



THE AUXILIARIST

Vol. 5, 1992

Great Lakes Weather Service By FAX

In November 1990, Toronto Coast Guard radio instituted a fax weather service. Anyone with a polling feature on their fax machine can use the free service by dialing 416/973-7585. One receives a cover sheet and four to five pages of weather information. The first page gives forecasts for the Great Lakes, including the marine forecast and synopsis, and also any weather watches or warnings. Next comes a weather map of the Great Lakes region and Wednesdays after 11:30 EST an extra page explaining symbols on the map is included. Following are two pages of observed weather on the Great Lakes, reporting observations from weather offices and ships. During the winter, the weather observations are replaced by ice information.

Sometimes old news, the service is no substitute for the late changes broadcast on channels 21B and 83B. However, the service is useful for posting in Marinas and Yachtclubs, or for information as one leaves the office. The system is also useful for people who have enough meteorological training and experience to interpret how weather systems are moving on the weather chart. Combined with local weather broadcasts, this allows one to better anticipate the coming conditions for their local area.

Users are asked to send comments to the Coast Guard by fax (416/973-8172). With enough positive feedback, the system may become permanent and expanded to other parts of the country.



Canadian
Coast Guard

Garde côtière
canadienne

Canada

Letter of Thanks

Editor, "The Auxiliarist",

Last summer my wife, her sister, her brother-in-law and I were cruising in our two boats in Canadian waters. On August 29 we were going to Kitimat when we encountered high winds and seas high enough that we were taking water over the bow. We managed to reach a small semi-protected nitch and we anchored on the tenuous rocky bottom.

About an hour later CMRA member Derek Collier appeared in his inflatable Coast Guard patrol craft and checked on us. He was making a routine patrol to the mouth of Gardiner Channel and said he would check in on us on his return, which he did.

When leaving for Kitimat he said he would call and advise us if the conditions had improved. Within 15 minutes he called and recommended we stay put for another hour or so for the tide to change. Following his advice, we found much calmer waters. We called him by radio and told him all was fine and thanked him for his help.

Arriving at Kitimat an hour later, Collier met us at the docks and helped us tie-up, took us to town and got us settled in a motel.

This type of service is certainly above and beyond. We are fairly experienced

boaters and I have had several years of off-shore patrol with the Oregon State Police, but still, the peace of mind we got from his presence in bad water, his courtesy and his special help was very much appreciated.

Derek Collier is certainly a credit to your organization and you can be justly proud of his contribution. He is a young man now, and if our experience with him is any indicator, he will be a successful man in life.

Sincerely,
Thomas S. and
Marilynne Drynan
Salem, Oregon U.S.A.

THE AUXILIARIST

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News items and photographs should be sent to:

