



THE AUXILIARIST

Vol. 8, 1993

Certificates Of Merit Awarded

Congratulations to the following Auxiliary members of CMRA Maritimes, who were presented with the Director's Certificate of Merit for Volunteers. The Certificates were presented by Mrs. S. Daly, Chief, Prevention and Auxiliary, CCG SAR Branch, Ottawa at the Annual General Meeting of CMRA Maritimes on September 26, 1992.

Mr. Wayne Baird of Zone #5 Pictou Unit was honoured in recognition of dedicated volunteer service to the Canadian Marine Rescue Auxiliary.

Mr. Robert Bennett of Zone #10 Halifax Unit was honoured in recognition of years of exceptional dedicated service as Treasurer of the Canadian Marine Rescue Auxiliary.

Mr. Charles Clarke of Zone #5 Pictou Unit was honoured in recognition of his immeasurable contribution as President and continued service to the Canadian Marine Rescue Auxiliary. Mr. Clarke's commitment and dedication has permitted CMRA Maritimes to prosper into a lifesaving organization of which we can all be proud.

Mr. Daniel Leblond of Zone #1 Restigouche Unit was honoured in recognition of his dedication to service performed under adverse weather conditions during incident #1282 on July 24th, 1991.

Mr. Gordon J. McNeish of Zone #1 Dalhousie, New Brunswick Unit was honoured in recognition of his dedication to service performed under adverse weather conditions during incident #1282 on July 24th, 1991.

Mr. Robert W. Urquhart of Zone #8 Dundee, Nova Scotia Unit was honoured in recognition of his successful rescue of four canoeists during incident #1251 on July 21st, 1991.

The Director's Certificate of Merit for Volunteers is awarded in recognition of outstanding work or service by an individual member or group of members of the Canadian Marine Rescue Auxiliary in relation to the common objectives set out in the Contribution Agreement between Transport Canada and the Auxiliary. The Certifi-

cate accompanied by the Director's, Search and Rescue Pin are available to be awarded every year in each CMRA region.

Nominations may be made, in writing, by any member of the CMRA. Nominations must include the full name of the candidate, information as to why the nomination is being made, and other information such as a personal or business profile that may be relevant to the nomination. The nomination may be for any reasonable accomplishment, i.e. a significant SAR Operations achievement, significant SAR Prevention/boating safety work, etc.

To be considered by the Director, Search and Rescue, nominations must be endorsed by the Regional President, Canadian Marine Rescue Auxiliary, and the Regional Manager, Search and Rescue.

For additional information and/or a copy of the Procedures and Guidelines for the Director's Certificate of Merit for Volunteers contact your Regional Coordinator, Auxiliary and Prevention.



Mr. Robert Bennett of Zone #10 Halifax unit is shown receiving his Certificate of Merit in recognition of years of exceptional dedicated service as Treasurer of CMRA Maritimes.



Rescuer Honoured For Saving Four Canoeists

Excerpts from the following article appeared in the "Shorelines" newspaper September 21, 1992.

Properly trained volunteers can save lives. Robert Urquhart, a member of a marine rescue organization found that out first hand and this weekend he is being honoured for his actions.

Urquhart, who was instrumental in saving the lives of four teenage canoeists in July 1991, is being acknowledged for his actions Saturday at the Canadian Coast Guard Auxiliary meeting in Oak Island.

Urquhart has been a member of the Auxiliary for the last four years. He said he has been part of rescues in the past, however none compared to the seriousness of the July incident.

"Usually we are just helping boaters who have gotten stuck on the rocks," he said.

On July 21, 1991, Urquhart got a call at approximately 6:30 p.m. Two groups of canoeists were reported missing, from a group that had been canoeing on the Bras d'Or Lakes in the Red Island area.

"They were canoeing on the northside of the lake, apparently they got caught in the offshore winds that come up late in the morning. The canoes overturned and separated from each other," Urquhart added.

