

H.S.

CANADIAN MARINE RESCUE



AUXILIARY

(NFLD) INCORPORATED

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NEWSLETTER

1982

Fourth Annual CMRA Meeting held in St. John's

An Auxiliary representative from each of Newfoundland and Labrador's 10 CMRA districts met in St. John's on November 19th and 20th for the Fourth Annual Meeting of the Canadian Marine Rescue Auxiliary (N) Inc. The delegates met on Friday evening in the Airport Inn and started the proceedings with a tour of the Marine Rescue Sub-Centre. A plenary meeting and informal get-together were held that night and all delegates were given the opportunity to meet and discuss items of interest.

The official meeting began Saturday morning at 0830. In attendance were:

- Mr. H. Strong — President
- Captain J. Batt — First Vice-President
- Mr. H. Pittman — Second Vice-President
- Dr. C.R. Lucas — Secretary/Treasurer
- Mr. C. Normore — District 1
- Mr. D. Hann — District 3
- Mr. F. Matchem — District 3
- Mr. M. Forsey Jr. — District 5
- Mr. E. Bruce — District 6
- Mr. W. Ricketts — District 9
- Captain P. Troake — District 10
- Mr. L. Humphries — Regional Director General, Coast Guard, Newfoundland Region
- Mr. P. Boisvert — Director of Marine Search and Rescue, Ottawa
- Captain G. Legge — Regional Manager Search and Rescue, Newfoundland Region
- Mr. E. Stack — Regional Co-ordinator, Canadian Marine Rescue Auxiliary (N) Inc.
- Mrs. S. Daly — Regional Training Officer, Canadian Marine Rescue Auxiliary (N) Inc.

Some highlights of the meeting were:
— Mr. Pierre Boisvert congratulated the delegates on having an efficient and well run organization.

- Captain G. Legge introduced himself to the delegates and expressed his wishes that the organization continue in its successful manner for the years to come.
- Training for Auxiliary members is scheduled for Districts 2, 3, 8, and 10.
- Identifying crests and insignia are now available for Auxiliary members.
- Reimbursement rates have been increased to \$3.50 per metre length per hour involved in Authorized Activity.

The election of officers took place with Mr. Harry Strong elected as President, Dr. C.R. Lucas elected as Secretary/Treasurer, Captain Jim Batt, elected as First Vice-President and Mr. Herbert Pittman elected as Second Vice-President.

On Saturday evening the delegates gathered for supper in the Airport Inn. Mr. Lorne Humphries, Regional Director General, Coast Guard was the guest speaker.



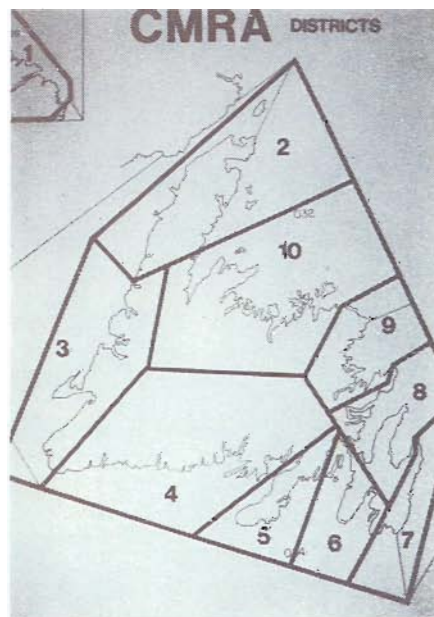
Pictured at annual meeting from left to right: Dr. C.R. Lucas, Secretary/Treasurer, Mr. Harry Strong, President, Mr. Ed Stack, Regional Co-ordinator.

MEMBERSHIP — CMRA 1982

The membership of the Canadian Marine Rescue Auxiliary has continued to grow during the past year. From a membership which included 96 vessels in 1981 the organization has grown to include 121 vessels and 10 radio operators.

From January 1, 1982, until November 15, 1982, auxiliary members had responded to an unprecedented 59 Search and Rescue incidents, the largest number in the Auxiliary's history.

A total of \$19,000.00 reimbursement has been paid this year ranging from a high of \$2,102.74, to a low of \$41.20.



