



# THE AUXILIARIST

Vol. 11, 1994  
TP 10692

## NEW RIDE FOR ERIE RESCUERS



*The new Port Colborne rescue boat "POCOMAR"  
under way on Lake Erie*

After a four year wait, boaters in Port Colborne, Ontario, at the eastern end of Lake Erie, welcomed the arrival of a new 28 foot rescue boat this summer.

The Port Colborne Marine Auxiliary unit has traded in its 21 foot former harbour tender (ungraciously dubbed "the bathtub") for a new \$50,000 Baha Cruiser, which was launched on the Victoria Day Weekend in late May. The rescue unit raised the money for the new boat from corporate, club and individual donors.

"We're first in and last out," says rescue unit commander Dan Pellerin. "The boat will be on the water until late November." A 28 member volunteer crew keeps the boat ready for action during the pleasure boating season. The unit's emphasis is on rescue, education and prevention of boating mishaps.

The boat, named "POCOMAR" (Port Colborne Marine Auxiliary Rescue) is based at Port Colborne's new Sugarloaf Harbour Marina. Along with nearby Marlon Marine, there are 700 slips in the area. With the heavy pleasure boat traffic, the rescue unit feels the new boat - powered by a 7.4 litre Mercruiser V8 inboard - will better serve boater's needs.

"It's given us capabilities we never had before," says Pellerin, "making us more responsive as a rescue unit with a safer boat for our crew in rough Lake Erie waters."

The above article, written by Bob Mossman appeared in the August, 1993 issue of "Power Illustrated".



Canadian  
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## WOMEN OF THE AUXILIARY

Susan Nuttall of Apple River, Nova Scotia, Zone 13, has been an active member since 1985. Over the years Susan has provided valuable support to the CMRA Executive, and has organized many activities within her Zone and for CMRA Maritimes. She is always there when called upon to lend a helping hand. She is currently a CMRA Prevention Officer and a member of the Prevention Committee.

Susan and her husband Harris, the Executive Secretary of CMRA Maritimes and "expert moose caller", fish together in the Bay of Fundy, which is world famous for its high tides and frigid waters. When Susan and Harris are called upon for a rescue, Susan often stays home to monitor all activities on the

marine radios because of their remote operating area.

Susan possesses her Fishing Captain IV papers in addition to her Air Nautical Navigation

Certificate. Over the years, CMRA Maritimes held many competitions of which Susan attended three, with her team winning the SAR Pump category in 1989.



*Susan Nuttall of Apple River, Nova Scotia is pictured with fellow Zone 14 team members John Dunbar and Croyden Wood, receiving the SAR pump activity award during the 1989 SAR competitions held at Oak Island, Nova Scotia.*

### THE AUXILIARIST

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

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Margarite Billard from Rose Bay, Nova Scotia, Zone 11, was one of the founding members of the Lunenburg Unit. Margarite was an active member always attending scheduled activities within her Zone.

Margarite passed away a few years ago and is sadly missed by many who benefitted from her radio support. Margarite constantly monitored the CB and VHF radios relaying any distresses that she heard. It was noted by a member that whenever a CMRA member was out on a SAR incident, regardless of the time, Margarite would monitor the

radio until the case was over. Margarite provided support to Environment Canada and her home was considered a weather reporting station from which she also provided mariners with weather broadcasts four times daily on CB radio to those mariners who did not have a VHF radio.

Margarite will forever be remembered by those who benefitted from her service.

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## Women of the Auxiliary cont'd



*Vesta Adams, Director of Zone 12 from Wood's Harbour, Nova Scotia and Susan Nuttall at the 1993 Annual General Meeting of CMRA Maritimes in Halifax.*

Vesta Adams of Wood's Harbour, Nova Scotia, Zone 12, has been a member of the Auxiliary for over ten years. She has served as Zone Director and Alternate for seven years. In addition, she has served on the Membership Committee for the past seven years.

