



# **Annual Report 1999**



## **Maritime SAR Incidents**

**Canadian Coast Guard  
Safety and  
Environmental  
Response Systems**

Department of Fisheries and Oceans 5<sup>th</sup> Floor, 200 Kent Street  
Ottawa, Ontario K1A 0E6 Canada

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## INTRODUCTION

This publication provides information on all of the SAR incidents that have occurred within the Department of Fisheries and Oceans regions: Newfoundland, Maritimes, Laurentian, Central and Arctic, and Pacific. It also includes incidents in areas of international responsibility where Canadian Coast Guard assistance was requested.

These statistics were generated from data in the computerized SAR database (SISAR) maintained at Coast Guard Headquarters. It was compiled with information obtained from Coast Guard and other units responding to Search and Rescue incidents, reports originating from Rescue Co-ordination Centres and Maritime Rescue Sub-Centres (RCCs and MRSCs), and other information sources. In 1994, a Memorandum of Understanding was signed between the Canadian Forces Air Command (AIRCOM) and the Canadian Coast Guard (CCG) to implement SISAR in the RCCs and MRSCs. The extra data captured by AIRCOM is reflected in this summary. The selection of statistics to display in this publication was based on the frequency of past use.

The source of information for these reports is continually being improved, in order to achieve a more in-depth understanding of the relevant underlying factors and the role and effectiveness of participating units in resolving incidents of all types.

The statistics are not intended to be an all-inclusive description of Coast Guard Search and Rescue activities.

### Commonly Used Words and Initials

Incidents will be classified based on type and level of severity

**M- Maritime Incidents (M1, M2, M3, M4)**

**A- Aeronautical Incidents (A1, A2, A3, A4)**

**H- Humanitarian Incidents (H1, H2, H3, H4)**

**U- Unknown Incidents (U4)**

**1- DISTRESS INCIDENTS:** A vessel or a person is threatened by grave and imminent danger and requires immediate assistance. (Life - threatening situation was judged to be present or close at hand at some point during the incident)

**2- POTENTIAL DISTRESS INCIDENTS:** The potential exists for a distress incident if timely action is not taken; i.e., immediate responses is required to stabilize a situation in order to prevent distress.

**3- INCIDENTS RESOLVED IN THE UNCERTAINTY PHASE:** No distress or perceived appreciable risk to life apparent. (General calls for assistance)

**4- FALSE ALARMS AND HOAXES:** Situations that cause the SAR system to react which proves to be unjustified or fabricated, such as a mistaken report of a flare.

## **SUMMARY OF SAR INCIDENTS -1999**

Incident Total – 8059 recorded by Coast Guard SAR authorities.

### **Maritime Incidents (M1 + M2 + M3 + M4) – 6392**

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- M1 – Distress Incidents – 354 representing 5.54% of maritime incidents
- M2 – Potential Distress Incidents – 683 representing 10.66% of maritime Incidents
- M3 – Incidents Resolved in the Uncertainty Phase – 4217 representing 66.00% of maritime incidents
- M4 – False Alarms and Hoaxes – 1138 representing 17.80% of maritime incidents

### **Other Incidents (A, H and U) – 1667**

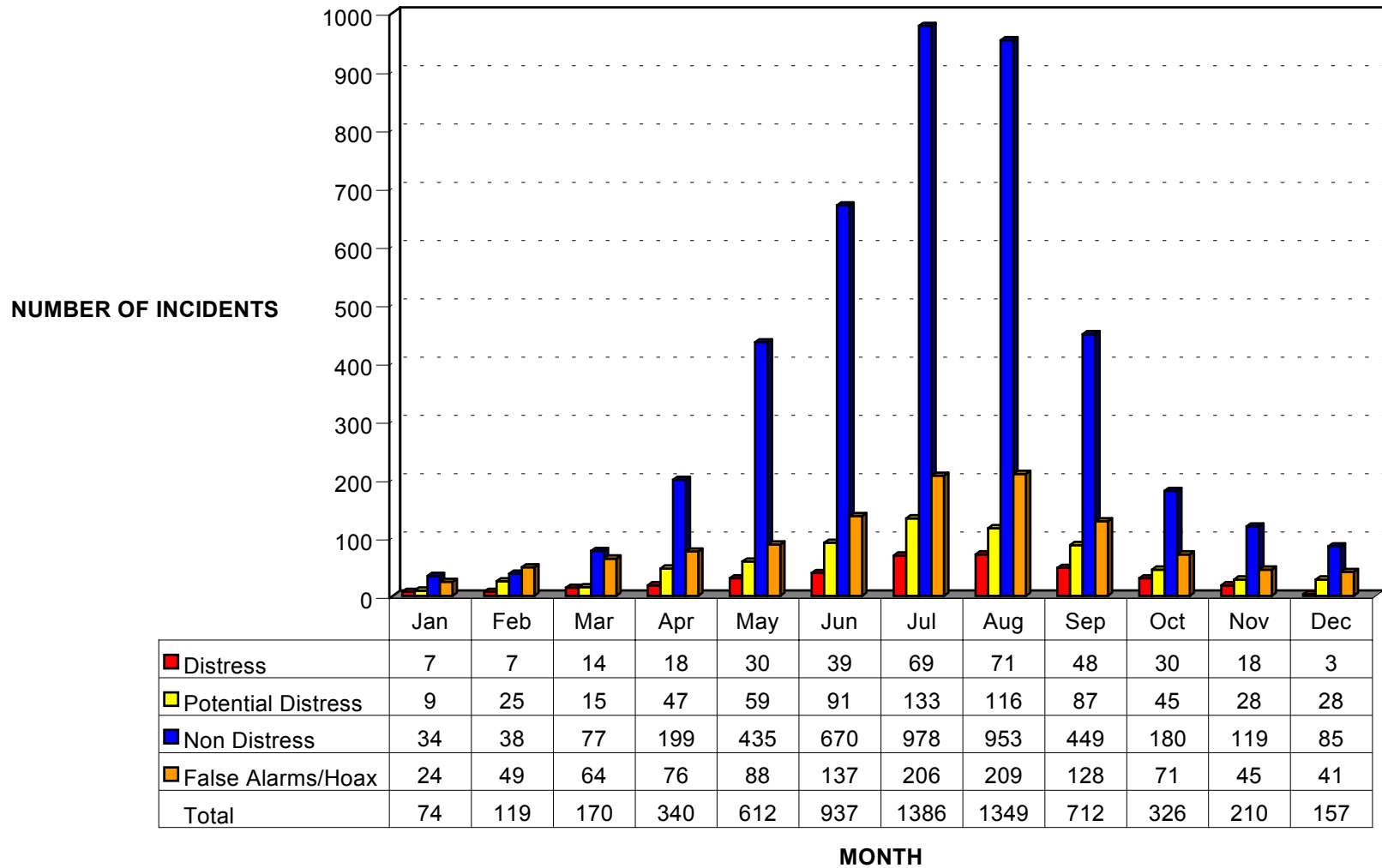
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Aeronautical – 610  
Humanitarian – 643  
Unknown – 414

- Distress Incidents – 343 representing 20.58% of other incidents
- Potential Distress Incidents – 246 representing 14.82% of other incidents
- Incidents Resolved in the Uncertainty Phase – 213 representing 12.72% of other incidents
- False Alarms and Hoaxes – 865 representing 51.90% of other incidents

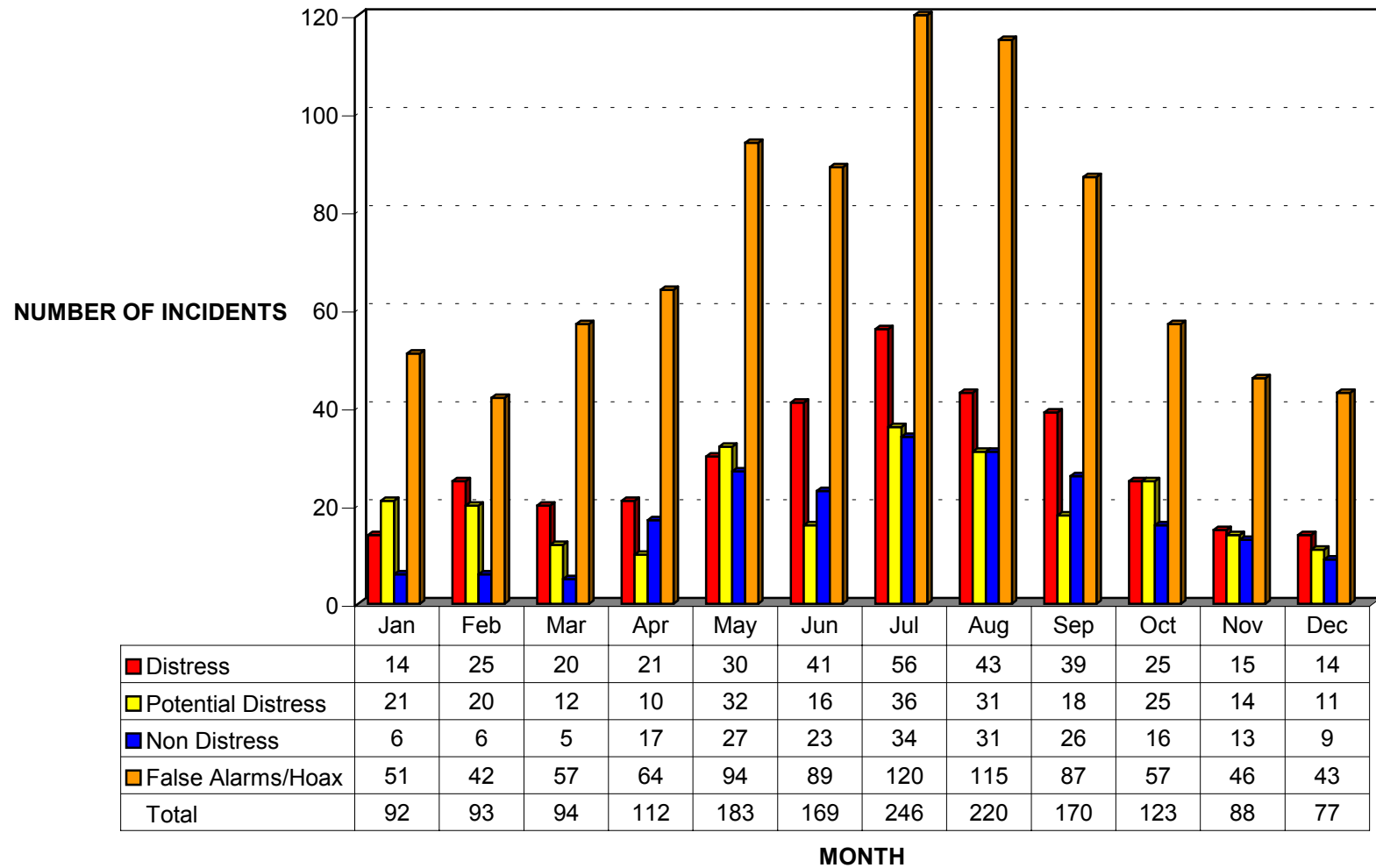
# 1999 MARITIME INCIDENTS BY MONTH

CLASSIFICATIONS M1, M2, M3 AND M4



## 1999 OTHER INCIDENTS BY MONTH

CLASSIFICATIONS A, H AND U



# PEOPLE ASSISTED IN 1999

## Maritime Incidents

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Lives at Risk (M1 and M2)

- Lives Saved - **3468**
- Lives Lost - **81**

Total people assisted, including general calls for assistance - **25600** (approx.) (M1, M2, M3 and M4)

## Other Incidents (A, H and U)

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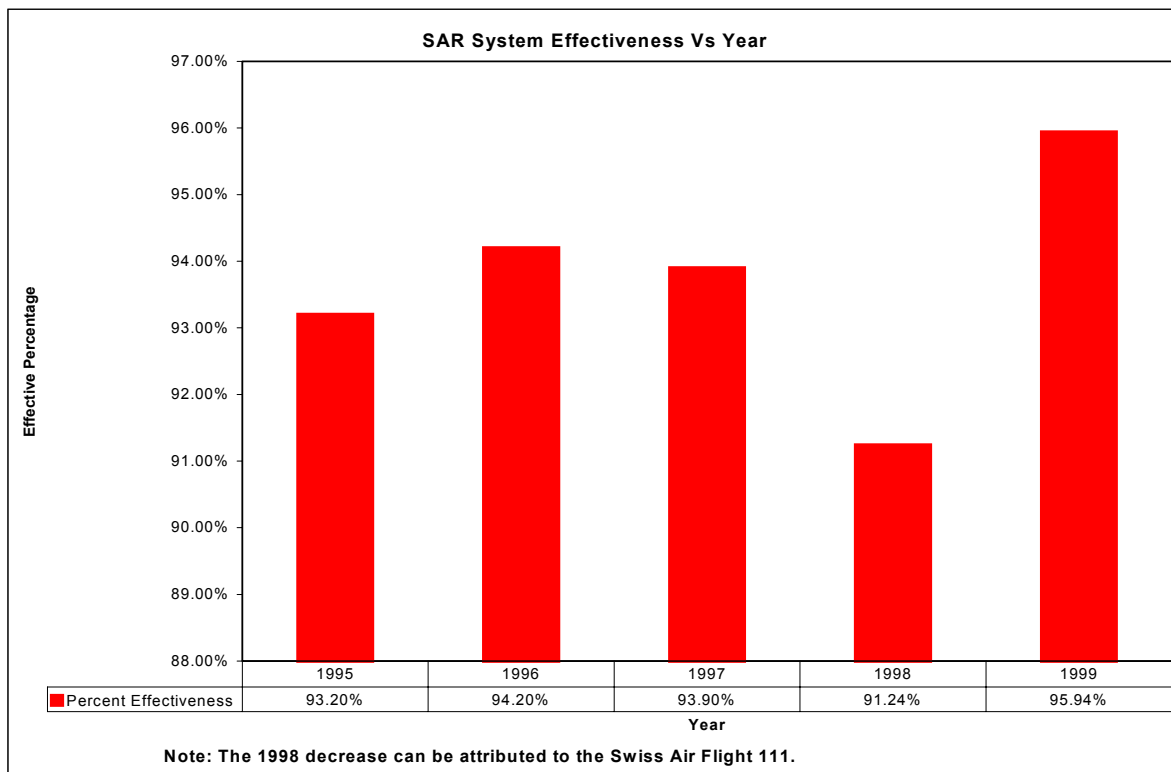
Lives at Risk

- Lives Saved - **2442**
- Lives Lost - **169**

Total people assisted, including general calls for assistance - **4557** (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, 95.9% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)



**Lives at Risk**, including **Lives Saved** and **Lives Lost**, are counted in **Distress** and **Potential Distress** incidents only. All other incidents are lives assisted only.

