

CANADIAN MARINE RESCUE



AUXILIARY

(NFLD) INCORPORATED

Vol. 8

NEWSLETTER

1986

Eighth Annual CMRA Meeting Held in Corner Brook

Representatives from nine of the ten CMRA districts met in Corner Brook on November 1 for the Eighth Annual Meeting of the Canadian Marine Rescue Auxiliary (Newfoundland) Incorporated. The meeting began at 0900 on Saturday, 1 November, 1986. In attendance were:

- Mr. H. Strong — President, Representative District 8;
- Mr. H. Pittman — First Vice-President, Representative District 2;
- Mr. C. Normore — Second Vice-President, Representative District 1;
- Dr. C.R. Lucas — Secretary/Treasurer;
- Mr. W. Tucker — Representative District 3;
- Mr. W. Morris — Representative District 4;
- Mr. E. Bruce — Representative District 6;
- Mr. W. Pitcher — Representative District 5;
- Mr. W. Broderick — Representative District 9;
- Mr. G. Hynes — Representative District 7.
- Mr. J. Troake — Representative District 10 did not attend.

- Canadian Coast Guard representatives:
- Mr. P. Boisvert — Director, Search and Rescue Marine;
- Capt. G. Legge — Regional Manager, Search and Rescue Newfoundland;
- Mr. E.P. Stack — Regional Co-Ordinator CMRA Newfoundland;
- Mr. Alan Skinner — Representative from CASARA;
- Mrs. Debbie Coish — Secretary.

The results of the election of officers for 1987 are as follows:
PRESIDENT —
 Mr. Harry Strong;
FIRST VICE-PRESIDENT —
 Mr. Herbert Pittman



CMRA (N) EXECUTIVE AND DIRECTORS FOR 1987:

*Left to right (Front Row):
 Herbert Pittman, Englee, First Vice President
 Harry Strong, Old Perlican, President
 Claude Normore, L'anse au Loup, Second Vice-President
 Dr. C.R. Lucas, St. John's, Secretary/Treasurer*

*Left to right (Back Row):
 Wilfred Morris, Hermitage
 Edward Bruce, Long Harbour
 Winston Pitcher, Burin
 Wayne Tucker, Meadows
 Gerald Hynes, Trepassey
 William Broderick, St. Brendan's
 Missing: Jack Troake, Twillingate*

SECOND VICE-PRESIDENT —
 Mr. Claude Normore Jr.;
SECRETARY/TREASURER —
 Dr. C.R. Lucas.

At 1530, Saturday, 1 November the Board of Directors toured the CCGS Jackman. Capt. Phillipp briefed the

Auxiliary on the role of CCGS Jackman and explained the capabilities and limitations of the ship.

Demonstrations of the Fast Rescue Craft and Line Throwing Devices were also conducted for the benefit of the Directors and guests.

Manager's Greetings

I would like to take this opportunity to extend my personal thanks to all members of the Canadian Marine Rescue Auxiliary (Nfld.) Incorporated who have helped to make 1986 a successful year. Together we can all reflect with pride on our accomplishments during the year. Moreover, in view of your demonstrated enthusiasm and personal contributions of time and effort to support the Newfoundland marine community, I am confident that the new year will again be highly successful.

On behalf of the Regional Director General, Mr. Lorne Humphries, I congratulate the new Executive which was elected during the November Annual General Meeting held in Corner Brook. All of us at the management level have the highest respect and appreciation for the dedication, cooperation and professionalism of the Auxiliary. This respect extends not only to the Executive, but also to the total membership throughout Newfoundland and Labrador.

To all the readers of the CMRA Newsletter and the membership at large, I wish you all safe voyages and a prosperous New Year.

GEORGE W. LEGGE
Regional Manager
Search and Rescue

Incident Report Form

Auxiliarists involved in a SAR incident are required to submit an incident report form as soon as possible. This allows for the processing of re-imburement due; and, if a claim for insurance is involved, appropriate action has to be taken.