Vesta contributes her time most willingly and is always eager to help out others and coordinate activities that will benefit the CMRA and her fishing community. Her husband, Bruce, fishes out of Wood's Harbour while she tends to the family's salt fish industry and periodically goes out when time permits.

\* \* \* \* \*

Marie MacDonald of Pictou County, Zone 05, is a mother, a registered nurse and a role model to her community. She is also an active crewmember aboard the family's 44 foot fishing vessel.

Marie has been attending meetings of the Canadian Marine Rescue Auxiliary with her husband, Sonny, since the early 1980's. She became a member approximately five years ago and has given a lot of her time to her unit and Zone. As Zone Training Officer, she has coordinated many activities and looks forward to more.

Marie has fished with her husband during the past fifteen years. She has provided routine assistance on many occasions and has been involved in several rescues. One case in particular that Marie remembers so vividly

occurred late evening, July 31, 1990. A small open speed boat from Prince Edward Island, was swamped while attempting to cross Northumberland Strait, leaving five persons in the water. Fortunately, this was a successful rescue with two persons drifting to shore and the others successfully being plucked during the night from the cold waters of the Northumberland Strait.

Other dedicated women of honourable mention from CMRA Maritimes who have volunteered their service to the Auxiliary are:

Lois Drummond of Summerside, PEI, has been a member since 1987 and is presently serving as Director of Zone 03.

Beatrice Ellis of Pubnico, NS, is currently the Training Officer of Zone 12.

Rose Eva Nowlan from Shediac, New Brunswick serves as the Secretary for Zone 02.

Cathy O'Neill from Grand Manan Island, New Brunswick is the Prevention Officer of Zone 15.

Laura Richardson of Sheet Harbour, Nova Scotia serves as Secretary of Zone 10.

Joanne Rooney of Saint John, New Brunswick is the Prevention Officer for Zone 16.

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**Please note:  
Additional articles on  
"Women of the Auxiliary"  
will appear in Volume 12.**

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## Women of the Auxiliary cont'd

Elaine Bennett has been active behind the scenes for many years. She became involved with the CMRA through her husband Robert (Bob) Bennett's involvement. Bob, who is a long standing member, has served as Executive Treasurer for over ten years. As the saying goes "behind every good man is a great woman".

The number of tasks Elaine carries out is best labelled administrative support person. Her years of experience and support have provided continuity to the organization, making her a valuable asset. It has often been said and overheard, that, "Elaine is the person who really runs CMRA Maritimes".



*Mrs. Elaine Bennett, secretary of CMRA Maritimes is pictured at the 1993 Annual General Meeting in Halifax, Nova Scotia*

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Rena Taylor from Owen Sound, Ontario joined the Auxiliary when it was first formed in 1979 with her husband Earl. They own and operate the "Brookholm", a 48 foot steel Motor Yacht on Georgian Bay.

Rena is active in all aspects of the Auxiliary and then some. With her husband being the President of Central Region as well as the National Chairman, she gets many opportunities to spread the word of the excellent work the Auxiliary does, as well as learn many new ideas and valuable information to take back to Central Region.

Rena believes that the women of the Auxiliary play a very important role because not only

do they go out on the vessels and assist with the rescues, they also perform the behind the scene role of monitoring communications.

In addition to her valuable work behind the scenes, Rena is well known throughout the Auxiliary, the Coast Guard and the Search and Rescue community for her world renowned muffins, pies and baking. To sample some of her exquisite baking is a moment always remembered!

Rena finds her work with the Auxiliary very rewarding especially when a rescued person thanks you for helping them.

\* \* \* \* \*

Hello! My name is Marlene Anderson, and I have been an Auxiliarist for the past eleven years. My husband Bruce has been a member for thirteen years, son Jason age 21, for three years, and our newly enrolled daughter Tara, age 18. We are with the SARU I and AVA II out of Sarnia, Ontario. Our life during the summer months has been very busy since joining the Auxiliary, with one or two of us on the boat every weekend.

