



THE AUXILIARIST

Vol. 3, 1991

Full Throttle To Rescue Two Fishermen

On the morning of May 26, 1991, two fishermen were rescued after a wave capsized their vessel in the St. Lawrence Seaway channel close to Cap Saint-Michel, near Repentigny.

Alain Tardif and Pierre Robert spent 45 minutes in the cold waters of the St. Lawrence River before help arrived. Robert had latched onto the hull of the flipped vessel, while Tardif was found clinging to the bow. The two men were both excellent swimmers. At the time of the incident the men were participating in a fishing derby sponsored by "Le Bivouac" store. Neither fisherman was wearing the Personal Floatation Devices that were on board.

The two men were having lunch under clear skies and on calm water when a large wave suddenly washed across the bow and flipped the

boat. They attempted to swim to the shore which was approximately 100 meters away but gave up after a few strokes seeing the water was too rough.

The two men were spotted by a Filipino merchant ship, the MONTE BONITA which was navigating in the opposite direction. The MONTE BONITA, unable to alter its course, alerted a Coast Guard Radio Station. The Coast Guard Auxiliary vessel NELSON GIRARD from the Beaudoin marina in Repentigny, immediately proceeded to the rescue. The waves had reached 4 feet when the NELSON GIRARD, arrived at the scene only 15 minutes later.

The two fishermen were returned to shore safely and were pleased to be back on land.

*The
"Nelson Girard"
- CCG Auxiliary
Unit*



Canadian
Coast Guard

Garde côtière
canadienne

Canada

National Safe Boating Week 1991



As part of the Coast Guard's continued efforts to communicate the importance of boating safety to the marine community, a National Safe Boating Week campaign was conducted from June 2 to 8.

The Safe Boating Week campaign is aimed primarily at the pleasure boating segment of

the marine population who account for more than 50% of the total SAR incidents recorded annually.

In conjunction with other organizations involved in the promotion of safe boating, the Coast Guard undertook a variety of activities including the distribution of posters, press kits and Coast Guard boating safety publications. A national advertising campaign was also run to promote the week.

The slogan used for the week was "Smart Boaters Always Plan Ahead", designed to encourage people to prepare themselves before going out on the water. Judging by media feedback received, the week was very successful in encouraging boaters to become more safety conscious.

Award of Valour for "Burgeo" Crew

The crew of the Coast Guard cutter "Burgeo" in Newfoundland won the Award of Valour which was one of four awards handed out during National Transportation Week, June 2-8, 1991. Transportation Week Awards are presented by private industry to individuals involved in the transportation sector.

The Award of Valour is presented to candidates who have, in the previous year, performed an act of bravery under perilous circumstances while defending life or protecting property.

On November 8, 1990, Burgeo Lifeboat coxswain Donald Parsons, William Grant and Heyward Collins responded quickly in seven metre waves during a snow squall to rescue the crew of a fishing vessel in distress. Guided by parachute flares, the Coast Guard crew was able to locate the fishermen's life raft and rescue the crew.

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

New Auxiliary President in Western Region

At the 12th Annual "Congratulations Mr. Switzer". General Meeting of the Western Region Coast Guard Auxiliary held in Nanaimo B.C. in March, Mr. Fred Switzer was elected President. He replaces Dave Lindley who served as Auxiliary President for 2 years.

Prior to becoming President, Mr. Switzer was a CCG Auxiliary Zone Director in Sooke B.C. .



Education Versus Legislation

Every year, pleasure craft operators are involved in more SAR incidents than any other segment of Canada's marine population; 3,772 in 1990 which represents 52% of total incidents for 1990.

As the following article from "Her Majesty's Coastguard" in the U.K. reveals, problems with pleasure craft operators are not unique to Canada:

Education and accident prevention are part of the job of the Coast Guard. However, in some cases one wonders whether legislation is the only recourse. Take for example the small cabin cruiser owner who puts out a vague radio call for: "Any boat in the river to assist by towing me in - because my engine won't start".

The boat was eventually traced and towed in by a friendly fishing boat. At the marina it was suggested that the skipper study for a radio operator's licence and improve his local knowledge.

On the boat's second outing a week or two later, its engine failed - thankfully before it left the marina: "You really should get a better battery". The skipper responded he would.

Two weeks later and the boat's third outing resulted in a slightly improved radio call: "Coast Guard I've broken down". "What is your position?". "In the creek and I've run aground as well". "What creek sir?". "Outside the marina, approximately 20 yards". "What marina sir?".

The Coast Guard officer set out to inspect the situation. The boat was 200 yards from the marina high and dry on soft mud.

The skipper was attempting to wade through the mud to the nearby saltings.

Luckily he managed to get back to the boat and the Coast Guard was able to reach him on VHF: "What are your intentions?". "To go fishing". "The tide is on the way out sir and you are going to be there for 10 hours". "What!, I want a tug". "Sorry no tug, and as it will be dark before you refloat, we suggest you consider coming ashore".

