESCUE/RECOVERY & CONFIRM THE INFORMATION PRIOR TO NEXT-OF-KIN BEING NOTIFIED.

(3) Media Liaison was an area lacking in last year's operation. THERE IS A REAL NEED FOR MEDIA LIAISON (IN EMERGENCY SITUATIONS/MAJOR INCIDENTS) TO BE CO-ORDINATED THROUGH THE POLICE AS THEY ARE CHARGED WITH CONDUCTING INVESTIGATIONS RELATING TO DEATHS/INJURIES ETC.

(4) Police requested that the password to the INTERNET site for this year's Sydney to Hobart race be given to the L.F.O.C.O.N., A/Inspector SWILKS & he will ensure that it is passed onto the relevant authorities in this area (i.e. AUSSAR, Victorian Water Police etc.) IN EITHER CASE, THERE IS A REAL NEED FOR A HARD COPY OF THESE DETAILS TO BE PROVIDED TO POLICE, IN THE EVENT CREWS ARE TASKED TO CONDUCT RESCUES ETC. THEY WILL HAVE THE INFORMATION WITH THEM ON THE LAUNCH & BE IN A BETTER POSITION TO IDENTIFY THE VESSEL ETC.

(5) It was agreed that it would be beneficial also to have a C.Y.C.A. representative posted at the Eden R.V.C.P. to assist with site control to advise & liaise with the Police Site Commander.

(6) R.V.C.P. advised that the 4433 race frequency is no longer used for yachts (this channel used by a West. Australian company) 4083 is now dedicated solely for the race.

(7) Concern raised regarding the lengthy time between radio schedules & the fact that up to 3 can be missed before action can be taken. PERHAPS ACTION SHOULD BE TAKEN TO REDUCE THE TIME BETWEEN SCHEDULE REPORTS & IN EITHER CASE, ENSURE THAT ACTION IS TAKEN EARLIER THAN HAS BEEN THE PRACTICE.

(8) Police identified problems with last year's race in that yachts came into Eden port, rested for a while then left the port with the intention of resuming the race. They then ran into heavy seas again, but at that time, Police & the R.V.C.P. as well as the C.Y.C.A. were not aware that these yachts had left port. This created real concerns for the safety of the crews & would result in delays C.Y.C.A. ADVISED THAT THEIR RULES NOW INDICATE THAT YACHTS LEAVING PORTS WITHOUT NOTIFYING AUTHORITIES WILL FACE AUTOMATIC DISQUALIFICATION.

(9) Police raised the need for information relating to deceased, missing or injured participants to be kept confidential until confirmed. AGREED THAT THIS TYPE OF INFORMATION WILL NOT BE GIVEN OVER THE PROPOSED 1800 NUMBER PLANNED BY C.Y.C.A. BUT WILL BE HANDED OVER TO POLICE FOR CONFIRMATION & FURTHER ENQUIRIES.

SYDNEY WATER POLICE -

Advised that the C.Y.C.A. is in charge of monitoring the race & that the Water Police do not act as a listening station. In emergencies Warilla radio is the first contact however during the race this is not the case.

Sydney Water Police have a launch out at the time on an 'intelligence patrol' behind the race, not acting in any capacity associated specifically with the race.

Communications with the Water Police launch is via satellite telephone or usual radio bands.

As occurred with the 1998 race helicopters will be the primary recovery assets utilised by rescuers.

In the event of the situation escalating to the proportions of 1998, co-ordination will be handed over to A.U.S.S.A.R.

Water Police maintain a running log of rescues

etc. they are co-ordinating. These are useful for enquiries & references. The logs are stopped when the incident is handed over or when it is downgraded, but resurrected if it escalates or co-ordination returns to the Water Police.

DISCUSSION -

(1) Superintendent AMBLER raised concerns relating to the availability of the Police launch acting in its 'intelligence' role to assist with possible recoveries. During 1998 difficulties were experienced in communicating &/or locating the vessel. PERHAPS CONSIDERATION SHOULD BE GIVEN TO LOCATING A LARGE WATER POLICE LAUNCH AT EDEN WHICH IS IDENTIFIED AS THE LAST VIABLE SAFE HAVEN BEFORE CROSSING TO TASMANIA. SEN. SGT. WELSH ADVISED SEVERAL NEW VESSELS ARE BEING COMMISSIONED & WILL BE IN A BETTER POSITION TO ADVISE OF AVAILABILITY OF LAUNCHES BY THE NEXT MEETING.

A.U.S.S.A.R. -

Since the 1998 race AUSSAR have met with Far South Coast Police to establish a protocol for communications in the event of the activation of E.P.I.R.B.S.

AUSSAR are responsible for determining source of the E.P.I.R.B. then identify the problem & MAY pass it onto Police (generally Sydney Water Police for incidents in N.S.W. waters). If immediate response is required, contact is made with local Police. In any event Police will be informed.

If the rescue is not within Police capability, AUSSAR will take responsibility for same.

Police liaison officers (from Queanbeyan) have been utilised in the AUSSAR base in Canberra for several recent rescues & recoveries & they have found this situation valuable in enhancing the co-ordination & communication efforts.

AUSSAR identified media as a problem particularly at Merimbula airport. This matter has been discussed & Police will provide media liaison in future. Police have indicated that in the event of future incidents/emergencies, a media area will be specified to alleviate past negative experiences.

It is anticipated that AUSSAR liaison officers will be available for future similar incidents, however this is a policy decision & discussions are continuing. Until this situation has been ratified, it will be the L.E.O.C.O.N.'s call on each occasion.

AUSSAR indicated that forward field bases are not usually used in maritime incidents.

DISCUSSION -

(1) Ambulance raised the problems experienced last year with their not receiving information about the number of casualties & nature of injuries on helicopters until they actually arrived at the airport. AUSSAR indicated that communications with aircraft operating at low level is poor. They have to ascend quite some distance to transmit to shore & in the circumstances, this is impractical when they are attempting to locate & rescue people. When enough aircraft are available, which often takes some time, one aircraft is specifically tasked to rotate above rescuers & act as a communication relay station. Until that occurs however we have to accept that the priority is search & rescue.

(2) ALL AGREED ON AUSSAR'S OBSERVATION THAT ALL VESSELS PARTICIPATING IN THE RACE NEED TO HAVE A RADIO LISTENING WATCH.

(3) AUSSAR HAVE INDICATED THAT THEY WILL ALWAYS OPERATE AT THE AIRPORT & THE NEED FOR A POLICE LIAISON OFFICER HAS BEEN IDENTIFIED.

(4) POLICE AGREE THAT LIAISON OFFICERS SHOULD BE PROVIDED FOR EACH AGENCY INVOLVED IN THE INCIDENT/EMERGENCY.

(5) V.R.A. HAVE 4 OBSERVERS TRAINED TO ASSIST ON AIRCRAFT. AGREED THAT THEIR INPUT IN ANY INCIDENT/EMERGENCY WOULD NOT DETRACT FROM THEIR ABILITY TO RESPOND TO ROAD RESCUES ETC.

DEPARTMENT OF COMMUNITY SERVICES -

Observation relating to the late alert of the magnitude of the problem with 1998's yacht race. Their main concerns were providing quarters for personnel participating in the rescue from outside the area. Police need to raise an alert with support services in the local area.

Stressed that the D.O.C.S. best located with the Co-ordination Centre.

Advised that 27 Red Cross volunteers have been trained in Disaster Victim Registration & further assistance could be obtained from S.E.S. or V.R.A.

DISCUSSION -

(1) AGREED THAT D.V.R. INFORMATION WILL GO TO EMERGENCY OPERATIONS CENTRE FOR INFORMATION. THESE WILL THEN BE FORWARDED TO SYDNEY FROM THIS CENTRE.

AMBULANCE -

Identified their biggest problem related to communication specifically the numbers of casualties, nature of injuries so that they can determine treatment can be given locally or may require further transportation to another centre.

PAMBULA HOSPITAL -

Identified also the limited information they received relating to casualties etc. with several instances of casualties being brought to the hospital in private vehicles.

