



THE AUXILIARIST

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Fishermen Auxiliary Members to Promote Work Suits

Loss of life due to exposure or failure to wear an approved flotation device is of major concern to the CCG. A recent study of coroners reports demonstrated that approved flotation devices were not worn in over 85% of the cases studied.

One of the main reasons why some people fail to wear the devices is that they perceive they will interfere with their recreational pursuits, or in the case of commercial fishermen, with earning their living. While most people carry flotation devices on board, many people don't wear them and find them difficult to get on in an emergency situation.

In response to this need for a flotation device which could be worn comfortably under working conditions, the CCG developed standards for a fisherman's anti-exposure work suit, and several companies now produce suits which meet the standards.

The suits differ from traditional floater suits in the sense that they are lighter, less bulky and offer greater manoeuvrability.



While regulations are being developed which may see these suits become mandatory equipment on fishing vessels, fishermen have been slow to adopt the suits.

Given the current situation, CCG SAR Prevention has implemented a program where selected members of the Auxiliary will be given suits for evaluation. In addition to providing valuable feedback on how the suits can be improved, having CMRA members who are commercial fishermen wear the suits may encourage other fishermen to acquire their own. The CMRA is a highly

respected organization that plays a vital role in shaping the safety attitudes of other fishermen.



CMRA Spotlight . . . The Sarah Ashbridge



In 1981, the Ashbridge Bay Yacht Club in Toronto commissioned the building of a

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trawler-type boat. This vessel was named after a member of the Empire Loyalist Ashbridge family, who had originally settled this area. The Sarah Ashbridge has assumed multi-faceted roles: including being an active member of the CMRA, responding to SAR cases in her operating area.

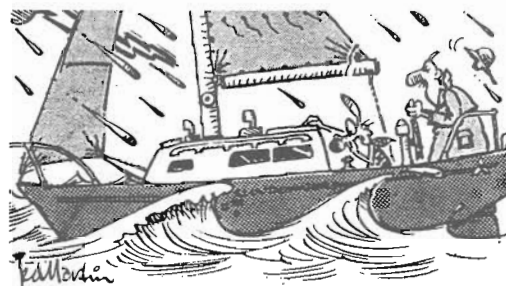
Stationed in east Toronto, midway between the Metro Toronto Marine Police units in Scarborough and Toronto Harbour station, the Sarah Ashbridge is ideally located.

This provides immediate access to Lake Ontario and the miles of shoreline to the west of Metro Toronto.

The Sarah Ashbridge operates between the months of April and December. Her design and power give her excellent manoeuvrability and allow her to maintain reasonable headway in most sea conditions encountered in her area of operation.

The Canadian Coast Guard values the work of these members of the Canadian Marine Rescue Auxiliary and is proud to be associated with this dedicated group of volunteers. With them, the safety of our waters is enhanced.

The CMRA Spotlight is a new feature that will appear in future issues of The Auxiliarist. If you are interested in having a profile of your unit done, please send appropriate information to the Editor of the Auxiliarist. A photograph of your unit would also be appreciated.



*Batten down the hatches!
Reef the mainsail!
Check the bilges and
Somebody get the skipper His Styling Mousse*

Surviving in Cold Water

"I remember thinking, is this it? I just went to sleep. After no more than 30 seconds, I just went to sleep. My head was underwater, and my body was asleep." These words are part of the amazing first person experience told by Dave Reid of his cold water near-drowning experience.

On a cold winter morning of January 12, 1991, four kayak fanatics trekked to the Mulberry River in Arkansas. The group, long-time paddling companions, included Reid, Harrison Sutcliffe, Jon Harrison, and Rick Irwin. At the time of the incident, the temperature was about 35 degrees fahrenheit with water temperature estimated to be between 40 and 45 degrees fahrenheit.