It hasn't always been easy. During my first years it was a standing rule between the male members that a woman even though trained the same, was only allowed to go out on the boat accompanied by a male member. However, with the passing of time, ideas changed and women became as valued as male members. We currently have 4 female members.

Although I have participated in Auxiliary training exercises before I would like to share an experience I had last September that will not soon be forgotten. Looking back on it now it was probably the most valuable experience as a group that we have ever had. The entire experience demonstrated where some of our members needed a lot more hands on training.

The first vessel, the "AVA II" left the dock at 6:30 p.m. with two of our senior members on board. The "SARU II" departed shortly thereafter with seven crewmembers on board. Two senior members remained behind to plot our courses and determine our ETA's.

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## Women of the Auxiliary cont'd

There was a light rain falling but it didn't dampen anyone's spirits. With myself behind the wheel for the first leg of our journey, everything went as planned and we found our first target. Travelling toward our next position, with Vanessa at the wheel it wasn't long before we located our next object. Night searching was completely different than what we had expected. Midge took over the wheel as we continued on our third leg. By looking at the shore lights I determined that we had overplotted our search area, so we turned around to re-search the area. The water was beginning to get rough but we were still able to locate the next object. It was my daughter Tara's turn to take the wheel, and since it was her first time we went around in circles for awhile. My husband Bruce took over the wheel because the water was getting rougher. We decided to cheat a little and turned on the radar which showed a storm approaching.

By the time we arrived at Kettle Point with one object left to locate there were two members on board who were sea sick, wet, cold and just wanted the exercise to be over. It was now 3:30 in the morning and according to our original plan we were supposed to be in the warm coffee shop for the debriefing.

During the time we had been looking for the search objects, the two senior members on board the "AVA II" had sat waiting with one engine down and one member seasick.

Slowly we started toward home. It was raining heavily and the waves were now between 7 and 8 feet. Not too far along the motor on our 28 footer broke down, so the smaller "AVA II" took us in tow only to have their second motor quit. By this time it was game over. With the rocking and not being able to see shore lights we now had four out of nine seasick. I remember looking at the water at one point and thought about jumping overboard and swimming to shore so that I could get home before everyone else and get rid of the seasickness.

While our senior members were stabilizing the "AVA II", Jamie radioed for assistance. Sarnia Coast Guard Radio were unsuccessful in calling the United States Coast Guard station in Port Huron, Michigan so they called the RCC in Cleveland, Ohio. Even though I was so seasick I knew what Cleveland meant. Many times I had been teased that they were going to use me in an exercise with the helicopter. I just kept thinking, no way I'm going to be

hoisted up by helicopter. Port Huron finally responded and their ETA was two and half hours. What went through my mind at this point was no way we will never make it! We now had five people jockeying for position at the back of the boat to feed the fish. I have never been so cold in all my life and am sure the survival suits saved us from hypothermia. Turning green was an understatement. I was so cold I had to get out of the elements, so with bucket in hand I sat behind the wheel to wait the arrival of the Port Huron Coast Guard. They had a medic on board but with what we had he was unable to help us.

At 6:10 a.m. we were finally under tow with three boats in a row. It was slow going but we at least had the comfort of knowing we would have our feet on stable ground again. Our trip under tow was two and a half hours, but by day break we were all starting to feel a little better but not ready to try it again anytime soon.

Finally, the Blue Water Bridge was the most beautiful sight of all. After arriving at the fuel dock at the marina I removed my survival suit and steam came off my body even though my clothes were soaking wet.