They enacted the DISPLAN which seemed to work well. Media were not a problem at the hospital.

Morgue capacity at Pambula is 2 & Bega 3. Any more deceased will have to be housed at local funeral parlours etc. In 1998 Whymans at Bega were utilised.

Identified the positive effects of having a representative from C.Y.C.A., (such as Greg HALLS) visit the injured in Hospital & liaise with relatives etc.

R.V.C.P. -

Agreed with the early activation of the Emergency Operations Centre & its housing all the liaison officers.

V.R.A. -

Advised that their observers' names are registered with AUSSAR.

VICTORIAN WATER POLICE -

Advised that their launches are mainly involved in operations in local waterways due to the tourist season. It is unlikely that their vessel would be available for use from Eden.

Identified fuel problems to assist with aircraft at Mallacoota. AUSSAR have plans in place to organise fuel if the event arises.

N.S.W. POLICE -

Identified need for better communications particularly in the early stages of the incident & for site controls to be established.

Meetings will be held with local team leaders to address these issues & develop S.O.P.'s for future incidents/emergencies.

Also highlighted the need to open the Emergency Operations Centre early & communicate this fact to



all involved agencies. At this stage there is a distinct need for more personnel to be trained up as E.O.C. liaison officers & assistants. ACTION - ORGANISE FURTHER TRAINING THROUGH DISTRICT EMERGENCY MANAGEMENT OFFICER.

ALL PARTIES AGREED THAT THIS FORUM WAS BENEFICIAL & NECESSARY TO ENSURE A MORE EFFICIENT & EFFECTIVE RESPONSE TO INCIDENTS INVOLVING THE SYDNEY TO HOBART YACHT RACE, BUT ALSO TO ANY INCIDENTS OF A MARITIME NATURE THAT REQUIRE A CO-ORDINATED RESPONSE FROM SEVERAL AGENCIES.

Agreed that the following matters will be raised at the next meeting:

- C.Y.C.A. - A draft of their Crisis Management Plan.  
Copy of the rules & protocols for 1999 race.  
Update on other developments that may impact on response & co-ordination roles.
- WATER POLICE - Update on their involvement in 1999 race.  
Availability of launch for Eden.  
Advise relating to developments.
- LOCAL POLICE - Call out lists & alert phases.  
Draft of S.C.P.'s for 1999.  
Cross border issues - assistance during emergencies (assistance from large launch).

NEXT MEETING:

2.30 p.m. on Thursday 14 October, 1999 at CAPTAIN'S TABLE Restaurant, Eden Fishermans Club.

## SYDNEY TO HOBART PLANNING FORUM

26 AUGUST, 1999

### CRUISING YACHT CLUB OF AUSTRALIA

\* **PARTICIPANTS:**

\* Yachts number and names, and how they may be contacted (radio & any other means i.e. mobile/satellite telephones etc).

\* Crews - names including details of contact addresses (not just telephone numbers) for next of kin.

\* **COMMUNICATIONS ARRANGEMENTS:**

\* Representative of CYCA for contact during race, including how they may be contacted, where they may be located and local Police liaison.

\* S.O.P.S. to be followed in the event of injury or death (must ensure that only contact is made with Police who will confirm information BEFORE notifying next of kin.)

### WATER POLICE

\* Who is in charge of monitoring the race

\* How do we contact them

\* Where will they be located

\* What procedures will be adopted in the event of:

\* Rescue involving crew/vessel

\* Rescue involving numerous crew/vessels

\* Response to major incident

### AUSTRALIAN SEARCH AND RESCUE

\* Establish a protocol for communications in the event of the activation of E.P.I.R.B.S.:

\* Who to contact

\* When to contact

\* What information to relay, specifically the:

- extent of the operation,
- number of vessels in difficulties,
- number of rescues required,
- number of missing persons,
- agencies alerted,
- expected facilities required to support the operation.

### LOCAL RESPONSE

\* Protocol for contact - Duty Officer to be notified who will in turn assess and notify Sector Supervisor in area of incident and likely port of destination.

- \* Major incidents:
  - \* Establish Site Controls:
    - \* Open E.O.C.
    - \* Port of destination
    - \* Airport
    - \* Other
  - \* Identify Support Agencies:
    - \* Welfare (Dave SHEPHERD D.O.C.S.) - quarters for personnel participating outside the Command (aircraft & vessel crews etc).
    - \* Ambulance Service - Location and logistics including numbers of casualties, types of injuries and whether they will be treated locally or require transportation to another area for treatment.
    - \* Hospitals - Bega and Pambula. Ability to cope with numbers of expected casualties and treat their injuries.
    - \* Morgues - ability for local services to cope with number of deceased.
    - \* Investigators - identify deceased, injured and commence related enquiries.
    - \* Disaster Victim Registration
    - \* Media Liaison
    - \* R.V.C.P. - Communications and support with local bar conditions etc.
    - \* Harbour Master - Eden to organise berthing facilities.
  
- \* Establish Liaison Officers with each agency.

#### CONSIDERATIONS

- \* Duration of operation
- \* Communications
  - \* Radios and channels of operation - utilise radio technicians from Cooma
  - \* Telephones - upgrade of service facilities to provide for increased usage
- \* Staffing at each of the areas including:
  - \* Numbers required
  - \* Length of shifts
  - \* Meals/clothing/accommodation
  - \* Relief
  - \* Briefings/Debriefings
  - \* welfare
  - \* Staff for 1st Response policing

**Printed by:** SWIL1DAV  
**Mail:** SYDNEY TO HOBART FORUM  
**From:** SWILKS, DAVID  
**To:**

MINUTES OF SYDNEY TO HOBART MEETING HELD AT EDEN FISHERMAN'S CLUB  
ON THURSDAY, 14 OCTOBER, 1999.

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**PRESENT:** D/O SWILKS - FAR SOUTH COAST L.A.C.  
A/SGT SWILKS - BEGA  
SGT. TILLMAN - EDEN  
S/C ROSS - EDEN  
S/SGT. WELSH - SYDNEY WATER POLICE  
TONY CALLAN - D.E.M.O.  
ANDREW THOMSON - C.Y.C.A.  
PHIL THOMPSON - C.Y.C.A.  
BEN MILLINGTON - AUST. AERIAL PATROL  
BILL WILLIAMSON - AUST. AERIAL PATROL  
BERNIE CHRISCOLL - BEGA VALLEY SHIRE COUNCIL  
GAVAN EDMONDSON - AUST. VOLUNTEER COAST GUARD  
GEORGE CHRYS - R.V.C.P.  
DAVE SHEPHERD - D.O.C.S.  
DAVE SHEERS - AMBULANCE  
CONNIE McCABE - BEGA S.E.S.  
ALLAN BOLTON - EDEN S.E.S.  
BARRY GRIFFITHS - EDEN COASTAL PATROL

**APOLOGIES :** SUPERINTENDENT AMBLER - FAR SOUTH COAST L.A.C.  
SGT. BELL - MERTMBULA  
S/C COMBER - SYDNEY WATER POLICE  
SGT. MOSTARD - GIPPSLAND WATER POLICE

**COMMENCED:** 2.35 P.M.

A/Inspector SWILKS welcomed all participants & re-iterated the reasoning behind the forum.

He indicated that great progress had been made as a result of the last forum & planning is underway to utilise the Emergency Operations Centre (E.O.C.) at Bega for this year's race.

At this time it has been considered appropriate to conduct an E.O.C. training day for the benefit of interested services so that we can ensure we have sufficient trained liaison officers/assistants in the event that the operation escalates to the proportions of last year's race.

The E.O.C. exercise will be conducted by the D.E.M.O.

**MINUTES FROM PREVIOUS MEETING -**

Communication - Sydney Water Police will not be dedicating a launch specifically for the race & will operate on call out basis if required. They will closely monitor the situation & respond as the situation requires.

Tasmanian Water Police will be sending a large vessel up towards the race & may reach Eden. More information will be available early November.

**CRUISING YACHT CLUB OF AUSTRALIA.**

---

Andrew THOMSON (C.E.O.) stated that the race has been officially launched & is sponsored by TELSTRA.

