

H.S.

CANADIAN MARINE RESCUE



AUXILIARY

(NFLD) INCORPORATED

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NEWSLETTER

1984

SIXTH ANNUAL CMRA MEETING

HELD IN GANDER

Representatives from eight of the ten CMRA districts met in Gander on November 9 and 10 for the Sixth Annual Meeting of the Canadian Marine Rescue Auxiliary (N) Incorporated.

The meeting began at 1400 on Friday, the 9 of November. In attendance were:

- Mr. H. Strong — President,
Representative District 8
- Mr. H. Pittman — First Vice-President,
Representative District 2
- Capt. J. Batt — Second Vice-President,
Representative District 4
- Dr. C.R. Lucas — Secretary/Treasurer,
Representative District 7
- Mr. C. Normore — Director District 1
- Mr. F. Matchem — Director District 3
- Mr. S. Sturge — Representative
District 9
- Mr. J. Troake — Representative
District 10
- Canadian Coast Guard Representatives:
- Mr. E.P. Stack — Regional Co-ordinator
CMRA (N)
- Mr. R.C. Coles — A/Regional Training
Officer CMRA (N)
- Mr. J. Anderson — National Staff
Officer, Canadian Marine Rescue
Auxiliary.

Mr. J. Anderson, National Staff Officer CMRA, addressed the Board of Directors and representatives of the CMRA (N) on behalf of Mr. Pierre Boisvert, Director, Search and Rescue Canada. Mr. Anderson spoke briefly on the Canadian Marine Rescue Auxiliary and the various programs undertaken by its members. Mr. Anderson thanked the President and the Board of Directors for the support shown by the membership over the past six years and wished them continued success in the future.

The results of the election of officers

for 1985 are as follows: Mr. Harry Strong, President; Mr. Herbert Pittman, First Vice-President; Mr. Claude Normore, Second Vice-President; and Dr. C.R. Lucas, Secretary/Treasurer.

In addition, at their recent Annual Meeting, Directors of CMRA were privileged to tour 103 Rescue Unit at Canadian Forces Station, Gander. Major Keith Gathercole, Officer-in-Charge of the Unit which flies Labrador and Voyageur helicopters, the ones heard clattering overhead at the scene of search and rescue incidents, gave a short lecture and slide presentation on the history, training and operations of the Unit. The Directors, their wives and other members present, also viewed the variety of equipment used by Search and Rescue Technicians and had an opportunity to inspect the helicopters used by the Unit. Major Gathercole and his duty SAR Technician provided a useful overview of their Units' role, capabilities and limitations in Search and Rescue. As a result, those CMRA members present developed a better appreciation of how to conduct themselves when operating with a helicopter on a SAR incident and of the problems faced by the Unit in their SAR operations.

Later, during the Annual Meeting, Major Gathercole and his wife were guests at a dinner attended by the Directors and their wives. Other invited guests at the dinner included: Mr. Lorne Humphries, Regional Director General, Canadian Coast Guard and his wife; Captain George Legge, Regional Manager Search and Rescue and his wife and Mr. Jim Anderson, National Staff Officer, CMRA.

Following the dinner, Mr. Humphries spoke briefly to those present about his views of CMRA activities in the Region. He mentioned the gratitude of Coast Guard for the assistance provided by CMRA in handling small vessel incidents in remote parts of the Region which it would be impossible for Canadian Coast Guard personnel to patrol constantly with the resources at their disposal. He also referred to Coast Guard's appreciation for the support from the wives of CMRA members who put up with unexpected absences, handle problems at home while members are away and who in some cases assist by manning radios or even by acting as crew.

Captain Legge also addressed the dinner and thanked the Directors for their enthusiastic participation in CMRA at both the administrative and the operational level. Coast Guard would, he said, maintain current levels of financial and personnel support, subject always of course, to budgetary restraints.

Captain Legge encouraged further recruiting into CMRA and noted that present membership is roughly 210 vessels and 310 regular members plus about another 500 individuals who are also involved as a result of being crewmen in Auxiliary vessels. He concluded his remarks by congratulating the new Executive and Board of Directors on their recent election and by thanking Mr. Stack and Mr. Coles and their staff for the excellent work they are performing towards making CMRA a successful component of the Search and Rescue organization in the Newfoundland Region.