Coast Guard Presence at Annual Meeting

The Canadian Coast Guard was well represented during the CMRA (N) annual meeting which was held in St. John's in November. Mr. Lorne Humphries, Regional Director General, Coast Guard, Newfoundland Region; Mr. Pierre Boisvert, Director of Search and Rescue; and Captain George Legge, Regional Manager, Search and Rescue, Newfoundland attended the morning session of the 1982 Auxiliary meeting.

Each of these gentlemen contributed a great deal to the proceedings. Mr. Boisvert spoke to the delegates, giving an overview of the Search and Rescue organization and complimented the CMRA on how well it supplemented the overall Search and Rescue picture. Mr.

Boisvert stressed that each and every member of the CMRA (N) Inc. should be proud to belong to an organization which has proven to be important to mariners plying the waters of this region.

During his speech the Director of Search and Rescue pointed out many valid and interesting points concerning Search and Rescue on a national level, and discussed the importance of thorough and adequate training in Search and Rescue procedures. In order to meet the rigid demands placed on an auxiliariest during SAR cases, Mr. Boisvert told the delegates that one seat in every fifteen would be made available for an auxiliariest member to attend Transport Canada's Search and Rescue Course in Cornwall, Ontario. This course would be three weeks in duration and upon completion an Auxiliariest will be fully qualified to assist in the training of other CMRA members.

Captain Legge, the new Regional Manager of Search and Rescue was introduced to the delegates and spoke

during the meeting. He expressed his sincere thanks to the CMRA for their contribution in resolving SAR cases and indicated that he is looking forward to working very closely with the Auxiliary during future years.

Mr. Humphries spoke to the delegates and their wives at a meal held at the conclusion of the meeting. He greeted the members with enthusiasm and spoke about the organization's humble beginnings. Mr. Humphries praised the professionalism and dedication exhibited by the members and applauded the members' wives as their support and assistance during SAR cases has made a significant contribution to the preservation of life and property.

The 1982 annual meeting was certainly a success. It was the first meeting at which all ten districts were represented and also was the first time the Regional Director General, Newfoundland Region and the Director of Search and Rescue, Ottawa were able to attend.

Two Displays Now Available

The Search and Rescue Department of the Canadian Coast Guard now has two marine safety displays available for use during exhibitions, community days and other public functions.

One display is ideal for outdoor use and includes information about safety equipment, safety regulations, and the Canadian Coast Guard. This display provides essential information for mariners and is available during the summer months.

The second display is designed for use indoors and covers topics such as the Search and Rescue organization, the CMRA and boating safety.

The display is usually staffed by a member of the Safe Boating Detachment ready to provide information and answer related questions.

Both displays are portable and may be set up and removed in a very short time period.

If your community is interested in having either of these displays during a community day or other gathering feel free to contact the Search and Rescue Department in St. John's for information.

Letter of Thanks to Former Regional Manager Search and Rescue

Mr. Rod Stright
Regional Manager Emergency
Operations
Maritimes Region
P.O. Box 1013
Dartmouth, Nova Scotia
B2Y 3Z7

Dear Rod:

At the last meeting of the Board of Directors of the CMRA (N) Incorporated, a certain amount of reflection occurred upon the record of the organization since its founding. With a complete disregard for modesty, it was the opinion of the Board that the CMRA (N) has achieved considerable success in its primary objective of supplementing existing SAR resources in the Newfoundland Region.

That we were able, after just three years, to adopt with confidence such an attitude is due to many factors. It was, however, the unanimous opinion of the Board that a significant one of those factors was the active support and encouragement you gave the CMRA during its founding and early development.

I have, therefore, been directed by the Board of Directors to communicate to you their recognition and gratitude for the part you played in making possible the success enjoyed by the CMRA in the Newfoundland Region.

Yours sincerely,
C.R. LUCAS
Secretary/Treasurer
CMRA (N) Inc.



Pictured here a portion of the SAR display showing information about the CMRA.

The New Canadian Buoyage System

Throughout history mariners have shared one thing in common, the use of buoys to aid in safe navigation. Since extensive travel by water began buoys have been used to mark various dangers to shipping. Different colours, shapes and light characteristics have been used to mark different types of dangers. Unfortunately various nations utilized separate systems and mariners from these countries would often become confused when travelling from one buoyage system to another. In fact by 1960 at least 30 different buoyage systems were in use throughout the world.