Urquhart had just arrived home from work in Port Hawkesbury when he got a call from the Rescue Coordination Centre in Halifax. Urquhart took his 22 foot Boston Whaler along with crewmember Barry MacNeil and set out to help search.

The men found the four missing canoeists on shore around 8:30 p.m. Urquhart said this is where his training became helpful. The four teenagers were suffering from shock and hypothermia.

"I took first aid courses through the Auxiliary. We can also take courses, and learn search techniques and different search and rescue procedures for various conditions," he added.

The canoeists were disoriented, one male couldn't even stand. One of the females appeared to be in shock. The men took the teens to a cottage. A search and rescue helicopter arrived and took them to the Strait Richmond Hospital.

The big problem Urquhart speculates, was that the canoeists were not familiar with the lakes and how the wind changes in late morning. The waves were 3-5 feet high and by 6 p.m. in the evening, they were up to six feet.

Editor's Note: Mr. Robert Urquhart was presented with a Director's Search and Rescue Certificate of Merit for Volunteers at the Annual General Meeting of CMRA Maritimes on September 26, 1992.

Letter of Appreciation

The following is taken from a letter to CCG Western Region.

In May 1992 I was given one of the new First Aid Kits, distributed to Coast Guard Auxiliary vessel owners. On August 4th, 1992 I was moored at Montague Harbour Marina when a 12 year old boy caught his foot between two floats and twisted it badly. With the aid of the aluminium lined splints I was able to quickly immobilize the limb and make him ready for transportation. I would like to commend the Coast Guard for making high quality material such as this First Aid Kit available.

Yours truly,

R. Seaton
CMRA (W)

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

Life in the Auxiliaryit's a Wildlife!

Johnstone Straits is a busy passage for marine traffic enroute to Alaskan and northern British Columbia points. Since 1982, Robson Bight which juts into these Straits has become the most popular place in the world for people to observe killer whales in the wild.

Just north of Robson Bight at Telegraph Cove, B.C. the CMRA Western's flagship "Lukwa" carries up to 40 passengers at a time, on professionally guided tours to photograph these whales, bald eagles and other abundant species of wildlife. In addition to these tasks, the 20 metre, 25 knot aluminum hulled "Lukwa" is a year round primary SAR response vessel for this section of the B.C. Coast. The Rescue Centre in Victoria value this vessel and crew for their frequent response to distress calls.

On July 21st 1992, the late afternoon whale watching tour of the "Lukwa" was interrupted by a MayDay call from the converted American tug "Sundown". After anchoring off East Craecroft Island in Johnstone Straits the passengers from the tug made a campsite ashore unaware that their every move was being observed by a hungry cougar. As one of the passengers made her way back from washing her hair in a nearby stream, she was pounced on by the cougar and mauled before her desperate screams alerted the others in the party. One of the crew fired a rifle at the large cat which then dropped its victim and fled into the woods.

The lady though bitten and clawed about the head and body retained consciousness and was attended to by her companions. The "Lukwa" and Coast Guard IRB 508 from Alert Bay, B.C. responded and were on scene within fifteen minutes. While the Coast Guard crew dashed ashore and aided the injured lady, the "Lukwa" which was carrying a retired doctor onboard prepared to receive the victim for transport to hospital.

Although encumbered by passengers, Bill MacKay's and Jim Borrowman's "Lukwa" with the CMRA pennant flying high headed to Telegraph Cove on Vancouver Island where an ambulance was waiting to transfer her to a hospital in Port McNeill.

The quick action of the "Lukwa" and IRB 508 ensured the injured lady received the prompt acute care she required; and, when she was flown to hospital in Seattle the next day, she was well on her way to recovery.

This incident, although somewhat unusual, is just another example of the excellent relationship and interdependence of resources between CMRA and Coast Guard. Auxiliarist's from this area report that cougars are not the only wildlife to be avoided by boaters. Vessels at anchor in the many coves regularly fend off bears that swim out to join in breakfasts and barbecues and attempt to board without permission.

