

CANADIAN MARINE RESCUE



AUXILIARY

(NFLD) INCORPORATED

Vol. 11

NEWSLETTER

1990

Eleventh Annual CMRA Meeting Held In Corner Brook

The Canadian Marine Rescue Auxiliary (N) Incorporated held its eleventh Annual General Meeting at the Mamateek Motor Inn, Corner Brook, on Saturday the fourth of November, 1989. The following attended:-

- CMRA (N): Mr. H. Strong, President, Director District 8, 1990
 Mr. W. Pitcher, 2nd. Vice-President, Director District 5, 1990.
 Dr. C.R. Lucas, Secretary/Treasurer, Director District 7, 1990.
 Mr. M. O'Brien, Director District 1, 1990.
 Mr. H. Pittman, Director District 2, 1990.
 Mr. D. Hann, Director District 3, 1990
 Mr. L. Morris, Director District 4, 1990.
 Mr. E. Bruce, Director District 6, 1990.
 Mr. W. Sturge, Director District 9, 1990.
 Capt. P. Troake, Immediate Past President

Coast Guard:

- Mr. Charles Page
 Capt. W.J. Nash
 Mr. E.P. Stack, Regional Coordinator CMRA (N)
 Mr. R.C. Coles, Training Officer CMRA (N)
 Ms. D. Greenslade, Recording Secretary

Search and Rescue Headquarters, Ottawa, was represented by Mr. Charles Page, who is Chief of Search and Rescue Prevention and Auxiliary. The Newfoundland Region was represented by Capt. W.J. Nash, Regional Manager, Search and Rescue.

Various items of business were discussed all of which impact on the Auxiliary and the Coast Guard. Items such as the rates of reimbursement for volunteers and insurance coverage for the Auxiliary were discussed at length. Other items such as the requirement for Canadian Steamship Inspection (CSI) certificates, for vessels over 15 Gross Registered Tons and ways and means of reducing the annual number of fatalities, amongst fishermen, also drew wide attention.



Shown above is the Executive for the CMRA (N) for 1990. From left to right David Hann, Second Vice-President, Edward Bruce, First Vice-President, Winston Pitcher, President, and Dr. C.R. Lucas, Secretary/Treasurer.

The results of the election for the executive for 1990 resulted in the following:-

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| President | - Mr. Winston Pitcher |
| First Vice-President | - Mr. Edward Bruce |
| Second Vice-President | - Mr. David Hann |
| Secretary/Treasurer | - Dr. C.R. Lucas |

At a dinner, held in the evening for those attending, and their guests, Mr. Page paid tribute to the CMRA (N) for its operations in Search and Rescue. He paid special tribute to Mr. Harry Strong who had served as President of the Auxiliary for the past eight years. Mr. Page went on to congratulate the new executive on their election, and offered the support of the National Headquarters in its effort in Search and Rescue operations.

Message from the Deputy Minister, Transport Canada

On behalf of Transport Canada, I am delighted to convey my congratulations and best wishes to the President, Directors, and members of the Canadian Marine Rescue Auxiliary (Newfoundland) Incorporated on the completion of ten years of exemplary volunteer service to mariners.

For more than ten years, the Canadian Marine Rescue Auxiliary has been dedicated to saving life and property through Search and Rescue Operations and Prevention. Your record of achievements is indicative of the quality of assistance and commitment provided to the marine public. The Canadian Marine Rescue Auxiliary members have actively contributed to making our waterways safer and more enjoyable for Canadians of all ages.

Transport Canada and the Canadian Coast Guard thank you for your dedication and trust that you will have continued success in the future.

Glen Shortliffe
Deputy Minister
Transport Canada



Shown above are the Board of Directors for the CMRA (N) Inc. for 1990. The CMRA (N) held its 11th Annual General Meeting in Corner Brook on November 4, 1989. From left to right are Dr. C.R. Lucas, District 7; Larry Morris, District 4; David Hann, District 3; Winston Pitcher, District 5; Marcel O'Brien, District 1; Edward Bruce, District 6; Herbert Pittman, District 2; Harry Strong, District 8; William Sturge, District 9; Capt. Peter Troake, District 10. Mr. Chesley Coish was elected Director for District 10, however he could not attend the Annual General Meeting.

