

# Canadian Marine Rescue Auxiliary (Nfld.) Incorporated



# NEWS



## Drama in Real Life - SAR Case 102

by Brian Penney - Marine  
Rescue Centre St. John's

Shortly after 1:00 p.m. on Tuesday, 03 May two fishing vessels were transiting northwest of Sagona Island bound for Harbour Breton. The Canadian Marine Rescue Auxiliary (CMRA) vessel Raylene and Francis was approximately two miles behind the fishing vessel Jane and Perry. The vessels were operating in westerly winds of 25 - 30 knots on a routine voyage from the fishing grounds.

Captain Alex Snook on the CMRA vessel Raylene and Francis heard an excited call on ch. 13 C.B., "vessel taking on water, trying to get head into the wind." The voice of the caller was immediately recognized to the crew of the Raylene and Francis, however, there was no further transmission or communication. Captain Snook knew that the Jane and Perry should be somewhere ahead and responded immediately.

While enroute to the last known position Captain Snook notified the Marine Rescue Centre through St. Lawrence Coast Guard Radio. A full scale search and rescue operation was

initiated for people in the water or, worst case scenario, gone down with the sinking vessel.

thought to be a highflier was sighted. Upon arrival on scene the worst was confirmed. It was actually

Captain Snook manoeuvred his vessel close to the survivors. Due to the wave action his approach was cautious. Knowing that survival time in the water was running out, prompt recovery was of utmost importance. Bearing this in mind the conditions did not permit recovery of both survivors at the same time. A second approach had to be made for the second man. The second survivor was safely helped on board approximately 16 minutes after the distress call was received.

First aid was immediately administered and further life-saving treatment for hypothermia provided. Upon arrival at Harbour Breton the survivors were transferred to a waiting ambulance, thankful to be alive.

Two lives were saved through the prompt and professional action of the CMRA. Not only does it show the dedication of our marine personnel but also highlights the overall concept of teamwork, communications, training and familiarization to meet an end result - SAFETY OF LIFE: ANOTHER JOB WELL DONE!



While the Rescue Centre coordinated the operation and assigned additional resources, the CMRA vessel approached the search area. Upon arrival at the 2 mile position the vessel was also headed into the wind, hopefully on the same course as the Jane and Perry. Shortly after the first

part of the foundered vessel, the Jane and Perry, with no sign of survivors. Because of the cold water temperatures, and the hope that the crew had abandoned, an immediate search was initiated around the sunken vessel. The two crewmembers were sighted downwind clinging to a life-

## Message from the President

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The 16th Annual General Meeting of the Canadian Marine Rescue Auxiliary was held in Gander on November 12, 1994. We were delighted to have as guests: Mr. Terry Melhuish, Director Planning Coordination and Program Support; Mr. Lorne Humphries, Director General, Canadian Coast Guard (N); Captain Allan Rowsell, Regional Manager Search and Rescue; and Mr. John Butler, Director Operational Programs.

Special thanks to Captain Brian Penney for the presentation on SAR Operations; Ms. J. Kelsey for the Loran C presentation, and Mr. Lorne Humphries for the Lightstation Services Project presentation.

During the dinner thirty-seven auxiliary members were presented with ten-year certificates. I would like to personally congratulate and thank these members as well as those who received their 10-year award but could not attend the dinner.

The CMRA (N) Inc. has experienced another successful year. Our membership has increased to 358 vessels (increase of 28) and 538 registered members (increase of 36). As you can see from the above statistics the Auxiliary plays an extremely important role in search and

rescue operations. During the period 01 January, 1994 to 31 October, 1994 we participated in 169 incidents.

Seeing the good-will and also the efforts made by our volunteers, makes me proud to be a member of CMRA (N) Inc. and even more proud to be your president. New members are welcome at any time providing they meet the criteria.

In closing I would like to again thank the Executive and Directors for their continued contribution to the Auxiliary over the past year and look forward to working with them again in the coming year. Many thanks as well to the Coast Guard staff for their support.

Many of our auxiliarists have been called upon to respond whilst many others have not. This does not make one more or less valuable than the other. The important thing is to have this network of resources available to respond to emergencies if, when, and where they occur.

I wish all CMRA members a successful year in whatever they choose to do.