At this time they have received more entrants (than compared with the same time last year) but they are anticipating the same sized fleet.

Printed: 9/12/99 11:27AM

CRISIS MANAGEMENT TEAMS will be located at three areas during the race, Sydney, Bega & Hobart. They have identified the major crises that may eventuate as:

1. Weather
2. Man Overboard
3. Sinking vessel

In the event of foul weather the Weather Director & Race Director can delay &/or stop the race until conditions improve. In all other cases it will be the individual decision of the vessel captains.

At this time 30% of all crews have completed safety seminars designed to raise awareness & competencies on safety issues.

At least one member of each crew must be radio proficient.

Plans for this year's race include a team to be based at Bega (E.O.C.) for search & rescue liaison/communication & a second team at Eden to assist crews coming in & to liaise with the E.O.C.

Phil THOMPSON (Race Director) - each vessel will be fitted with a tracking device (not to be confused with E.P.I.R.B.) which is a G.P.S. unit & satellite telephone. The device includes an inversion switch & panic alarm. The satellite telephone will only communicate with the race control centre. The vessels will be plotted on the hour but not at the same time & effectively they will be able to track vessels throughout the race. Phil indicated that this equipment was 'state of the art' & anticipates there may be some teething problems.

Sched's have now been increased to four per day (will consist of two position reports & two for the weather). If one sched. is missed a vessel will be called. (An additional missed sched. will be allowed if the weather is fine).

The C.Y.C.A. has secured the services of a 'state of the art' helicopter (Lloyd Helicopters) which has a crew consisting of pilot, navigator, paramedics & is equipped with a winch. The helicopter is under AMSRA control.

#### EDEN COASTAL PATROL.

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George CHRYSS indicated that the Eden Coastal Patrol now have an additional telephone line but no extra radio or aerial. Phil THOMPSON indicated that he will have ACTION TAKEN REGARDING THIS.

#### AERIAL PATROL, WOLLONGONG.

---

Ben MILLINGTON addressed the meeting on the capabilities of the Aerial Patrol. Stated they have four aircraft fitted with emergency service radios, supplies & appropriate equipment. Presentation included a handout.

Ben indicated that the aircraft would be able to provide a suitable communications platform for relaying of information from yachts, aircraft to C.Y.C.A. & emergency services.

Aerial Patrol identified four areas of concern being communications, observation (identification of yachts, welfare, marine life, assistance to other aircraft), electronic direction finding equipment & response.

Their aircraft have six hours endurance & include a drop master & crew.

Funding is required to provide this service & is included in the presentation handout.

Acting Inspector SWILKS indicated that the provision of this Service would alleviate the problems highlighted at the debrief of last year's race & also the problems canvassed during the forum conducted on 26 August, 1999. It would assist AMSRA, searchers, Police & particularly medical authorities in their efforts to appropriately respond to each situation. Communications initially is vital & this facet alone would be greatly enhanced by the presence of a communications/observation platform as available

from the Aerial Patrol.

STATE EMERGENCY SERVICES.

---

Connie McCABE indicated that she would ensure a representative would be at the E.O.C. on the training day.

Allan BOLTON indicated that the Eden S.E.S. now has better facilities in Eden & has access to the Government radio network.

DEPARTMENT OF COMMUNITY SERVICES.

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Dave SHEPHERD re-iterated that Police at the E.O.C. on the 26 December will have a list of call out names & his staff will be on standby.

AMBULANCE.

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Dave SHEERS acknowledged the benefits of an aerial platform for communications to health authorities in the event of another major incident.

EDEN POLICE.

---

Sergeant TILLMAN acknowledged the need for good communication throughout the race.

Senior Constable ROSS indicated that the Eden launch will be on standby.

DISTRICT EMERGENCY MANAGEMENT OFFICER.

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Tony CALLAN indicated that a recent survey found that rescue services & equipment are suitable in accordance with State Rescue Policy.

He expressed his concerns over communications as highlighted in last year's race.

ROYAL VOLUNTEER COASTAL PATROL.

---

George CHRYSS enquired whether it was necessary to have someone at the E.O.C. with communications. Advised that they will be notified if/when required & communications co-ordinated from the E.O.C.

COAST GUARD.

---

Advised they have four vessels available & one additional private vessel if required.

Acting Inspector SWILKS indicated that he would like to have everything in place by the next meeting. He enquired of the availability of details/descriptions of vessels participating in the race. Phil THOMPSON indicated that exact crews will not be known up until immediately prior to the race, however yacht details will be available by 26 November, 1999.

AGREED THAT A HARD COPY CONTAINING YACHT DETAILS & PHOTOGRAPHS WILL BE PRESENTED AT THE NEXT MEETING.

A/Inspector SWILKS requested the presence of representatives from the C.Y.C.A. to attend the Emergency Operations Training Day so that they can familiarise themselves with the layout &

requirements of emergency services in the event of a major incident.

E.O.C. EXERCISE - 8.30 A.M. 17 NOVEMBER, 1999.  
LOCATION - E.O.C. IN MAHER STREET, BEGA.

NEXT MEETING - 2 P.M. THURSDAY, 9 DECEMBER, 1999  
MERIMBULA R.S.I. CLUB AUDITORIUM.

MEETING CLOSED : 3.30 P.M.



(Under the Incorporation of the City of Wollongong Aerial Patrol)

Phones: Operations (02) 4257 3200  
Emergency (02) 4227 9933  
Facsimile (02) 4257 3255

All correspondence to:  
Hon. Secretary, P.O. Box 162, Dapto NSW 2530

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*Right Worshipful Lord Mayor  
The City of Wollongong*
- Councillor Cec Glenholmes  
*Mayor of the City of Shellharbour*
- Nancy-Bird Walton, A.O., O.B.E.

## PROPOSAL

# AERIAL SUPPORT - 1999 SYDNEY TO HOBART RACE

### ***Background***

The Australian Aerial Patrol, based at the Illawarra Regional Airport at Albion Park, is a totally dedicated, professional search and rescue organisation servicing the needs of the community.

The Australian Aerial Patrol is best known for its diverse community operations throughout the Illawarra and South Coast. Regular summer beach patrols ensure the safety of swimmers, boating enthusiasts and fisherman along the southern NSW coastline.

The organisation is regularly called upon to assist the various agencies and volunteer rescue groups in land and maritime based incidents.

### ***Accreditations***

The organisation currently operates under two accreditations. The first as a Civil Search and Rescue Unit ( CSU ) under Commonwealth arrangements. The second is the NSW State Rescue Policy.

### ***Aircraft Details & Equipment***

The organisation operates four aircraft that perform a variety of tasks including search and rescue.

Our latest acquisition, Vigilance One, a twin engine Partenavia P68-TC has a capability of 6 hours flying in all weather conditions, day and night.



**Proposed Aerial Support - 1999 Sydney to Hobart Yacht Race**  
**14 October 1999**

---

This aircraft has the capability for instrument flying ( IFR ) and carries the following instrumentation :

- 2 x VHF Aviation Radios
- 1 x UHF Radio - full spectrum of emergency service frequencies
- 1 x VHF Marine Radio
- 1 x 27MHz Marine Radio
- 1 x Analogue Mobile Telephone
- 1 x Global Positioning System ( GPS )
- 1 x Direction Finder Unit ( DF / Homer ) - 121.5MHz / 243MHz
- 2 x Visual Omni Range ( VOR )
- 1 x Distance Measuring Equipment ( DME )
- Instrument Landing System ( ILS ) and markers

***Pilot Details***

The Australian Aerial Patrol has 10 Commercial rated Pilots, all of whom are vastly experienced in search and rescue situations. All Pilots hold Command Instrument Ratings and low level approvals. The Pilots are trained by Australian Search and Rescue ( AusSAR ) in search and rescue techniques which includes liferaft supply dropping and search pattern flying.

These Pilots are under the command of a dedicated Chief Pilot.

