



THE AUXILIARIST

Vol.2, 1991

New "Spirit" in Sooke

This past winter, Coast Guard Auxiliary unit 37 in Sooke B.C. took delivery of a new rescue craft. Unit leader Bill Sheppard accepted the new vessel into service on behalf of the Sooke Marine Rescue Society and the community of Sooke.

The new rescue craft, replacing the original "Spirit of Sooke" which served diligently for years, will enable Unit 37 to continue serving area mariners in the professional and efficient manner they are accustomed to.

The Sooke Marine Rescue Society, with over 20 volunteers on call full time, responds to more than 50 emergency calls per year, many of which are life threatening.

Over 75 per cent of the funds required to purchase the \$90,000 vessel were raised from within the local community through a variety of fund raising events, with the remainder coming from a provincial grant.

The new "Spirit of Sooke" is a 7 metre rigid hull inflatable powered by twin 150 HP outboards which allow it to attain speeds in excess of 40 knots.



Old Spirit



New Spirit



Canadian
Coast Guard

Garde côtière
canadienne

Canada

Letter of Appreciation

Dear Editor,

A tip of the cap to all involved in putting out the first issue of "The Auxiliarist".

Whilst the general public appears to be wallowing in negativism these days, it is a pleasure to see our SAR Branch of the Coast Guard is still retaining their positive upbeat image.

Astute planning has gone into new programs scheduled to get under way in 1991 (Retailer Awareness Program, Certificates of Merit, etc...). These positive thrusts give pride to our fellow Auxiliarists, and at the same time educate the boating public through marine retailers.

Keep up the good work.

Steve Leask
Vice-Commodore
Pickering Auxiliary Rescue
Unit

THE AUXILIARIST

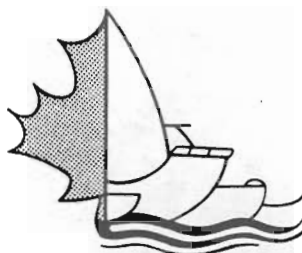
is published quarterly for members of the Canadian Marine Rescue Auxiliary by the Search and Rescue Branch of the Canadian Coast Guard.

News items and photographs should be sent to:

Editor, The Auxiliarist
Canadian Coast Guard
Search & Rescue
344 Slater St., 7th Floor
Ottawa, Ontario
K1A 0N7

or FAX us at 613-996-8902

Opinions expressed are those of the author and may not always represent official TC/CCG policy



Canadian Safe Boating Council

Conseil canadien de la sécurité nautique

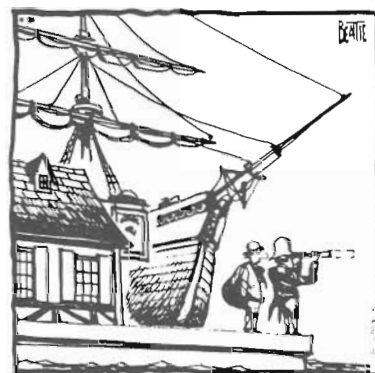
The recently formed Canadian Safe Boating Council held its first annual meeting in Ottawa April 3-5. Activities during the three day event included:

- Elections of the Council's officers for 1991.
- An overview of planned Safe Boating Week events.
- Displays by participating organizations.
- In water safety demonstrations.
- Distribution of the 1991 Safe Boating Week Press Kit.

Over 40 organizations sharing an interest in boating

safety were present. The CMRA was represented by Mr. Earl Taylor, National Council Vice Chairman.

SNAFU



"He's been missing ever since he sailed off to test that navigation technique he invented."

Regional CMRA Training News

Maritimes

In order to promote the CMRA and develop closer ties with pleasure boaters and commercial fishermen, Maritimes Region recently held a special training session for CMRA Prevention Officers.

Twenty CMRA members, representing 12 zones, took part in the three day session which was held at the Canadian Coast Guard College in Sydney Nova Scotia during February.

The participants received training on how to promote Boating Safety and conduct Courtesy Examinations. Those who participated are now in a position to inform boaters on which type of equipment is required on board their vessel and how to use it.

The CMRA Prevention Officers will also act as local

resource persons in the community and serve as liaisons between the regional SAR office and the community.

Laurentian

Desiring to improve their knowledge on the subject of prevention, CMRA Prevention Counsellors in Laurentian Region met March 15 to 17 for an intense weekend of training in Quebec.

A big first in the history of CMRA Laurentian, the training session brought together over 90 members wishing to increase their knowledge in order to provide better information to pleasure boaters on the subject of safety.

The activity was organized jointly by CMRA-L and the SAR Branch of the Canadian Coast Guard, Laurentian Region.

Helicopter Evacuation Operations

Evacuation of an injured person from a ship by rescue helicopter usually causes some anxiety among the ship's crew. To assist the helicopter crew in completing a safe and expedient hoist, members of the Auxiliary should be aware of a few simple procedures.

When informed that the rescue helicopter is on its way to your position, begin lowering as many obstructions as possible, including mast stays, antenna, cables and cranes, to provide a maximum clear working area for the helicopter. The rescue helicopter will attempt to establish radio contact on 156.8 MHz (Ch 16) or 2182 kHz with instructions as to desired course and speed.

The helicopter will usually be preceded by a fixed wing aircraft to assist with navigation and communication; if the hoist is conducted more than 50 miles off shore. You may be asked to relay your local weather in the form of sea state, wind, cloud height, visibility, temperature and precipitation.