## VESSELS ASSISTED IN 1999

### MARITIME INCIDENTS - NATIONALLY CLASSIFICATIONS M1, M2, M3 AND M4

	TOTAL	%	LIVES SAVED	LIVES LOST	MOST COMMON INCIDENT TYPE
<b><u>PLEASURE CRAFT</u></b>	<b><u>4179</u></b>	<b><u>65.15%</u></b>			
PERSONAL WATERCRAFT	129	2.01%	63	0	DISABLED
CANOES/KAYAKS	151	2.35%	126	10	FALSE ALARM
OPEN BOAT	368	5.74%	205	8	DISABLED
HOVERCRAFT	1	0.02%	0	0	FALSE ALARM
<b>SAIL: 969 INCIDENTS</b>					
00.0 M to 05.5M	137	2.14%	154	0	CAPSIZED
05.6M to 8.0M	219	3.41%	61	0	DISABLED
8.1M to 12.0M	449	7.00%	109	1	DISABLED
12.1M to 20.0M	101	1.57%	44	0	DISABLED
> 20.0M	14	0.22%	6	0	FALSE ALARM
SAILBOARDS	49	0.76%	14	0	DISABLED
<b>MOTOR: 2561 INCIDENTS</b>					
00.0 M to 05.5 m	692	10.79%	271	21	DISABLED
05.6M to 8.0M	1218	18.99%	318	6	DISABLED
8.1M to 12.0M	469	7.31%	173	2	DISABLED
12.1M to 20.0M	148	2.31%	66	6	DISABLED
> 20.0M	34	0.53%	174	1	DISABLED
<b><u>FISHING VESSELS</u></b>	<b><u>1423</u></b>	<b><u>22.17%</u></b>			
G.T. >=15	663	10.34%	398	6	DISABLED
G.T. <15 & > 12.2M	239	3.72%	278	0	DISABLED
G.T. <15 & 8.1M TO 12.2M	446	6.95%	150	1	DISABLED
G.T. <15 & 0.0M TO 08.0M	75	1.17%	78	3	DISABLED
<b><u>OTHER CRAFT/OTHER</u></b>	<b><u>811</u></b>	<b><u>12.64%</u></b>			
COMMERCIAL VESSEL	270	4.21%	684	9	DISABLED
GOVERNMENT VESSEL	34	0.53%	24	1	VARIOUS
PERSON	24	0.37%	41	4	STRANDED
OTHER	37	0.58%	15	0	DISABLED
NIL	374	5.83%	13	1	FALSE ALARM
UNKNOWN	33	0.51%	2	0	FALSE ALARM
DERELICT	39	0.61%	0	0	FALSE ALARM
<b><u>AIRCRAFT</u></b>	<b><u>2</u></b>	<b><u>0.03%</u></b>			
SINGLE ENGINE AIRCRAFT	2	0.03%	1	0	VARIOUS
<b><u>TOTAL</u></b>	<b><u>6415</u></b>	<b><u>100%</u></b>	<b><u>3468</u></b>	<b><u>81</u></b>	

## VESSELS ASSISTED IN 1999

### OTHER INCIDENTS - NATIONALLY CLASSIFICATIONS A, H AND U

	TOTAL	%	LIVES SAVED	LIVES LOST	MOST COMMON INCIDENT TYPE
<b><u>PLEASURE CRAFT</u></b>	<b><u>73</u></b>	<b><u>4.31%</u></b>			
PERSONAL WATERCRAFT	1	0.06%	0	0	FALSE ALARM
CANOES/KAYAKS	4	0.24%	7	0	VARIOUS
OPEN BOAT	15	0.88%	6	0	FALSE ALARM
<b>SAIL: 13 INCIDENTS</b>					
00.0 M to 05.5 m	3	0.18%	6	0	CAPSIZED
05.6M to 8.0M	3	0.18%	0	0	VARIOUS
8.1M to 12.0M	3	0.18%	0	0	GROUNDED
12.1M to 20.0M	2	0.12%	0	3	VARIOUS
> 20.0M	0	0.00%	0	0	-
SAILBOARDS	2	0.12%	0	0	FALSE ALARM
<b>MOTOR: 40 INCIDENTS</b>					
00.0 M to 05.5 m	6	0.35%	3	0	DISABLED
05.6M to 8.0M	18	1.06%	2	1	DISABLED
8.1M to 12.0M	9	0.53%	3	0	VARIOUS
12.1M to 20.0M	5	0.29%	3	0	OTHER
> 20.0M	2	0.12%	1	0	VARIOUS
<b><u>FISHING VESSELS</u></b>	<b><u>11</u></b>	<b><u>0.65%</u></b>			
G.T. >=15	7	0.41%	4	0	MEDICAL
G.T. <15 & >12.2M	1	0.06%	0	0	FALSE ALARM
G.T. <15 & 8.1M TO 12.2M	0	0.00%	0	0	-
G.T. <15 & 0.0M TO 08.0M	3	0.18%	3	1	DISABLED
<b><u>OTHER CRAFT/OTHER</u></b>	<b><u>1095</u></b>	<b><u>64.48%</u></b>			
COMMERCIAL VESSEL	15	0.88%	12	0	MEDICAL
GOVERNMENT VESSEL	3	0.18%	1	0	MEDICAL
PERSON	377	22.20%	256	48	MEDICAL
OTHER	26	1.53%	8	1	FALSE ALARM
LAND VEHICLE	21	1.24%	1	0	FALSE ALARM
NIL	568	33.45%	76	15	FALSE ALARM
UNKNOWN	85	5.00%	3	0	FALSE ALARM
<b><u>AIRCRAFT</u></b>	<b><u>519</u></b>	<b><u>30.56%</u></b>			
GLIDER/HANG GLIDER	8	0.47%	3	3	CRASH
HELICOPTER	76	4.48%	29	11	FALSE ALARM
MULTI-ENGINE AIRCRAFT	105	6.18%	1812	17	FALSE ALARM
SINGLE AIRCRAFT	312	18.37%	196	62	FALSE ALARM
ULTRA LIGHT AIRCRAFT	17	1.00%	7	7	CRASH
HOT AIR BALLOON	1	0.06%	0	0	DITCHING
<b><u>TOTAL</u></b>	<b><u>1698</u></b>	<b><u>100%</u></b>	<b><u>2442</u></b>	<b><u>169</u></b>	

## TYPES OF INCIDENTS – NATIONALLY

### MARITIME INCIDENTS CLASSIFICATIONS M1, M2, M3 AND M4

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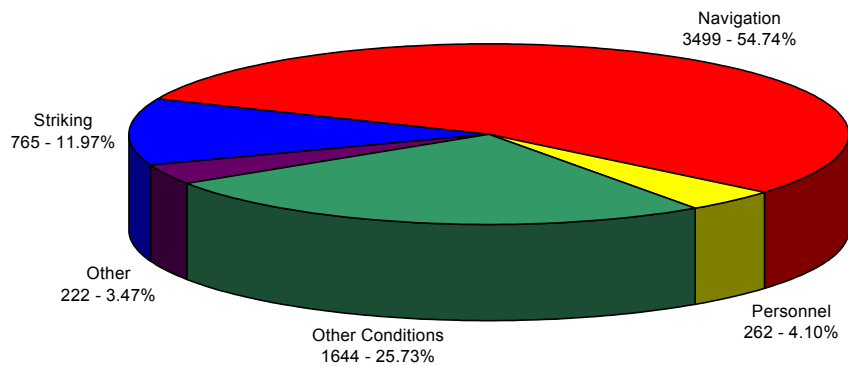
	TOTAL	%	LIVES SAVED	LIVES LOST
<b><u>STRIKING</u></b>	<b><u>765</u></b>	<b><u>11.97%</u></b>	<b><u>316</u></b>	<b><u>0</u></b>
GROUNDING	765	11.97%	316	0
<b><u>NAVIGATION</u></b>	<b><u>3499</u></b>	<b><u>54.74%</u></b>	<b><u>844</u></b>	<b><u>0</u></b>
DISABLED	3386	52.97%	794	0
DISORIENTATED	113	1.77%	50	0
<b><u>PERSONNEL</u></b>	<b><u>262</u></b>	<b><u>4.10%</u></b>	<b><u>316</u></b>	<b><u>24</u></b>
PERSON OVERBOARD	65	1.02%	105	20
MEDICAL	197	3.08%	211	4
<b><u>OTHER CONDITIONS</u></b>	<b><u>1644</u></b>	<b><u>25.73%</u></b>	<b><u>1243</u></b>	<b><u>39</u></b>
CAPSIZED	214	3.35%	419	21
FOUNDERED	46	0.72%	108	18
TAKING ON WATER	177	2.77%	550	0
ON FIRE	65	1.02%	166	0
FALSE ALARM	1142	17.87%	0	0
<b><u>OTHER</u></b>	<b><u>222</u></b>	<b><u>3.47%</u></b>	<b><u>749</u></b>	<b><u>18</u></b>
OTHER	169	2.64%	566	12
MISSING PERSON(S)	7	0.11%	6	3
STRANDED	39	0.61%	45	0
PERSON IN THE WATER	4	0.06%	129	3
SUICIDE ATTEMPT	3	0.05%	3	0
<b><u>TOTAL</u></b>	<b><u>6392</u></b>	<b><u>100%</u></b>	<b><u>3468</u></b>	<b><u>81</u></b>

## TYPES OF INCIDENTS – NATIONALLY

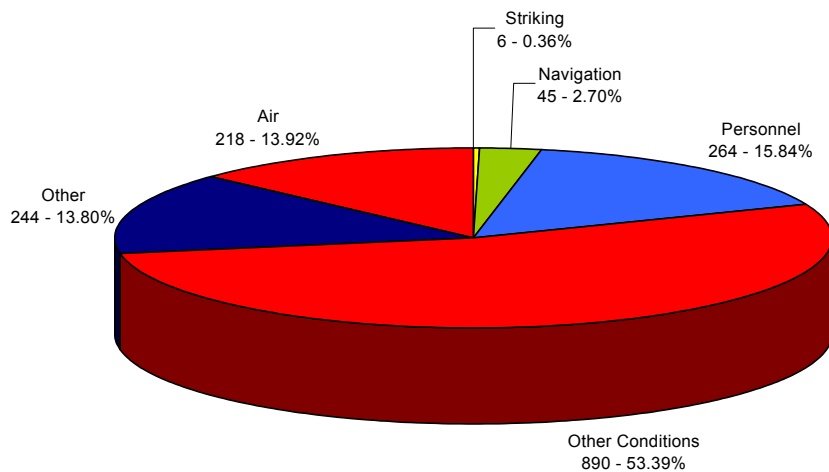
### OTHER INCIDENTS CLASSIFICATIONS A, H AND U

	TOTAL	%	LIVES SAVÉD	LIVES LOST
<b><u>STRIKING</u></b>	<b><u>6</u></b>	<b><u>0.36%</u></b>	<b><u>3</u></b>	<b><u>0</u></b>
GROUNDING	6	0.36%	3	0
<b><u>NAVIGATION</u></b>	<b><u>45</u></b>	<b><u>2.70%</u></b>	<b><u>15</u></b>	<b><u>0</u></b>
DISABLED	40	2.40%	8	0
DISORIENTED	5	0.30%	7	0
<b><u>PERSONNEL</u></b>	<b><u>264</u></b>	<b><u>15.84%</u></b>	<b><u>221</u></b>	<b><u>10</u></b>
PERSON OVERBOARD	2	0.12%	2	1
MEDICAL	262	15.72%	219	9
<b><u>OTHER CONDITIONS</u></b>	<b><u>890</u></b>	<b><u>53.39%</u></b>	<b><u>26</u></b>	<b><u>3</u></b>
CAPSIZED	6	0.36%	12	3
FOUNDERED	5	0.30%	6	0
TAKING ON WATER	1	0.06%	3	0
ON FIRE	11	0.66%	5	0
FALSE ALARM	867	52.01%	0	0
<b><u>OTHER</u></b>	<b><u>244</u></b>	<b><u>13.80%</u></b>	<b><u>166</u></b>	<b><u>62</u></b>
OTHER	65	3.90%	36	15
MISSING PERSON(S)	39	2.34%	18	18
STRANDED	21	1.26%	37	0
PERSON IN THE WATER	33	1.98%	22	10
SUICIDE/SUICIDE ATTEMPT	72	4.32%	53	18
BODY RECOVERY	14	0.84%	0	1
<b><u>AIR</u></b>	<b><u>218</u></b>	<b><u>13.92%</u></b>	<b><u>2011</u></b>	<b><u>94</u></b>
CRASH	144	8.64%	229	90
DITCHING	7	0.42%	9	4
AIRBORNE EMERGENCY	42	2.52%	1743	0
FORCED LANDING	25	1.50%	30	0
<b><u>TOTAL</u></b>	<b><u>1667</u></b>	<b><u>100%</u></b>	<b><u>2442</u></b>	<b><u>169</u></b>

**TYPE OF MARITIME INCIDENTS - NATIONALLY  
CLASSIFICATIONS M1, M2, M3 AND M4**



**TYPE OF OTHER INCIDENTS - NATIONALLY  
CLASSIFICATIONS A, H AND U**



## SAR TASKING PROFILE

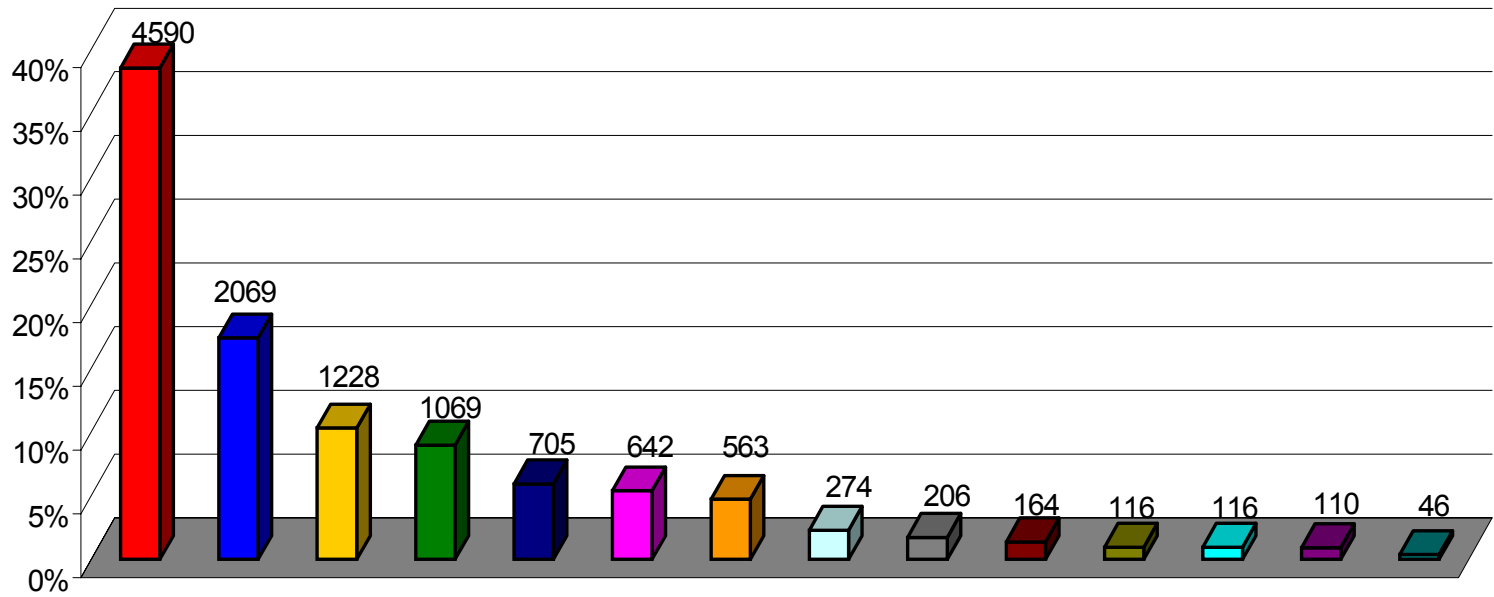
In 1999, 11896 taskings were initiated to respond to 8059 incidents. A SAR tasking is defined as a request for a vessel or aircraft to render assistance during a SAR incident. More than one vessel/aircraft may be actioned to render assistance to an incident.