CMRA Lukwa Vessel Owners

Jim Borrowman
Bill MacKay

IRB 508 Crewmembers

Dave Hadley
Jon Brock
Fred Loiselle

By: Jon Churchill &
Marc Pakenham
Prevention and
Auxiliary Group
(Western)

Correction Notice

An error has been found in the Summary of Insurance Coverage Annex to the Memorandum of Understanding (MOU) Between The Canadian Marine Rescue Auxiliary and The Canadian Marine Rescue Auxiliary Member. This error has been brought to the attention of the Regional Coordinators and will be reflected in future printings of the MOU.

Coverage under the Hull and Machinery Policy for commercial vessels and commercial fishing vessels is \$2,000,000 for both types of vessels and not \$1,650,000 and \$1,500,000 as stated in the current annex.

Section 1 entitled Hull and Machinery Protection and Indemnity should read: "Provides protection up to \$2,000,000 for total loss of any one commercial vessel, \$2,000,000 for total loss of any one commercial fishing vessel..."

14th Annual General Meeting CMRA (M)

The CMRA (M) Annual General Meeting was held on September 26, 1992 at the Oak Island Inn near the picturesque Mahone Bay, Nova Scotia. Mr. George Lohnes, President CMRA Maritimes chaired the meeting. The following guests were in attendance:

Major M. Dory, DND OIC RCC Halifax.

Captain Larry Wilson, Acting Regional Manager Search and Rescue; Mrs. S. Daly, Chief, Prevention and Auxiliary, CCG Ottawa;

Mr. John Long, Regional Coordinator, Prevention and Auxiliary;

Mr. Lloyd Brown, Regional Superintendent RCC Halifax;

Mrs. Susan Daly, Chief, Prevention and Auxiliary noted to the membership that the CMRA had developed into a highly effective, dedicated and motivated organization through the hard work and dedication by people in the CMRA and the CCG.

Mrs. Daly also stated that this year's commercial fishing vessel and boating safety campaigns will target pleasure craft and commercial fishing vessels and specifically address the subject of mechanical breakdown.

Mrs. Daly further noted the importance of the Memorandum of Understanding between the CMRA and the CMRA member. Mrs. Daly said, "The intent of the MOU is to explain to the member his/her rights and responsibilities as a member of the CMRA as well as to provide the CMRA with a named beneficiary. In addition, it is necessary to indicate their acceptance of the MOU by signing it. In the recent amendments to

the Contribution Agreement, the document between your organization and Transport Canada, a member is defined as, among other things.... as having agreed to the Memorandum of Understanding instituted by the CMRA, in agreement with the Coast Guard. This is why it is so important that all members sign

the MOU and return it to ensure continued membership."

During the meetings the Memorandum of Understanding between the CMRA and the CMRA member was discussed at some length. Further discussions took place regarding reimbursement rates, training, insurance and membership requirements.

What's In A Name?

"Where do they get these names from?" No doubt the names of many vessels have hidden meanings known only to their owners. Occasionally, though, some names can be misinterpreted by others, as in this case of some British sailors on their way to Brittany, France.

Having been reminded that the French authorities were very strict and imposed heavy penalties on anyone infringing their traffic separation regulations, they diligently replied "You-You" when the controller asked them the name of their vessel. The controller then became more urgent and asked for the number of people on board and they answered "Six". The controller replied "OK, standby!", so they did.

Soon the vessel was surrounded by a French warship and a lifeboat, with a French helicopter

circling overhead. The sailors were wondering what they had done wrong and also what dire consequences were awaiting them.

It turns out that although to the Brits, "You-You" was just the name of their yacht, "You-You" to the French controller meant a rubber dinghy; in this case a dinghy with six Englishmen on board, waiting for rescue. Apparently, something was lost in the translation!



"I'm trying to get her listed in the 'National Registry of Obnoxious Yacht Names'!"