Auxiliarists are encouraged to list as much information pertaining to the case as possible. The two blocks in the lower left hand corner of the incident report form states 'Vessel assisted' and 'Owner/Operator of Vessel Assisted'. Make sure you report the name of the Vessel and the Owner/Operator you assisted.

Sample incident report forms covering taskings by the MRSC and self-taskings can be found in Annex "D" of your Operational Guidelines. These sample forms will assist you in completing your incident report form.

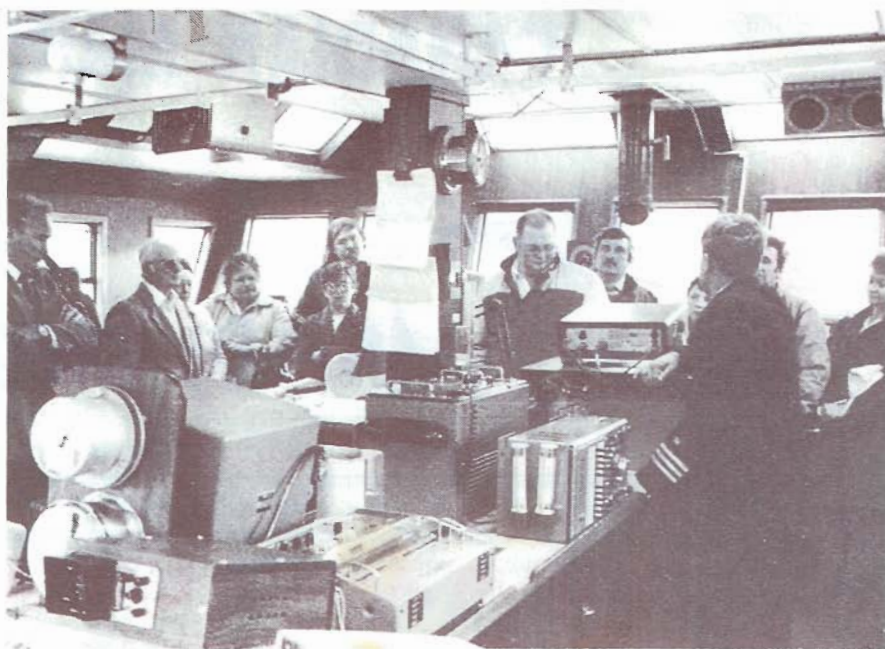


Photo shows the Directors of the CMRA (N), and their wives, onboard CCGS Jackman. Capt. J. Phillips is explaining the vessel's operation in Search and Rescue.

A Message from the President, CMRA

The eighth Annual General Meeting of the Canadian Marine Rescue Auxiliary was held in Corner Brook on November 1, 1986.

These meetings are open to any member who wishes to attend providing he/she does so at their own expense. Elected representatives attend at Government expense. The meetings are held in rotation at Gander, St. John's and Corner Brook. We would be delighted to have auxiliary members attend when the meeting is held in their area.

We were honoured this year to have Mr. P. Boisvert, Director of Search and Rescue, Marine, Ottawa, attend our meeting. Mr. Boisvert stated in his address to the gathering that fatalities amongst fishermen are increasing and urged everyone to do their best to help bring these numbers down.

Our, unofficial, figures for Newfoundland show the drownings in 1986 to be down considerably from those in 1985 when forty-eight people, nine of whom were fishermen, drowned. To date, 1 December, 1986 our figures show eighteen drownings, one of whom

was a fisherman.

The Canadian Marine Rescue Auxiliary (Nfld.) Incorporated has experienced another successful year. Our membership is steadily increasing but we still welcome new members.

I would like at this time to thank the Coast Guard staff for their support during the year. A special thank you to the Commanding Officer, Officers, and Crew of the CCGS Jackman for an excellent tour and demonstration of safety equipment.

I wish you all a successful year in 1987.