### 11898 SAR TASKINGS

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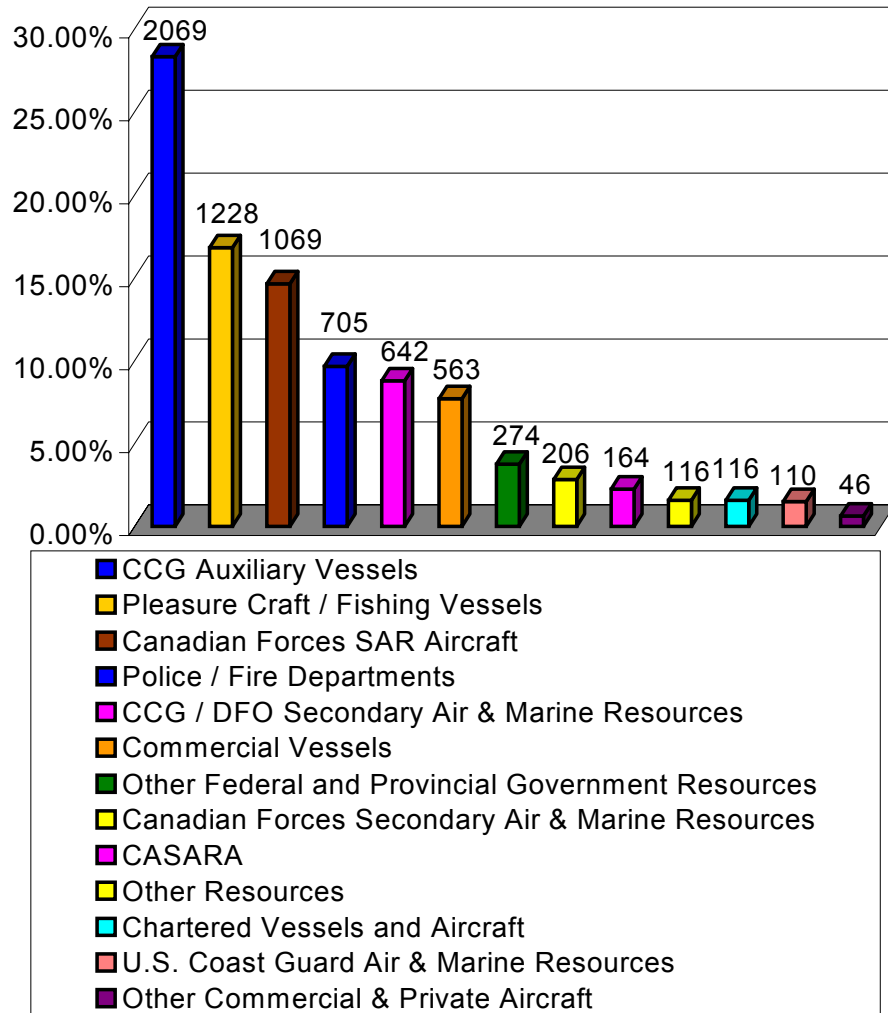
RESOURCES	TASKINGS	%
1. CCG Primary SAR Vessels	4588	38.58%
2. CCG Auxiliary Vessels	2069	17.39%
3. Pleasure Craft / Fishing Vessels	1228	10.32%
4. Canadian Forces SAR Aircraft	1069	8.98%
5. Police / Fire Departments	705	5.93%
6. CCG / DFO Secondary Air & Marine Resources	642	5.40%
7. Commercial Vessels	563	4.73%
8. Other Federal and Provincial Government Resources	274	2.30%
9. Canadian Forces Secondary Air & Marine Resources	206	1.73%
10. CASARA	164	1.38%
11. U.S. Coast Guard Air & Marine Resources	110	0.92%
12. Chartered Vessels & Aircraft	116	0.97%
13. Other Resources	116	0.97%
14. Other Commercial & Private Aircraft	46	0.39%
<b><u>TOTAL</u></b>	<b><u>11896</u></b>	<b><u>100%</u></b>

## 1999 SAR TASKING PROFILE BY DISTRIBUTION OF RESOURCES

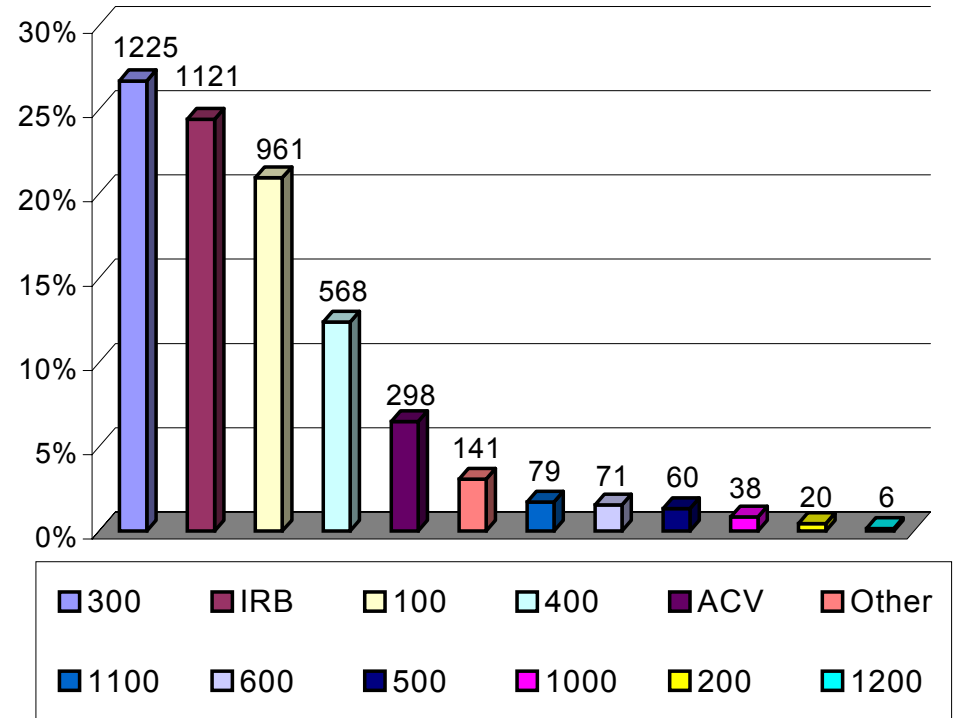


- |  |   |
|--|---|
| ■ CCG Primary SAR Vessels                          | ■ CCG Auxiliary Vessels                             |
| ■ Pleasure Craft / Fishing Vessels                 | ■ Canadian Forces SAR Aircraft                      |
| ■ Police / Fire Departments                        | ■ CCG / DFO Secondary Air & Marine Resources        |
| ■ Commercial Vessels                               | ■ Other Federal and Provincial Government Resources |
| ■ Canadian Forces Secondary Air & Marine Resources | ■ CASARA  |
| ■ Other Resources                                  | ■ Chartered Vessels and Aircraft                    |
| ■ U.S. Coast Guard Air & Marine Resources          | ■ Other Commercial & Private Aircraft               |

### 1999 SAR TASKING PROFILE BY DISTRIBUTION OF OTHER RESOURCES



### 1999 SAR TASKING PROFILE BY DISTRIBUTION OF CG RESOURCES



See Page 51 for definition of types

## RANKING OF CCG PRIMARY SAR UNITS BY NUMBER OF RESPONSES

	NAME OF RESOURCE (TYPE)	BASE (REGION)	NUMBER OF RESPONSES	AVERAGE TIME ON MISSION
1	CG 045 (ACV) & SIYAY (ACV)	SEA ISLAND (P)	295	01:18:58
2	OSPREY (100)	KITSILANO (P)	244	01:05:40
3	POINT RACE (400)	CAMPBELL RIVER (P)	240	01:39:03
4	SKUA (100)	GANGES (P)	174	01:35:48
5	MALLARD (100)	POWELL RIVER (P)	172	01:51:49
6	SORA (100)*	AMHERSTBURG (CA)	148	02:08:29
7	CLARK'S HARBOUR (300A)	CLARK'S HARBOUR	138	05:15:33
8	POINT HENRY (400)	PRINCE RUPERT (P)	133	03:47:51
9	BAMFIELD (300)	BAMFIELD (P)	129	01:57:29
10	SAMBRO (300A)	SAMBRO (M)	128	03:26:47
11	STERNE (100)*	QUEBEC (L)	123	01:23:01
12	KESTREL (300)	FRENCH CREEK (P)	115	01:46:47
13	SHIPPEGAN (300)*	SHIPPEGAN (M)	097	03:24:32
14	CG 1306 (IRB)*	SHEDIAC (P)	091	00:46:11
15	SPRAY (400)*	PORT DOVER (CA)	091	02:30:05
16	PORT HARDY (300) & CAPE SUTIL (300B)	PORT HARDY (P)	089	02:10:57
17	GC 1202 (IRB)*	VAUDREUIL (L)	083	00:49:35
18	GC 1205 (IRB)*	STE-ANNE-DE-SOREL (CA)	079	00:58:46
19	GC 1203 (IRB)*	BEACONSFIELD (CA)	074	01:08:55
20	WESTPORT (300A)	WESTPORT (M)	073	02:39:00
21	CG 509 (IRB)*	CORTES ISLAND (P)	072	02:03:41
22	CG 1305 (IRB)*	DARTMOUTH (M)	071	01:05:28
23	SIR WILFRED GRENFELL (600)	ST. JOHN'S (N)	071	09:14:18
24	CG 1003 (IRB)*	THAMES RIVER (CA)	070	01:57:14
25	CGR 100 (300B)*	PORT WELLER (CA)	070	02:23:54
26	GC 1204 (IRB)*	LONGUEUIL (L)	069	00:47:08
27	TOFINO (300)	TOFINO (P)	067	01:48:03
28	BITTERN (100)*	KINGSTON (CA)	066	01:24:01
29	CAP-AUX-MEULES (300A)	ILES-DE-MADELEINE (L)	061	03:33:16
30	GORDON REID (500)	VICTORIA (P)	060	06:32:51
31	GC 1209 (IRB)*	TROIS RIVIÈRES (L)	055	00:48:08
32	CG 508 (IRB)	BONAVISTA BAY (N)	051	01:18:44
33	CG 1000 (IRB)*	HONEY HARBOUR (CA)	046	03:33:09
34	CG 1308 (IRB)*	CHARLOTTETOWN (M)	046	01:15:59
35	ISLE ROUGE (400)	TADOUSSAC (L)	046	02:25:28
36	WAUBANO*	LONG POINT (CA)	046	02:27:50
37	CG 1004 (IRB)*	LONG POINT (CA)	045	02:23:52
38	CG 1310 (IRB)*	HARDING POINT (M)	045	01:25:07
39	GC 1201 (IRB)*	VALLEYFIELD (L)	042	00:59:27
40	SPRINDRIFT (300A)	LOUISBOURG (M)	042	04:15:20
41	BICKERTON (300A)	BICKERTON EAST (M)	039	04:50:57
42	CG 1312 (IRB)*	PICTOU (M)	039	00:59:55
43	ADVENT (400)*	COBOURG (CA)	034	02:37:02
44	W. JACKMAN (300A)	BURIN (N)	032	03:50:58
45	CG 1001 (IRB)*	PORT LAMBTON (CA)	031	02:27:29
46	J.E. BERNIER (1100)	ST. JOHN'S (N)	031	05:39:16
47	SPUME (300A)	MEAFORD (CA)	031	04:32:19
48	1307 (IRB)	MAHONE BAY (M)	029	01:35:20
49	CONCEPTION BAY (IRB)	CONCEPTION BAY (N)	029	01:08:23

## RANKING OF CCG PRIMARY SAR UNITS BY NUMBER OF RESPONSES (cont'd)

	NAME OF RESOURCE (TYPE)	BASE (REGION)	NUMBER OF RESPONSES	AVERAGE TIME ON MISSION
50	SOURIS (300)	SOURIS (M)	029	3:25:19
51	CAPE ROGER	ST. JOHN'S (N)	028	13:02:22
52	W.G. GEORGE (300A)	BURGIO (N)	027	02:49:53
53	MANYBERRIES (100)	KITSILANO (P)	025	01:33:05
54	NARWHAL (1000)	VICTORIA (P)	025	04:44:17
55	CAPE HURD (400)*	GODERICH (CA)	024	02:17:23
56	CG 1006 (IRB)*	ROCKPORT (CA)	024	01:51:50
57	HARP (200)	ST. ANTHONY (N)	020	07:27:51
58	TOBERMORY (300)*	TOBERMORY (CA)	020	02:07:42
59	WESTFORT (300)	THUNDER BAY (CA)	020	01:56:00
60	ANN HARVEY (1100)	ST. JOHN'S (N)	017	03:52:17
61	CG 1007 (IRB)*	BURIN (N)	016	01:56:00
62	LOUISBOURG (300)	DARTMOUTH (M)	014	04:50:38
63	SIR HUMPHREY GILBERT (1100)	ST. JOHN'S (N)	014	06:18:04
64	BARTLETT (1000)	VICTORIA (P)	009	01:11:20
65	BONAVISTA BAY (IRB)*	BONAVISTA BAY (N)	009	02:01:34
66	MARTHA L. BLACK (1100)	QUEBEC (L)	009	08:24:13
67	SWIFT (100)	KITSILANO (P)	009	00:38:07
68	TELEOST	ST. JOHN'S (N)	009	08:18:34
69	WILFRED TEMPLEMAN	ST. JOHN'S (N)	009	06:23:47
70	E.P. LE QUEBECOIS	SEPT-ÎLES (L)	006	01:39:50
71	F.C.G. SMITH	QUEBEC (L)	006	01:11:20
72	HENRY LARSEN (1200)	ST. JOHN'S (N)	006	11:35:10
73	LEONARD J. COWLEY	ST. JOHN'S (N)	006	05:46:20
74	SHAMOOK	ST. JOHN'S (N)	006	10:24:40
75	CG 141	MULGRAVE (M)	005	04:29:48
76	BAY OF EXPLOITS (IRB)	BAY OF EXPLOITS (N)	005	01:59:24
77	GEORGE R. PEARKES (1100)	VICTORIA (P)	004	02:25:45
78	ILE SAINT-OURS (300)	TROIS RIVIÈRES (L)	004	00:54:30
79	SIR WILFRID LAURIER (1100)	VICTORIA (P)	004	02:38:45
80	TRACY (1000)	SOREL (L)	004	03:58:45
81	CG 289	ST. JOHN'S (N)	003	05:15:00
82	GC 1212	QUEBEC (L)	003	00:22:40
83	WABAN-AKI (ACV) & SIPU-MUIN (ACV)	TROIS RIVIERES (L)	003	00:47:00
84	CG 246	ST. JOHN'S (N)	002	00:22:30
85	MATTHEW	DARTMOUTH (M)	002	05:21:30
86	OTHER CCG RESOURCES	N/A	002	07:14:00
87	CG 214	CHARLOTTETOWN (M)	001	00:25:00
88	CG 245*	ST. JOHN'S (N)	001	00:00:00
89	CG 247	ST. JOHN'S (N)	001	02:22:00
90	CG 261	ST. JOHN'S (N)	001	00:35:00
91	CG 353	CHARLOTTETOWN (M)	001	01:26:00
92	CG 362	DARTMOUTH (M)	001	02:20:00
93	CG 363	DARTMOUTH (M)	001	00:45:00
94	CG 501	VICTORIA (P)	001	04:17:00

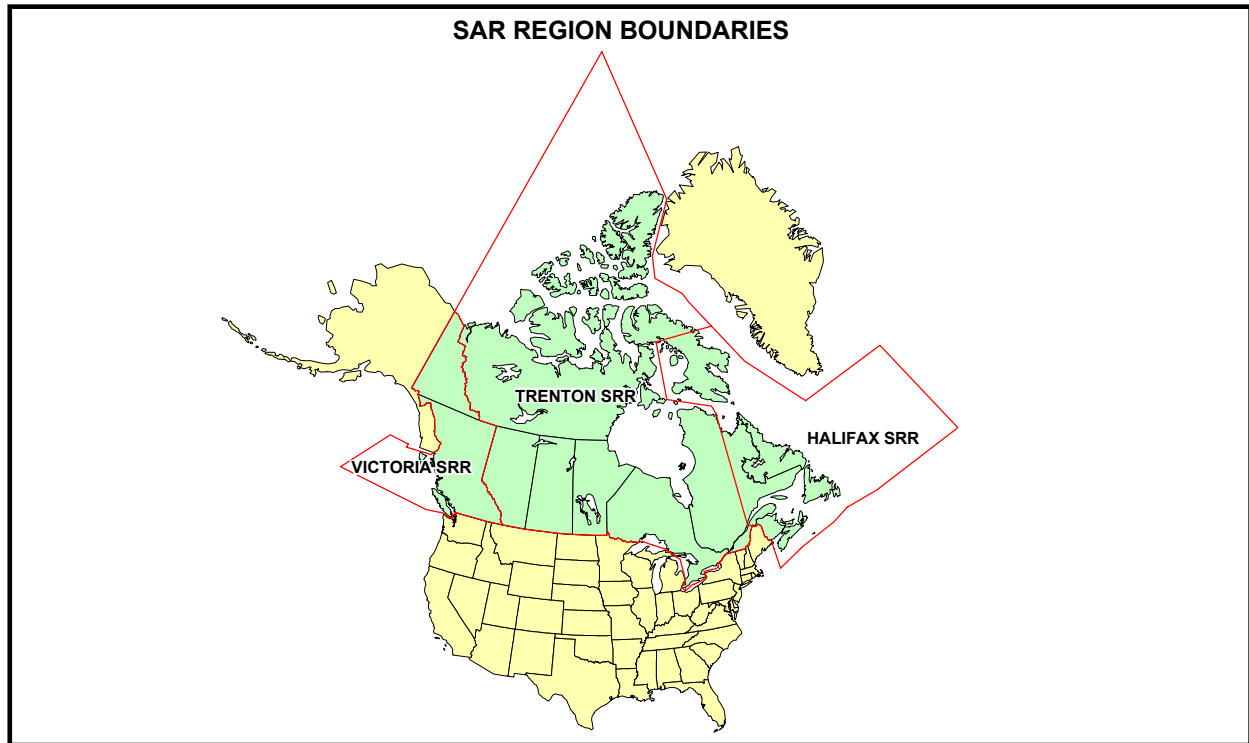
\* SEASONAL VESSELS

**TOTAL:**

**4588**

## SAR REGIONS and RCCs/MRSCs

Within international agreements for maritime SAR, Canada has three SAR Regions (SRRs): Halifax SRR, Trenton SRR and Victoria SRR, the total area of which extends from the Canada / U.S. border to the North Pole and from approximately 800 nautical miles in the Pacific Ocean to 1000 nautical miles in the Atlantic Ocean.