Winston Pitcher  
President

## Sixteenth Annual General Meeting Held in Gander

The Canadian Marine Rescue Auxiliary (Nfld.) Incorporated held its 16th Annual General Meeting at Hotel Gander on Saturday, 12 November, 1994. The following were in attendance:-

### CMRA (N) INC. DIRECTORS

Mr. W. Pitcher-President for 1994, Director District 5  
Mr. E. Bruce-First Vice-President for 1994, Director District 6  
Mr. H. Pittman-Second Vice-President, Director District 2 for 1994  
Mr. C. Roberts-Secretary/Treasurer for 1994, Director District 7  
Mr. M. O'Brien-Director District 1  
Mr. E. Saunders-Director District 2  
Mr. A. McCarthy-Director District 3 for 1994  
Mr. H. Noel-Director District

Mr. L. Osmond-Director District 4  
Mr. H. Strong-Chairman CMRA National Council, Director District 8  
Mr. C. Green-Director District 9  
Mr. H. Troake-Director District 10

### CANADIAN COAST GUARD REPRESENTATIVES

Mr. L. Humphries-Regional Director General, CCG Nfld.  
Mr. T. Melhuish-Director Planning Coordination & Program Support, Ottawa  
Mr. J. Butler-Director Operational Programs, CCG Nfld.  
Capt. A. Rowsell-Regional Manager, Search and Rescue Nfld.  
Capt. R. Lundrigan-Regional Coordinator CMRA Nfld.  
Mr. R. Coles-Training Officer CMRA Nfld.  
Mrs. D. Noseworthy-Recording Secretary

The meeting commenced at 0830 hrs. with the introduction of those present

Greetings were brought from Ottawa by Mr. Terry Melhuish. Throughout the course of the day Mr. Melhuish was available to offer comments and advice and answer questions as they arose on items such as the Coast Guard reorganization and concerns about the CMRA on a National basis.

Mr. Lorne Humphries thanked the members for the opportunity to attend the meeting. He noted that it is impressive how the Auxiliary keeps meeting the challenges they face year after year. Mr. Humphries thanked the Directors and their members for the contribution they have made to the Search and Rescue program in Newfoundland over the past years.

Mr. John Butler noted the value of the CMRA to the Canadian Coast Guard and the sea-going people of Newfoundland. He stated he would foster its growth

and help to maintain the current role CMRA is serving now.

Mr. Harry Strong brought greetings on behalf of the CMRA's across the country and wished the Directors well with their meeting.

Capt. Allan Rowsell stated it was a pleasure to attend the annual general meeting and noted he was pleased with the effort put forward by the Executive and Directors present and the entire membership. He also thanked the Coast Guard support staff for their efforts.

The business of the day continued with the election for the Executive being held in the afternoon. Winston Pitcher was elected President; Ed Bruce, First Vice President; Marcel O'Brien Second Vice President; and Charlie Roberts, Secretary/Treasurer. There were three guest speakers. The first was Capt. Brian Penney,

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Regional Superintendent Marine Search and Rescue. Capt. Penney spoke about operational highlights throughout the year and the Auxiliary's relationship with the Marine Rescue Centre in St. John's. The second speaker was Ms. Jane Kelsey who spoke about the new Newfoundland east coast Loran-C chain, commissioned

December 1 in Comfort Cove. The third guest speaker was Mr. Lorne Humphries who spoke about the lightstation services project now ongoing. The meeting was adjourned at 1630 after setting the date and location of the 1995 AGM as the first weekend in November, in St. John's.

## Election of District Directors 1995

The following are the percentages of members that returned their voting slips to elect a Director for their district for 1995:

District 1-67%	District 7-50%	District 4-Lloyd Osmond-Port aux Basques
District 2-59%	District 8-54%	District 5-Winston Pitcher-Burin Bay Arm
District 3-65%	District 9-56%	District 6-Edward Bruce-Long Harbour
District 4-73%	District 10-51%	District 7-Charles Roberts-St. John's
District 5-70%	District Average-62%	District 8-Harry Strong-Old Perlican
District 6-70%		District 9-Clifford Green-Pound Cove
		District 10-Hardy Troake-Durrell

The elected district directors for 1995 are:

District 1-Marcel O'Brien-L'anse au Loup  
District 2-Ezra Saunders-St. Lunaire  
District 3-Howard Noel-Woody Point

## The AGM Weekend

The Annual General meeting held on Saturday is the highlight of the CMRA year. Because it is the opportunity for the entire Board of Directors to be together along with the ten year award recipients, we have traditionally planned a number of events for the weekend. The weekend starts with a Meet and Greet for the Board of Directors and their guests on Friday evening. This gives



Rosemary Lundrigan - Regional Coordinator CMRA presents Mrs. Aubrey Wells (Fortune - District 5) with floral arrangement at Ten Year Award dinner.