Training For Auxiliaries

A total of 96 auxiliary members received training from 03 November, 1988 until 04 November, 1989. Of that number, 23 took part in three training exercises carried out at: Happy Adventure, Bonavista Bay; Dildo, Trinity Bay; and, L'anse au Loup, Southern Labrador.

These training exercises are designed to familiarize the auxilliary with search patterns, communications, and to ensure they have a basic knowledge of the Search and Rescue organization both nationally and regionally.

In addition to the training exercises, other training included the Emergency First Aid Course and Safety Training covering such topics as liferafts, pyrotechnics, line

Manager's Greeting

I would like to take this opportunity to point out the high regard, importance, and value that we, in Coast Guard Search and Rescue, place on the CMRA. We are very fortunate to have an auxiliary consisting of over 280 well found vessels, manned by dedicated and knowledgeable people who prize safety of life at sea as paramount. The support that we receive in aiding distressed mariners off the coasts of Newfoundland and Labrador is certainly appreciated.

As you are probably aware Mr. Winston Pitcher was elected to the position of President of the CMRA in Newfoundland at the 11th Annual General Meeting held in Corner Brook on November 4th, 1989. We look forward to working with Winston and offer our sincere congratulations and wish him every success in this very important position.

Mr. Harry Strong, having stepped down from President, an office he held for a period of 8 years, has seen the Auxiliary grow through his leadership to its present level. He will no doubt show the same dedication in his position as Chairman of the CMRA National Council. It is indeed fortunate to have Harry as Chairman. His experience and overall knowledge of the CMRA places him in an enviable position. All the best Harry in your future endeavours.

During the past year or so we have noted that fishermen have to go out further to sea to catch fish. From a safety point of view this increases the risk of a marine mishap, for whatever reason, and places more reliance on the Search and Rescue system for help. The increase of vessels in the CMRA over the past year certainly adds to our ability to provide assistance.

We are continuing with our extensive Search and Rescue Prevention program. Included are lectures to fishermen of tomorrow through our school programme. In addition fishermen and the general boating community are the recipients of safe boating lectures and demonstrations of marine safety equipment. This, we hope, will make all people who use our waters more aware of potential dangers, reduce unnecessary risk taking, thereby, reducing the number of fatalities.

The number of training activities have increased for primary Search and Rescue vessels. Three major exercises were conducted and, when available, units of the CMRA participated. When the CMRA held exercises Coast Guard vessels also participated when circumstances permitted. We strongly support this type of training and believe that through frequently exercising we will be in a better position to respond.

On behalf of Mr. Lorne Humphries, Director General, Canadian Coast Guard, Newfoundland Region, I would like to wish everyone a safe and successful 1990.

W.J. Nash
Regional Manager
Search and Rescue

throwing devices, lifejackets, and personal floatation devices. This type of training is offered to members of the Canadian Marine Rescue Auxiliary (N) Inc. in order that they may more effectively carry out their mandate to supplement primary Search and Rescue facilities and promote safety at sea.

Message from the President

The 11th Annual General Meeting of the Canadian Marine Rescue Auxiliary was held in Corner Brook on November 4th at which time I was elected as President. We were honored to have with us as guests, Mr. Charles Page, Chief Prevention and Auxiliary, Search and Rescue, Ottawa, and Captain William Nash, Regional Manager, Search and Rescue, Newfoundland Region.

Please note that these meetings held each year are open to any member of the Auxiliary who wishes to attend; however, he/she is responsible for expenses incurred. Elected representatives only have expenses covered.

The CMRA (Newfoundland) Inc. has experienced another successful year. Our membership is steadily increasing thus providing greater protection for the boating public. New members are welcomed at any time.

On behalf of our membership I would like to thank Past-President Mr. Harry Strong for his hard work and support of the Auxiliary over the past number of years and congratulate him on his recent appointment as Chairman of the National Council. I congratulate the executive and directors and look forward to working with them over the next year. Many thanks go as well to the Coast Guard staff for their support.

I wish all of you a successful year in whatever you choose to do. Have two goals: wisdom - that is, knowing and doing right; and, common sense. Don't let them slip away.

Winston Pitcher
President
CMRA (N) Inc.

Display Van — CMRA

Funding for the purchase of display vans for CMRA for each Region was approved in late August, 1989.

The van for CMRA (N) Inc. and some associated equipment has been ordered and it is anticipated the van will be ready by early May, 1990.