COMMISSIONER'S COMMENDATION



Above left, the Commissioner, Canadian Coast Guard, R.A. Quail presents the Commissioner's Commendation to the President, Harry Strong and the Secretary/Treasurer, Dr. C.R. Lucas of the Canadian Marine Rescue Auxiliary Newfoundland Incorporated. The inscription states: *The Commissioner's Commendation is awarded to the Canadian Marine Rescue Auxiliary Newfoundland Incorporated to recognize excellence in its five years of volunteer auxiliary support to the Canadian Coast Guard in Marine Search and Rescue.*

Reporting SAR Incidents

A large number of incidents to which Auxiliary members respond are initiated by the owner of a distressed vessel making direct contact with an auxiliariast rather than by the Marine Rescue Sub-Centre (MRSC). When such an incident occurs it is the responsibility of the auxiliariast responding to notify the MRSC, as soon as possible, of the type of incident and the action taken and to again notify the MRSC when the incident has been resolved.

To contact the MRSC by radio, call the local Coast Guard Radio Station nearest you and have them relay your message. If you are unable to contact a Coast Guard Radio Station possibly another vessel in your area could assist you. If radio contact is not possible, use the telephone at the first opportunity.

To call the MRSC by telephone, in the St. John's area dial 772-5151 and outside the area ask the operator for Zenith 07021. These calls are free of charge. By advising the MRSC of your involvement, you will ensure the Coast Guard Insurance coverage and reimbursement will apply.

Incident Report Forms

Auxiliariasts involved in a SAR incident are required to submit an incident report form as soon as possible. This allows for the processing of reimbursement due and action if a claim for insurance is involved.

Auxiliariasts are encouraged to list as much information pertaining to the case as possible. For example, the incident number, name and description of the vessel assisted, owner/operator of vessel assisted, summary of action taken, and the names of non-auxiliariasts on board the auxiliary vessel. A brief description of the weather is also important. By listing the names of non-auxiliariasts on board, SAR personnel are able to determine the total number of man hours involved in the case.

Incident report forms should be sent to:

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

NOTE:

When filling in Incident Report Forms, use the 24 hour clock. If you are familiar with it.

CRESTS

Canadian Marine Rescue Auxiliary blazer crests are available, at a cost of \$8.95. If you require one, send your request with payment in cheque or money order, made payable to the Receiver General for Canada, to the Regional Co-Ordinator at the address below:

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

COURTESY EXAMINATIONS

SAR Prevention Officers, along with members of the Canadian Marine Rescue Auxiliary, have been conducting courtesy examinations for pleasure craft within the various Coast Guard Regions in Canada. In 1984 it was decided that courtesy examinations would apply to fishing vessels under 15 GRT. Courtesy examinations of pleasure craft and fishing vessels under 15 tons have been conducted to ensure these vessels have the mandatory safety equipment on board and to make the owner/operator aware of small vessel regulations and the different types of approved/non-approved safety equipment available at the various marine outlets. By making the owners/operators of small vessels aware of the need to have the proper safety equipment, it is hoped to have a positive impact on reducing the number of SAR incidents that happen each year, thereby, making boating safer for all participants.

If you own a fishing vessel under 15 GRT or pleasure craft of any size, courtesy examinations may be arranged by calling 772-2122.

Lectures/Demonstrations on Search and Rescue/Safety

If your group or community is interested in a presentation on Search and Rescue; how it works, what is available, plus safety equipment, prevention and treatment of hypothermia, etc.? If so, send your request in writing to: Regional Manager, Search and Rescue, P.O. Box 1300, St. John's, Nfld., A1C 6H8, or phone 772-4074.

Canadian Marine Rescue Auxiliary (N) Involved in Lifesaving Incident

Andrew Doyle, 24, did not think twice before coming to the rescue of Jim LeGrow during an accident five kilometers outside the Narrows of St. John's harbour.

Doyle jumped from the fishing boat Jennifer Marie to the Newfoundland Dockyard tug Taskall, where Capt. Frank Osmond was trying to pull LeGrow out of the water.

LeGrow was washed overboard after cutting the towline between the 15-metre Taskall and the 50-metre Arctic Prowler after the line became snagged and started to drag the tug under the other vessel.