After being seasick for seven hours I wasn't waiting around for any debriefing, the only thing I wanted was a warm cup of coffee and my bed. Once home I still couldn't get warm and I thought I would never get rid of the wrinkles after



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## Women of the Auxiliary cont'd

being wet for so long. Climbing into my waterbed I thought it would be lights out but my once waveless bed had a mind of its own. It took me over a week to get back to eating normally. I suggested to the crew that we rename the boat Gilligan. I overheard Bruce talking to CMRA member John Parsonage that afternoon about our little trip and hollered in the background that I resign. I suggested that maybe next time we could conduct the exercise during the summer instead of late September and chances are I'll be busy!

With all kidding aside, seasickness gone and enough time gone by to reflect on the experience I now realize how much our group has learned. My suggestion is always take gravol. Our purpose as Auxiliarists is to search and rescue, not search and be rescued.

Please remember that training and upgrading is a valuable asset because we tend to forget. As far as being a "Woman in the Auxiliary", I have found that it may not be for everyone, but to those that are, it is the greatest feeling to help just one. The lesson that we all learned from our experience was finding out what it was like to be on the other end of a rescue, and that your radio is one of the most important pieces of equipment in getting help to you.

Yours in SAR,  
Marlene Anderson  
SARU I, Sarnia  
CMRA Central

\* \* \* \* \*

### CMRA Central

Anne Dompierre from Wallaceburg, Ontario has been a CMRA member for ten years. Anne and her husband Butch are co-owners of the pleasure craft "Fancy Canoe" on Lake St. Clair.

Anne is one of a seven member team that respond to incidents aboard the "Fancy Canoe". Anne has successfully completed all the necessary training to the level of Advanced Crew. Anne

is very active in training and participates in all Search and Rescue exercises on Lake St. Clair. She enjoys going out and assisting with rescues as well as communicating with the Coast Guard Radio Station and RCC Trenton.

Anne feels that the most rewarding aspect of the Auxiliary is being able to work as part of a team, and feels the crew of the "Fancy Canoe" is a good example of teamwork at its best.



*Anne Dompierre from Wallaceburg, Ontario at the wheel of the "FANCY CANOE" on Lake St. Clair.*

\* \* \* \* \*

### Headquarters Own

Jocelyne Hogan is the Unit Commander for her home town Gatineau, Quebec. She is a crewmember and co-owner of the Pleasure Craft "NOMAD", a 29' Bayliner, which is skippered by her husband Terry. In her first year as Unit Commander she is responsible for the recruitment, enrollment and evaluation of new members. Jocelyne's duties also includes

organizing meetings, training sessions and planning activities for the twelve members and seven vessels within the Gatineau Unit which stretches from Hull, Quebec to the Carillon Dam, ten miles east of Hawksbury, Ontario. Jocelyne is a Courtesy Examiner and has received training in first aid, fire fighting techniques and towing procedures.

## Women of the Auxiliary cont'd

Jocelyne works in the CCG SAR Headquarters as a Data Management Officer. She is responsible for the compiling, evaluating and analyzing marine SAR statistics. Jocelyne develops and produces the annual SAR Incident Summary which is used extensively by headquarters and regional personnel throughout Coast Guard.

One of Jocelyne's most memorable moments as a CMRA member is the result of a Courtesy Examination. During an examination of a pleasure craft, Jocelyne pointed out to the vessel owner that his dry chemical fire extinguisher was compacted, and after shaking the extinguisher to loosen the dry chemical, she recommended that the vessel

owner store it horizontally to keep the chemical from compacting again. A few weeks later this same pleasure craft operator while on holidays, had a fire in his galley and was able to easily extinguish

the fire. The first thing this gentleman did after returning from his holidays, was to thank Jocelyne for the safety tip which he felt saved him from losing his entire vessel to fire.



*Jocelyn Hogan and her husband Terry of Gatineau, Quebec in front of their 29 flot Bayliner the "NOMAD"*

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### CMRA Western



Eve Gosse of Victoria, B.C., a member of the Oak Bay Sea Rescue Society has been involved in marine rescue communications for sixteen years, the last nine years as a member of the CMRA Oak Bay Unit #33.

operate a VHF marine radio base station for the rescue vessel "Jack Groves" constantly maintaining a radio log and keeping track of its position during operations. Eve also keeps herself busy telephoning

*Eve Gosse  
of Victoria, B.C.  
at her  
VHF marine radio  
base station*

the twenty six member crew twice a month reminding them of meeting nights.