***Crew Details***

Rostered personnel from the various emergency services are trained as Observer Leaders and Dropmasters by Australian Search and Rescue ( AusSAR ). As well as crew from Wollongong, the Australian Aerial Patrol has trained personnel strategically located along the South Coast.

All personnel are on-call 24 hours a day, seven days a week to assist with various taskings.

***Related Equipment***

The Australian Aerial Patrol maintains an extensive Search and Rescue located at Albion Park containing :

- 6 man droppable Liferafts
- SAR Datum Buoys
- SeaBlitz Strobe markers
- Mark 3 ( orange ) & Mark 25 ( white ) flares
- Heliboxes containing emergency supplies

## **PROPOSAL**

It is the Australian Aerial Patrol's recommendation that an aircraft and crew be exclusively dedicated to assist the fleet and Race Organisers for the duration of the event or as required.

### ***Functions***

The Australian Aerial Patrol have identified that there are four clearly marked tasks that need to be addressed.

- **Communications**

The aircraft will provide a radio communications platform to the fleet, Race organisers and relevant agencies. The aircraft will have the ability to provide radio relay from vessels to shore in the event of mishap.

- **Observation**

- Identification and positions of yachts as requested and at any time
- Maintain a visual watch as to the yachts welfare
- Location of marine life and foreign objects which may cause disruption to the course of the yachts
- The ability to provide assistance to other fixed wing / rotary aircraft that may be deployed if the need arises

- **Supply Dropping**

The aircraft will be fully equipped with mandatory life-saving equipment as per policy. A list of this equipment can be found above.

This equipment can be deployed at anytime upon need or request.

- **Electronic Direction Finding ( DF / Homer )**

The aircraft being equipped with the relevant instruments would provide a key role in the location of activated Emergency Position Indicating Beacons ( EPIRB ) if necessary with minimal response time.

### ***Aircraft Crew***

Due to Civil Aviation Safety Authority ( CASA ) requirements, it would be necessary to rotate the Pilot and Dropmaster every eight hours of flying time or 11 hours duty time, whichever ever comes first.

**Proposed Aerial Support - 1999 Sydney to Hobart Yacht Race  
14 October 1999**

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Accredited Observers along the coast would also be utilised throughout the operation if required.

***Aircraft Positioning***

Listed below is a flexible guide for the positioning of the Australian Aerial Patrol aircraft for the duration of the race.

Factors which may influence include wind direction and speed.

<i>Date</i>	<i>Time</i>	<i>Location</i>	
26 Dec 99	1900 hours 2200 hours	Depart Wollongong Arrive Moruya	( Overnight )
27 Dec 99	0700 hours 1000 hours	Depart Moruya Arrive Mallacoota	
	1400 hours 1700 hours	Depart Mallacoota Arrive Flinders Island	( Overnight )
28 Dec 99	0800 hours 1100 hours	Depart Flinders Island Arrive St Helens	
	1300 hours 1600 hours	Depart St Helens Arrive Flinders Island	( Overnight )
29 Dec 99	1000 hours 1300 hours	Depart Flinders Island Arrive Wollongong	

**Proposed Aerial Support - 1999 Sydney to Hobart Yacht Race  
14 October 1999**

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**COSTING**

• **Aircraft Hire ( per aircraft )**

Standing charges @ \$ 750 per day	\$ 3000.00	( 4 days )
18 flying hours @ \$ 375 per hour	\$ 6750.00	( 4 days )

• **Accommodation**

1 night accommodation @ \$ 200 per night ( 2 Pilots / 1 Dropmaster )	\$ 600.00	( 3 nights )
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• **Meals**

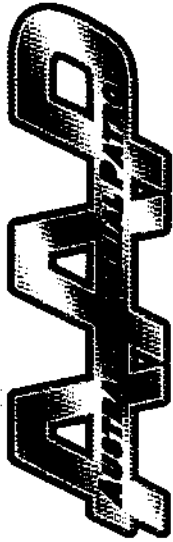
3 meals @ \$ 10 per breakfast	\$ 120.00	( 4 days )
3 meals @ \$ 10 per lunch	\$ 120.00	( 4 days )
3 meals @ \$ 20 per dinner	\$ 180.00	( 3 nights )

**TOTAL** **\$ 10 770.00**

**Note :** This costing is flexible and subject to negotiation.

These figures are based on the above aircraft requirements and are subject to change pending either more or less utilisation.

Liaison will be maintained with Race Organisers during the event with this regard.



## Base

Hanger 4  
Illawarra Regional Airport  
Albion Park NSW 2527

## Postal Address

PO Box 162

## Functions

- Aerial Observation / Surveillance
- Emergency Supply Dropping
- Transportation of Personnel and Equipment
- Search and Communications

## Aircraft Equipment

- Emergency Locator Transmitter Homer
- Global Positioning System
- VHF Marine Radio
- 27 MHz Marine Radio
- UHF Radios – Full Spectrum of Emergency Service Frequencies
- Inflatable 6 Man Life Rafts

Commercial Rated with 1000 hours  
Instrument Ratings and 1000 hours

## Crew

Two Pilots, One Pilot, One Pilot

Both aircraft are equipped with extensive instrumentation, necessary for tasking.

Two other support aircraft are also available for tasking.

Both aircraft are equipped with extensive instrumentation, necessary for tasking.

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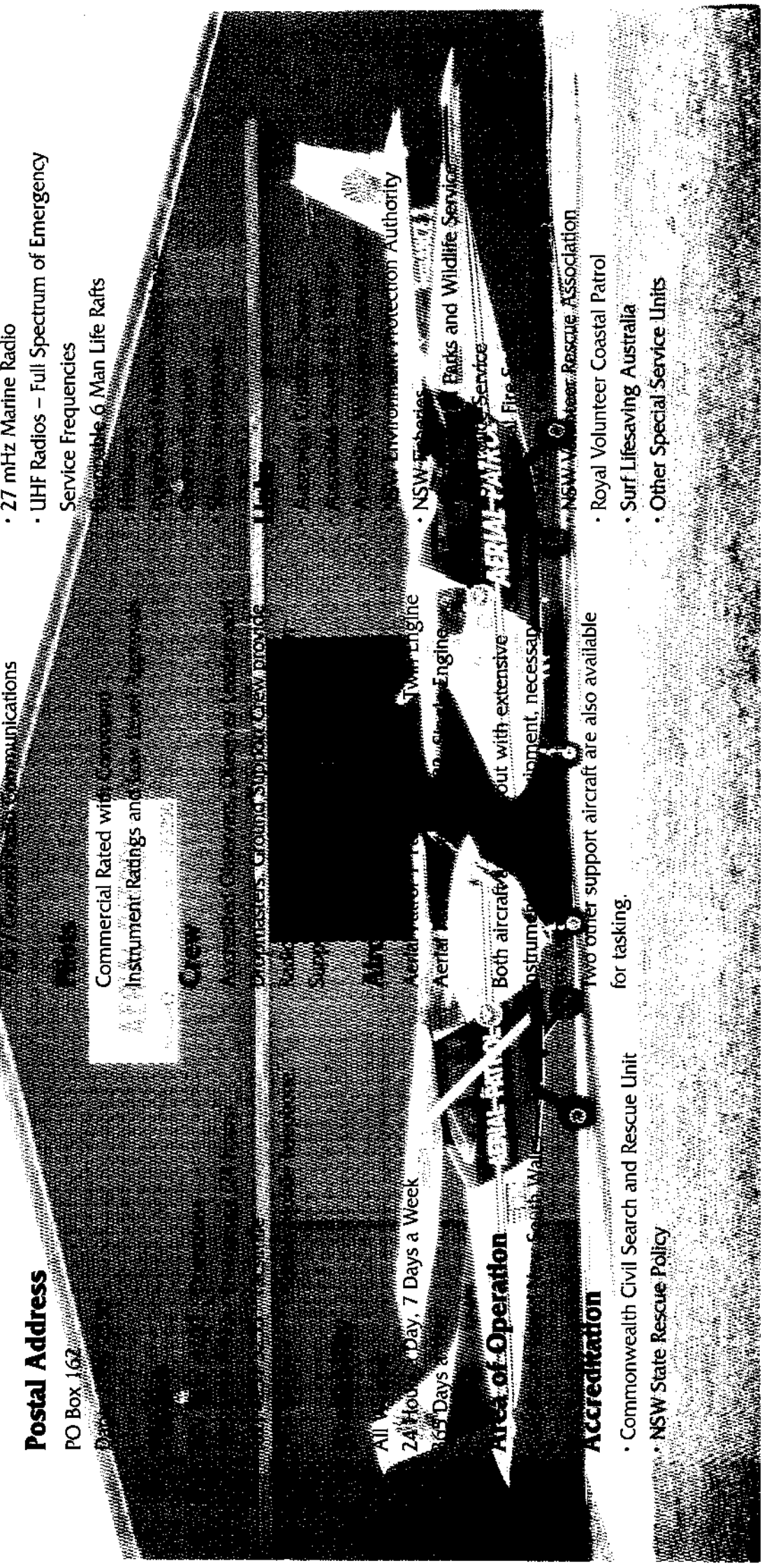
Two other support aircraft are also available for tasking.