The 1987 Annual General Meeting of the Canadian Marine Rescue Auxiliary (Newfoundland) Incorporated will take place in Gander on Saturday, 7 November, 1987. Elected Directors are expected to attend and their expenses will be paid. Other members of the Auxiliary, who wish, may attend at his/her own expense.

TRAINING WITH CMRA (N) AND 103 RESCUE UNIT

During October two training sessions were conducted with units of the CMRA (N) and helicopters from 103 Rescue Unit, Gander. The first was conducted on Fogo Island. A helicopter landed and after a briefing on helicopter operations and tour, two auxiliary vessels departed Seldom. The helicopter homed on the vessel's VHF and voice procedures were practised. This was followed by the transfer of rescue specialists to and from the vessels.

A similar exercise was conducted in the Englee area on October 30 where a helicopter and three auxiliary vessels were involved. The weather, in both cases, was less than ideal, however, it was considered normal, therefore, indicative of the conditions when Search and Rescue operations take place.

The Auxiliary and Coast Guard are very appreciative of the support and participation by 103 Rescue Unit, Gander, in this type of training and it is hoped it will continue. If other auxiliary members are interested in participating in this type of training contact the Auxiliary Co-Ordinator.



Recently, training took place between helicopters from 103 Rescue Unit, Gander, and Auxiliary vessels from the Englee, Conche area. The photo shows the Auxiliaries completing a tour of the helicopter prior to departure for combined exercises.

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 auxilliary rather than by the Marine Rescue Sub-Centre, (MRSC). When such an incident occurs it is the responsibility of the auxilliary 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 apply.

COURTESY EXAMINATIONS

SAR Prevention Officers, along with members of the Canadian Marine Rescue Auxiliary, have been conducting Courtesy Examinations on Pleasure Craft up to 20 meters (sixty-five feet) in length, and fishing vessels 15 GRT and under.

These Courtesy Examinations are conducted to ensure that vessels have the mandatory safety equipment onboard 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 owners/operators aware of the need to have the proper safety equipment onboard and to use it properly, it is hoped to make a positive impact on reducing the number of SAR incidents that happen each year.

If you own a pleasure craft 20 meters or less in length or a fishing vessel under 15 GRT, Courtesy Examinations may be arranged by calling 772-4074.

Think safety. Make sure you have, at least, all the mandatory safety equipment onboard and know how to use it.

Liquor and Boats "A DEADLY COMBINATION"

Changes to the Criminal Code have made it possible for boaters to be tested for impairment with a breathalyzer and they face the same charges as motorists if their blood alcohol measurement is greater than .08.

Alcohol has been a factor in almost half of the boating accidents in Canada and has been a major concern for the law enforcement agencies throughout the Country. The RCMP and the Provincial Police Departments have been cracking down on boaters that drink to excess while operating a boat.

Safety should be a major concern for all boaters. Outside of having all the mandatory safety equipment onboard the boat the operator should ask himself/herself: "Am I capable of operating my boat and responding to an emergency situation based on the amount of alcohol consumed?" All boaters are encouraged not to drink while operating a boat. Remember boating accidents don't just happen, they are caused.

TASKING WITH CHILDREN ONBOARD CMRA VESSELS

The Operational Guidelines for the Canadian Marine Rescue Auxiliary (Newfoundland) Incorporated under Operating Procedures, article 6.3.7 states:

"In circumstances when an Auxiliary vessel is under way and carrying children onboard, the Auxiliarist should decline any tasking except in extreme circumstances where loss of life is deemed to be imminent."

This article is to be strictly adhered to except as is stated 'where loss of life is deemed to be imminent'.

Lectures/Demonstrations on Search and Rescue/Safety

The Regional Co-Ordinator and Training Officer are available to visit your community to conduct marine lectures and demonstrations. Topics covered include the Search and Rescue organization; mandatory equipment for vessels 15 GRT and under; lifejackets and personal floatation devices; liferafts; distress flares; prevention and treatment of hypothermia, etc. You are asked to send your request to:

Canadian Coast Guard
Search and Rescue
P.O. Box 1300
St. John's, Nfld.
A1C 6H8
or phone 772-4074.