The Canadian Coast Guard jointly staffs three Rescue Co-ordination Centres (RCCs) with the Canadian Forces. The RCCs are located in Victoria, British Columbia; Trenton, Ontario; and Halifax, Nova Scotia. Each RCC is responsible for the planning, coordination, conduct and control of SAR operations within their SRR. Two Maritime Rescue Sub-Centres (MRSCs) in Quebec City, Quebec and St. John's, Newfoundland assist the RCC's workload in areas of high marine activity.

## HALIFAX SRR

### RCC Halifax, MRSC Quebec and MRSC St. John's Maritime Incidents (M1 + M2 + M3 + M4) – 1988

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- M1 - Distress Incidents - **99** representing **4.98%** of maritime incidents
- M2 - Potential Distress Incidents - **202** representing **10.16%** of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase - **1460** representing **73.44%** of maritime incidents
- M4 - False Alarms and Hoaxes - **227** representing **11.42%** of maritime incidents

#### People Assisted

Lives at Risk

- Lives Saved - **1031**
- Lives Lost - **23**

Total people assisted, including general calls for assistance - **10375** (approx.)

### Other Incidents (A, H and U) - 231

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- Distress Incidents - **56** representing **24.25%** of other incidents
- Potential Distress Incidents - **44** representing **19.05%** of other incidents
- Incidents Resolved in the Uncertainty Phase - **26** representing **11.25%** of other incidents
- False Alarms and Hoaxes - **105** representing **45.45%** of other incidents

#### People Assisted

Lives at Risk

- Lives Saved - **983**
- Lives Lost - **19**

Total people assisted, including general calls for assistance - **1060** (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, Halifax SRR, 97.96% of Lives at Risk were saved. (All Maritime, Aeronautical, Humanitarian and Unknown)

## TRENTON SRR

### RCC Trenton and MRSC Quebec Maritime Incidents (M1 + M2 + M3 + M4) - 2155

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- M1 - Distress Incidents - **120** representing **5.57%** of maritime incidents
- M2 - Potential Distress Incidents - **135** representing **6.22%** of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase - **1639** representing **76.09%** of maritime incidents
- M4 - False Alarms and Hoaxes - **261** representing **12.12%** of maritime incidents

#### People Assisted

Lives at Risk

- Lives Saved - **707**
- Lives Lost - **37**

Total people assisted, including general calls for assistance - **6305** (approx.)

### Other Incidents (A, C and U) - 695

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- Distress Incidents - **184** representing **26.27%** of other incidents
- Potential Distress Incidents - **48** representing **6.91%** of other incidents
- Incidents Resolved in the Uncertainty Phase - **97** representing **13.96%** of other incidents
- False Alarms and Hoaxes - **366** representing **52.66%** of other incidents

#### People Assisted

Lives at Risk

- Lives Saved - **303**
- Lives Lost - **98**

Total people assisted, including general calls for assistance - **611** (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, Trenton SRR, 88.21% of Lives at Risk were saved. (All Maritime, Aeronautical, Humanitarian and Unknown)

## VICTORIA SRR

### RCC Victoria

#### Maritime Incidents (M1 + M2 + M3 + M4) – 2246

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- M1 - Distress Incidents – 135 representing 6.00% of maritime incidents
- M2 - Potential Distress Incidents – 346 representing 15.38% of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase – 1118 representing 49.71% of maritime incidents
- M4 - False Alarms and Hoaxes – 650 representing 28.90% of maritime incidents

#### People Assisted

Lives at Risk

- Lives Saved – 1730
- Lives Lost – 21

Total people assisted, including general calls for assistance – 8920 (approx.)

#### Other Incidents (A, H and U) - 741

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- Distress Incidents – 103 representing 13.90% of other incidents
- Potential Distress Incidents – 154 representing 20.92% of other incidents
- Incidents Resolved in the Uncertainty Phase – 90 representing 12.01% of other incidents
- False Alarms and Hoaxes – 394 representing 53.17% of other incidents

#### People Assisted

Lives at Risk

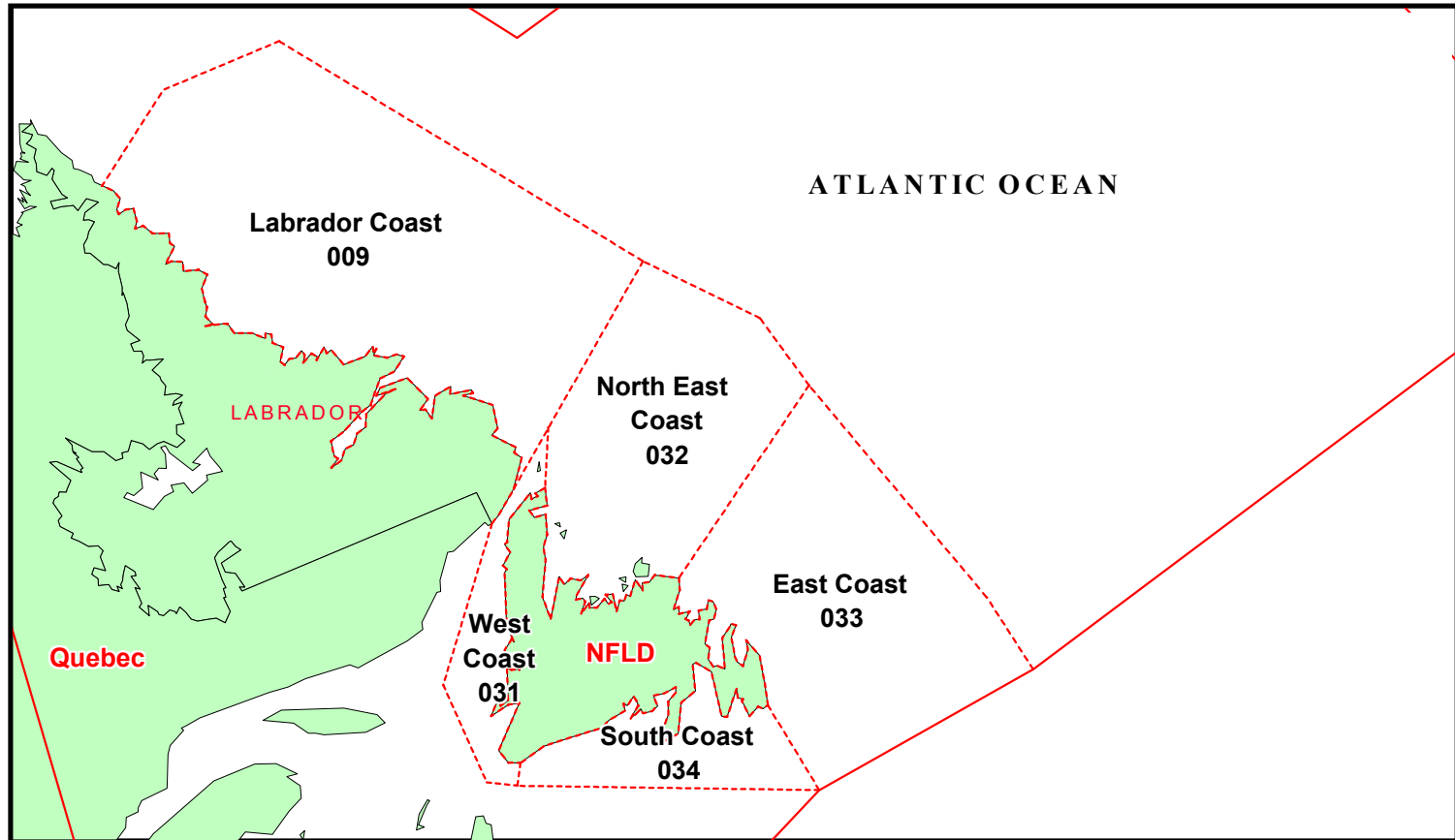
- Lives Saved – 1156
- Lives Lost – 52

Total people assisted, including general calls for assistance – 2886 (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, Victoria SRR, 97.53% of Lives at Risk were saved. (All Maritime, Aeronautical, Humanitarian and Unknown)

# SEARCH AND RESCUE AREAS NEWFOUNDLAND REGION



## NEWFOUNDLAND REGION

### MRSC ST. JOHN'S

#### Maritime Incidents (M1 + M2 + M3 + M4) - 597

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- M1 - Distress Incidents - 32 representing 5.36% of maritime incidents
- M2 - Potential Distress Incidents - 74 representing 12.40% of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase - 403 representing 67.50% of maritime incidents
- M4 - False Alarms and Hoaxes - 88 representing 14.74% of maritime incidents

#### People Assisted

Lives at Risk

- Lives Saved - 557
- Lives Lost - 8

Total people assisted, including general calls for assistance - 3391 (approx.)

#### Other Incidents (A, C, H and U) - 39

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- Distress Incidents - 8 representing 20.51% of other incidents
- Potential Distress Incidents - 7 representing 17.94% of other incidents
- Incidents Resolved in the Uncertainty Phase - 7 representing 17.94% of other incidents
- False Alarms and Hoaxes - 17 representing 43.60% of other incidents

#### People Assisted

Lives at Risk

- Lives Saved - 267
- Lives Lost - 2

Total people assisted, including general calls for assistance - 310 (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, MRSC St. John's, 98.80% of Lives at Risk were saved. (All Maritime, Aeronautical, Humanitarian and Unknown)

## **NEWFOUNDLAND REGION - MRSC ST. JOHN'S**

### **Significant Incidents 1999**

#### **2210 UTC, 05 July 1999**

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MRSC St. John's received a report that two persons in a 24 ft fishing boat were overdue from a crab fishing trip. On the first day, The Canadian Forces Helicopter RESCUE 306 and CCGS J.E. BERNIER were tasked. The following day CGA REBEL YELL, CGA VENUS and CGA ORBISON were also tasked. The two persons were located and rescued from their submerged vessel by the CCGS J.E. BERNIER. Both were suffering from hypothermia. The RESCUE 306 hoisted the two persons from the CCGS J.E. BERNIER and evacuated them to St. John's hospital.

#### **1329 UTC, 14 November 1999**

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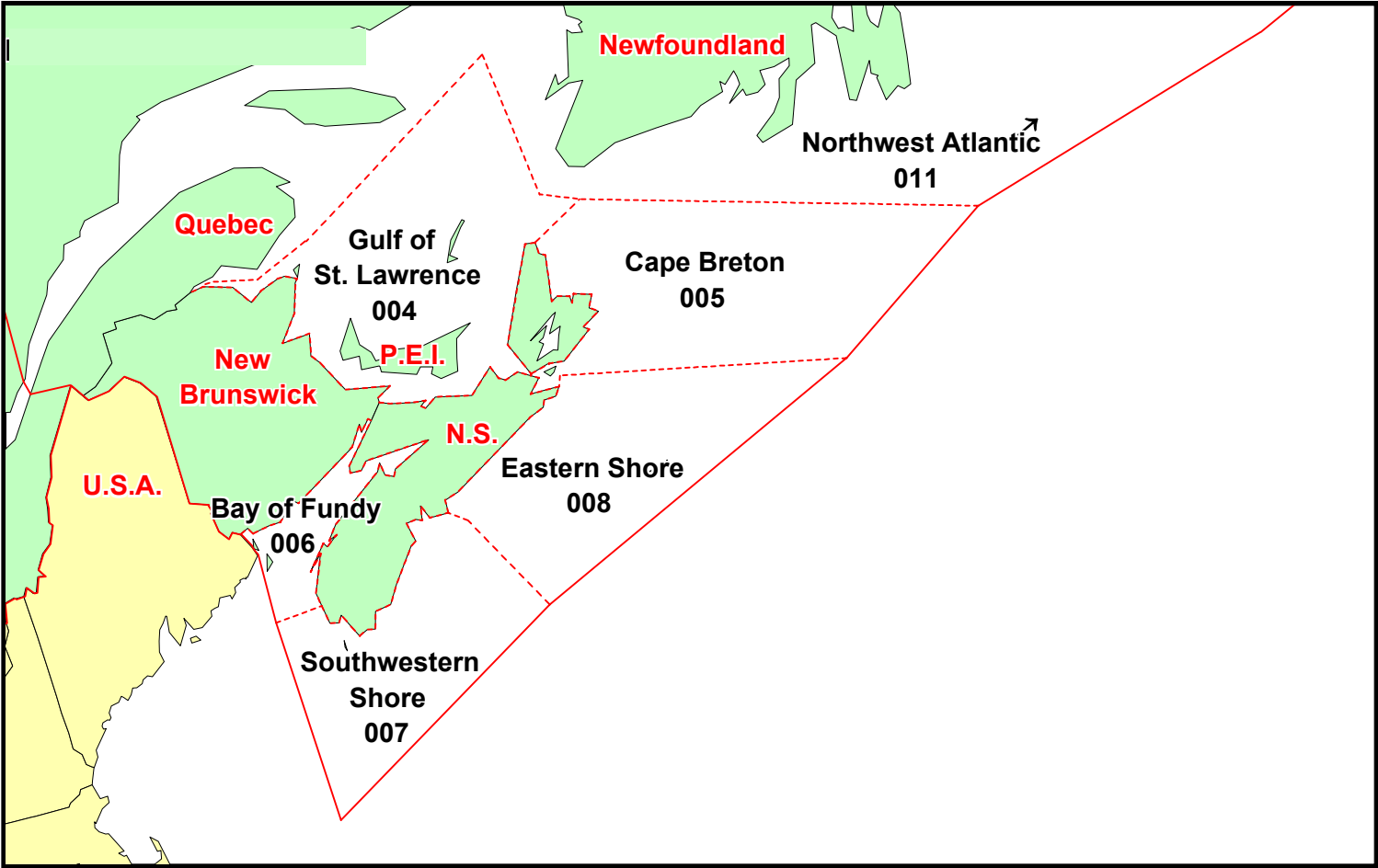
The F/V ATLANTIC SOUND notified the RCC that a F/V was on fire. Resources were tasked with SPEED AIR 03 first to arrive on scene where they found people waving from two liferafts. Canadian Forces Labrador Helicopter RESCUE 76 arrived on scene later, and hoisted the seven people and transferred them to the Fogo Island Hospital for assessment.

#### **0628 UTC, 29 November 1999**

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Hopedale RCMP reported an overdue open boat. The Canadian Forces Griffon and Hercules aircraft were tasked. In addition, two private vessels were tasked out of Hopedale. One of the private vessels found the overdue vessel broken up. The two occupants were later found ashore, and covered in snow. The incident occurred after the boat ran out of fuel and drifted onto a shoal and broke up. The two occupants swam ashore and awaited rescue.

# SEARCH AND RESCUE AREAS MARITIMES REGION



## **MARITIMES REGION – RCC HALIFAX**

### **Maritime Incidents (M1 + M + M3 + M4) – 1251**

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- M1 - Distress Incidents - **56** representing **4.48%** of maritime incidents
- M2 - Potential Distress Incidents - **114** representing **9.11%** of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase - **966** representing **77.22%** of maritime incidents
- M4 - False Alarms and Hoaxes - **115** representing **9.19%** of maritime incidents

### **People Assisted**

Lives at Risk

- Lives Saved - **421**
- Lives Lost - **13**

Total people assisted, including general calls for assistance - **3817** (approx.)

### **Other Incidents (A, H AND U) - 175**

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- Distress Incidents - **47** representing **26.85%** of other incidents
- Potential Distress Incidents - **36** representing **20.57%** of other incidents
- Incidents Resolved in the Uncertainty Phase - **17** representing **9.71%** of other incidents
- False Alarms and Hoaxes - **75** representing **42.86%** of other incidents

### **People Assisted**

Lives at Risk

- Lives Saved - **714**
- Lives Lost - **17**

Total people assisted, including general calls for assistance - **747** (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, RCC Halifax, 97.42% of Lives at Risk were saved. (All Maritime, Aeronautical, Humanitarian and Unknown)

## **MARITIMES REGION - RCC HALIFAX**

### **Significant Incidents 1999**

#### **0405 UTC, 07 January 1999**

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A distress call was made by a 12-metre F/V NANCY LYNN 1. The two occupants reported a fire onboard. Several resources in the vicinity responded to a tasking, including Canadian Forces RESCUE 301, M/V MAERSK PLACENTIA, CCGS WILFRED TEMPLEMAN, CCGS CAPE ROGERS, F/V SEA GYPSY ENTREPRISE. F/V SEA GYPSY picked up the 2 occupants out of a life raft uninjured.