## Area of Operation

- Commonwealth Civil Search and Rescue Unit
- NSW State Rescue Policy

## Accreditation

- Royal Volunteer Coastal Patrol
- Surf Lifesaving Australia
- Other Special Service Units



Printed by: SWIL1DAV  
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From: SWILKS, DAVID  
To: 13 recipients

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23/10/99 12:53

TEAM LEADER'S MEETING HELD AT BEGA POLICE STATION TRAINING ROOM ON WEDNESDAY, 20 OCTOBER, 1999.

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PRESENT: D/O SWILKS, SGTS. SMITH, BOX, BELL, TILLMAN, DET. SGT. WINTERFLOOD, SEN. CONSTS. SWILKS, GRAY & HOLBOROW.

TIME COMMENCED: 9.50 AM.

SYDNEY TO HOBART PLANNING.

---

DISCUSSED DEVELOPMENTS DURING LAST YEAR'S SYDNEY TO HOBART & AREAS OF IMPROVEMENT FOR INCLUSION IN S.O.P.'S FOR THIS YEAR.

1. THE E.O.C. (EMERGENCY OPERATIONS CENTRE) IN MAHER STREET, BEGA WILL BE OPENED & MANNED BY D/O SWILKS & A REPRESENTATIVE OF THE CRUISING YACHT CLUB OF AUSTRALIA. THIS PERSON WILL HAVE WITH HIM A COMPUTER WITH INTERNET ACCESS & WILL HAVE UP TO DATE INFORMATION RELATING TO WEATHER CONDITIONS & YACHT LOCATIONS & CONDITIONS.

A HARDCOPY OF THE YACHTS (WITH DESCRIPTIONS WILL BE PROVIDED TO POLICE EARLY DECEMBER, 1999).

2. EDEN - SGT. TILLMAN STATED THAT YACHTS ARE USUALLY IN THE EDEN AREA P.M. ON 27 DECEMBER. RESOLVED THAT SGT. TILLMAN WILL WORK P.M. SHIFT ON 27/12/99 & WILL LIAISE WITH D/O SWILKS.

IN THE EVENT OF A YACHT IN DISTRESS REQUIRING MINIMAL RESPONSE, SGT. TILLMAN WILL CO-ORDINATE ACTIVITIES FROM THE COASTAL PATROL BASE AT EDEN. THIS LOCATION SELECTED AS IT HAS SUITABLE COMMUNICATIONS.

LIAISON WILL BE MAINTAINED WITH D/O SWILKS.

IN THE EVENT OF A MAJOR INCIDENT OR EMERGENCIES INVOLVING NUMEROUS VESSELS, DEATHS, MISSING PERSONS ETC., CO-ORDINATION WILL BE CONDUCTED FROM THE E.O.C. & SGT. TILLMAN'S ROLE WILL BE THAT OF A SITE CONTROLLER AT EDEN. HE HAS INDICATED THAT IF THE CUSTOMS FACILITY AT EDEN WHARF IS COMPLETED, HE WILL SET UP SITE CONTROL AT THAT FACILITY. THE FACILITY HAS FAX, 'PHONES & WIRING FOR POLICE RADIO. SGT. TILLMAN STATED HE WOULD LIAISE WITH POLICE COMMUNICATIONS & ENSURE A POLICE RADIO IS AVAILABLE FOR INSTALLATION AT THAT SITE.

\*\*\*\*\*ACTION - SGT. TILLMAN TO CONFIRM ABOVE\*\*\*\*\*

IT WAS DISCUSSED THAT IN THIS EVENT, SGT. TILLMAN WILL NOT NEED TO LIAISE WITH THE COASTAL PATROL AT EDEN, BUT HE WILL HAVE TO MAINTAIN REGULAR COMMUNICATION WITH D/O SWILKS OR THE L.E.O.C.O.N. AT BEGA. BEGA WILL LIAISE WITH ALL OTHER AGENCIES & APPRAISE SGT. TILLMAN & OTHER COMMANDERS OR SITE CONTROLLERS OF SITUATIONS & SEEK RELEVANT INFORMATION.

THE E.O.C. WILL BE MANNED WITH NUMEROUS LIAISON OFFICERS & WILL INCLUDE LIAISON WITH COASTAL PATROL & RELATED MARITIME AGENCIES.

ONE OF THE MAIN ROLES OF THE SITE CONTROLLER AT EDEN WILL BE TO ENSURE APPROPRIATE REGISTRATION OF DISASTER VICTIMS. IN THIS REGARD SGT. TILLMAN INDICATED THAT YACHTS USUALLY USE THE TWO WHARFS AT EDEN. HE WILL REQUIRE AT LEAST TWO POLICE OFFICERS (WITH ASSISTANTS PROBABLY FROM S.E.S.) WHO WILL EFFECTIVELY SET UP A BARRIER AT THE EXIT OF EACH WHARF & FROM THAT LOCATION, CONDUCT DISASTER VICTIM REGISTRATION, (D.V.R.).

Printed: 17/12/99 9:43PM

D.V.R. IN THIS MANNER WILL EFFECTIVELY REMOVE THE DUPLICITY & OFTEN INACCURATE INFORMATION CIRCULATING FROM A VARIETY OF SOURCES DURING SUCH AN EMERGENCY.

2. MERIMBULA - MERIMBULA AIRPORT WAS RECOGNISED AS THE 2ND SITE CONTROL IN THAT IT WAS AN AREA THAT RECEIVED CASUALTIES ETC FROM LAST YEAR'S RACE.

SGT. BOX STATED THAT HE TOOK OVER FROM SGT. WELSBY & HAD THE SITE CONTROL SET UP IN THE AIRPORT MANAGER'S OFFICE.

SGT. BELL INDICATED THAT HE TOO SET UP IN THAT OFFICE BUT WAS OFTEN CALLED TO LIAISE WITH ARTHUR HEATHER FROM A.U.S.S.A.R. WHO WAS HOUSED IN THE SAPPHIRE AIR BUILDING. HE MOVED SITE CONTROL FROM THE MANAGER'S OFFICE TO THAT BUILDING.

RESOLVED THAT IN FUTURE THE SITE CONTROL AT MERIMBULA WOULD BE SITUATED AT THE A.U.S.S.A.R. THE SENIOR OFFICER AT THAT LOCATION WOULD BE THE SITE CONTROLLER & A.U.S.S.A.R. WOULD BE ONE OF HIS LIAISON OFFICERS. IN THIS REGARD THE SITE CONTROLLER SHOULD ENSURE THAT THEY LIAISE WITH THE E.O.C. & PERFORM D.V.R. ON INCOMING CASUALTIES.

SGTS. BOX & BELL INDICATED THAT THERE WAS A FAIR MEDIA CONTINGENT AT THE AIRPORT & THAT POLICE WERE REQUIRED TO KEEP THEM OFF THE APRON & BEHIND THE GATES. IN FUTURE EVENTS AT LEAST 2 POLICE WOULD BE REQUIRED TO PREVENT UNAUTHORISED ACCESS ONTO THE AIRPORT & TO ASSIST WITH D.V.R.