Following the meeting held on Saturday, there is the Ten Year Award Dinner where members with ten years service are presented with their pin, certificate and letter of recognition. This year we were honoured to have 37 of the 60 ten year award recipients at the dinner to receive their awards. We also acknowledged the wives and guests of our members by having a draw for a beautiful flower arrangement decorating the head table. The lucky winner was Mrs. Aubrey Wells of Fortune (District 5).



CMRA members tour rescue helicopter - Rescue Unit 103 in Gander

On Sunday we were treated to a tour and demonstration of Department of National Defence Rescue Unit 103. These rescue helicopters provide a major role in the search and rescue service of Newfoundland and Labrador and it was a special treat to see the crew conduct hoisting exercises and to tour the helicopter itself and the hanger facility. Plans are already started for the 1995 AGM being held in St. John's.

everyone the opportunity to get re-acquainted and to meet newly elected Directors to the Board

## Manager's Greetings

The year of 1994 has brought changes and experiences to us all. The Auxiliary has risen to the challenges of the past year and once again demonstrated their dedication and commitment. The upcoming year will include many changes and challenges for the Coast Guard as our planning and restructuring stage draws to a close and we embark upon the implementation of our plans. However, one thing that will not change is the Coast Guard's need for the Canadian Marine Rescue Auxiliary. You have provided sixteen years of dedicated and valued service to the search and rescue organization in Newfoundland and Labrador. We have come to depend on you as an integral part of the search and rescue service in this province. Our challenge for 1995 will be to work together and move ahead to provide the best possible search and rescue service to the marine community. Together, this is a challenge I know we will meet. To all members of the CMRA and your families, I wish you every success in the coming year.

Capt. Allan Rowsell  
Regional Manager  
Search and Rescue



## SAR Initiatives

Each year the National SAR Secretariat sets aside an amount of money to award to projects that would benefit the search and rescue organization in Canada. This year CMRA (N) was fortunate in having three projects approved. We received funding for personal strobe lights, rescue throw bags, and a loan video library.

Personal strobe lights were sent to all CMRA members in Newfoundland and Labrador. It was approved as a search and rescue prevention project. The light will increase the probability of a person being located if they are lost. The strobe is a high intensity flashing light that will operate continuously for a twenty-four hour period once activated. The strobes can be used on the water and land and are handy, lightweight items for carrying on your small boat, vessel, snowmobile, or in backpacks. Members will be responsible for replacing their batteries.

Rescue throw bags were sent to all CMRA (N) vessel owners. They have been used successfully for many years by rescue swimmers to help retrieve their victims. They were distributed to the CMRA to assist the vessel in hooking up a tow or reaching a victim in the water. They are lightweight to throw and have seventy-five feet of floatable, retrievable line attached to the bag. They are endorsed with the CMRA flag and instructions for use.

The third project approved was the CMRA loan video library. CMRA (N) has 538 members around Newfoundland and Labrador. Our training plan reaches approximately one third of the membership directly each year for training. The availability of up to date training videos that could be viewed by members in their home at their leisure would greatly enhance the training to the CMRA. We have purchased a number of VHS video tapes dealing with a large number of topics relating to the operation of vessels. The videos are listed, and you may borrow them to view alone or in groups at your leisure by contacting the Training Officer at 1-800-563-6158. We will send you the video requested and you will be responsible to return them in the postage paid envelope that will be

enclosed with your order. How well the library will work will depend on our members getting the videos back in a timely manner after their viewing. The following is a list of videos we have available for immediate lending.

1. Guide to Weekend Cruises
2. 12 Volts Made Easy
3. Haul Out
4. GPS Navigation
5. Powerboat Navigation
6. Radar Navigation and Collision Avoidance
7. Rules of the Road
8. VHF Made Easy
9. Weather to go Boating
10. Medical Emergency Video
11. Fire Prevention
12. Personal Floatation Devices
13. Visual Distress Signals
14. Improve your Sailing Skills
15. Sailing in Heavy Weather
16. Sailing with Confidence
17. Fishing Boat Stability
18. Buoyage System A
19. Meteorological Conditions at Sea
20. Part 1 - Fire Prevention
21. Part 2 - Basic Firefighting
22. Helicopter Assistance at Sea
23. Connecting a Tow at Sea
24. GMDSS (Global Maritime Distress and Safety System)
25. Marine Diesel Engine Maintenance
26. Marine Gas Engine Maintenance
27. Spring Commissioning
28. Winterizing Your Boat
29. Basic Navigation Rules of the Road
30. Loran C: A Navigator's Approach
31. Modern Coastal Piloting
32. Handling and Anchoring Your Boat
33. Heavy Weather Power Boat Handling
34. Pleasure Boating: The Basics of Boating
35. Single Side Band
36. Using Marine Electronics
37. Abandon Ship
38. Cold Water Survival
39. Marine Hurricane Preparedness