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

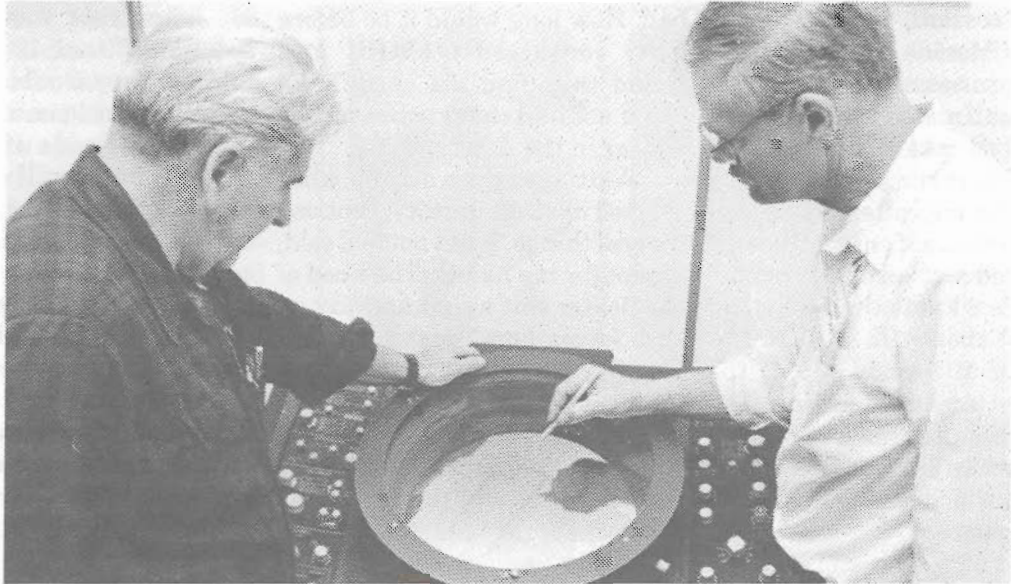
New Technology

Waterproof, Emergency VHF

The SR 101 handheld VHF from ACR Electronics is built specifically for emergency survival situations. It's completely waterproof, floats and may be briefly immersed to a maximum depth of 12 feet (3.5m). The bright yellow radio is controlled entirely via six large, sealed buttons that can be operated while wearing gloves or a survival suit. When the unit is turned on, the "push

to talk" button flashes, it automatically selects the highest volume position and tunes to channel 16. In addition, the waterproof loudspeaker emits a sound burst for approximately five seconds. Additional controls include volume up, volume down, on/off and tuning for channel 16 or channel 6. It runs on a 10-year lithium battery and generates one-half watt of power.

Maritimes Region Starts Electronic SAR Training



Stan Glover, Lunenburg, NS and Donald MacLeod, Glace Bay, NS conduct a Search Exercise using the Coast Guard College's Simulator

CMRA members from across the Maritimes broke some new ground in training recently. They were candidates on the Rescue Boat Master VIII course: Search Planning Using Electronic Nav aids. Held at the Coast Guard College in Sydney, Nova Scotia, the course was developed over the last two years by Bob Hadley of the college's Navigation Department and

Joe Murphy, Auxiliary Training Officer-Maritimes.

The intensive course put members through their paces with classroom lectures on electronic nav aids, plotting board exercises and time spent using the college's simulators. Members moved on from determining positions and collision avoidance to planning their routes to a CSP, laying off search patterns,

communications and conducting electronic searches. The RBM VIII is open to CMRA(M) skippers who have completed their RBM-I and at least two other RBM courses, and who operate Loran-C and Radar-equipped boats in the ocean and gulf waters around the Maritimes.

CMRA Member Elected New Chief Commander

Norm Dyck, a life member of the CCGA has been recently elected as Chief Commander of the Canadian Power & Sail Squadrons, having formerly held the position of Vice Commander. Mr. Dyck has also served in the RCAF Reserve, is a life member of the Royal City Yacht Club, and also worked with Transport Canada for 34 years before forming an aviation consulting firm. Our congratulations go out to Norm Dyck, now living in Delta, B.C. with his wife Sue and their boat *Hanalei II*.

SNAFU



"With all the golf balls I've hit into the woods over the years, finding you was a piece of cake!"

Boating Safety Advisor in the Drink

After a Saturday morning training session, with Grimsby Auxiliary Marine Rescue Unit in which we unsuccessfully searched for two small marks placed earlier, I decided to take my own vessel out for a short run. I left Grimsby at 1115 hours, after the usual "cockpit" checks of engine, blower, etc. I turned east out of the channel at a gentle 8 knots through small waves of about 1/2 metre. The wind was 10 knots out of the Northwest and moderating. The next few minutes seem to go by in a blur and as I write this it still seems like a dream that didn't really happen.

About 1/2 mile east of Grimsby the engine gave a cough and stopped, the next thing I knew smoke was issuing from the engine compartment. "Don't panic, keep calm" I said to myself as I lifted the hatch carefully to investigate. At this point the smoke became flames fed by the outside air, I quickly shut the hatch grabbed the extinguisher and emptied it in the general direction of the flames. The suggestion not to panic was ineffective as was my firefighting as the flames continued. I grabbed the radio and called MAYDAY, giving my position. VBG Toronto responded immediately. I had time to confirm my condition and position before deciding that I did not want to stay around any longer as the fire was burning between my escape route and me.