ADDITIONALLY, IF FATALITIES OCCUR, DETECTIVES WILL BE REQUIRED (WITH ASSISTANCE FROM CRIME SCENE POLICE) TO CONDUCT DISASTER VICTIM IDENTIFICATION (D.V.I.) & ENQUIRIES.

3. E.O.C. - A ONE DAY TRAINING COURSE/EXERCISE HAS BEEN ORGANISED WITH THE DISTRICT EMERGENCY MANAGEMENT OFFICER (D.E.M.O.) TONY CALLAN. THIS WILL BE CONDUCTED AT THE E.O.C. FROM 8.30 A.M. ON WEDNESDAY, 17 NOVEMBER, 1999.

IT WAS SUGGESTED THAT AS MANY SENIOR OFFICERS FROM BEGA (EXCLUDING DETECTIVE STAFF WHO WOULD BE UTILISED ELSEWHERE) & AVAILABLE OFFICERS FROM EDEN & MERIMBULA ATTEND & FAMILIARISE THEMSELVES WITH THE RUNNING OF THE E.O.C. & WHAT A L.E.O.C.O.N. WILL REQUIRE ETC IN THE EVENT OF A MAJOR INCIDENT/EMERGENCY.

\*\*\*\*\*NOMINATIONS TO ATTEND THIS COURSE MUST BE SENT TO D/O SWILKS A.S.A.P. SO ARRANGEMENTS CAN BE MADE. THE COURSE WILL ALSO BE ATTENDED BY EMERGENCY SERVICES FOR TRAINING UP TO ASSIST AS LIAISON OFFICERS, GOFERS ETC\*\*\*\*\*

4. MEDIA - LAST YEAR'S RACE HIGHLIGHTED THE NEED FOR ONE MEDIA OUTLET, PARTICULARLY WHEN RELATIVES WERE RECEIVING MIXED REPORTS RELATING TO THE DEATH OR RECOVERY OF FAMILY MEMBERS WHEN IN FACT THEY HAD NOT BEEN LOCATED ETC.

MEDIA LIAISON (PRESS RELEASES) WILL BE FROM THE E.O.C. UNDER NO CIRCUMSTANCES SHOULD MEDIA BE GIVEN INFORMATION FROM ANY OTHER LOCATION. THE E.O.C. WILL HAVE THE MOST UP-TO-DATE INFORMATION & WILL BE CO-ORDINATING ENQUIRIES ETC REGARDING DECEASED & INJURED YACHT CREWS & VESSEL LOCATIONS ETC.

THERE IS NO DOUBT THAT THE MEDIA WILL BE PRESENT AT THE SITES AT EDEN & MERIMBULA TO CAPTURE FOOTAGE & INTERVIEW RACE PARTICIPANTS ETC, & IN THIS REGARD POLICE SHOULD REFRAIN FROM RELEASING INFORMATION & REFER MEDIA TO THE E.O.C.

NEW YEAR'S EVE RESPONSE.

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SGT. BELL GAVE AN OVERVIEW OF THE PROPOSED LARGE PARTY (DREAM 2000) TO BE HELD AT PAMBULA OVAL ON NEW YEAR'S EVE. HE WENT TO A MEETING ON TUESDAY MORNING & AT THAT MEETING THE ORGANISERS RECEIVED A PRETTY SEVERE ROASTING FROM LOCAL COMMUNITY MEMBERS. D.A. GOES BEFORE COUNCIL ON 29.10.99 BUT AT THIS MEETING THEY WERE VERY QUIET.

THERE IS A PROPOSAL FROM THE ORGANISERS TO HAVE

MINUTES OF SYDNEY TO HOBART MEETING HELD AT MERIMBULA R.S.I. CLUB ON THURSDAY, 9 DECEMBER, 1999.

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PRESENT: D/O SWILKS - FAR SOUTH COAST L.A.C. & L.E.O.C.O.N.  
SGT. BELL - MERIMBULA SECTOR  
TONY CALLAN - D.E.M.O.  
DI PEARSON - C.Y.C.A.  
SGT. MOSTARD - GIPPSLAND WATER POLICE  
SAM HUGHES - A.U.S.S.A.R.  
DOUG MEIN - L.E.M.O. BEGA VALLEY SHIRE COUNCIL  
BERNIE CHRISCOLL - BEGA VALLEY SHIRE COUNCIL  
CATH. SHANDS - PAMBULA HOSPITAL

APOLOGIES : L.A.C. AMBLER  
GEORGE CHRYSS R.V.C.P.  
DAVE SHEPHERD D.O.C.S.  
GAVIN EDMUNDSON R.V.C.G.

COMMENCED: 2.15 p.m.

A/Inspector SWILKS opened meeting & indicated that meeting was designed to 'fine tune' plans for this year's yacht race. Congratulated participants at the E.O.C. training day which was designed to give local emergency services exposure & experience with the running of an E.O.C. and C.Y.C.A. an understanding of same.

Produced a draft of the S.O.P.'s (including contact numbers) for discussion & amendment if necessary.

Determined that formal local liaison between Police & C.Y.C.A. staff will commence a.m. on 27 December.

RICHARD MOSTARD - Indicated that mobile telephone coverage has been increased at Mallacoota. He will be able to be contacted on 0409-567462. They will have a 23 foot Bertram vessel at Mallacoota. It is trailerised & may be moved to Eden if circumstances dictate.

Requested information about the likelihood of Malacoota expecting a likely influx of evacuees if a similar situation occurs. SAM HUGHES indicated that this was the pilot's call as fuel was a problem with last year's race.

Indicated that D.V.R. systems are in place.

DI PEARSON - Tendered hard copy depicting descriptions/photographs of participants in 1999 race. Indicated that the security code for INTERNET site will be supplied on the day. Richard MOSTARD requested access to this site for Victorian Police purposes.

Indicated her role with C.Y.C.A. is in media liaison. She has experience of working with the Sydney to Hobart yacht races over the last 10 years.

TONY CALLAN - Emphasized that the Police Media Unit under DISPLAN has the responsibility for the release of information. All media should go through Police first in the



event of a major incident/emergency.

Considered whether we should contact the Police Media Unit prior to the race & advise them of the S.O.P.'s & their ability to supply liaison.

Di PEARSON fully supported this concept & indicated that she would be more than happy to work with the Media Unit.

Discussed the E.O.C. exercise & its benefit to all participants.

SAM HUGHES - Indicated that we should perhaps utilise the C.Y.C.A. media liaison when injuries are involved but utilise Police when deaths occur.

Highlighted that Sydney Water Police are co-ordinators but if the situation escalates, then A.U.S.S.A.R. assumes co-ordination.

A/Inspector SWILKS indicated that major injuries/deaths should have information confirmed & channelled through Police. This removes the problems associated with last year's race where relatives were involved of recovery of deceased when in fact this had not occurred. The Police role is to confirm information/intelligence prior to release & this aspect should be borne in mind by all participants/organisers. Agreed by all.

Indicated that the Lloyd's helicopter will shadow the fleet and land most likely at Nowra, Merimbula or Lady Baron.

DOUG MEIN - Raised the need for activation of DISPLAN lines at the E.O.C. where TELSTRA was to supply P.I.N.'s for activation. Tony CALLAN indicated he would follow this issue up.

MEETING CLOSED: 3.15 p.m.