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### CMRA Newfoundland

There are currently eight women members in Labrador and on the Island of Newfoundland. One of the women is a crewmember, another an individual member, two serve as radio operators and four are CMRA vessel co-owners.

Linda Clenche from Random Island is a crewmember aboard the pleasure craft "LOIS ELAINE II" which is co-owned by Cynthia Mills. Alma and

## Women of the Auxiliary cont'd

Caroline O'Brien are radio operators from L'Anse au Loup.

Doris Bishop from Manuels, NFLD has been a member since 1984 and is co-owner of the Pleasure Craft "RADO". Veta

Moyles from Lewisporte has been a member since 1991 and is co-owner of the pleasure craft "CHAD & JODY". Ada Powell from Charlottetown, Labrador is co-owner of the fishing vessel "ATLANTIC NOVA". Doreen

Reardigan of St. John's has been an individual member since 1982. The CCG and the CMRA in Newfoundland both recognize and appreciate the volunteer assistance provided by these women.

### "HERE'S A TIP OF THE HAT TO ALL THE WOMEN OF THE CANADIAN MARINE RESCUE AUXILIARY."

**The 1992 SAR statistics are now out, and following are some of the highlights of the report:**

- ✓ In 1992, SAR authorities recorded a total of 6,558 SAR incidents which represents a decrease of 8.6% from the previous year.

#### Breakdown by Region:

	Total # of Incidents	Members	Vessels	CMRA Taskings
Western	2,159	1370	251	579
Central	1,437	964	135	393
Laurentian	1,049	351	129	345
Maritimes	1,421	397	287	270
Newfoundland	492	465	317	192
Total	6,558	3,547	1,119	1,779

#### Nature of Incidents:

Distress	1,107
Imminent Danger	2,126
Other Incidents	3,325

- ✓ A total of 1,842 lives were considered at risk as a direct result of SAR distress incidents in 1992.
  - Of these, 1,702 (92%) were saved and 140 (9.2%) lost.
- ✓ Types of craft assisted:
  - Pleasure Craft - 3,707 (56.5%)
  - Fishing Vessels - 1,795 (27.4%)
- ✓ Leading Causes of Distress Incidents:
  1. Medical 211
  2. Capsized 145
  3. Taking on water 135
  4. Fire 79
  5. Mechanical Failure 79
- ✓ In 1992, the CMRA responded to 27% of total SAR incidents, and 34.7% of SAR incidents responded to by non-primary CCG SAR resources.
- ✓ CMRA units were called upon 1,779 times in 1992, a slight increase over 1991 when CMRA units were tasked 1,767 times.
- ✓ As the statistics above demonstrate, the Auxiliary plays a key operational role in the National SAR Program.



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## Arthur F. Mountain, Director, Search and Rescue Retires

Captain Arthur F. Mountain retired September 24, 1993. Captain Mountain began his career in the public service January 18, 1954 working on board Canadian Coast Guard vessels in various seagoing positions. Captain Mountain progressed through the Officer ranks to that of Captain, and holds an unrestricted Master Mariner's Certificate. Born and raised as a lightkeeper's son on the west coast of Canada, he was destined for a career in the Canadian Coast Guard. He is a veteran of 18 years at sea on board Canadian Coast Guard Search and Rescue cutters, Icebreakers and Ocean Station vessels.

Captain Mountain, described as progressive in his outlook, has many achievements to his credit. Of particular note, Captain Mountain organized the establishment of the Canadian Marine Rescue Auxiliary and implemented new approaches to promote higher levels of

boating safety. This is where the SAR Prevention program began.