Once the helicopter arrives on scene, its crew will survey the condition of the ship's deck for the position most suitable for the lowering of a Rescue Specialist. On most vessels, this will be on the stern or aft deck. Any ship's company not required on deck should stay clear. The helm must be manned at all times throughout the evacuation and the radar turned off.

Depending on the obstacles on deck, the helicopter will request the vessel to steer either with the wind 30 degrees off the port bow (see

diagram A), or 30 degrees off the starboard stern (see diagram B). In either case, the

attach any lines from the helicopter to the vessel. The Rescue Specialist will take

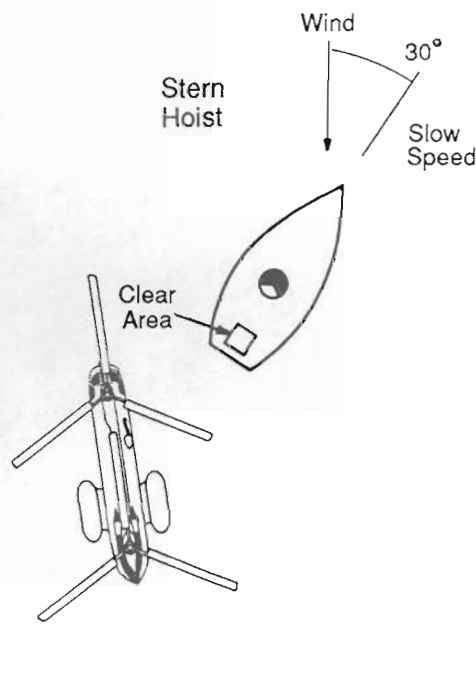


Diagram A
Wind 30 degrees off
Port Bow

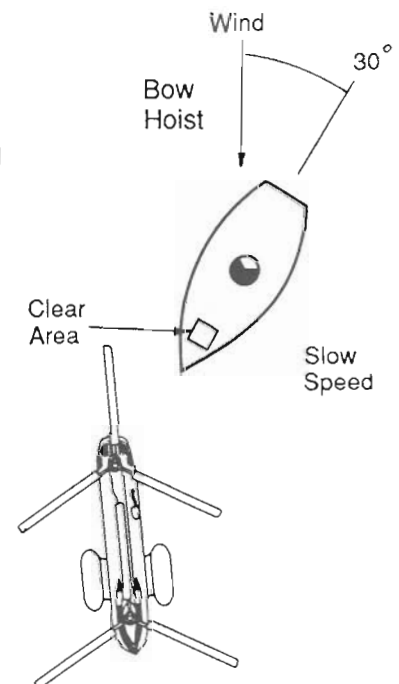


Diagram B
Wind 30 degrees off
Starboard Stern

vessel will be required to steam 4 to 5 knots on a prescribed course to maintain steerage. You must not stop or the helicopter rotor wash will turn the vessel. Occasionally in rough seas, Captains may be asked to provide a course and speed which will create the most stable platform for hoisting.

The helicopter will supply all necessary equipment to complete the evacuation. Do not allow any person to contact any cable or rope lowered from the helicopter unless specifically briefed to do so by the attending Rescue Specialist. Never physically

charge of the situation once on deck.

The helicopter crews are very proficient with these hoisting procedures, and they will direct you through the entire operation. If the weather or sea state will not permit a safe transfer to the helicopter, you will be advised of the reason why and offered assistance in making alternate arrangements.

*Courtesy 103 Rescue Unit
Gander, Newfoundland*

The Commissioners Commendation

What is it?

The Commissioner's Commendation was introduced in the early 1980's to recognize meritorious contributions or actions by Coast Guard employees and members of the CMRA. The Commendation consists of a parchment certificate signed by the Commissioner of the Canadian Coast Guard and a lapel pin.

Who is eligible?

Canadian Coast Guard employees, volunteers with the CMRA and citizens providing assistance to the Canadian Coast Guard are eligible for consideration, provided they meet one of the following criteria:

- exceptional contribution in the field of marine transportation, especially where the contribution furthers the objectives of the Canadian Coast Guard.
- outstanding performance for those who are ineligible to receive a merit (cash) award and
- outstanding performance or courageous action for those serving with the CMRA.

Nomination Procedures:

Eligible persons may be nominated by an individual or group in Canada. CMRA volunteers may be nominated by the Regional Auxiliary Coordinator.

Each nomination should be supported by the Regional Manager, Search & Rescue and the Regional Director General prior to forwarding to the Commissioner Canadian Coast Guard or the Coordinator, Awards and Honours Program.

New Technology

A British company held a demonstration in Halifax recently to introduce a new emergency buoyancy system. The SEABASS system is composed of air bags which are attached to the side of a vessel

in the streamline compartments pictured below. When activated, compressed gas fills the air bags within one second providing a vessel with over 60 percent additional reserve buoyancy.



Tip Of The Hat

The Canadian Coast Guard would like to congratulate Mr. Harry Strong, Chairman of the CMRA National Council on his receipt of the Canadian Coast Guard Commissioner's Commendation.

The Commendation exemplifies the commitment and professionalism Mr. Strong

has dedicated towards the formation and development of the CMRA.

Over the years, Mr. Strong has held many positions within the organization including President CMRA Newfoundland Inc. and his current position as National Council Chairman.