The Arctic Prowler's steering was limited and she had radioed for help in getting through the Narrows.

When LeGrow went overboard he had no problem swimming to the side of the Taskall, but because of heavy seas Osmond could not manage to rescue him alone.

Doyle is a crew member on the Canadian Coast Guard auxiliary vessel Jennifer Marie. She had followed the Arctic Prowler from Fermeuse, Tuesday, the 9 of October, at 8 p.m. until Wednesday morning, the 10, at 6:15 when they arrived at the Narrows.

Initially, the captain of the Arctic Prowler had wanted to take her into Fermeuse. However, Ralph Keats of Bay de Verde, owner and operator of the Jennifer Marie, told the captain the harbour in Fermeuse could not accommodate her.



Ralph Keats, owner and operator of the crab boat Jennifer Marie, recalls the accident of October 10 outside the Narrows, in which a crew-member on a Newfoundland Dockyard tug was rescued with the help of Andrew Doyle (right), of Bay de Verde. Doyle had to make a dangerous jump to the tug to get to the assistance of Jim LeGrow who survived half an hour in the chilly waters.

While waiting for the tug to arrive, the longliner was about one kilometer away from the Arctic Prowler. Daylight was just breaking at 6:45 a.m. when the five-man crew on the Jennifer Marie heard the Mayday signal on the radio alerting them that a man was overboard.

Although the Arctic Prowler continued on to St. John's shortly after, Keats suspected something was wrong when the Taskall did not respond on the radio.

He brought his vessel up alongside the tug, and, realizing the situation, Doyle volunteered his assistance right away.

"I was the one closest to it," he said. The two vessels were moving up and down in the 10-foot waves, and after a couple of attempts Doyle jumped and landed spreadeagle on top of the tug's wheelhouse.

Later he did not recall many of the details of his action.

"All I know is that I got on," he said.

Doyle and Osmond had to lean over the side of the Taskall to grab hold of LeGrow's wrist. The water was about eight degrees, but a strong northeasterly wind and a surface temperature of one degree made conditions even worse.

LeGrow spent about half an hour in the water. When he was pulled onboard he did not say a word, Doyle said, and just crawled to the wheelhouse where he lay down. He was brought to the Health Sciences Centre and treated for exposure and hypothermia and released the following day.

Doyle, a crew member for two years, had to go to hospital himself because of problems with bruised ribs sustained when he jumped from the Jennifer Marie.

The Coast Guard's Marine Rescue Auxiliary will inform the commissioner of the Canadian Coast Guard of Doyle's heroic feat. A spokesman said it was hoped the coast guard itself would reward Doyle or refer his name to some other agency that recognizes outstanding actions by Canadian citizens.

The Jennifer Marie is currently undergoing repairs at the Newfoundland Dockyard. During the rescue operation, the longliner was grinding against the steel hull of the Taskall and repairs will cost \$20,000.

The cost is likely to be covered by the insurance covering the auxiliary fleet.

AN OUNCE OF PREVENTION

It's an old saying that familiarity breeds contempt. All of us are familiar with cold, but if we treat it with contempt, we could be in serious trouble. In fact, unless we take every precaution to combat cold in its many forms we are exposing ourselves to danger which may result in death from exposure.

For mariners cold water poses special hazards because if you enter the cold water either accidentally or otherwise, your body will give up heat to the surrounding water approximately 26 times faster than in air at the same

temperature. Since the waters around our province are always cold, there is a need for greater awareness in dealing with the dangers of cold water thereby increasing the time available to us for rescue purposes.

Far too many accidents happen each year resulting in loss of life to people who go on the water totally unprepared to cope with the effects of cold. They fail to take extra clothing; little or no food; and inadequate or faulty emergency equipment. Very often little or no attention is paid to such vital things as weather forecasts, proper lifejackets and personal flotation devices, and more often than not fail to tell someone where they are going and when they expect to return. All these careless and

thoughtless habits are well substantiated by actual search and rescue cases.

Due to the inherent danger from cold, people who go out in boats and, to a lesser extent, people who travel inland it is of paramount importance to be well prepared. Take along extra clothing, wet weather gear and plenty of food. If you are going out in a boat, make sure you have all the mandatory safety equipment and that it works properly. Tell someone where you are going and when you expect to return.