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# **STANDING OPERATING PROCEDURES**



## **SYDNEY TO HOBART YACHT RACE 1999**

**PREPARED BY D.E. Swilks  
Duty Officer,  
Far South Coast L.A.C.  
17 December, 1999**

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**NOTE.**

**ALTHOUGH SPECIFICALLY PREPARED TO ADDRESS THE SYDNEY TO HOBART YACHT RACE, THESE STANDING OPERATING PROCEDURES CAN BE UTILISED AS A RESOURCE WHEN CO-ORDINATING ANY MARITIME-BASED MAJOR INCIDENT/EMERGENCY WITHIN THE BEGA LOCAL GOVERNMENT AREA.**

**OF PARTICULAR USE FOR EVENTS OTHER THAN THE YACHT RACE, REFER TO PARAGRAPH 4 ONWARDS.**

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## **STANDING OPERATING PROCEDURES - SYDNEY/HOBART YACHT RACE - 1999.**

### **1. PRIOR TO RACE COMMENCEMENT:**

- 1.1 Meet with Cruising Yacht Club of Australia (C.Y.C.A.) representatives immediately prior to race & obtain (hard) copies of participants (yachts, crew names, address & next of kin details) & descriptions of yachts entered - **YACHT DESCRIPTIONS OBTAINED 9.12.99.**
- 1.2 Obtain password for access to C.Y.C.A. race internet site - **TO BE OBTAINED AT COMMENCEMENT OF RACE.**

### **2. AFTER RACE COMMENCES:**

- 2.1 Establish liaison with C.Y.C.A. Crisis Management Team.
- 2.2 Initially this team will be located in the Eden area\* but will relocate to the Emergency Operations Centre (E.O.C.) in Maher Street, Bega, if an emergency is declared by the Local Emergency Operations Controller (L.E.O.C.O.N.).

### **3. LOCAL POLICE ARRANGEMENTS**

- 3.1 Duty Officer SWILKS will liaise with the Crisis Management Team from 10 a.m. on Monday, 27 December, 1999 & monitor race progress & weather conditions (anticipated that the fleet will be passing through this area from p.m. on 27 December, 1999).
- 3.2 Eden Sector Commander, Sergeant TILLMAN will work p.m. shift on 27 December, 1999 & establish a forward command post at the Eden Customs building (building will be fitted with Police radio base set) & will liaise with D/O SWILKS.
- 3.3 The Local Area Commander (L.A.C.), Superintendent AMBLER will attend forward command post p.m. on 27 December, 1999, & will liaise with D/O SWILKS & monitor race.

### **4. RESPONSE TO INCIDENTS/EMERGENCIES**

- 4.1 Ensure shift co-ordinator at Police Radio (Warilla) has been notified.

4.2 Establish site control (site controller/s).  
Location/s dependent on size of incident/emergency - see ANNEXURE 'A' for desirable locations.

4.3 **IDENTIFY :**

SCOPE OF THE EMERGENCY:

VESSEL/AIRCRAFT

LOCATION

NUMBER OF PASSENGERS - NEED FOR D.V.R.

NUMBER OF INJURED - NEED FOR D.V.R.

NUMBER OF DECEASED - NEED FOR D.V.I.

RESOURCES REQUIRED TO ASSIST

AREAS WHERE PASSENGERS/INJURED/DECEASED WILL BE LANDED (D.V.R. & D.V.I.)

4.4 **LEVEL OF EMERGENCY (CO-ORDINATED AT LOWEST LEVEL):**

1. Locally
2. By Sydney Water Police

4.5 Notify Duty Officer & consider contacting L.E.O.C.O.N.\* (need for opening E.O.C.).  
L.E.O.C.O.N. for Eurobodalla Local Government Area - Superintendent AMBLER  
L.E.O.C.O.N. for Bega Local Government Area - Duty Officer SWILKS

4.6 **CONSIDER RESOURCES:**

A.U.S.S.A.R.\*

VESSELS (SEARCH, RESCUE & RECOVERY)

AIRCRAFT

FUNCTIONAL AREAS (SUPPORT)\*

**FUNCTIONAL AREAS:**

WELFARE.....DEPARTMENT OF COMMUNITY SERVICES  
HEALTH.....AMBULANCE - BEGA, MERIMBULA & EDEN  
HOSPITALS - BEGA & PAMBULA

\* TELEPHONE NUMBERS INCLUDED IN ANNEXURE 'B' - CONTACT NUMBERS

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## ANNEXURE 'A'

### SITES & SITE CONTROLLER/S

During a major incident/emergency where numerous vessels &/or aircraft are involved in rescues & recovery of vessels/deceaseds, two main sites have been identified as requiring co-ordination within the Bega Valley Local Government area.

#### EDEN

Is the major safe port within this area. It has the capacity to safely accommodate a large number of vessels & experience indicates that vessels will travel to this haven to evade adverse weather conditions.

The Eden Sector Commander is the most appropriate person to co-ordinate this site & should consider the following whilst acting in the capacity of a **site controller** during a major incident/emergency:

- \* Determine extent of incident/emergency & whether he should appoint a **Police commander**.
- \* Establish site control (Customs office) & communicate this to VKG Warilla, other emergency services & E.O.C.(if activated).
- \* Ensure **liaison officers** attend site control.
- \* Maintain **operations log**.
- \* Ensure **access/egress** of emergency services vehicles.
- \* Establish perimeters & **restrict access** to wharf areas.
- \* Establish a **media liaison officer, media briefing times & media briefing area**.
- \* Ensure maintenance of **Disaster Victim Registration (D.V.R.)** of victims as they arrive at Eden port/dock. Consider D.V.R. points at each wharf.
- \* Ensure **Disaster Victim Identification (D.V.I.)** conducted by D.V.I. team of deceased persons as they arrive at the port/dock.
- \* **Liaise with E.O.C.**

#### MERIMBULA

Merimbula airport is the most likely local facility that will receive victims rescued or recovered by aircraft. It has been utilised on prior occasions & problems confronting Police at this location relate to controlling the public, media, D.V.R. & D.V.I.

The Merimbula Sector Commander is the most appropriate person to co-ordinate this site & should establish site control in the Airport Agencies office. Considerations related to this site include:

- \* Determine size of incident/emergency & whether he should appoint a **Police Commander**.
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- \* Establish **site control & communicate** same to VKG (Warilla), emergency agencies involved in the operation & E.O.C. (if activated).
  - \* Ensure **liaison officers** attend site control.
  - \* Maintain **operations log**.
  - \* Establish perimeters & **restrict public access** to the airport facilities, particular care to be taken with entry onto tarmac/aircraft movement areas.
  - \* Maintain **access/egress** of emergency services vehicles.
  - \* Establish **media liaison**, media briefing times & media briefing area.
  - \* Establish **D.V.R. & D.V.I.** teams.
  - \* **Liaise with E.O.C.**

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## ANNEXURE 'B'

### CONTACT NUMBERS

CORRECT AT 9.12.99

#### POLICE

LOCAL AREA COMMANDER.....0411-206447

#### DUTY OFFICERS

BEGA.....0412-992103

BATEMANS BAY.....0412-694563

CRIME MANAGER.....0413-013875

#### DISTRICT EMERGENCY MANAGEMENT OFFICERS

MONARO (TONY CALLAN).....0417-663717

ILLAWARRA (PETER CONELIUS).....0419-618644

#### WATER POLICE

SYDNEY.....02-9692-5411

EAST GIPPSLAND.....Fax 03515-67068.....03515-67462

WARILLA RADIO.....242-556200

MEDIA UNIT.....Fax 9339-5630.....9265-4213

#### POLICE STATIONS

BEGA.....Fax 6492-9911.....64-929999

MERIMBULA.....Fax 6495-3700.....64-951366

EDEN.....Fax 6496-3351.....64-961444

MALLACOOTA.....Fax 0351 580576.....03515-80280

#### FUNCTIONAL AREAS

##### WELFARE (D.O.C.S.)

David SHEPHERD...A.H. 6494-1668.....0418-251984.....6492-3888

Leslie WELLS.....6494-0149

(If unavailable 1800-066-777 or 9381-0402)

##### HEALTH

AMBULANCE.....131233

HOSPITALS.....BEGA 6492-9111.....PAMBULA 6495-6002

#### SUPPORTING AGENCIES

AIRPORT AGENCIES (MERIMBULA)

Fax 6495-2034.....6495-4211

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AUSTRALIAN VOLUNTEER COAST GUARD (A.V.C.G.)  
 BERMAGUI - Fax & Phone.....6493-4506