The van was approved for the Canadian Marine Rescue Auxiliary's in all five regions in order that they may assume some of the SAR Prevention workload. It is anticipated that the CMRA in Newfoundland will be able to work in conjunction with the Canadian Coast Guard SAR Prevention Officers to achieve common goals as it pertains to SAR Prevention.

The van will be equipped with the mandatory and optional safety equipment required on small fishing vessels/pleasure craft. In addition audio visual equipment will also be carried. It is intended to visit the marine communities and display the lifesaving equipment in order that the marine public be made aware of the regulations governing the carriage of such equipment and to be aware of how the equipment operates.

Each year a number of fishermen and other people operating small boats lose their lives through drowning. It is hoped that planned visitations to various communities within the province of Newfoundland and Labrador will have a positive impact on boating safety and reduce the number of drownings that occur each year.

Tasking CMRA Vessels

An article concerning the tasking of CMRA facilities has appeared in previous newsletters, however, due to its importance it must be repeated.

The correct procedure of tasking CMRA vessels was explained during the pre-acceptance interview, however, there have been a number of members submitting incident report forms for which the Marine Rescue Sub-Centre have no record.

Each incident responded to by a CMRA vessel must be authorized by the Marine Rescue Sub-Centre. Ideally, you must get permission to respond because the MRSC is the only legal tasking authority. When tasked by the Marine Rescue Sub-Centre you are given an incident number which ensures you are covered by insurance and entitled to reimbursement whilst engaged on authorized activity.

Should circumstances, for whatever reason, prevent you from contacting the Marine Rescue Sub-Centre but where loss of life or property is imminent, you are to respond, however, you must notify the Marine Rescue Sub-Centre as soon as possible afterwards by whatever means available.

These guidelines are there to protect you the auxiliariest. All members are urged to abide by them.

Message from the Immediate Past President

1989 has been a very busy and exciting year for me as President of CMRA (Nfld.).

At our National meeting held in Victoria B.C., in March, 1989, I was elected as Chairman of the National Council of the CMRA.

The National Council is made up of the President of each Regional CMRA, (or his designate), plus a Chairman. It addresses matters of National and mutual concern to all CMRA members.

As you can imagine the workload "increased" somewhat.

A couple of the more important items that we are presently working on is the proposal to change the name from Canadian Marine Rescue Auxiliary to Canadian Coast Guard Auxiliary, and our insurance package. We are continually negotiating with our insurance broker to improve our coverage and we have made some major improvements this year.

I guess the highlight of this year was my attendance at the National Conference of the United States Coast Guard Auxiliary in Washington, DC. 1989 marked the 50th anniversary as an Auxiliary to the U.S. Coast Guard and we extend our congratulations.

1989 is also a year of celebrating for CMRA in Canada. It is our tenth year of operation. To our 10 year veterans I extend congratulations and keep up the good work.

I would like to congratulate Winston Pitcher on his election as President of CMRA Newfoundland and assure him and all CMRA members of my continued support while I am connected with the National Council.

Harry Strong
Immediate Past President
CMRA (N) inc.

Tenth Anniversary — CMRA (Nfld.)

When a coupling breaks and you are driving ashore, who do you call for help? If you don't show up at the plant to unload, whom can your wife call who knows where you are likely to have been fishing? The chances are that the person you name will be a friend or neighbour and that he will be a member of CMRA (Nfld.). Eleven years ago, you would still have named your friend but he would not have been a member of CMRA (Nfld.) because it did not then exist. It is now ten years since the official founding of the Canadian Marine Rescue Auxiliary (Nfld.) on February 16th, 1979 and therefore a good time to reflect on whether the achievements of the organization have matched expectations at the time it was created.

During the mid-1970's, a number of marine emergencies occurred on both the Atlantic and Pacific coasts of Canada and in the Great Lakes/St. Lawrence River area. As it happened, several of these took place within a relatively short period which provoked greater public interest than might otherwise have been the case. Some of these incidents will be familiar to Newfoundlanders and will no doubt be recalled by names such as "San Juan", "Gabriella" and "Barracudina". As a result of media scrutiny of Canada's Search and Rescue capabilities, the federal government of the day ordered an inquiry into the state of SAR in the nation. The product of that inquiry was the Cross Report and one of its several recommendations was for the creation of a volunteer SAR service. That service was founded subsequently and has come to be known as the Canadian Marine Rescue Auxiliary or more commonly as just the CMRA.