Left with the options of flames or cold water I did not find the decision difficult especially as I was still wearing my floater suit from the earlier IRB exercise. Once in the water I did not feel the cold and swam away from the boat to put some distance between any potential explosion and me. I started to think perhaps jumping was not a wise decision, as from

the water the fire did not look too bad. How long would it be before VBG contacted GAMRU and would they find me easily? We could not find the practice marks earlier in the day.

Waiting in the water for what seemed like an eternity, I noticed several things. It did not feel cold, except for my hands. The hood of the floater suit would not stay on and waves kept washing it off. The fire was getting bigger and the boat was drifting away from me quite rapidly. Was this a good way to die? Perhaps if I had stayed with the boat and turned off the fuelcocks at the tank, I could have fought the fire with a bucket? Too late now.

The next thing I knew the IRB was appearing over my very short horizon. They spotted me in the water and were soon alongside. It had been about ten minutes since my Mayday. With some difficulty they hauled me on board and I lay in the bow. At this point I suddenly felt very cold and started to shiver violently. The crew saw my condition and called for an ambulance to take me to hospital for observation. Just a few minutes later they had me back at the dock and willing hands helped me ashore, out of my wet things and into a dry sleeping bag at the base station. I now started to do the things expected of a mild hypothermia case. "You haven't called an ambulance? I'm fine just get me some dry clothes and I'll go home, Oh, how embarrassing, please don't laugh." I continued to shiver and in a short while the ambulance arrived, loaded me on a stretcher and took me to the hospital.

At the emergency department they immediately took my temperature, which was 35°C. So I was cold. A heart monitor was

connected to pads on my chest. My heart rate was fluctuating between 100 and 120. The doctor told me they would wait for my heart to calm down and then start warm IV fluids if I had not warmed up. It still seemed a lot of fuss about nothing. As it turned out, warm blankets and rest were sufficient and three hours later they allowed me to go home.

What can we all learn from this experience?

1. No matter how careful we are, accidents can still happen. The bilge blower was running all the time, it was started three minutes before starting the engine. The engine compartment was sniffed for fumes before starting. The carburator had a flame arrestor that was clean and secure.
2. Gasoline powered inboards require you to exercise great care. Built-in extinguisher systems are recommended.
3. It does not take long to chill in the water even with a floater suit.
4. The floater suit increases your chance of survival, however, it is not a survival suit.

*Trevor Easton
Coast Guard Auxiliary
Central Region*



The CMRA National Council

On Nov. 8, 1991, in Ottawa, a Memorandum of Understanding establishing the terms and conditions of the relationship between the CMRA National Council and CCG was signed. The primary objective of the Memorandum of Understanding is to: "develop and maintain a productive and harmonious working relationship between the CMRA and the CCG. It is anticipated that this increased cooperation will acknowledge and improve the relationship between the two parties and the quality of SAR Operations and Prevention services provided to mariners on Canadian waters."

The Council which represents the five Auxiliaries in their common dealings with the CCG, is composed of the five CMRA presidents and an annually elected Chairperson. A Chairperson may not serve more than two consecutive terms and the Vice-Chairperson is only elected for the contingency that the Chairperson be unable to continue his/her duties. The Director, SAR, CCG, and the CMRA National Council shall meet at least once annually, at a time and place determined by the Director in consultation with the Chairperson.

For 1992 the National Council is composed of regional Presidents Winston Pitcher CMRA(N), George Lohnes CMRA(M), Pierre Drolet CMRA(L), Earl Taylor CMRA(C) and Fred Switzer CMRA(W). Earl Taylor of Central was elected Chairperson and George Lohnes Vice-Chairperson.

Canada Post Issues Stamps



Canada Post recently introduced four stamps focusing on dangerous occupations in Canada featuring police, firefighters, the Canadian Ski Patrol and yes, Search and Rescue. The stamps are attractively lithographed and will be available until March 21 while supplies last.