As Director, Search and Rescue Captain Mountain implemented a two-way computerized information and statistical gathering system which is directly linked to the five Rescue Coordination Centres, and an Emergency Positioning Indicating Radio Beacon (EPIRB) registry which is accessible by the Rescue Coordination Centres.

Captain Mountain was a founding member of the Association of Professional Executives of the Public Service and a member of the Company of Master Mariners of Canada. Captain Mountain is married with two children and enjoys recreational sailing.

During his exemplary career Captain Mountain was totally dedicated to the Canadian Coast Guard and worked

tirelessly in the attainment of the organization's goals and objectives. His dedication, loyalty and genuine belief in the Coast Guard's contribution to the marine public has always been above and beyond the call of duty.

On July 22, 1993 Captain Mountain received the "Canadian Coast Guard Exemplary Service Medal" in recognition of his years of exceptional dedicated service as a member of the Canadian Coast Guard. Captain Mountain has earned an unparalleled reputation as a leader of productivity, efficiency and commitment. His dedication and professionalism exemplifies the tradition of an organization dedicated to making our waterways safe for all Canadians.

Captain Mountain has moved to British Columbia along with his wife Frieda. The Canadian Coast Guard will truly miss one of its finest.

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## NEWFOUNDLAND BOARD OF DIRECTORS

The Annual Election of the district Directors for CMRA Newfoundland has been completed with the following results:

DISTRICT	DIRECTOR	ADDRESS
1	Marcel O'Brien*	L'Anse au Loup
2	Herbert Pittman	Englee
3	Al McCarthy	Highlands
4	Lloyd Osmond*	Port aux Basques
5	Winston Pitcher	Burin Bay Arm
6	Edward Bruce	Long Harbour
7	Charles Roberts	St. John's
8	Harry Strong	Old Perlican
9	William Broderick*	St. Brendan's
10	Chesley Coish	Hillgrade

The directors marked with an \* is a change of directors for the district from 1993. Congratulations to all Directors!!!

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**NEW EXECUTIVE  
FOR CMRA  
MARITIMES**

The weekend of September 25-26, 1993 saw the Annual General Meeting of CMRA Maritimes. Along with the normal business conducted at such gatherings there was an election of a new slate of executive officers.

The new President, Gary Masson, has been active on the water as rescue boat operator for the Auxiliary for more than ten years and is the first President from outside the province of Nova Scotia. He has been particularly active over the last couple of years during his term as First Vice-President in updating CMRA Maritimes' computerized data base.

First Vice-President is Lawrence MacNeil of Antigonish, Nova Scotia. Second Vice-President is Frank McLaughlin of Sheila, New Brunswick. Secretary is Harris Nuttall of Apple River, Nova Scotia and Treasurer is Bob Bennett of Halifax.

Congratulations gentlemen!

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***Letter of Appreciation***

Mr. Anthony Patterson  
Superintendent of SAR  
Research and Development  
Canadian Coast Guard  
Ottawa

Dear Mr. Patterson:

I would like to personally thank you, the Canadian Coast Guard, and the Canadian Coast Guard Auxiliary for the outstanding support rendered to the U.S. Coast Guard Research and Development Centre's Spring 1993 field test from 03 May through 21 MAY which took place on Lake Erie. The purpose of this field test was to evaluate the HC-130 equipped AN/APS-137 airborne radar system for probability of detection of small search and rescue targets.

When the R&D Centre's Improvement of Search and Rescue Capabilities (ISARC) Project Team decided to conduct this field test on Lake Erie, they determined that the Canadian Coast Guard and its Auxiliary could lend tremendous support to this experiment. This cooperation is possible under the authority of the Memorandum of Understanding between the U.S. Department of Transportation and the Ministry of Transport of Canada, known as the Volpe-Jamieson Agreement, Joint Research Project Agreement #3. I was gratified to learn that the Canadian Coast Guard Auxiliary was more than willing to once again support this joint search and rescue effort. The three Auxiliary vessels and six Auxiliarists that operated out of Port Stanley were competent, enthusiastic, and professional during the three week testing period, and it was a pleasure for the R&D Field Team to work with them. Their spirits were high and never dampened, even after facing six to seven foot seas on some of the test days.