The crew walked ashore, guided to the sea wall through the saltings. Once ashore the dialogue continued: "Where's the water gone today?". "The tide is ebbing, low water is at 14:30". "Aren't there two tides a day?". "Yes". "Hmm, but it should be in all day and out all night like it always is". Tides explained, arrangements were made to recover the boat later that evening.

One week later - the boat's fourth outing. "Coast Guard, have broken down in the river - with another boat, need a tow". Questioning narrowed the field to a river off a power station. A process of elimination by watch officers led to it being traced. With no other boat in the area, the local Coast Guard vessel was launched.

On arrival alongside the Coast Guard crew were greeted. "It's me again - do you remember me" (only too well). "Well I'm OK for now. Can you look at the other boat and come back for me tonight as we want to do some fishing". "No., we will check the other boat and tow him in, we will then return and take you in". Later, upon their return, the skipper asked the Coast Guard crew if he

could continue fishing. The answer was a resounding "No".

Heading back to the marina, questioned why the secondary outboard motor fitted to the transom hadn't been used, the skipper responded: "That wouldn't start either". A Coast Guard crew member attempted to start the small engine by pushing the choke lever. "What's that for" asked the puzzled skipper. The Coast Guard replied with a guarded answer and asked why the engine was chained to the transom lock hard over to starboard: "That's to stop it from being stolen. "Ah, but how do you steer the boat" asked the Coast Guard. "When you start this engine, you will go around in circles". "Oh no we wouldn't, we'd use the steering wheel" came the reply. "But that's fitted to the other engine". "Well" said the skipper, "we are all learning, and that's part of the fun of it all".

Pointing to a charter angling boat in the marina, it was suggested that it might be better for all, to consider selling the boat and using the money for angling trips with professionals. "No. We'll see you next week" (GASP!).

As the Coast Guard left the scene, our budding mariner shouted: "Hey Coast Guard, how can we get our van started?. We've used the battery on the boat and it's dead".

"Try the Auto Club".

Courtesy Her Majesty's Coastguard

CMRA Insurance Update

A new type of coverage and an increase to the present insurance coverage has been negotiated to add to the present Hull & Machinery and Protection & Indemnity policy, for CMRA members and their vessels.

"Cost of Charter Hire" coverage has been purchased for commercial fishing vessels. This additional coverage provides for the costs to "charter/rent" a replacement vessel, as a result of a CMRA member's vessel being damaged on an authorized activity. The intent of this coverage is to provide protection for the commercial fisherman who would be unable to earn a living while his/her vessel is laid up for repairs during a fishing season. The maximum allowable for the costs of chartering a vessel is \$1,500.00 per day with a four

(4) day deductible paid by Coast Guard.

The maximum value allowed for any one commercial fishing vessel has been increased from \$1,500,000 to \$2,000,000. This increase will allow for the recruitment of vessels that would previously not have been allowed into the CMRA, and also to provide sufficient protection for existing CMRA vessel owners who had purchased new vessels or upgraded existing ones.

Reminder to CMRA Vessel Owners

For your own protection please ensure that the Coast Guard is kept up to date of any additions/alterations to the vessel or new equipment purchases.

CMRA National Council

The CMRA National Council and Coast Guard officials met on May 10th and 11th, 1991, in Ottawa to discuss current national issues of mutual interest.

The Deputy Commissioner of the Canadian Coast Guard, Mr. Micheal Turner, attended the meetings on the 10th and reiterated the CCG's commitment to the Auxiliary when he stated that the CCG considers the CMRA an invaluable and effective Search and Rescue resource and expects the relationship between the two organizations to continue to grow and prosper.

Items that were discussed included: the Memorandum of

Understanding (MOU) between the CMRA Member and the CMRA, the future of the auxiliary, National Guidelines, regional CMRA budgets, CMRA insurance coverage, membership in the Canadian Safe Boating Council, MOU and Bylaws of the CMRA National Council, and numerous other topics.

The last order of business was the election of officers for the CMRA National Council, which resulted in Mr. Harry Strong and Mr. Earl Taylor being re-elected as Chairman and Vice-Chairman respectively.

Our congratulations to Harry and Earl, and our best wishes to all CMRA Presidents and their memberships.

Precedent Setter ?

A Trinity Bay Newfoundland man was recently sentenced to thirty days in jail after being convicted on a charge of making a hoax emergency call.

The conviction stems from an incident which took place on March 5, 1990, when the Marine Rescue Sub-Centre in St. John's received a report that a small open boat was in trouble in Trinity Bay.

The CCG vessel **Jackman** and a CH 113 Labrador helicopter from CFB Gander were called in to search for the missing vessel; however, the results were negative. A subsequent investigation by the Coast Guard and R.C.M.P. resulted in the arrest of David George Peddle of New Bonaventure.

Mr. Peddle's conviction may serve to convey the serious consequences of activating the SAR response system just for kicks. Apart from the unnecessary costs of such "wild goose chases", a SAR unit could be sidetracked from responding to a real SAR case; with tragic results.