## Towing Saves Lives!

by B.H. Penney  
Search and Rescue

Being mariners we are well aware of our reputation of having one of the most diverse and inhospitable climates found anywhere. Considering the numbers of Search and Rescue incidents either caused, or hampered, by weather we all know the devastating effects on marine personnel.

The Newfoundland region can be proud of the levels of

service obtained through careful planning, capable resources and experienced crews. Planning evolves from pre positioning of resources to pre determined assistance. Due to a variety of reasons careful planning is carried out once an incident occurs, part of the planning is whether to tow and where. Towing is not a routine practice if the weather is good or the vessel can wait, however, once again due to a combination of factors we will tow today rather than

look for survivors or bodies tomorrow. The Search and Rescue objective is to prevent loss of life and injury therefore the practice of towing meets this requirement.

The Canadian Coast Guard has published guidelines called the towing policy. The Marine Rescue Centre and resources are guided by this policy and certain criteria have to be met to conform to the policy. As stated, the policy is a guideline with some room

for judgement depending on special circumstances.

Unless the incident is a distress, the resource shall liaise with the Marine Rescue Centre prior to hooking up a tow. Some of the reasons are; other resources could be in the area, insurance implications, the need to initiate an authorized activity and the controller may have specific concerns or requirements. Communication is the backbone to any successful operation.

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It is normal procedure for the vessel requiring assistance to attempt their own commercial arrangements. If this is not possible the Marine Rescue Centre will look at all options with regard to towing assistance. The Rescue Centre will authorize towing assistance to the nearest safe haven only because a resource committed to a tow is unable to respond to another incident and

extended tows place risk on both vessels. Imagine the devastating effects if lives were lost due to a tow of convenience.

In any case, through a close liaison between the SAR controller and the resource captain certain allowances are made due to exceptional circumstances. For example vessels requiring the services of a drydock will be towed to a slipway capable

of lifting the vessel. Vessels may be routed to an alternate port due to ice, weather or resource commitments. All arrangements will be discussed with all concerned, however, the SAR Controller will make the final decision.

The towing assistance provided by our region is something we can be proud of and has resulted in the

saving of lives. The assistance provided by the CMRA has been exceptional and a benefit to all concerned. As with any activity, rules apply and are not always fully acceptable to all parties. The Search and Rescue controller, resource captain, and captain of the vessel in trouble has to look at the overall picture when making life saving decisions.

## Volunteer Week

Volunteer week was highlighted with the CMRA again this year. In addition to the thank you letter and token that was sent to all members to acknowledge their dedicated volunteer contribution, a display was set up in the lobbies of both Coast Guard buildings in St. John's. The display this year highlighted the different types of training members undertake in Newfoundland Region. At the Provincial Opening of Volunteer Week held at Hotel Newfoundland on April 17, Winston Pitcher, President CMRA (N), accepted on behalf of the membership an award plaque for the outstanding volunteer contribution of the Canadian Marine Rescue Auxiliary to the search and rescue organization in Newfoundland and Labrador.



Lorne Humphries - Regional Director General, Canadian Coast Guard, presents Winston Pitcher, President CMRA with an award plaque at the Provincial opening of Volunteer Week.