#### **1713 UTC, 05 April 1999**

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RCC Halifax was requested by RCC Norfolk to provide assistance in the search for two persons from a capsized trimaran. The vessel had been located by its EPIRB, but no one was seen on the sailing vessel. CCGS TERRY FOX was tasked but was delayed a couple hours due to mechanical problems. The Canadian Forces Hercules RESCUE 310 was also tasked and dropped two Self-Locating Datum Marker Buoys: one simulating a person in the water and the other a 4 person liferaft. HMCS GOOSE BAY was also tasked. A helicopter from the US Coast Guard found two survivors inside the capsized vessel and airlifted the two occupants, who were suffering from mild hypothermia, to Halifax.

#### **2240 UTC, 18 September 1999**

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RCMP Truro reported a sinking dory with one person on board. Numerous CGA vessels were tasked, including, CGA SEA MIST, CGA NORTH WIND, CGA SUN CATCHER, and the CGA CJ & SARAH; THE CGA CJ & SARAH rescued the individual and transported him to a waiting ambulance on shore.

#### **1346 UTC, 21 October 1999**

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At approximately 100 NM South of Yarmouth, the F/V DOUBLE DOLPHIN sank. Three people were reported on board. Canadian Forces Hercules RESCUE 306, Labrador R70 and CCGC CLARKS HARBOUR were tasked. A US vessel rescued the three individuals. All were reported as being fine and later transferred to CCGC CLARKS Harbour and brought to port.

#### **2311 UTC, 25 October 1999**

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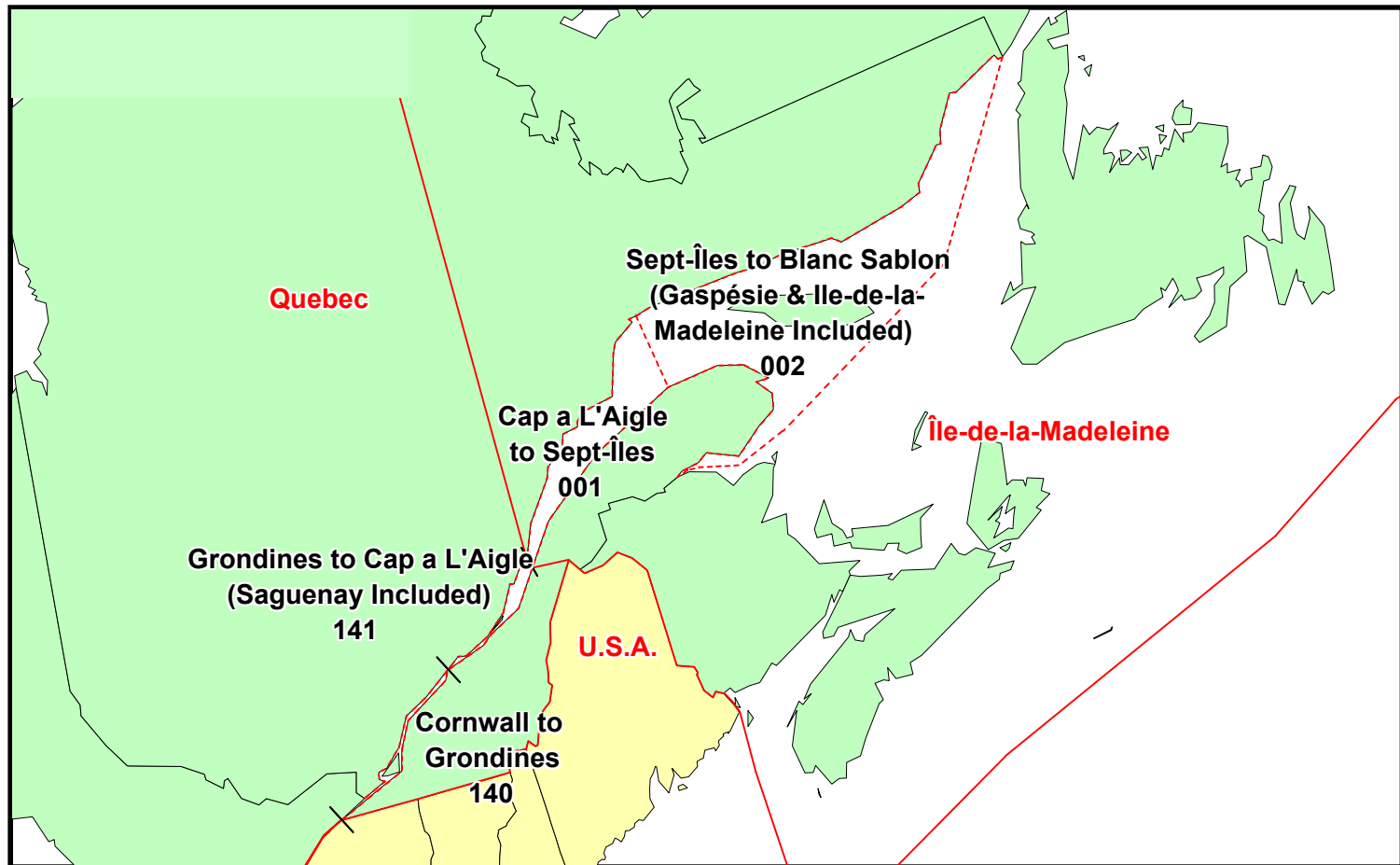
CCGA ROSA KRISTA advised RCC Halifax of an over turned fishing vessel with two POB near West Ironbound Island, NS. R70 LAB, CGA ROSA KRISTA and CCGC SAMBRO were tasked. Several other CGA and F/V were tasked the following day including, CCGS ALFRED. NEEDLER, CGA FOGGY FOAM, CGA KELLY AND BRETHERN, CGA OCEAN SAPHIRE. R70 located the overturned boat. Both occupants died in the incident.

**1206 UTC, 29 November 1999**

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MCTS Fundy radio was informed that F/V KARLA & BROTHERS was taking on water and was sinking. Four people were reported on board. Canadian Forces Hercules and CCGC WESPORT were tasked. All four were picked up by CCGC WESPORT and returned to port.

# SEARCH AND RESCUE AREAS LAURENTIAN REGION



## **LAURENTIAN REGION - MRSC QUEBEC**

### **Maritime Incidents (M1 + M2 + M3 + M4) - 1111**

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- M1 - Distress Incidents - **45** representing **4.05%** of maritime incidents
- M2 - Potential Distress Incidents - **70** representing **6.30%** of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase - **905** representing **81.46%** of maritime incidents
- M4 - False Alarms and Hoaxes - **91** representing **8.19%** of maritime incidents

### **People Assisted**

Lives at Risk

- Lives Saved - **293**
- Lives Lost - **9**

Total people assisted, including general calls for assistance - **6005** (approx.)

### **Other Incidents (A, H AND U) - 123**

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- Distress Incidents - **38** representing **30.89%** of other incidents
- Potential Distress Incidents - **11** representing **8.95%** of other incidents
- Incidents Resolved in the Uncertainty Phase - **22** representing **17.89%** of other incidents
- False Alarms and Hoaxes - **52** representing **42.28%** of other incidents

### **People Assisted**

Lives at Risk

- Lives Saved - **39**
- Lives Lost - **17**

Total people assisted, including general calls for assistance - **78** (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, MRSC Quebec, 92.74% of Lives at Risk were saved. (All Maritime, Aeronautical, Humanitarian and Unknown)

## **LAURENTIAN REGION - MRSC QUÉBEC**

### **Significant Incidents 1999**

#### **23 June 1999**

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Port of Montreal. On this Saint-Jean-Baptiste Day, two motorboats, one towing a water skier, were travelling in opposite directions northeast of Sainte-Thérèse Island in the Port of Montreal. One of the two boats, a Princecraft, swerved from its course in a curve and bore down on the other boat. A collision ensued! One of the occupants of the first boat was seriously injured and was taken to the hospital.

Total: four persons involved, one of them seriously injured.

Resources: CCGA NELSON and CCGA-1220, Montreal firefighters' boat and Sainte-Julie Municipal Police.

#### **7 August 1999**

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Saguenay River. A Poker Run competition was taking place on the Saguenay. At one point, one of the boats, travelling at high speed, nosed into a wave and was smashed into hundreds of pieces. One occupant was saved a few minutes later by other boats taking part in the race, but his wife, who was not wearing a PFD, went unfound despite searches.

Resources: 15 boats, including: CCGA JACAR and CCGA ATOMAS, CCGS ISLE ROUGE, CCGS FREDERIK G. CREED, and two helicopters, one of them military.

#### **23 September 1999**

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St Lawrence River near Tadoussac. Upon exiting the Saguenay River, the cruise ship NORWEGIAN SKY ran hard aground on the Île Rouge reef. Considering the significant damage and the leaks found, the master asked MRSC Quebec to evacuate his passengers, but the vessel was eventually refloated at high water with the assistance of CCGS ISLE ROUGE just before this operation began.

The vessel had more than 2,712 people on board.

Resources involved: CGS ISLE ROUGE, CCGS TRACY, CG 300 (DASH 8), RESCUE 314 (HERCULES), RESCUE 418 (GRIFFON), M/V JOS DESCHENES and M/V ARMAND IMBEAU (ferries), M/V ALGOCEN, M/V CAVALIER DES MERS (tour boat), eight tour boats, one tug, and one Parks Canada workboat.

#### **12 October 1999**

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Lake Saint-Pierre. On Thanksgiving Day morning, four fishermen and their guide went fishing on Lake Saint-Pierre. In the evening, the guide's wife grew worried, because her husband normally returned before dark. Following a night of intensive searching, the boat was eventually found capsized the next morning near Notre-Dame-de-Pierreville. Two of the five occupants died of hypothermia.

Resources: CCGS WABAN AKI, CCGS F. C. G. SMITH, CCGS SIPU MUIN, CG-03, CCGA 1201, CCGA L'OASIS 2, RESCUE 78 (LABRADOR) and RESCUE 305 (HERCULES).

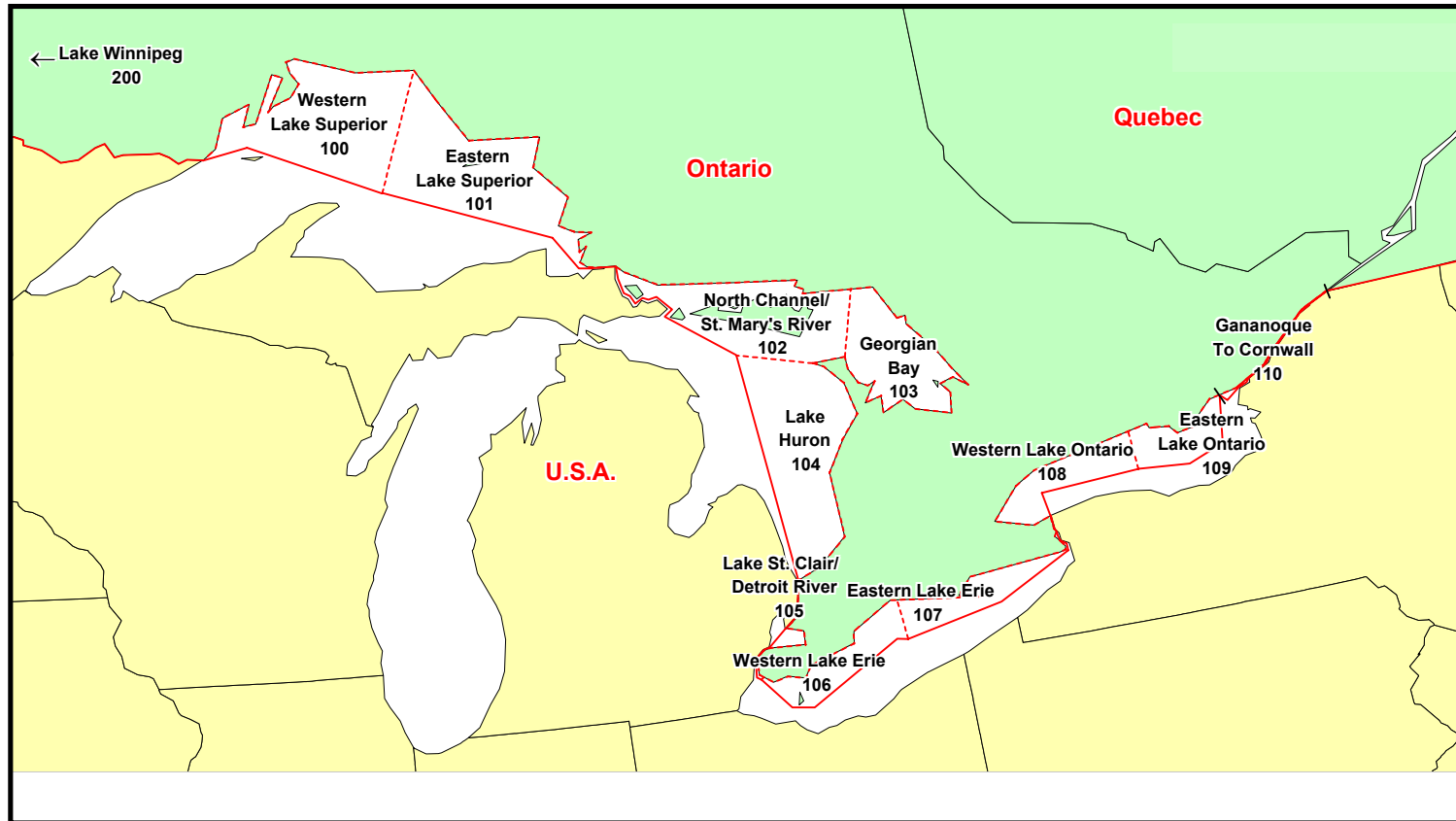
## **13 October 1999**

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Gulf of St Lawrence. On 13 October, the F/V VERYAN, suffering a failed transmission, refused the Coast Guard's offer to tow it to the nearest port. Her master decided to be towed to Rivière-au-Renard (over 150 miles from his position) by another fishing vessel. During the second night, however, the weather deteriorated quickly, and the towing cable broke. The F/V VERYAN had to be evacuated off the Gaspé coast by RESCUE 74 (CF LABRADOR).

Resources: CCGS TRACY, F/V RC DANIEL, a CF Labrador helicopter and Hercules aircraft, and a USCG Hercules aircraft and three commercial vessels.

# SEARCH AND RESCUE AREAS CENTRAL & ARCTIC REGION



# SEARCH AND RESCUE AREAS CENTRAL & ARCTIC REGION (NORTH)



## **CENTRAL & ARCTIC REGION - RCC TRENTON**

### **Maritime Incidents (M1 + M2 + M3 + M4) – 1184**

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- M1 - Distress Incidents – 86 representing 7.26% of maritime incidents
- M2 - Potential Distress Incidents – 78 representing 6.67% of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase – 825 representing 69.68% of maritime incidents
- M4 - False Alarms and Hoaxes – 194 representing 16.39% of maritime incidents

### **People Assisted**

Lives at Risk

- Lives Saved – 467
- Lives Lost – 30

Total people assisted, including general calls for assistance – 3467 (approx.)

### **Other Incidents (A, H AND U) - 589**

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- Distress Incidents – 147 representing 24.96% of other incidents
- Potential Distress Incidents – 38 representing 6.45% of other incidents
- Incidents Resolved in the Uncertainty Phase – 77 representing 13.07% of other incidents
- False Alarms and Hoaxes – 327 representing 55.52% of other incidents

### **People Assisted**

Lives at Risk

- Lives Saved – 266
- Lives Lost – 81

Total people assisted, including general calls for assistance – 536 (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, RCC Trenton, 86.85% of Lives at Risk were saved. (All Maritime, Aeronautical, Humanitarian and Unknown)

## **CENTRAL AND ARCTIC REGION - RCC TRENTON**

### **Significant Incidents 1999**

#### **1953 UTC, 23 May 1999**

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Thunder Bay MCTS advised RCC Trenton that the tour boat M/V ISLAND WEAVER was hard aground and taking on water in position 44°54.9N 079°52.8W. A Mayday Relay was issued and numerous pleasure craft in the vicinity responded. The CG1000 (IRB) was tasked and arrived on scene. Private vessels had evacuated all 26 passengers. The CG 1000 assisted commercial salvage in refloating the M/V ISLAND WEAVER and escorted to Honey Harbour.