For all correspondence relating to the Canadian Marine Rescue Auxiliary, please use the following address:

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

Fatalities in the Newfoundland Region

In six years, from 1981 to 1986 inclusive, the unofficial number of drownings in the Newfoundland Region was **250**. This is an average of **41.6** per year. In 1986 the figure was 22 and, although too high, is the lowest for the entire time.

During 1986 the Canadian Marine Rescue Auxiliary responded to 154 incidents throughout the Newfoundland Region. That number would be reduced considerably if the operators of vessels kept the safety tips listed below in mind:

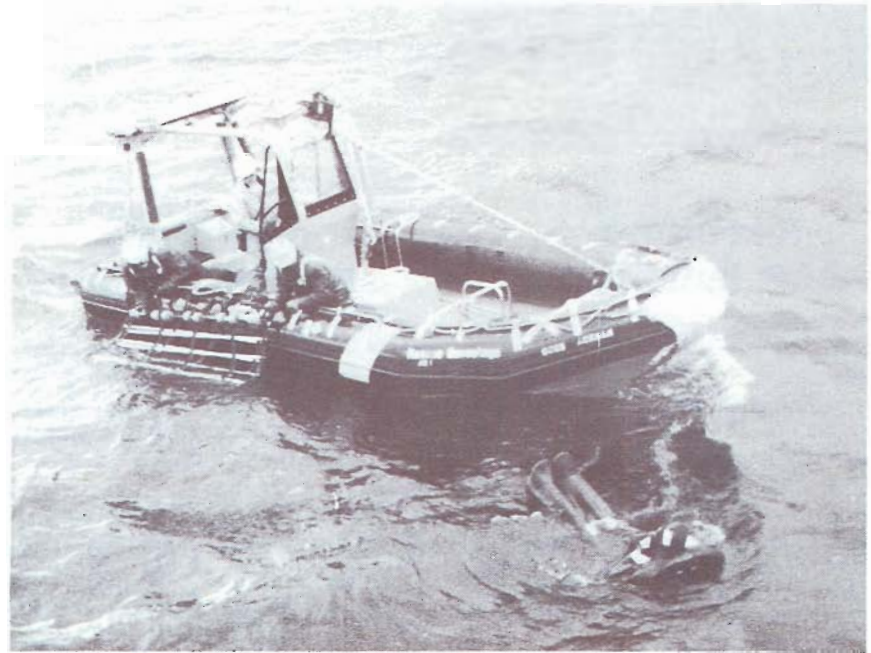
- Have the proper safety equipment onboard, in good working condition, and know how to use it.
- Be aware of weather conditions and do not attempt to operate in

conditions beyond the ability of the craft.

- Regular maintenance of engineering and electrical equipment.
- Have an operating radio, used properly, on the frequencies designated.
- Ensure vessels are not overloaded.
- Do not combine the operation of a vessel with the taking of drugs and/or alcohol.

The Canadian Government spends a tremendous amount of money annually in Search and Rescue operations. Even with this expenditure the number of fatalities on the water is still far too high. Each year greater emphasis, by a variety of Government Departments and other agencies, is being directed towards safety on the water. It still, however, remains the responsibility of the individual to act in a way that is conducive to safety that will have the greatest effect on reducing fatalities.

Let's see us all work to reducing the number of fatalities further.



In recent years Fast Rescue Craft have been adopted by the various marine agencies including Search and Rescue. This photo shows the type of Fast Rescue Craft carried onboard the Grenfell and Jackman. They are 5.5 meters long, 2.2 meters wide, with a displacement of 1,230 KG. They are powered by a 160 HP Volvo with a maximum speed of 18 knots.