Follow these guidelines and remember an ounce of prevention is worth a pound of care.

Search and Rescue

SHIP TO HELICOPTER HOISTING PROCEDURES

The Canadian Armed Forces, in conjunction with the Canadian Coast Guard, provides marine search and rescue resources throughout the Newfoundland/Labrador area.

The primary aircraft resources are supplied by 103 Rescue Unit, located in Gander, and consist of three Labrador/Voyageur helicopters and associated crew and support personnel. As all ship or boat masters must be aware, if someone on board their vessel is injured and warrants evacuation, these are the aircraft that will do the job. It therefore behoves a ship's crew to be aware of the procedures and techniques used to hoist a person from a ship to a helicopter.

The following checklist is provided as a guideline to helicopter hoisting. All situations are unique and where no guide is suggested let common sense and cool-headedness prevail.

1. When any helicopter flies a long distance over water there is an inherent element of risk involved because in the event of a problem developing in the aircraft, unlike over land, it cannot be landed immediately. Therefore unnecessary flights of this kind are to be avoided. So when someone aboard your vessel is injured it is extremely important to be accurate and to avoid exaggeration in describing their injuries. This information will be relayed to regional medical authorities and will be used both to determine the immediate treatment of the victim and to decide if an evacuation by helicopter is necessary.
2. If an evacuation is decided upon, the vessel should be steered toward shore at the best possible speed to reduce both the time the helicopter is over water and the time for the victim to reach medical treatment.
3. Keep abreast of the victim's condition and be ready to transmit it to shore or to the helicopter when requested. Any changes in his condition should be relayed as soon as possible.
4. Local weather conditions are very important to the helicopter crew so be ready to transmit this information when requested. Where possible this should include wind direction and strength, height and amount of cloud, visibility, precipitation, if any, particularly if it's freezing, and sea state.
5. The helicopter will attempt radio contact as far back as possible and will normally be on VHF/FM Channel 16 (156.8 MHZ), VHF/AM 123.1 MHZ, or HF 2182 MHZ.
6. Hoisting a person off a vessel involves the helicopter hovering in close proximity and for this reason the hoisting site should be the largest open area available and should be cleared of wires and other obstructions as much as possible. The best area will usually be either the bow or the stern.
7. When the helicopter is approaching your vessel the patient should be moved to a cabin or gangway as near as possible to the hoist site.
8. If you have radar aboard, turn it off just before the helicopter arrives.
9. If it is night, turn all the ship's lights on to illuminate your vessel as much as possible. Be careful not to direct any lights at the helicopter as this may momentarily blind the pilots.
10. The ship's crew should be briefed not to touch any personnel or equipment lowered to the deck, unless directed otherwise. When a person or equipment initially contacts the ship, static electricity will be discharged from the aircraft to the vessel.
11. Generally, unnecessary personnel should be kept clear of the hoisting area.
12. When the helicopter arrives in the area listen carefully to any instructions which may be transmitted to you and advise them if you are unable to comply. Be ready with details about the hoisting area you have prepared.
13. Initially, during a hoist, a Rescue Specialist will be lowered to your vessel. He is a very qualified individual with complete paramedic training, who will examine the patient and advise you of any help he will require.
14. On infrequent occasions, a guideline may be thrown down to the deck before anyone is lowered. In this case, to assist, get hold of the rope and as the person is being lowered keep the rope tight and pull him in towards the open deck. This will stabilize him as he is going down. Again it is stressed, do not touch anyone or anything being lowered until it makes firm contact with the ship's deck. During a hoist-up, just keep the rope taut. Lastly, remember, never tie the rope to the ship.

By following these guidelines, ship to helicopter hoisting at sea should be smoother and safer.

LIFERAFT SERVICING

The following Marine Suppliers in Newfoundland are authorized to service liferafts, depending on the type of raft. If your raft is a TUL or BEAUFORT it can be serviced at:

Atlantic Industrial Marine
Suppliers Ltd.
Donovans Industrial Park
St. John's, Nfld.
Phone: 368-2467

VIKING AND RFD RAFTS:
IMP Group Ltd.
Pippy Place
St. John's, Nfld.
Phone: 722-4221

DUNLOP RAFTS:
Commercial Equipment
Kenmount Road
St. John's, Nfld.
Phone: 754-0380