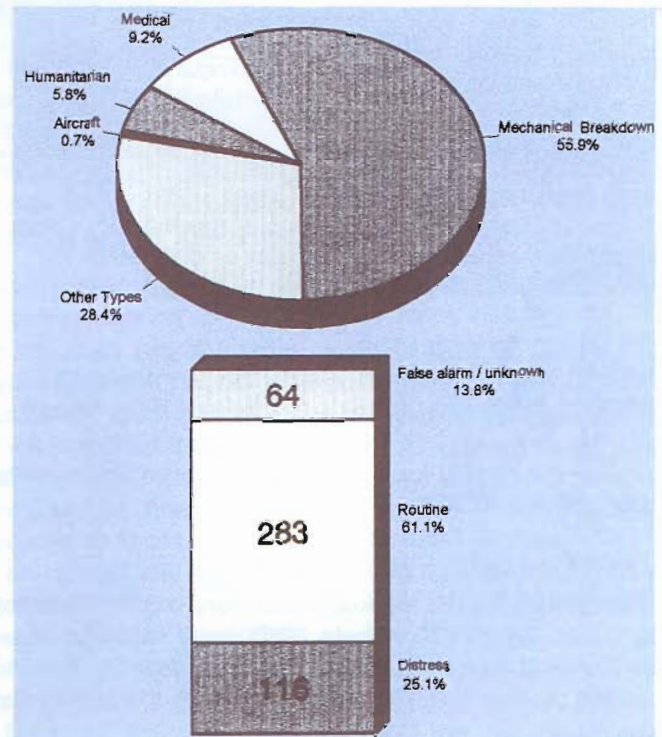
## Fishing Vessel Inspections

In last years newsletter, there was an article highlighting fishing vessel inspections. This year the Canadian Coast Guard offered an incentive for vessel owners to have their fishing vessels under 15 tons inspected. It was the National Coast Guard Fishing Safety Sweepstakes. On July 15, Mr. John Thomas, Commissioner of the Canadian Coast Guard, drew the winning ballots in the sweepstakes. Out of the nine national winners, four winners were from Newfoundland. One of these four

winners was a CMRA member in Burgeo, Wayne Bowles. Mr. Bowles, a fifth prize winner, was awarded a prize package of anti-exposure coveralls and a magazine subscription to Atlantic Fisherman Magazine valued at \$550.00. Congratulations Wayne! The Coast Guard is planning similar projects in the upcoming years.

## TYPES OF INCIDENTS ..

### Marine Rescue Centre St. John's



Fifty-six percent of all SAR incidents in the Newfoundland Region in 1994 resulted from vessel equipment or mechanical failures. It is thought that small fishing vessel inspections will help in preventing some of these incidents.

As members of the Canadian Marine Rescue Auxiliary, you are involved with SAR prevention. By demonstrating a willingness to take part in the onsite vessel inspection program you will be taking an active part in SAR prevention. **You will be promoting vessel safety by practising vessel safety.** If you are interested in having a vessel inspection done please call, toll free, 1-800-563-6158 and one will be arranged at your convenience

## Commissioning of the Newfoundland East Coast Loran-C Chain

On December 1, 1994 the Canadian Coast Guard (CCG) completed the final phase of the Loran-C upgrade underway on the Canadian east coast. At this time CCG commissioned the new Newfoundland East Coast Loran-C Chain, Rate 7270.

This new chain consists of a master station at Comfort Cove, in central Newfoundland, and operates with existing secondary stations located at Cape Race, Newfoundland, and Fox Harbour, Labrador. The diagram shows the Loran-C coverage to be provided by the new chain, Rate 7270.