The purpose of a buoyage system, no matter what its characteristics, is to prevent marine accidents. It is only effective if all those who use it completely understand the meaning of the lights, colors and shapes utilized. In 1971 a marine disaster off the coast of England showed the shipping nations of the world that misunderstanding local buoyage systems could lead to fatal disasters.

On January 11th, 1971 a collision occurred between an empty tanker, "Texaco Caribbean" and a cargo vessel "Paragus". The tanker was torn in two by an explosion and the fore section of the vessel sank but the after section remained afloat, causing a serious danger to navigation. A British lighthouse tender "Siren" arrived at the scene after dark and was unable to place appropriate buoys to mark the wreck. "Siren" herself stayed on station and served as a marker by floodlighting her superstructure and displaying three green lights in a vertical line to indicate the side on which safe passage lay.

During the night a German vessel "Brandenburg" approached the scene of the accident and misunderstood the green signal displayed by the light vessel, "Siren". "Brandenburg" struck the wrecked after section of the "Texaco Caribbean" and sank in minutes.

By January 25th the wreck of the "Texaco Caribbean" and the new danger caused by the wrecked "Brandenburg" had been surrounded by five buoys and a manned lightship. It was certainly a surprise when on January 27th three vessels were warned away from the danger area, and a Greek vessel "Niki" altering too late, struck the wrecked "Texaco Caribbean" and sank in minutes with no survivors.

By this time it was abundantly clear that the warning buoys were not being understood and another lightship and a total of 14 buoys were stationed around the danger until the wrecks could be removed altogether. Even with these additional buoys other ships passed through the danger area, luckily without striking the wrecks.

This disaster, among others, prompted nations to meet and develop a system of buoyage which would be used internationally with no confusion. They actually developed two very similar systems, the difference being the side of the channel on which the red coloured buoys are used. All Western Hemisphere countries and Korea, Japan and the Phillipines will be using red buoys on the starboard side. Thus, in Canada, the rule "red, right, returning" will continue to apply.

In spring 1983 there will be some changes in the colour of buoys used in Canadian Waters. The major changes in Newfoundland and Labrador will be:

- Black porthand buoys will be painted green
- Fairway buoys will be painted red and white
- Channel buoys will be painted green and red.

Cardinal buoys are a new type of buoy

which will be introduced in the future. These buoys will be black and yellow and will have a topmark which will correspond to the safe side on which to pass. The buoys will be placed to the North, South, West or East of a danger and will indicate by their colour, light, and topmark in which direction safe passage lies. These buoys will be introduced at a later date, and will be used only where other buoys may prove to be confusing.

The Canadian Coast Guard, Aids & Waterways Division have complete details of all changes mariners may be expecting in the future months.

If you would like an information brochure on the new system feel free to write to:

Regional Manager Aids & Waterways
Canadian Coast Guard
P.O. Box 1300
St. John's, Newfoundland
A1C 5N5



Captain Peter Troake, the Past President, Canadian Marine Rescue Auxiliary (N) Inc., was again elected to represent District 10 during 1983. Captain Troake has been a member of the Rescue Auxiliary since its inception and served as President from 1979 until 1981. He has been instrumental in making the Auxiliary a success.

In recognition of his outstanding contribution to the organization, the Auxiliary presented him with a framed picture of the Coast Guard Ship Grenfell.

Captain Troake continues to be a valuable member of the Canadian Marine Rescue Auxiliary (N) Inc. He is a leader in his community and is well known to mariners throughout the province.

Thank you again to Captain Troake, an outstanding mariner who we are proud to know as a member of the Rescue Auxiliary.

Contract Signing — Ottawa

In December of 1981 Mr. Harry Strong (President) CMRA (N) Inc. and Captain Jim Batt (First Vice-President) travelled to Ottawa to meet with Rescue Auxiliary organizers and review the formal contract of agreement. This contract lays out the benefits to which all Auxiliary members are entitled and the rules under which these benefits are applicable. The contract was signed on December 17, 1981 by both Captain Batt and Mr. Strong and is presently being considered by Treasury Board.



(L-R): H. Strong, President, M. Pepin, Minister of Transport and J. Batt, First Vice-President sign Contract of Agreement.

We're Here to Help!

Here in Newfoundland there are two Coast Guard employees involved directly with the Canadian Marine Rescue Auxiliary.