Canada Post gives this background information in recognizing SAR in its publication:

"Search and Rescue was an early feature of Canadian life. In 1798 for example, the Government of Nova Scotia set up a rescue station with a lifeboat on Sable Island, popularly known as 'The Graveyard of the Atlantic'.

In a business where a quick response is essential to success, technology is helping to deliver rescuers on target faster

than ever before. Canada, in cooperation with the United States, the Soviet Union (now Community of Independent States—ed.), and France has established a system which, through low altitude satellites and a network of ground stations, can almost instantly pinpoint the source of signals received from emergency location transmitters used by vessels and aircraft."

Numerous organizations play an active role in

Search and Rescue today including volunteer groups, police forces, the Department of National Defence, and the Canadian Coast Guard who have primary responsibility for responding to Marine SAR incidents.

The stamp set serves as a tribute to those who routinely put their lives on the line in SAR operations.

**ON THE ROAD...
ON THE WATER...
A DESIGNATED
DRIVER
MAKES SENSE!**

 Canadian Coast Guard  Garde côtière canadienne  Canada

13th Annual General Meeting CMRA (N)

The CMRA (N) Annual General Meeting was held on November 6, 1991 in Gander, and following are some key points of interest to members:

* In his address to the membership, Mr. Arthur Mountain, Director CCG SAR, noted the high level of professionalism demonstrated by CMRA (N) members and how this was a positive influence on the attitudes of fishermen towards safety. Given this strong peer influence, it was recommended that members of the Auxiliary test the new

fishermen's work suits with the goal of providing feedback on how they could be improved. The Coast Guard has since formulated an initiative to acquire 100 of the suits for loan and evaluation by CMRA members.

* With respect to line throwing devices, the evaluation of the PLT 230 line throwing unit being conducted by the Coast Guard and Navy is near completion, and will likely be recommended as a replacement for the Pains Wessex unit.

* Elections for the 1992 Executive were held and we would like to congratulate Mr. Winston Pitcher on his re-election as President.

* On an related note, Mr. Ed Stack, CCG Auxiliary Coordinator in Newfoundland Region over the past ten years, retired on December 31, 1991. Mr. Stack has been with the Auxiliary since its formative years and leaves behind a well developed and operationally focused organization.

CANADIAN MARINE RESCUE AUXILIARY

STANDARD MARINE DISTRESS SIGNALS

WHERE TO CALL FOR SEARCH AND RESCUE EAST

RCC-Halifax Phone: (902) 427-2102
1-800-565-1582

MRSC-St. John's Phone: (709) 772-5151
1-800-563-2444

CENTRAL

RCC-Trenton Phone: (613) 392-2811
Local 3870 or 3875
1-800-267-7270

MRSC-Quebec Phone: (418) 648-3599
1-800-463-4393

WEST

RCC-
in Vancouver Phone: (604) 666-4301/
666-4302
in Victoria Phone: (604) 380-2333
other areas Phone: 1-800-742-1313

RCC-Edmonton Phone: (403) 973-4402
1-800-661-5631

RADIO

Radiotelephone Call: "Mayday!"
Give: name and position. Use:
156.8 MHz-Ch 16; 2182 kHz;
or use alarm signal CB: Ch 9;
emergency position indicating
radiobeacon (EPIRB)

CODE FLAGS

N
over
C



DISTRESS CLOTH



BALL SQUARE

over or under



SOUND SIGNALS

Continuous.
Foghorn, bell, whistle.



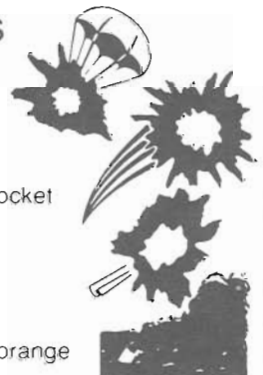
FLARES

Type A:
Parachute
rocket

Type B:
Multi-star rocket

Type C
Hand-held

Type D.
Buoyant or
hand-held orange
smoke



FLASHLIGHT



ARM SIGNAL

Do not use near
helicopter
(different meaning)



Production of this placard was funded by the Canadian Coast Guard.