#### **1837 UTC, 23 JUNE 1999**

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RCC Trenton was advised by Aklavik RCMP of an ongoing search for a pleasure craft with one person on board reported overdue. A local private vessel was searching the area at the time. Canadian Forces Hercules Aircraft RESCUE 336 from Winnipeg, Canadian Forces Twin Otter Aircraft RESCUE 802 from Yellowknife, and Coast Guard Auxiliary RESCUE ONE from Inuvik were tasked. Canadian Forces Twin Otter Aircraft RESCUE 802 located the capsized vessel along with various debris.

After extensive search of the area, Aklavik RCMP accepted the case as a missing person case. All searching aircraft were stood down.

#### **0224 UTC, 30 JULY 1999**

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RCC Trenton was advised by Blind River OPP that they were dispatching a vessel to search for a missing pleasure craft with 3 persons on board on a local trip from Richard's Landing to Hilton Beach, a distance of 15 nm in an area of many small islands. The vessel departed in the early afternoon and all occupants were mentally challenged. CCGA RAY OF HOPE and CCGA ALPHA SEVEN were tasked. The Canadian Forces Labrador Helicopter RESCUE 75 was tasked and airborne at 0717. While the CCGA ALPHA SEVEN was having its crew rest, the CCGA SOO SAR was tasked. The search was ongoing with one OPP vessel, two CCGA vessels and one Labrador Helicopter. The CCGS SAMUEL RISLEY was scheduled to enter the search area at 1500 UTC and to be tasked at that time if needed. In addition, a Canadian Forces Hercules Aircraft was also tasked. The overdue vessel was located secured to the outside breakwater in Blind River. All occupants were confirmed OK.

#### **1948 UTC, 08 September 1999**

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RCC Trenton received a request for information from a concerned father, reference a canoe trip on Lake Superior. The two persons left Marathon on Aug 24<sup>th</sup> for Wawa with enough food for 20 days. The father at the time did not declare the canoeists overdue but was just inquiring. The North Bay detachment of the Ontario Provincial Police officially reported the canoeists overdue, with a possible last sighting on August 27<sup>th</sup> in Pukaskwa National Park. The Canadian Forces Labrador Helicopter RESCUE 75 and the Canadian Force Hercules Aircraft RESCUE 305 were tasked for a first light search. A Canadian Coast Guard Auxiliary member on board the F/V ALLEN S, who was already in the area, also joined the search effort. The Canadian Forces Hercules Aircraft RESCUE 305 located the overdue canoeists on the NE shore of Lake Superior.

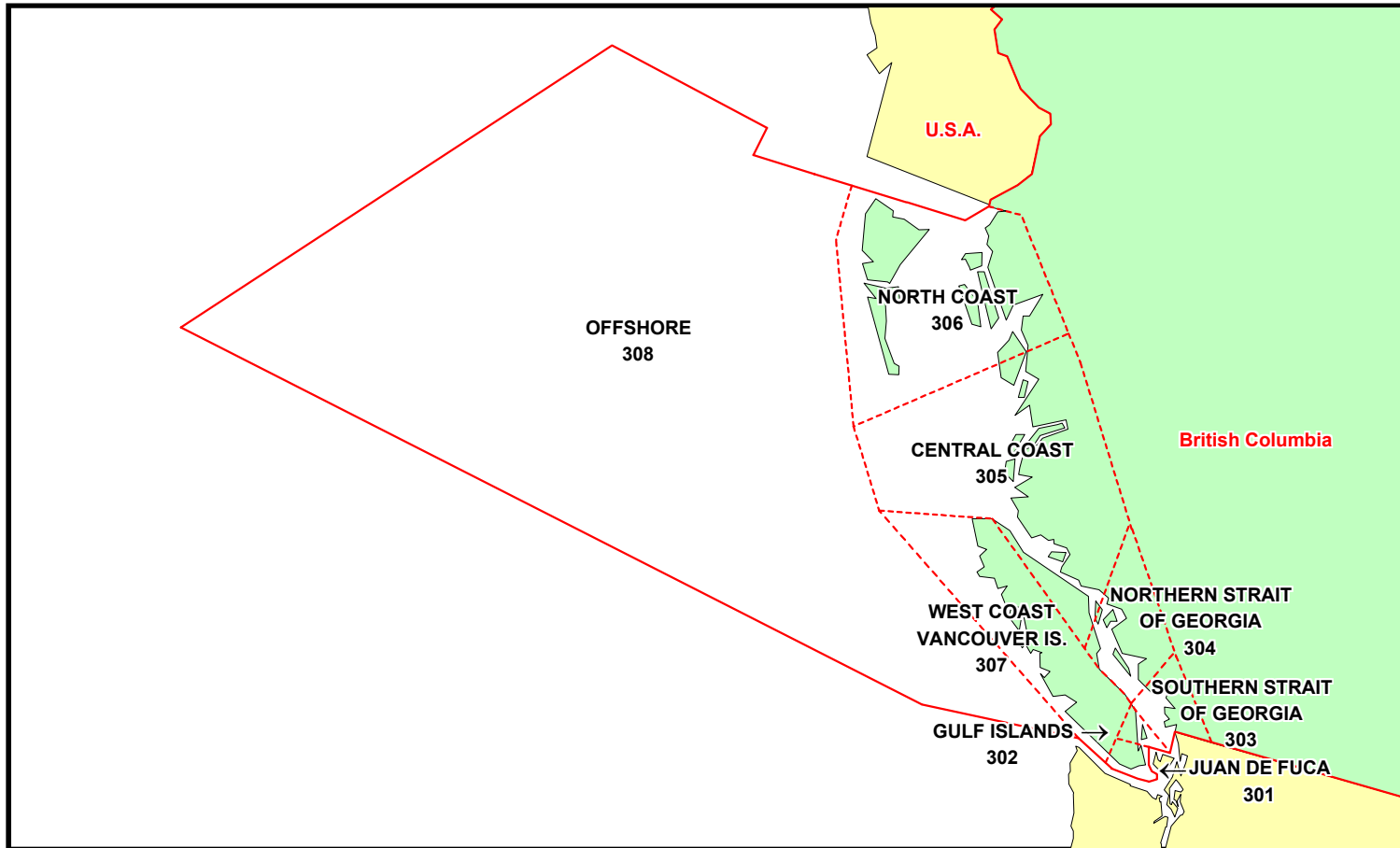
They were fine and waiting for improved weather conditions to pursue their voyage to the alternate destination.

## **24 October 1999**

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RCC Trenton was advised of two capsized freighter canoes in Moosonee. At the time of the report, three persons had swum to shore, two were found deceased and six were still missing. The Canadian Forces Hercules Aircraft RESCUE 326 and Labrador Helicopter RESCUE 078 were tasked and airborne at 0117 UTC. On scene were a commercial helicopter chartered by the First Nations Police. The Canadian Force Hercules Aircraft RESCUE 305 was tasked to join the search and bring a second crew for the Labrador Helicopter RESCUE 078. At that time a Ministry of Natural Resources Helicopter was also on scene with OPP officers on board. Investigation showed that the incident occurred on the morning of Sept. 30<sup>th</sup>. Four persons had swum to shore but one adult male tried to return to the vessels to save his family. He was later discovered deceased on the shoreline. The three remaining survivors spent the night in a camp and joined the community on Oct 01<sup>st</sup>. The search was reduced and accepted as a missing person case by the Moosonee detachment of the Ontario Provincial Police.

# SEARCH AND RESCUE AREAS PACIFIC REGION



## **PACIFIC REGION - RCC VICTORIA**

### **Maritime Incidents (M1 + M2 + M3 + M4) – 2249**

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- M1 - Distress Incidents - **135** representing **6.00 %** of maritime incidents
- M2 - Potential Distress Incidents - **346** representing **15.38%** of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase - **1118** representing **49.71%** of maritime incidents
- M4 - False Alarms and Hoaxes - **650** representing **28.90%** of maritime incidents

### **People Assisted**

Lives at Risk

- Lives Saved - **1730**
- Lives Lost - **21**

Total people assisted, including general calls for assistance - **8920** (approx.)

### **Other Incidents (A, H AND U) - 741**

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- Distress Incidents - **103** representing **13.90%** of other incidents
- Potential Distress Incidents - **154** representing **20.92%** of other incidents
- Incidents Resolved in the Uncertainty Phase - **90** representing **12.01%** of other incidents
- False Alarms and Hoaxes - **394** representing **53.17%** of other incidents

### **People Assisted**

Lives at Risk

- Lives Saved - **1156**
- Lives Lost - **52**

Total people assisted, including general calls for assistance - **2886** (approx.)

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The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1999, RCC Victoria, 97.53% of Lives at Risk were saved. (All Maritime, Aeronautical, Humanitarian and Unknown)

## **PACIFIC REGION - RCC VICTORIA**

### **Significant Incidents 1999**

#### **1434 UTC, 03 March 1999,**

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Squamish RCMP reported an overdue 18-ft Pleasure Craft with three persons on board. The three people were expected home in the evening, but were not reported overdue until the next morning. The weather had been very poor with very strong inflow winds and rough seas that day and also on Day 1 of the search. RCC tasked 3 Coast Guard vessels, 4 Coast Guard Auxiliary vessels, and the Lab for Day 1 searching. The SRU's were stood down at darkness. Day 2 Search involved the Coast Guard vessels HOVERCRAFT 045, OSPREY and OSPREY 1, CGA UNITS 01, 06, and 14 and LABRADOR 307 and BUFFALO 457. The overturned boat was located at the south end of Anvil Island 1644 UTC. The first body was located at 1820 UTC near the overturned vessel. The second and third bodies were located quite a distance away. All of the bodies had been recovered by 2244 UTC.

#### **0453 UTC, 08 August 1999**

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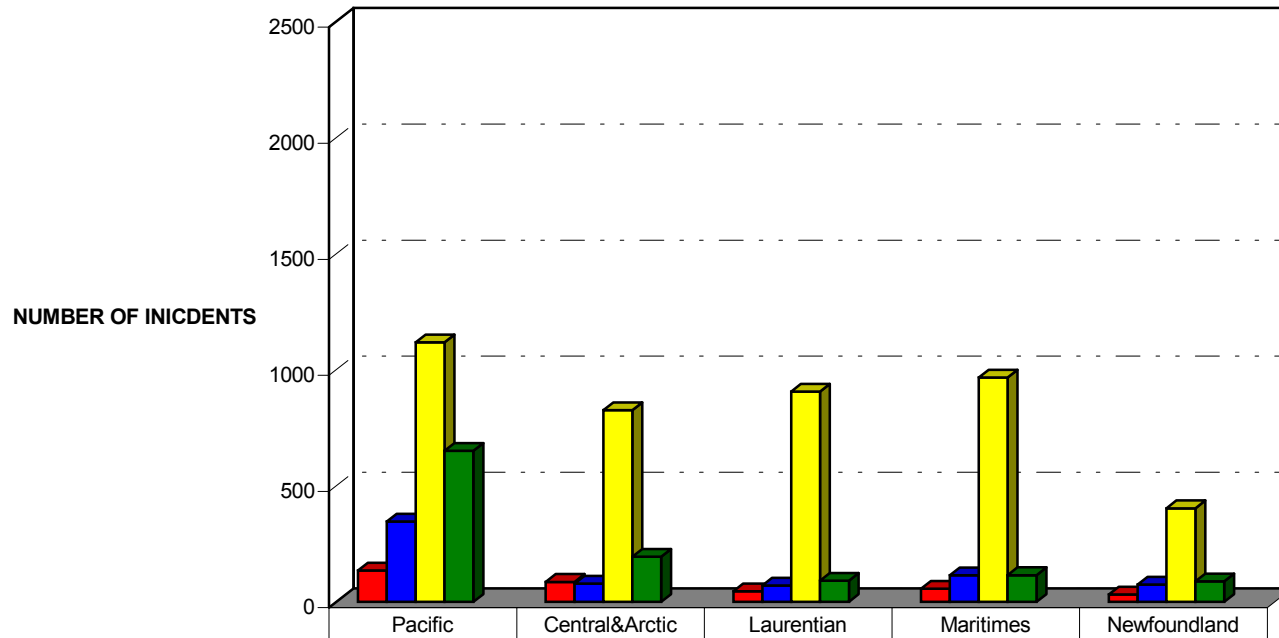
Vancouver MCTS reported to RCC Victoria that the pleasure craft SUN BOY, with 14 persons on board, collided with a loaded outbound barge and capsized. The barge was being towed by the tug JOSE NARVAEZ. The SUN BOY was enroute to Vancouver to observe the "Symphony of Fire" fireworks display. RCC Victoria immediately tasked the CCGC OSPREY, CCG Hovercraft 045, CGA 01, CGA 06, JERICHO RESCUE and the harbour master vessel KLAWICHAN. Other commercial and pleasure craft responded to the "Mayday Relay Broadcast". H/C 045 arrived on scene and dispatched CCG divers to assist in the recovery and search for the deceased and missing boaters. Response to the incident was quick and substantial due to the fact that primary and secondary SAR units, as well as numerous pleasure craft were in the area for the fireworks competition. Of the 14 persons - 13 were recovered, four were deceased, and nine survived. There were six youths under the age of 18, including a 15-month old baby. Only the children, except the baby, were wearing lifejackets. One child and three adults were deceased and one adult still missing.

#### **August 11, 1999**

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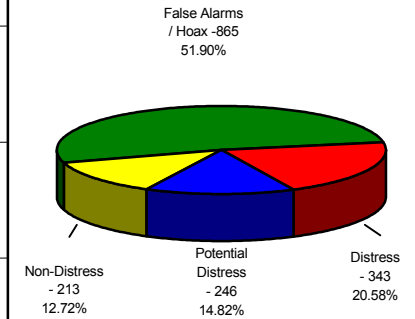
A 150 ft vessel with eight crew members and about 130 passengers, put its passengers into the water near shore in Gilbert Bay, the south end of the Queen Charlotte Islands. Coast Guard and RCMP vessels monitored the situation and recovered 126 persons from the beach area. The passengers were attempting illegal entry into Canada. During the operation, LAB 312 located and recovered eight persons from rough terrain nearby and delivered them to the CG vessels. One other person was medevaced by CG helicopter to Queen Charlotte City due to severe hypothermia and a CF BUFFALO airlifted five persons to Victoria. The CCGS TANU transported 74 persons to Port Hardy. CCGS ARROW POST transported another 51. RCMP vessel INKSTER escorted the 150-ft vessel to Port Hardy.