Although national in scope, CMRA was wisely divided into five autonomous regional organizations within each of which it was hoped the operating conditions would be reasonably similar. Clearly, yachtsmen operating in the Straits of Juan de Fuca off Vancouver Island and those operating in the Great Lakes face vastly different conditions and neither of those pleasure boaters is likely to appreciate the circumstances in which a small-boat fisherman finds himself off the coasts of either Nova Scotia or Newfoundland. In each region, however, these individuals represent major users of the marine environment and by the law of averages they will also be those who will be most in need of SAR services in their areas.

In Newfoundland, we have over 17,000 registered fishing vessels involved in the so-called inshore fishery. Although some routinely fish in excess of 100 nautical miles off-shore in areas such as the Virgin Rocks. We also have four yacht clubs in the province that have a total membership of about 500 vessels. There are also a large number of pleasure vessels distributed throughout the coastal area which have no affiliation with these clubs. Considering these statistics, it is obvious that the area of greatest demand for SAR service will be within a few miles off the coastline. It is equally obvious that no level of government could afford to provide enough lifeboats, rescue craft or large ships to service continuously the 17,000 kilometers of coastline that we have in this province. This seems to be a problem without a solution but Newfoundlanders have known the answer to this problem for generations. The idea of helping your neighbour is typical of small communities everywhere and Newfoundland is no exception. Long before the creation of the CMRA, Newfoundlanders helped support and look after each other especially on the fishing grounds. That being the

case, one might reasonably ask what has been accomplished by forming CMRA.

The aims of CMRA are to provide a rapid response capability with local knowledge of operations, conditions, and people that will supplement the federal government's existing SAR capabilities. In addition, CMRA is to promote safe practices on the water. Since its founding, CMRA (Nfld.) has grown to approximately 280 vessels of which more than half are over 15 GRT. Furthermore, these member vessels are scattered all around the coasts of the island portion of the province as well as Labrador. Since most of the vessels have replacement values of many hundreds of thousands of dollars and several are in excess of one million dollars, this means that the government has a volunteer SAR force in place throughout the Newfoundland marine area that has a capital value of perhaps \$100 million and it doesn't cost the taxpayer one penny until a vessel is used on an accident. Even then, the volunteer is reimbursed only an amount that will adequately cover his out of pocket expenses. The annual operating budget of CMRA (Nfld.) for the last fiscal year was approximately \$80,000 of which roughly sixty percent was spent on reimbursements, the remainder on administration. Thus, the cost to the taxpayer for the extensive SAR coverage provided by the CMRA which in fact handled nearly half the total SAR caseload borne by federal resources in this region was a little over \$50,000.

From the point of view of the recipient of these services, the CMRA's association with the federal government means that full governmental resources of telecommunications, aircraft and large ships as well as the small vessels of the Auxiliary are all linked in one single effort to find and save him/her. Since the CMRA volunteer will probably know where his friends and neighbours have been operating, the deployment of all these resources will be more efficient and probably more immediately effective which is a comforting thought when you are the one who is lost or in some type of trouble at sea.

From the point of view of the member of CMRA, he really is doing nothing that he hasn't done for years and which his father probably did before him. The difference now is that as a member of CMRA, he will be covered by insurance while on a SAR activity and he will be reimbursed for his out-of-pocket expenses, neither of which occurred before he joined CMRA. From all of these points of view then, the benefits from the presence of CMRA in the marine environment are substantial.

Attempting to measure the effectiveness of any organization is at best a difficult task and it is especially so when the organization is like CMRA or a volunteer fire brigade. In both cases, it could be argued that the organization has been most effective when it is not needed at all! Therefore statistics of SAR incidents are not necessarily the best way to measure CMRA (Nfld.'s) achievements. It is, however, indisputable that a number of people are alive today who would not be were it not for the actions of a CMRA member. Certainly, former crewmen of the Trawlers "Maria Tiexeira Vilarinho", and "Zidani"; of the tug "Taskall"; and, of the schooner "Norma and Gladys" have cause to be grateful for the existence of CMRA and if we can say that even one life has been saved over the last ten years, the organization we know as CMRA has been a success.