While playing in the whitewater, Reid's kayak flipped. While attempting to roll up, Reid consequently lost both his paddle and consciousness. It is at this point that Reid "went to sleep." Seeing his friend's predicament, Sutcliffe hurried to the rescue, with the others following shortly thereafter. Harrison and Sutcliffe had a hard time lifting Reid's head from the water. Every time Harrison pushed Reid's body up, his own went down. Reid had been under water for at least five and possibly ten minutes before they were able to lift his head above water. His body they said, although limp, seemed to weigh 300 pounds. An eternal twenty minutes after successfully

hoisting Reid's limp body out of the water, signs of life were beginning to show. Reid's chest began to move as he struggled to breathe.

Reid acknowledges the actions of his friends saved his life. "By getting me ashore when he did, Sutcliffe gave me a chance to regain my body functions with no permanent damage. By getting me on the bank, Harrison, Sutcliffe, and Irwin set the stage for the second thing that had to happen for me to come back to life. Finally, Harrison's calm work to break the muscle spasm that locked my throat and jaws, cleaning out my mouth, and the group's chest compressions were exactly what my body needed to jump-start."

Sutcliffe, who was emotional about the incident for a month after, sees the incident as a learning experience. He realizes the group's quick, level-headed actions helped save their friend's life. Reid's friends knew how to deal with the emergency - do you? In case of hypothermia symptoms such as stiffening, slurred speech, or unconsciousness:

- Move the person to dry shelter.
- Remove wet clothing only if you can provide dry coverings or a warm environment. Otherwise leave wet clothing on. Put a hat on the person's head and cover the neck.
- To retain heat, construct a vapour barrier. Place the person

in a sleeping bag enclosed in two large garbage bags, with a hole for the person's head.

- Rewarm gently and slowly. Place warm, dry objects, (40-45 degrees C) near the neck and trunk. ie. Wrap water bottles or heat packs in a towel to avoid burning the sensitive skin. Direct body to body contact is also an effective way to warm a person. **DO NOT RUB THE SURFACE OF THE PERSON'S BODY.**

- If the person requests a beverage, offer warm water, milk, or juice. **NEVER GIVE ALCOHOL, OR HOT STIMULANTS SUCH AS COFFEE, TEA OR COCOA.**

Article courtesy of US Army Corps of Engineers



Community Owned Auxiliary Vessels



ownership is becoming an attractive option for many. The *Jack Groves*, pictured below, and the *Spirit of Sooke*, both located near Victoria, are two 24 ft. Zodiac-Hurricane 733's with twin 150 HP engines capable of more than 50 knots in ideal conditions. Crews for these vessels are on duty rosters and carry pagers to ensure rapid deployment.

The Western Region of the CMRA has been experiencing exceptional growth over the past few years in the area of community owned vessels (COV's). For those unfamiliar with the term community owned, this definition refers to vessels which are owned by a community based Marine Rescue Society, which subsequently joins the CMRA.

Communities use a variety of means to raise funds for the purchase of these vessels. For example, raffles and sponsored events are conducted. In 1985, Saanich Marine Rescue Society purchased a 22 ft. Mark VI Zodiac with twin 115 HP engines named the *Jack Simpson*. This vessel was purchased through pledges solicited from mariners around B.C. for a non-stop 600 mile circumnavigation of Vancouver Island in the Zodiac. The trip was completed in a record breaking 23 hours, raised

\$25,000 and provided a thorough test drive of the vessel.

Since then, other Marine Rescue Societies have been formed, and to date there are 19 community owned vessels in Western Region. Some of these vessels are state of the art, with a full range of high tech electronics, and given their cost, community

In today's tight financial times, the strength of the Auxiliary is constantly reinforced by the residents of local communities who continue to support these dedicated Marine Rescue Societies.

Marc Pakenham
CCG SAR
Western Region

CMRA Photo Contest

Due to late delivery of the last issue, we have extended the entry deadline for the photo contest. Send us a photograph of your unit *in action* by November 30th, 1992. Judges will decide on the winning picture and the winner will



receive a "Smart Boaters" T-Shirt with the popular "Noah's Ark" artwork as a prize! The top three pictures will appear in the next issue of "The Auxiliarist." Please submit your photos to Photo Contest, care of the Editor.