## 1999 MARITIME INCIDENTS CLASSIFICATIONS M1, M2, M3 AND M4

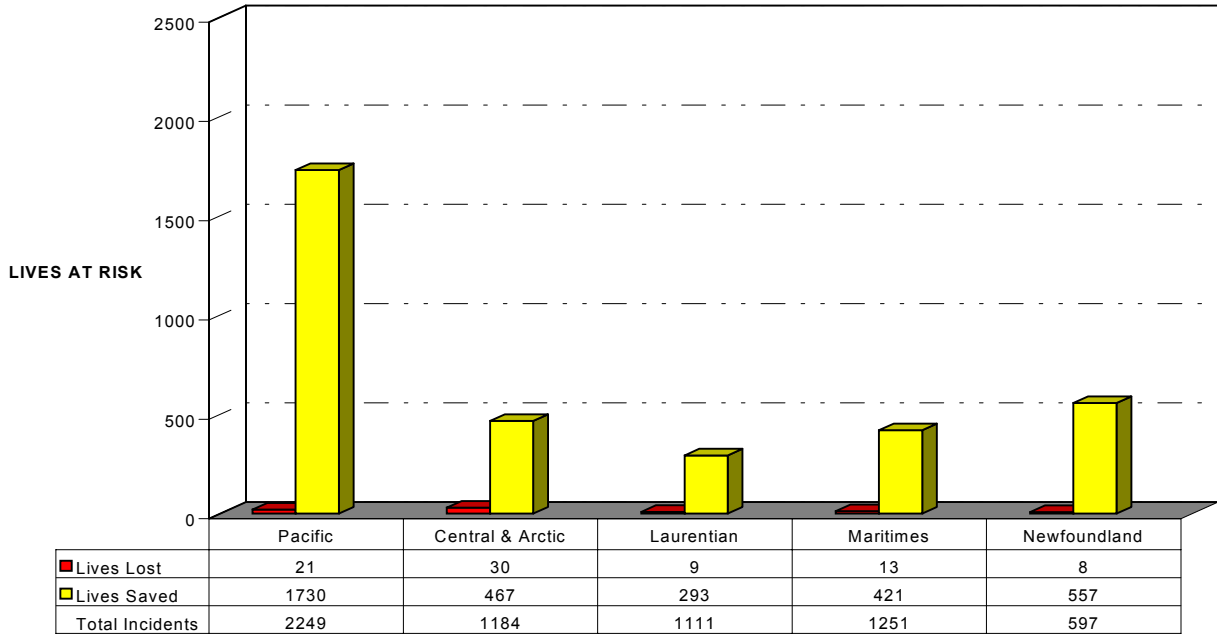


■ Distress (M1)	135	86	45	56	32
■ Potential Distress (M2)	346	79	70	114	74
■ Non-Distress (M3)	1118	825	905	966	403
■ False Alarms / Hoax (M4)	650	194	91	115	88
<b>Total</b>	<b>2249</b>	<b>1184</b>	<b>1111</b>	<b>1251</b>	<b>597</b>

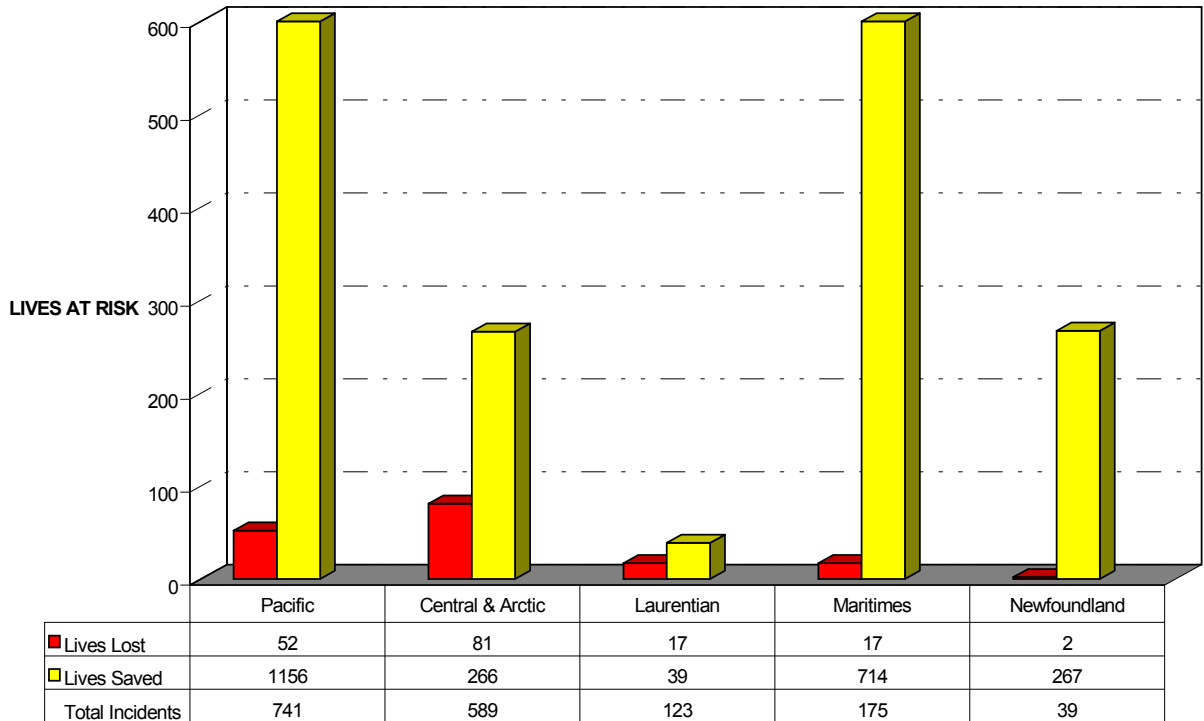
## OTHER INCIDENTS CLASSIFICATIONS A, H AND U



**1999 MARITIME INCIDENTS - REGIONALLY**  
**CLASSIFICATIONS M1, M2, M3 AND M4**  
**LIVES SAVED / LIVES LOST**



**1999 OTHER INCIDENTS - REGIONALLY**  
**CLASSIFICATIONS A, C, H AND U**  
**LIVES SAVED / LIVES LOST**



## RANKING OF SAR AREAS BY NUMBER OF INCIDENTS

AREA (REGION)	TOTAL INCIDENTS	LIVES SAVED	LIVES LOST	MOST COMMON DISTRESS CAUSE	MOST COMMON DISTRESS TYPE	MOST COMMON VESSEL ASSISTED
140 (L)	903	210	20	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
303 (P)	742	306	21	UNKNOWN	FALSE ALARM	PLEASURE CRAFT
004 (M)	528	101	5	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
304 (P)	504	243	4	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
007 (M)	443	190	9	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
306 (P)	294	361	7	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
301 (P)	284	146	0	UNKNOWN	FALSE ALARM	PLEASURE CRAFT
305 (P)	270	194	4	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
307 (P)	263	419	1	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
105 (C)	243	60	4	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
302 (P)	231	116	1	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
108 (C)	219	55	5	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
107 (C)	193	37	0	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
033 (N)	183	322	2	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
141 (L)	176	64	4	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
032 (N)	172	595	0	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
034 (N)	161	52	0	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
103 (C)	144	106	5	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
006 (M)	138	54	3	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
008 (M)	120	72	4	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
001 (L)	94	33	1	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
109 (C)	94	33	3	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
110 (C)	80	35	3	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
104 (C)	75	43	2	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
106 (C)	74	22	8	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
005 (M)	71	35	1	MECHANICAL FAILURE	FALSE ALARM	OTHER
002 (L)	58	22	1	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
102 (C)	53	13	0	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
200 (C)	49	16	4	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
031 (N)	44	39	0	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
009 (N)	41	31	0	MECHANICAL FAILURE	DISABLED	FISHING VESSEL
260 (C)	34	25	2	UNKNOWN	FALSE ALARM	AIRCRAFT
100 (C)	31	6	0	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
308 (P)	23	14	1	ACCIDENTAL ACTIVATION	FALSE ALARM	FISHING VESSEL
011 (M)	20	10	0	ACCIDENTAL ACTIVATION	FALSE ALARM	OTHER
309 (P)	19	11	1	UNKNOWN	FALSE ALARM	AIRCRAFT
101 (C)	13	8	0	WEATHER	DISABLED / FALSE ALARM	PLEASURE CRAFT
155 (C)	7	6	8	MECHANICAL FAILURE / WEATHER	DISABLED	PLEASURE CRAFT
010 (C)	5	4	0	ACCIDENTAL ACTIVATION	FALSE ALARM	OTHER
<b>TOTAL:</b>	<b>7096</b>	<b>4109</b>	<b>134</b>			

## CANADIAN COAST GUARD INVOLVEMENT IN SAR INCIDENTS OCCURRING OUTSIDE THE CANADIAN SAR AREA OF RESPONSIBILITY

AREA (REGION)	TOTAL INCIDENTS	LIVES SAVED	LIVES LOST	MOST COMMON DISTRESS CAUSE	MOST COMMON DISTRESS TYPE	MOST COMMON VESSEL ASSISTED
<b>NEWFOUNDLAND</b>						
(999)	35	32	9	ACCIDENTAL ACTIVATION	FALSE ALARM	OTHER
<b>MARITIMES</b>						
(053)	23	23	0	OTHER	FALSE ALARM	OTHER
(055)	20	13	2	OTHER	FALSE ALARM	OTHER
(057)	5	7	0	OTHER	FALSE ALARM	OTHER
(058)	3	2	4	OTHER	FALSE ALARM	AIRCRAFT
(060)	15	296	1	OTHER	FALSE ALARM	OTHER
(520)	22	41	0	ACCIDENTAL ACTIVATION	FALSE ALARM	OTHER
<b>LAURENTIAN</b>						
(056)	6	12	0	MECHANICAL FAILURE / OTHER	AIRBORNE EMERGENCY	AIRCRAFT
(059)	20	32	1	OTHER	FALSE ALARM	AIRCRAFT
<b>CENTRAL &amp; ARCTIC</b>						
(160)	13	0	0	MECHANICAL FAILURE	DISABLED	PLEASURE CRAFT
(251)	67	27	10	UNKNOWN	FALSE ALARM	AIRCRAFT
(252)	39	12	2	UNKNOWN	FALSE ALARM	AIRCRAFT
(253)	130	54	16	UNKNOWN	FALSE ALARM	AIRCRAFT
(254)	42	35	6	UNKNOWN	FALSE ALARM	AIRCRAFT
(255)	30	17	10	ACCIDENTAL ACTIVATION	FALSE ALARM	AIRCRAFT
(256)	27	14	2	ACCIDENTAL ACTIVATION	FALSE ALARM	AIRCRAFT
(257)	47	44	10	UNKNOWN	FALSE ALARM	AIRCRAFT
(500)	9	2	8	UNKNOWN	FALSE ALARM	AIRCRAFT
(504)	2	0	0	OTHER / LACK OF KNOWLEDGE	FALSE ALARM / OTHER	OTHER / PLEASURE CRAFT
(505)	27	7	1	UNKNOWN	DISABLED	PLEASURE CRAFT
(506)	1	4	0	UNKNOWN	DISABLED	PLEASURE CRAFT
(507)	1	3	0	OUT OF FUEL	OTHER	PLEASURE CRAFT
(508)	3	35	0	UNKNOWN	FALSE ALARM	PLEASURE CRAFT
(509)	10	10	0	UNKNOWN	FALSE ALARM	OTHER / PLEASURE CRAFT
(510)	11	3	1	UNKNOWN	FALSE ALARM	PLEASURE CRAFT
<b>PACIFIC</b>						
(351)	31	10	12	UNKNOWN	FALSE ALARM	AIRCRAFT
(352)	112	877	11	UNKNOWN	FALSE ALARM	AIRCRAFT
(353)	34	13	2	ACCIDENTAL ACTIVATION	FALSE ALARM	AIRCRAFT
(354)	12	12	0	ACCIDENTAL ACTIVATION	FALSE ALARM	AIRCRAFT
(355)	24	2	2	ACCIDENTAL ACTIVATION / UNKNOWN	FALSE ALARM	AIRCRAFT
(358)	13	5	0	UNKNOWN	FALSE ALARM	OTHER
(359)	72	23	3	ACCIDENTAL ACTIVATION	FALSE ALARM	AIRCRAFT / OTHER
(400)	2	0	1	ACCIDENTAL ACTIVATION / ILLNESS	FALSE ALARM / MEDICAL	OTHER / PLEASURE CRAFT
(530)	50	38	2	UNKNOWN	FALSE ALARM	OTHER
(531)	5	96	0	ACCIDENTAL ACTIVATION	FALSE ALARM	COMMERCIAL / FISHING
<b><u>TOTAL</u></b>	<b><u>963</u></b>	<b><u>1801</u></b>	<b><u>116</u></b>			

**TYPES OF CRAFT WE ASSISTED IN 1999 - REGIONALLY**  
**Maritime Incidents (CLASSIFICATIONS M1, M2, M3 AND M4)**

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	TOTAL	PACIFIC	CENTRAL & ARCTIC	LAURENTIAN	MARITIMES	NFLD
<b><u>PLEASURE CRAFT – 4179</u></b>						
PERSONAL WATERCRAFT	129	15	26	56	11	21
CANOES/KAYAKS	151	99	28	13	7	4
OPEN BOAT	368	81	60	8	168	51
HOVERCRAFT	1	0	0	1	0	0
<b>SAIL: 969 INCIDENTS</b>						
00.0 M to 05.5 m	137	30	47	38	22	0
05.6M to 8.0M	219	64	49	64	41	1
8.1M to 12.0M	449	165	116	85	78	5
12.1M to 20.0M	101	62	12	9	15	3
> 20.0M	14	7	4	2	1	0
SAILBOARDS	49	21	10	18	0	0
<b>MOTOR: 2561 INCIDENTS</b>						
00.0 M to 05.5 m	692	336	158	155	41	2
05.6M to 8.0M	1218	372	379	402	62	3
8.1M to 12.0M	469	185	140	115	25	4
12.1M to 20.0M	148	79	31	22	15	1
> 20.0M	34	13	8	3	10	0
<b><u>FISHING VESSELS – 1423</u></b>						
G.T. >=15	663	177	2	10	411	63
G.T. <15 & >12.2M	239	18	1	5	39	176
G.T. <15 & 8.1M TO 12.2M	446	116	4	16	178	132
G.T. <15 & 0.0M TO 08.0M	75	23	0	6	26	20
<b><u>OTHER – 811</u></b>						
COMMERCIAL VESSEL	270	154	27	40	14	35
GOVERNMENT VESSEL	34	14	1	7	8	4
PERSON	24	20	3	1	0	0
OTHER	37	6	7	1	1	22
NIL	374	178	43	62	62	29
UNKNOWN	33	13	14	0	4	2
DERELICT	39	36	0	3	0	0
<b><u>AIR – 2</u></b>						
SINGLE ENGINE AIRCRAFT	2	2	0	0	0	0
<b><u>TOTAL</u></b>	<b><u>6415</u></b>	<b><u>2286</u></b>	<b><u>1170</u></b>	<b><u>1142</u></b>	<b><u>1239</u></b>	<b><u>578</u></b>

**TYPES OF CRAFT WE ASSISTED IN 1999 - REGIONALLY**  
**Other Incidents – (CLASSIFICATIONS A, H AND U)**

	TOTAL	PACIFIC	CENTRAL & ARCTIC	LAURENTIAN	MARITIMES	NFLD
<b><u>PLEASURE CRAFT – 73</u></b>						
PERSONAL WATERCRAFT	1	0	1	0	0	0
CANOES/KAYAKS	4	2	2	0	0	0
OPEN BOAT	15	2	12	0	1	0
<b>SAIL: 13 INCIDENTS</b>						
00.0 M to 05.5 m	3	0	3	0	0	0
05.6M to 8.0M	3	0	3	0	0	0
8.1M to 12.0M	3	0	3	0	0	0
12.1M to 20.0M	2	0	1	0	0	1
> 20.0M	0	0	0	0	0	0
SAILBOARDS	2	0	2	0	0	0
<b>MOTOR: 40 INCIDENTS</b>						
00.0 M to 05.5 m	6	0	5	1	0	0
05.6M to 8.0M	18	3	15	0	0	0
8.1M to 12.0M	9	3	6	0	0	0
12.1M to 20.0M	5	1	2	2	0	0
> 20.0M	2	0	1	0	1	0
<b><u>FISHING VESSELS – 11</u></b>						
G.T. >=15	7	5	1	0	1	0
G.T. <15 & >12.2M	1	0	1	0	0	0
G.T. <15 & 8.1M TO 12.2M	0	0	0	0	0	0
G.T. <15 & 0.0M TO 08.0M	3	0	3	0	0	0
<b><u>OTHER CRAFT – 1095</u></b>						
COMMERCIAL VESSEL	15	12	2	0	1	0
GOVERNMENT VESSEL	3	2	0	0	0	1
PERSON	377	256	58	61	0	2
OTHER	26	12	10	0	2	2
LAND VEHICLE	21	13	5	3	0	0
NIL	568	243	102	71	126	26
UNKNOWN	85	22	62	0	0	1
<b><u>AIRCRAFT – 519</u></b>						
GLIDER/HANG-GLIDER	8	3	5	0	0	0
HELICOPTER	76	39	35	0	0	2
HOT AIR BALLOON	1	0	1	0	0	0
MULTI-ENGINE AIRCRAFT	105	38	36	10	18	3
SINGLE ENGINE AIRCRAFT	312	108	201	3	0	0
ULTRA LIGHT AIRCRAFT	17	7	9	0	0	1
<b><u>TOTAL</u></b>	<b><u>1698</u></b>	<b><u>771</u></b>	<b><u>587</u></b>	<b><u>151</u></b>	<b><u>150</u></b>	<b><u>39</u></b>

**TYPES OF MARITIME INCIDENTS – REGIONALLY  
CLASSIFICATIONS M1, M2, M3 AND M4**

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	TOTAL	PACIFIC	CENTRAL & ARCTIC	LAURENTIAN	MARITIMES	NFLD
<b>STRIKING – 765</b>						
GROUNDING	765	210	158	279	109	9
<b>NAVIGATION – 3499</b>						
DISABLED	3386	986	621	610	785	384
DISORIENTATED	113	50	17	16	25	5
<b>PERSONNEL – 262</b>						
PERSON OVERBOARD	65	20	19	16	10	0
MEDICAL	197	78	17	12	50	40
<b>OTHER CONDITIONS – 1644</b>						
CAPSIZED	214	63	75	45	27	4
FOUNDERED	46	24	11	11	0	0
TAKING ON WATER	177	76	28	14	39	20
ON FIRE	65	25	12	7	13	8
FALSE ALARM	1142	650	196	91	117	88
<b>OTHER - 222</b>						
OTHER	169	35	26	7	74	27
MISSING PERSON(S)	7	6	0	0	0	1
STRANDED	39	20	4	3	2	10
PERSON IN THE WATER	4	3	0	0	0	1
SUICIDE / SUICIDE ATTEMPT	3	3	0	0	0	0
<b><u>TOTAL</u></b>	<b><u>6392</u></b>	<b><u>2249</u></b>	<b><u>1184</u></b>	<b><u>1111</u></b>	<b><u>1251</u></b>	<b><u>597</u></b>