Once again, thank you for supporting this joint effort; it is clear that this field test would not have been successful had it not been for the participation of the Canadian Coast Guard and its Auxiliary.

Sincerely,

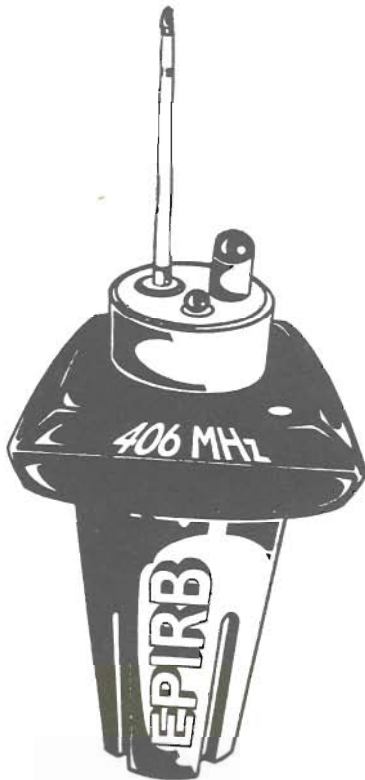
Captain J.R. Taylor  
Commanding Officer  
U.S. Coast Guard  
Research and Development  
Centre



Canadian  
Coast Guard

Garde côtière  
canadienne

## NOTICE TO USERS--YOUR EPIRB BATTERY MAY NEED REPLACING!



VARIOUS MAKES OF 406MHz SATELLITE EMERGENCY POSITION INDICATING RADIOBEACONS (EPIRBs) HAVE BEEN INSTALLED ON VESSELS OVER THE PAST FEW YEARS.

THE BATTERIES IN MANY OF THESE EPIRBs WILL BE NEARING THE END OF THEIR USEFUL LIFE. USERS ARE REMINDED TO CHECK THE BATTERY EXPIRATION DATE DISPLAYED ON THE EPIRB LABEL TO ENSURE TIMELY REPLACEMENT.

BATTERY REPLACEMENT SHOULD BE CARRIED OUT BY THE EPIRB AGENT/MANUFACTURER. USERS SHOULD NOT ATTEMPT TO REPLACE A BATTERY OR SUBSTITUTE ANY OTHER BATTERY AS THE EPIRB WILL NOT FUNCTION PROPERLY.

TO MAINTAIN THE EFFECTIVENESS OF THE EPIRB AS A SAFETY DEVICE USERS ARE ALSO ADVISED TO:

- ☛ REFER TO THEIR USER MANUAL FOR THE MANUFACTURER'S RECOMMENDATIONS ON PERIODIC MAINTENANCE;
- ☛ SEEK THE ASSISTANCE OF THEIR EPIRB AGENT/MANUFACTURER WITH REGARD TO THE RETURN OF THE EPIRB FOR MAINTENANCE AND BATTERY REPLACEMENT. (RULES IMPOSING TRANSPORTATION RESTRICTIONS APPLY FOR EQUIPMENT CONTAINING LITHIUM BATTERIES);
- ☛ ENSURE THE EPIRB IS TESTED EVERY SIX MONTHS IN ACCORDANCE WITH THE SHIP STATION TECHNICAL REGULATIONS;

NOTE THAT, FOR THOSE SHIPS SUBJECT TO THE EPIRB REGULATIONS, THE CARRIAGE EXEMPTION FOR EPIRBs OPERATING ON 121.5MHZ AND 243 MHZ EXPIRED ON MAY 31, 1993.

FOR MORE INFORMATION CALL THE CANADIAN EPIRB REGISTRY AT 1-800-267-6687.