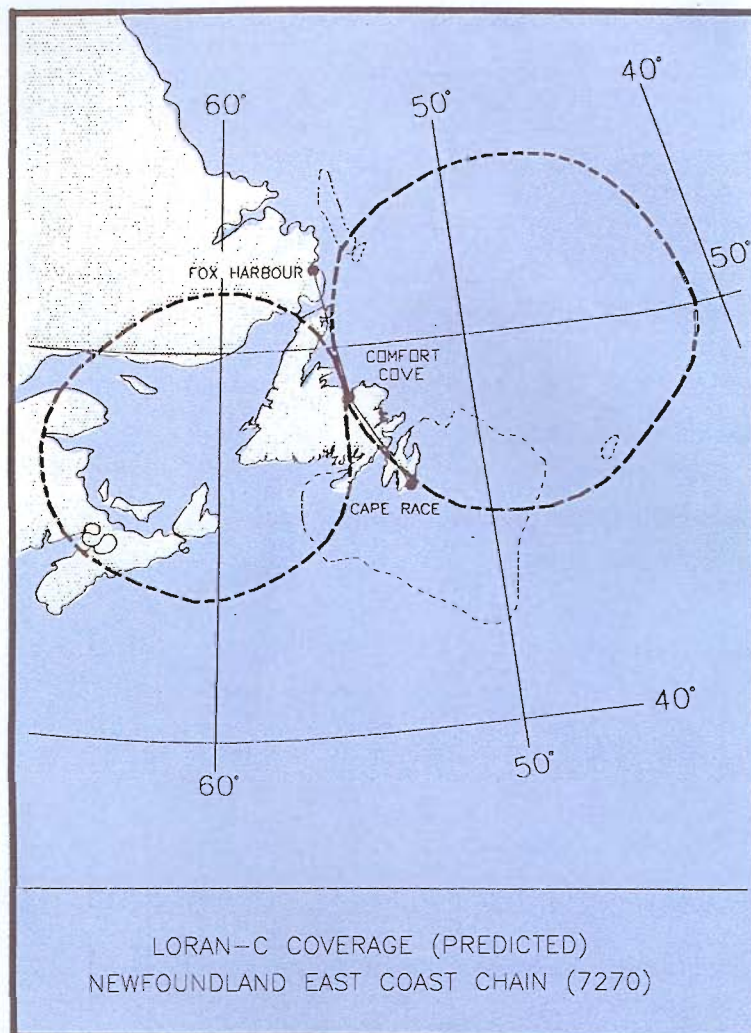
Effective December 31, 1994 the U.S. Coast Guard discontinued the operation of Loran-C station Angissoq on the southern tip of Greenland. This station was part of the Labrador Sea Chain, Rate 7930, and its closure resulted in the loss of Loran-C coverage on the east and north east coasts of Newfoundland. Loran-C is the primary radio aid to navigation and in order to continue this service to the Marine Industry, the CCG has built a new Loran-C station at Comfort Cove.

Loran-C receivers with automatic time difference (TD) conversion to latitude/longitude (LAT/LONG) or navigator functions must be upgraded to contain the Newfoundland East Coast Chain, Rate 7270 and not the Labrador Sea Chain, Rate 7930. Lat/Long conversions will not be valid unless the Newfoundland East Coast Chain data is installed in the receiver. It is recommended that users contact their receiver manufacturer or distributor for information on how to obtain this upgrade.

The Loran-C latticed nautical charts will also be upgraded to include the Newfoundland East Coast Chain. Twenty-seven charts are scheduled to be reproduced. Release dates for all the charts are not currently available, however, ten charts were scheduled for an October 1994 release.

On August 1, 1994 Comfort Cove began test transmissions as the Yankee secondary of the Labrador Sea Chain, Rate 7930. Chain 7930 users who operate their Loran-C receivers in automatic mode are advised to exercise caution to ensure they are using the appropriate secondaries and not Comfort Cove. Comfort Cove will produce TD values of 44,000 to 46,296 microseconds in the area of coverage.

On November 30, 1994 at 2359 Hrs UTC, the Labrador Sea Chain, Rate 7930, ceased operations. The



Newfoundland East Coast Chain, Rate 7270 was brought on-air at 0001 Hrs. UTC, December 1, 1994.

The new Chain provides a vital safety service to vessel traffic on the Newfoundland east and northeast coasts. Service to Loran-C users will be more reliable and accurate and the operating cost to the public will be reduced.

For further information please contact Mr. Ed Goudie, Loran-C Chain Co-ordinator for Atlantic Canada at (709) 454-2392. A pre-recorded Loran-C information line is also available at (709) 454-3261. Written correspondence may be sent to Mr. Goudie at:

Loran-C Chain Co-ordinator  
St. Anthony Coast Guard Radio/  
Loran-C Monitoring Station  
P.O. Box 693  
St. Anthony, NF  
A0K 4S0

### REMINDERS

Our toll free number is  
1-800-563-6158.

DON'T FORGET...  
LET US KNOW IF...

-you sell your boat.

-your boat is winterized or  
out of the water.

-you have made changes to  
your boat to increase its

-you are fishing/operating in  
an area away from your  
home port.

DON'T FORGET...

send in your renewal form

-send in your voting form.

-order from our loan video  
library list.

WE WANT TO HEAR FROM  
YOU!

## To All Auxiliarists

The CMRA (N) Inc. has had another successful year in 1994. Being involved in 33% of the SAR incidents in the Newfoundland Region in the past year has demonstrated your willingness and dedication in assisting mariners in trouble off our coasts. Members exercised skill and good seamanship in the resolution of the incidents they were involved in. Likewise, the same skill and expertise was demonstrated in the search and rescue exercises that were organized. Exercises are planned to give members "hands on" experience in dealing with the Marine Rescue Centre in St. John's and the DND Helicopter Rescue Unit in Gander. I want to urge members to take part in these exercises and any training sessions that are organized in their area. They build on the expertise already in the Auxiliary and help fine tune the skills we need.