**TYPES OF INCIDENTS – REGIONALLY**  
**CLASSIFICATIONS A, H AND U**

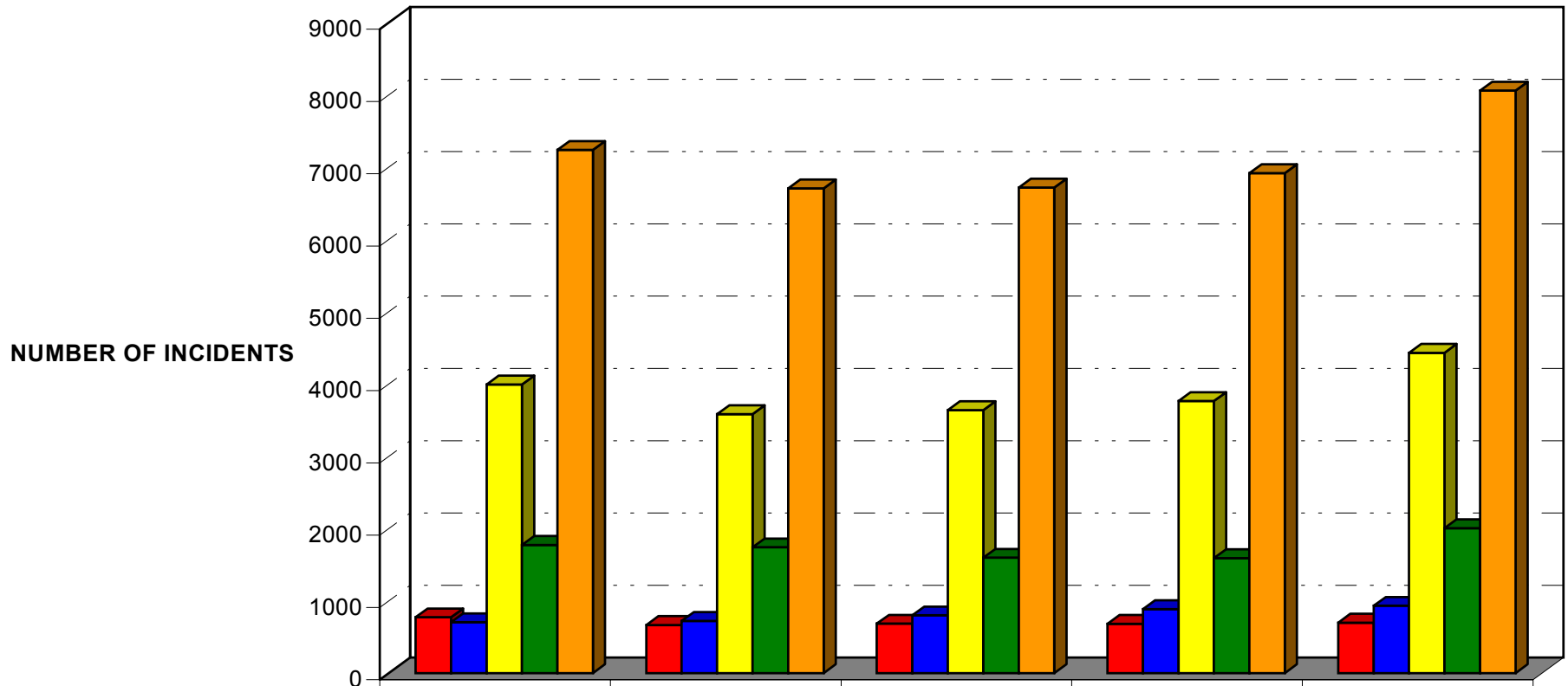
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	<b>TOTAL</b>	<b>PACIFIC</b>	<b>CENTRAL &amp; ARCTIC</b>	<b>LAURENTIAN</b>	<b>MARITIMES</b>	<b>NFLD</b>
<b>STRIKING – 6</b>						
GROUNDING	6	0	6	0	0	0
<b>NAVIGATION – 45</b>						
DISABLED	40	8	32	0	0	0
DISORIENTED	5	1	4	0	0	0
<b>PERSONNEL – 264</b>						
PERSON OVERBOARD	2	0	2	0	0	0
MEDICAL	262	160	42	6	37	17
<b>OTHER CONDITIONS – 890</b>						
CAPSIZED	6	2	4	0	0	0
FOUNDERED	5	0	1	0	4	0
TAKING ON WATER	1	0	1	0	0	0
ON FIRE	11	9	1	1	0	0
FALSE ALARM	867	394	329	52	75	17
<b>OTHER – 245</b>						
OTHER	65	11	28	9	17	0
BODY RECOVERY	14	3	2	8	0	1
MISSING PERSON(S)	39	19	8	1	10	1
STRANDED	21	10	5	3	3	0
PERSON IN THE WATER	33	15	6	11	0	1
SUICIDE / SUICIDE ATTEMPT	72	38	0	30	4	0
<b>AIR – 218</b>						
CRASH	144	37	95	0	12	0
DITCHING	7	2	3	2	0	0
AIRBORNE EMERGENCY	42	24	3	0	13	2
FORCED LANDING	25	8	17	0	0	0
<b><u>TOTAL</u></b>	<b>1667</b>	<b>741</b>	<b>589</b>	<b>123</b>	<b>175</b>	<b>39</b>

## **5 YEAR TREND**

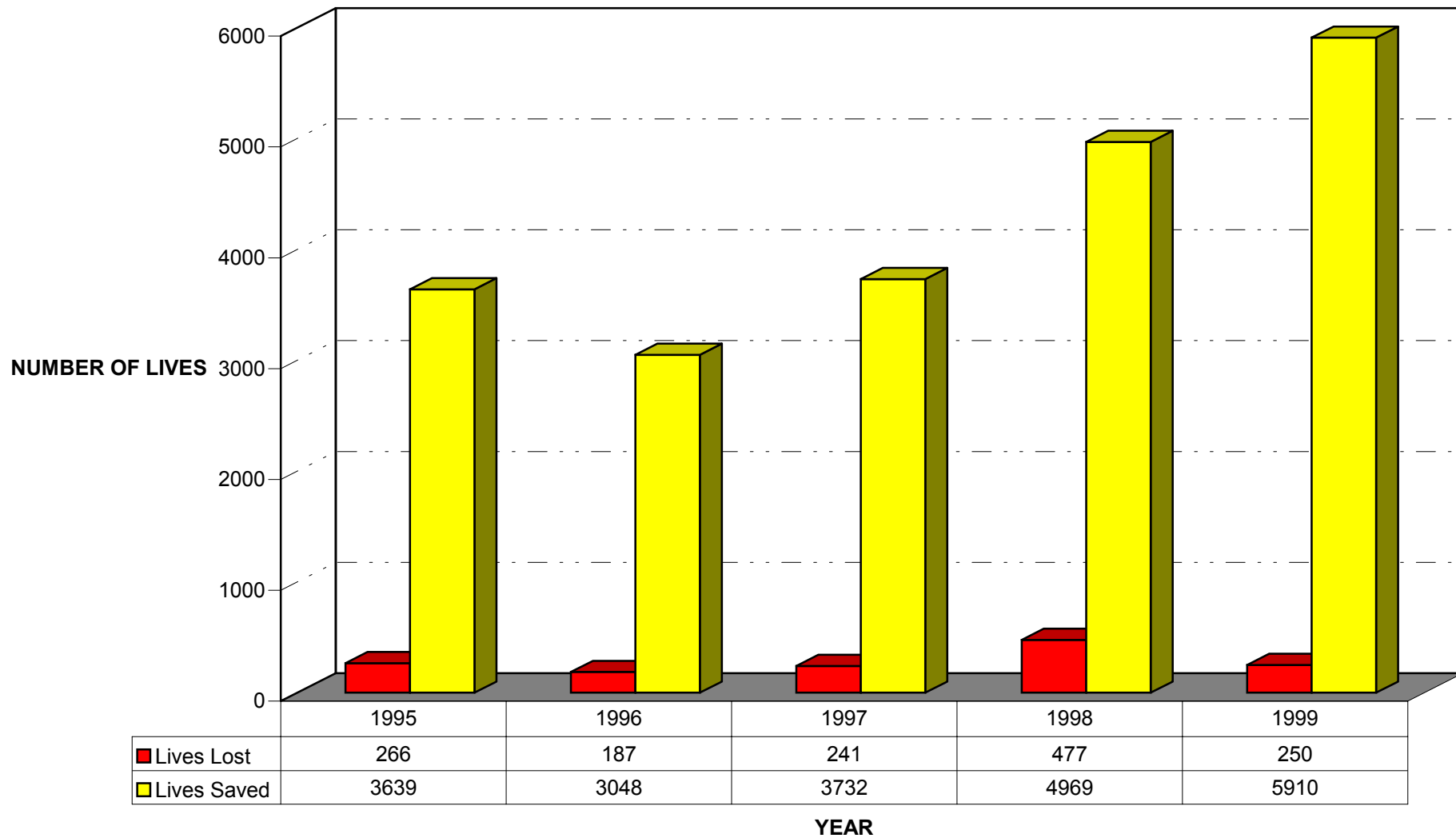
**1995 – 1999**

**TOTAL SEARCH AND RESCUE INCIDENTS  
1995-1999  
(M, H, A and U)**



	1995	1996	1997	1998	1999
■ Distress	771	665	684	681	697
■ Potential Distress	702	720	799	885	929
■ Non-Distress	3992	3582	3638	3762	4430
■ False Alarm / Hoax	1773	1739	1596	1589	2003
■ Total Incidents	7238	6706	6717	6917	8059

**LIVES SAVED / LIVES LOST  
1995 - 1999**



## **CANADIAN COAST GUARD PRIMARY SAR RESOURCES**

<b>TYPE</b>	<b>DESCRIPTION</b>	<b>OPERATIONS</b>
600	High Endurance SAR Vessel	Capable of forward deployment and offshore operations in most weather conditions, fully equipped for extended SAR patrols. High endurance, long range, moderate to fast speed. Full SAR facilities onboard. Ice strengthened. 18 knots in sea state 4.
500	Intermediate SAR Vessel	Capable of forward deployment and exposed coastal waters operations in most weather conditions, fully equipped for SAR patrols. Medium endurance, medium range, moderate speed. 15 knots in sea state 5.
400	Small SAR Vessel	Capable of operations in semi-sheltered water in most weather conditions. Station mode, high endurance, moderate range, moderate to fast speed. 20 knots in sea state 0.
300A	Self-Righting High Endurance Lifeboat	All weather lifeboat capable of coastal waters operations in most weather conditions. Station mode, high endurance, moderate range, moderate to fast speed, self-righting. 18 knots in sea state 0.
300B	Self-Righting High Speed Lifeboat	Fast lifeboat capable of coastal waters operations in most weather conditions. Station mode, moderate range, fast speed, self-righting. 25 knots in sea state 0.
200	Ice Strengthened Small SAR Vessel	Capable of operations in inshore ice infested waters. Station mode with intermittent patrol capability. Moderate range. 10 knots in sea state 0.
100	Small Rescue Craft	Fast craft capable of operations in sheltered waters under most weather conditions. Station mode. 22 knots in sea state 0.
IRB	Inshore Rescue Boat	Small, fast rescue boat capable of limited rescue operations in inshore/sheltered waters. Station mode. 25 knots in sea state 0.
ACV	Air Cushion Vehicle	Fast air cushion vehicle capable of operations in all littoral zones and inshore/nearshore waters under moderate weather conditions. High speed, station mode. 50 knots in sea state 0.

## **GLOSSARY OF TERMS**

<b>ADRIFT</b>	A vessel has broken away from her moorings/anchor(s) and is floating at random; or a vessel is discovered abandoned at sea and remains afloat (e.g. not capsized).
<b>AERONAUTICAL INCIDENT</b>	An aeronautical incident is a search and rescue (SAR) incident involving an aircraft.
<b>AIRCRAFT</b>	The original vehicle of transport of the person(s) in distress or in need of assistance was an airborne vehicle, regardless of the geographic area in which the vehicle came to rest.
<b>CAPSIZED</b>	A vessel has overturned.
<b>CASE</b>	An individual SAR incident to which is assigned a unique identifier.
<b>CCGA</b>	Canadian Coast Guard Auxiliary (Marine Volunteers).
<b>COLLISION WITH OBJECT</b>	Collision with a wharf, pier, breakwater, dolphin, buoy or such similar object but not running aground.
<b>COLLISION WITH SHIP</b>	Self explanatory (includes Mobile Offshore Drilling Unit).
<b>DISABLED</b>	A situation wherein a vessel with people on board is not under command due to human or climatic factors or mechanical breakdown (sailboards, sailboats in high winds, nets caught in prop, strong currents, dead engine).
<b>DISORIENTED</b>	A vessel's operator is unable to fix his/her position and assistance is required to prevent the vessel standing into danger.
<b>DISTRESS</b>	A SAR incident wherein there is reasonable certainty that one or more individuals are threatened by grave and imminent danger and require immediate assistance.
<b>DISTRESS SIGNAL</b>	Any signal recognized internationally as indicating a craft, person or persons in distress.
<b>FALSE ALARM</b>	Initial information, be it true or not, indicates that a vessel, person or craft is in need of assistance and where subsequent information or investigation proves to be unjustified or fabricated, such as a mistaken report of a flare.
<b>FOUNDERED</b>	A vessel has sunk.

## **GLOSSARY (cont'd)**

<b>HOAX</b>	Conveying of information which is done with the intent to deceive.
<b>HUMANITARIAN INCIDENT</b>	A search and rescue (SAR) incident (not aeronautical or maritime) which requires a response by the SAR system to preserve human life or relieve suffering.
<b>LIVES LOST</b>	Those persons who died or went missing during the course of a distress incident.
<b>LIVES SAVED</b>	Those persons who were saved as a direct result of a distress or a potential distress incident.
<b>LIVES AT RISK</b>	The sum total of lives saved and lives lost in distress and potential distress incidents.
<b>MARITIME INCIDENT</b>	A search and rescue (SAR) incident involving a vessel or a person, including the medical evacuation (MEDEVAC) of person(s) from a vessel.
<b>MRSC</b>	Marine Rescue Sub-Centre.
<b>MAN OVERBOARD</b>	A person in the water normally as a result of falling over a ship's or vessel's side.
<b>MECHANICAL FAILURE</b>	Any mechanical problem including engine, propeller, transmission or steering gear failure.
<b>MEDICAL</b>	The provision of assistance to a person requiring immediate assistance as a result of injury or illness not associated with marine casualty or incident involving a vessel or craft.
<b>OTHER</b>	A marine SAR incident not explicitly categorized by any other definition. This may include such items as sightings of debris, striking a floating mine, etc. It does not include humanitarian aid or aid to civil authorities such as pollution checks, recovering flotsam, jetsam or lagan that may be a hazard to navigation, to navigation, aids checks, etc.
<b>PRIMARY CG RESOURCES</b>	Those Coast Guard vessels or formations established and equipped specifically for SAR and manned with SAR trained crews.
<b>RCC</b>	Rescue Coordination Centre.
<b>RESPONSE</b>	Reaction by any unit to a case.

## GLOSSARY (cont'd)

<b>SAR INCIDENT</b>	A reported incident which requires a response by the SAR system.
<b>SECONDARY RESOURCES</b>	Aircraft, vessels or formations established for other than SAR, but which can be expected to respond (when available) to SAR taskings.
<b>SORTIE</b>	Action of a resource rendering assistance. Each action comprise a sortie.
<b>TAKING ON WATER</b>	A vessel's watertight integrity is lost through some malfunction, leak, rupture, etc., and the resultant influx of water is unmanageable without extraordinary measures.
<b>TOTAL TIME ON SORTIE</b>	Total time on sortie from homeport/station or diversion from another mission until return homeport/station.
<b>TASKINGS</b>	Action rendering assistance.
<b>UNKNOWN INCIDENT</b>	A incident which commences as a search and rescue incident of an unknown type and the source of which is untraced.