Ed Stack, the Regional Co-Ordinator acts as an intermediary between the Auxiliary organization and the Canadian Coast Guard. He is the person who authorizes reimbursement and represents the Auxiliarist for insurance claim procedures. Mr. Stack is a resident of Newfoundland and is very familiar with the fishing communities throughout the province.

Sue Daly is responsible for the training of Auxiliary members. She organizes training sessions which include such things as first aid, SAR procedures and practical exercises with the Rescue Helicopter.

Both these people are available to answer questions and assist an Auxiliary member with reimbursement claims or other related matters.

You may contact either of them by calling 772-4074 (collect) or by writing to:

P.O. Box 1300
St. John's, Newfoundland
A1C 5N5

Remember no question is too small, the Coast Guard Staff is here to help!

New CMRA Crests Now Available

A new wire crest, mounted on black cloth is now available to CMRA members through the Search and Rescue office. The crest is suitable for wear on a blazer and is an impressive symbol of membership.

These crests are priced at \$8.95 and may be obtained by sending a cheque in this amount payable to the Receiver General of Canada.

Cheques or any questions should be forwarded to:

Canadian Marine Rescue
Auxiliary (N) Inc.
P.O. Box 938
St. John's, Newfoundland
A1C 5M3

Reporting SAR Cases

A large number of the cases to which auxiliary members respond are initiated by the owner of a distressed vessel rather than by the Marine Rescue Sub-Centre. This does not make the incident any less of a Search and Rescue case and an Auxiliarist is entitled to reimbursement as for any other SAR work in which he might be involved. There is one essential step which must be taken to ensure reimbursement is quickly received.

If a SAR incident occurs and the persons in distress contact an Auxiliarist directly, the Auxiliarist **MUST** advise the Marine Rescue Sub-Centre by telephone or by radio when he begins and completes assisting the disabled vessel.

In order to contact the Marine Rescue Sub-Centre by telephone dial 772-5151 in St. John's or ask the operator for Zenith 07021. If you are unable to call personally, have someone telephone on your behalf. To contact by radio, call the local Coast Guard Radio Station and ask them to pass on information to the Rescue Sub-Centre. These calls are provided free of charge and take only a few moments. By advising the Search and Rescue organization that you are involved you will ensure the Coast Guard insurance coverage will apply should it be necessary.

Loran C

The Canadian Coast Guard is building a new Loran C station in Fox Harbour, Labrador, that will be operational in late 1983. This will improve Loran C coverage on the North and East coasts of Newfoundland, the southern Labrador sea and the approaches to the Gulf of St. Lawrence.

Other coastal areas are already served by the North Atlantic Chain and the Canadian East Coast Chain.

The Loran C system is intended to replace the Loran A and Decca systems that are being phased out and provides a much greater combined range and accuracy than either of the two older systems. Loran C is accurate to within a quarter of a mile 95% of the time within the specified coverage areas. This area can extend up to a distance of 800 NM with a usable but less reliable signal extending beyond these limits.

Operationally, though, many mariners report greater accuracy than a quarter of a mile. In addition to being used to determine your vessel's present position, Loran C may also be used to return to a good fishing area.

Loran C is a navigational system based on the difference in time of arrival of pulse-type transmissions from a minimum of two stations. This time difference is measured in microseconds, and when referenced to Loran C charts, gives the vessels position relative to the transmitting stations.

In addition to the new station at Fox Harbour, the Newfoundland Region of the Coast Guard operates a Loran C Station at Cape Race. Other Loran C signals used by mariners in Newfoundland waters come from Caribou and Nantucket in the United States and Angissoq in Greenland.

Loran C signals are monitored continuously at the Loran C monitor station in St. Anthony where watchstanders ensure the incoming signals are accurate.

Coast Guard Radio Stations issue Notices to Shipping broadcasts to notify mariners if there is any inaccuracy in the transmitted signal.

The advances in micro-electronics in recent years has reduced the cost of the Loran C receivers to the point where they are now available from marine electronic suppliers starting at about \$2,500.

If you would like more information about the Loran C system, feel free to contact:

Telecommunications & Electronics
Canadian Coast Guard
P.O. Box 1300
Southside Road
St. John's, Newfoundland
A1C 5N5