I would also like all members to take advantage of the CMRA loan video library. These training videos are very well done and cover a wide range of topics. They can be

of benefit to not only Auxiliary members, but their family and co-workers as well. The videos may be viewed at the individuals leisure as many times as they like. Most are no more than thirty to sixty minutes long. These videos will not replace the training we now do. We will continue to hold training sessions and exercises for our members around the coast as we have done in the past. However, I feel the video library will add to the training we now provide.

The training we provide is for you, the members of the CMRA (N). If there is something you wish added to the training sessions, please don't hesitate to call our office with your ideas. On behalf of the Auxiliary support staff, Ron Coles, Debbie Noseworthy, and myself, I wish you all prosperity in 1995.

Rosemary Lundrigan  
Regional Coordinator  
CMRA (N) Inc.

## Auxiliary Training

The number of members of the Canadian Marine Rescue Auxiliary trained in 1994 are:

Course	Members Trained
Standard First Aid	10
Administrative & Operational	58
Pre-Acceptance Interview	45
SAR Exercises at LaScie & Milton plus crew of 6 vessels	07
Rescue Helicopter plus crew of 4 vessels	04
<b>Total</b>	<b>124</b>

The operational and administrative training has been well received by the members and it is intended to deliver a similar training



CMRA vessels Allison Leah and Rhoda and Roma practise towing in SAR exercise off LaScie.

package in 1995. We have a number of members who have only received the Pre-Acceptance Interview training upon joining. We will be reaching these individual members in the



CMRA vessels Tuckamore and Laurie Gail practise search patterns in SAR exercise off Milton, Trinity Bay.

coming year to give refresher training.

In the past few years a large number of auxiliary members received safety training from other agencies. The auxiliary, therefore, decided to focus our training in an operational direction. At the annual general meeting held in November some directors suggested

we do some safety training in flares and liferafts. This will be incorporated into the training plan for 1995 along with operational training exercises.

The CMRA display van was also set up for a Community Day at Monroe, Trinity. A total of 120 people viewed the display.

## VHF Etiquette

During the Annual General Meeting in Gander, much concern was expressed by the Directors about the amount of unnecessary noise on the common VHF frequencies. Due to the relatively low price of the sets, their popularity seems to have replaced the CB radio around the coast. There were many incidents that were discussed where music was played over a keyed set for long periods of time. Others told of extended conversations lasting well over an hour and even recipe exchanges!

With the purchase of a VHF radio comes the responsibility for its proper use. Operators are supposed to be licensed. The restricted radio licence is obtained by writing a short test from the Department of Communications. The licence is valid for life. Coast Guard personnel teach the course if there are a number of people interested in writing the exam. We have done a number of courses for Auxiliary members in the past, and are willing to come to communities to provide the training. The exam is free of charge. VHF sets should also be licensed. The licence must be renewed every year and there is a fee of approximately \$60.00 for the renewal.

Many times in past years it has been highlighted that vessels operating in various areas around the coast favour certain channels on the VHF for communication and monitoring. The VHF distress frequency is 156.8 Mhz and is Channel 16. This channel is set aside for distress radio traffic and is monitored by the Coast Guard Radio Stations and marine traffic. However, situations develop quickly and distress messages are sometimes sent out on the channel the VHF set is tuned to, not channel 16. This makes it imperative that the VHF channels are not cluttered with unnecessary radio traffic. Peoples lives depend on their distress message being heard. Please contact us if you wish us to provide radio training in your community. We also have a series of video tapes we will loan to members from our video library to help train radio owners in the proper use of a VHF radio.

## Questions/Answers

### Should an Auxiliarist fly the CMRA flag?

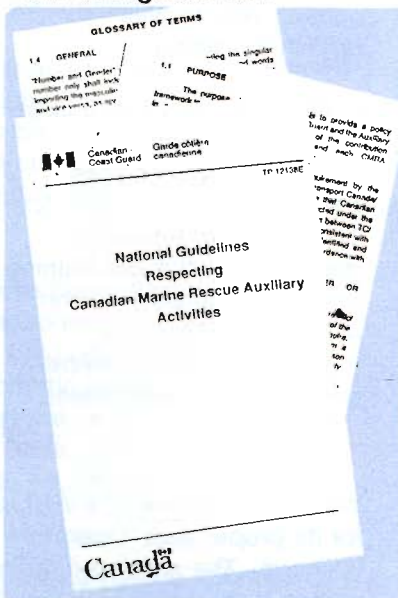
As an Auxiliarist you are required to fly the CMRA flag when tasked on an authorized activity. However, you are not limited to only flying the flag on these occasions. Many Auxiliarists fly the CMRA flag all year round. If a replacement flag is needed we will forward one to the vessel owner immediately, upon request.