AUSTRALIAN SEARCH & RESCUE (A.U.S.S.A.R.)..... 6230-6811  
 Fax 6230-6868.....1800-641792

BEGA VALLEY SHIRE COUNCIL - LOCAL EMERGENCY MANAGEMENT  
 OFFICER (L.E.M.O.) .....Doug MEIN.....6492-1287  
 If unavailable Phil COLLINS.....6493-2334  
 or John CULLEN.....6493-0365

CRUISING YACHT CLUB OF AUSTRALIA  
 Di PEARSON.....0418-687215  
 Andrea.....0417-282172  
 (Or contact Twofold Bay Motor Inn - 6496-3111)

CUSTOMS (EDEN).....Fax 6496-3181.....6496-1667

HARBOUR MASTER (EDEN).....6496-1719

INTERPOL.....0262-757643

ROYAL VOLUNTEER COASTAL PATROL (R.V.C.P.)  
 EDEN.....Fax 6496-3589.....6496-2167  
 MERIMBULA.....Fax 6495-3027.....6495-3331

STATE EMERGENCY SERVICES (S.E.S.)  
 BEGA (CONNIE McCABE).....0412-720379  
 EDEN (ALLAN BOLTON).....6496-1571

TELSTRA.....6492-1434  
 (DISPLAN No's 9265-4501 & request recall of personnel  
 from telephone services for additional emergency  
 lines or place call via D.E.M.O.)

VOLUNTEER RESCUE ASSOCIATION (V.R.A.).....6492-4124

WATERWAYS AUTHORITY (MERIMBULA).....6495-1816

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New South Wales Police Service  
**GENERAL STATION PAD**

P. 518

No. ....

Date, Time and Action Required	Particulars	Police in Charge, Action/Result, Time, Date, Signature and Rank of Police involved
27/12/99 7am	STATION OPENING 7AM SHIFT	<u>RECORD</u>
99/807	Station found intact and secured. On hand, 3 portable radios, 2 alcometres, 2 torches	
	MONIES:	
	MPB C457651 \$0.25	
	MPB C457675 0.05	
	MPB C457686 (cash) \$990 (chg) 922-	
	<i>K. Markulin</i>	
	K. Markulin Sen Const.	
27.12.99	INFORMATION RE: SYD/HOB YACHT	<u>RECORD</u>
8.10am	Information has been received from the yacht Magna Data at	AUSSAR INFORMED BY
From: John	8.10am indicating during the	RVCP.
AVEYARD	night they hit a solid object	
Volunteer	and have lost the port rudder.	
Coastal Patrol	At this stage they are going	
99/808	to continue in the race.	
	Co-ordinates given as of	
	8.10am are 38 27	
	150 17	
	Information only at this	
	stage.	
	<i>K. Markulin</i>	
	K. Markulin	
	S/Const.	
27/12/99	YACHTS WITHDRAWING SYD/HOB	<u>RECORD</u>
9.00am	I am ringing to let you know	
From: John	that we have had confirmation	
AVEYARD	that the yacht Not Negotiable	
RVCP	has withdrawdue to a borken	
99/809	boom and is expected to arrive	
	in Eden 6am tomorrow.	
	Cruis Control has also with-	
	drawn with unstated mast	
	troubles and is expected in	
	Eden 1pm today.	
	<i>K. Markulin</i>	
	K. Markulin	
	Sen/Const.	

New South Wales Police Service  
**GENERAL STATION PAD**

No. ....

Date, Time and Action Required	Particulars	Police in Charge, Action/Result, Time, Date, Signature and Rank of Police involved
27.12.99 9.40am	SYDNEY TO HOBART: DAMAGED VESSELL.	R E C O R D
John AVEYARD Coastal Patrol	We have another damaged vessel. Name CHUTZPUH with broken rigging. Due in 7pm tonight.	Sgt Tillman to note.
99/810	Ken Jury S/Con	
27.12.99 10.00am Andrea HOLT	SYDNEY TO HOBART ADMIN STAFF.	R E C O R D
	Organiser rep: Andrea (Gus) HOLT Room 3	
99/811	Twofold Motor Inn Mob No. 0417262172	
	Director Jeff LAVIS will be arriving later this afternoon and also staying at Twofold Motor Inn	
	Ken Jury S/Con	
27.12.99 10.15am	SYDNEY TO HOBART: SOWS EAR DAMAGED.	R E C O R D
John Aveyard Coastal Patrol	Vessel Sows Ear has a broken Forstay. Due into Eden 8pm tonight.	
99/812	Ken Jury S/Con	

**EMERGENCY OPERATIONS CENTRE**

**OPERATIONS LOG**

EVENT / LOCATION: **SIDNEY / HOBART** Date: **27 / 12 / 99**

No.	TIME	EVENT	ACTION / COMMENT
1	10.20a	Set up C.P. at Eden P.S.	
2	10.30a	Contact Andrea HOLT, CYCA will not release coded access to Internet site unless emergency declared. General access under WWW.SYD-HOB.TELSTRA.COM Fax. to MUSTARD at Mollacoota	
3	11.15a	Arrange for Andrea to bring computer to C.P. with internet access.	
4	12md	Withdrawals / No losses injured NOT NEGOTIABLE ETA 6a 28/12 - Of Montague CRUISE CONTROL ETA 1p 27/12 CAUTZPAH ETA 7p 27/12 Jaws EAR ETA 8p 27/12 FUN & GAMES ETA 5p 27/12	
5	12.20p	Contact RUCP & request info of disabled yachts to be passed on as well as when they enter port.	
6	1.35p	CRUISE control entered Two-fold Bay	
7	3.15p	Scheds received. last vessel 6km Nth of Montague Is.	
8	3.55p	Greg WHITE checked in. Contact N° 0412 446407	
9	5.40p	Jaws EAR arrived in port. 6.30p Close down CP on call.	
10	8.25a 28/12/99	Check with Greg RUCP re Pipe Dream 9. According to Internet Pipe Dream 9 Nth of Eden but Skeds at 3am in Bass Strait.	8.55a vessel well into Bass Strait.

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## PARTICIPANTS IN SYDNEY/HOBART YACHT RACE PLANNING FORUM

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Local Area Commander, Superintendent AMBLER c/- Police Station, Batemans Bay	4472-0000
A/Inspector SWILKS (L.E.O.C.O.N.) c/- Police Station, Bega	6492-9999
S/Sergeant WELSH, S/c COMBER (Sydney Water Police) N.S.W. Police Marine Command Fax.	9692-5410 9692-5407
Sergeant BELL (Sector Commander, Merimbula) c/- Police Station, Merimbula	6495-1366
Sergeant TILLMAN (Sector Commander, Eden) c/- Police Station, Eden	6496-1444
Sergeant MOSTARD (East Gippsland Water Police) Slip Road, Paynesville, Victoria, 3880.	02-5156-7462 Fax. 03-5156-7068
Arthur HEATHER, Graham LLOYD, Sam HUGHES (A.U.S.S.A.R.) G.P.O. Box 2181, Canberra City, A.C.T.	02-6279-5711
Andrew THOMSON (C.E.O. of C.Y.C.A.) Phil. THOMPSON (Race Director) 1 Newbeach Road, Darling Point, 2027.	9363-9731 Fax 9363-9745
George CHRYSS (Eden R.V.C.P.) P.O. Box 284, Eden, 2551.	6496-2167
Gavan EDMUNDSON (Bermagui R.V.C.G.) P.O. Box 24A, Bermagui, 2546.	6493-4595
David SHEERS (Ambulance Service)	6492-4429
Catherine SHANDS (Pambula Hospital) P.O. Box 226, Pambula, 2549.	6495-6002
David SHEPHERD (D.O.C.S.)	6492-3888
Connie McCABE (Bega S.E.S.) P.O. Box 968, Bega, 2550.	6492-4123 0412-720379

Alan BOLTON (Eden S.E.S.)  
12 Cocora St., Eden, 2551.

6496-1571

Doug MEIN (L.E.M.O.), Bernie CHRISCOLL (Bega Valley Shire Council)  
Zingel Place, Bega, 2550.

6499-2178

Fax. 6499-2200

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