### Should an Auxiliarist send in an incident report?

Yes. Completing an incident report is the initiating step for an Auxiliarist to be reimbursed for an incident tasking. Without the completed incident report we can not initiate payment to the member for services rendered. The sooner the report is completed and sent to the CMRA office in St. John's, the sooner the Auxiliarist will receive payment. It takes approximately three weeks to process an incident reimbursement after receiving the completed report at the CMRA office. If any member requires assistance completing the form, please call our 1-800 number and we will be glad

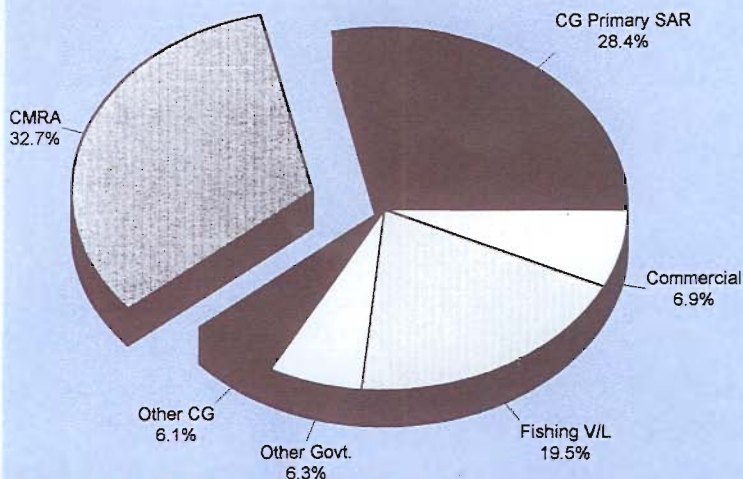
### What are the CMRA National Guidelines?

The CMRA National Guidelines were developed by Ottawa in response to a study done by a consulting group completed in January 1989. It was recommended that a national policy framework be developed to guide members of the Coast Guard and the Auxiliary in conducting activities under the terms of the Contribution Agreement between Transport Canada and each CMRA organization.



The National Guidelines do not contradict the CMRA (N) Inc. Regional guidelines given to each auxiliary member when they join the CMRA in Newfoundland and Labrador. Our Regional guidelines are based on the

## MARINE RESCUE CENTRE .. St. John's



### Total Vessels used on 463 Incidents ( 651 )

There were 651 vessels used in 463 incidents in 1994. CMRA vessels represented 33 percent of the vessel types utilized. The other vessel types used were Coast Guard vessels dedicated to search and rescue (28 percent); Coast Guard vessels whose primary duties were buoy tending or icebreaking (6 percent); other government vessels (6 percent) and commercial and fishing vessels.

more detailed and operationally focused.

### Should an Auxiliarist send in a voting form?

Yes. The ten district directors elected to represent CMRA members in their district are elected by those members who return their voting forms. To have a say in who you would like to represent you at the Annual General meeting and other functions, you should return your voting form before the deadline date.

### Does an Auxiliarist have to complete a tasking right away?

No. As an Auxiliarist you have the right to refuse a tasking if you believe the response is beyond the capability of your vessel or crew. You also have the right to delay your response to a tasking if you wish. For example, if you are tasked in good weather to tow a vessel that is not in immediate danger to the nearest safe haven and you

to haul, or string of pots, you do have the option to haul your nets or pots before you proceed to assist the vessel. You must inform the Marine Rescue Centre in St. John's of your intention to haul your gear before you respond to the tasking. It would be advisable to provide the Rescue Centre with an estimated time of departure for the disabled vessel.

## The Newsletter

The Newsletter is published annually for the members of the Canadian Marine Rescue Auxiliary (N) Inc. by the Search and Rescue branch of the Canadian Coast Guard.

We are looking for stories and pictures from you! Please send news items and photographs to:

Editor: Auxiliary Newsletter  
c/o CMRA Training Officer  
P.O. Box 938  
St. John's, NF