Canadian Coast Guard

Safety and Environmental Response Systems

2000

Maritime Search and Rescue Incidents

Annual Report

Fisheries and Oceans Canada
Pêches et Océans Canada

Canada

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Maritime Search And Rescue Incidents

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Canadian Coast Guard
Department Of Fisheries And Oceans,
5th Floor, 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 area of responsibility. It also includes SAR incidents in areas of international responsibility where Canadian federal assistance was required.

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 Joint Rescue Co-ordination Centres and Maritime Rescue Sub-Centres (JRCCs 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 JRCCs 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.

In line with the government's Management for Results initiative, and the SAR Program's Results Based Management Accountability Framework, the scope of the data collected has changed. We have added two variables – SAR Coverage and Reaction time. SAR Coverage is the amount of time a vessel assigned to primary SAR duties is in the planned area; future measures will add more criteria. Reaction time is the time between tasking to an incident and the time the resource departs on the tasking. Resources at sea will have zero as this measure. Performance Measurement is an iterative process and will improve over time.

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

TECHNICAL TERMS AND ACRONYMS

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; ie., immediate responses are 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 – 2000

Incident Total – **7702** recorded by Coast Guard SAR authorities.

Maritime Incidents (M1 + M2 + M3 + M4) = 6064

- M1 – Distress Incidents – **338** representing **5.57%** of maritime incidents.
- M2 – Potential Distress Incidents – **708** representing **11.68%** of maritime incidents.
- M3 – Incidents Resolved in the Uncertainty Phase – **4004** representing **66.03%** of maritime incidents.
- M4 – False Alarms and Hoaxes – **1014** representing **16.72%** of maritime incidents

Other Incidents (A + H + U) = 1638

Aeronautical – **643**

Humanitarian – **648**

Unknown – **347**

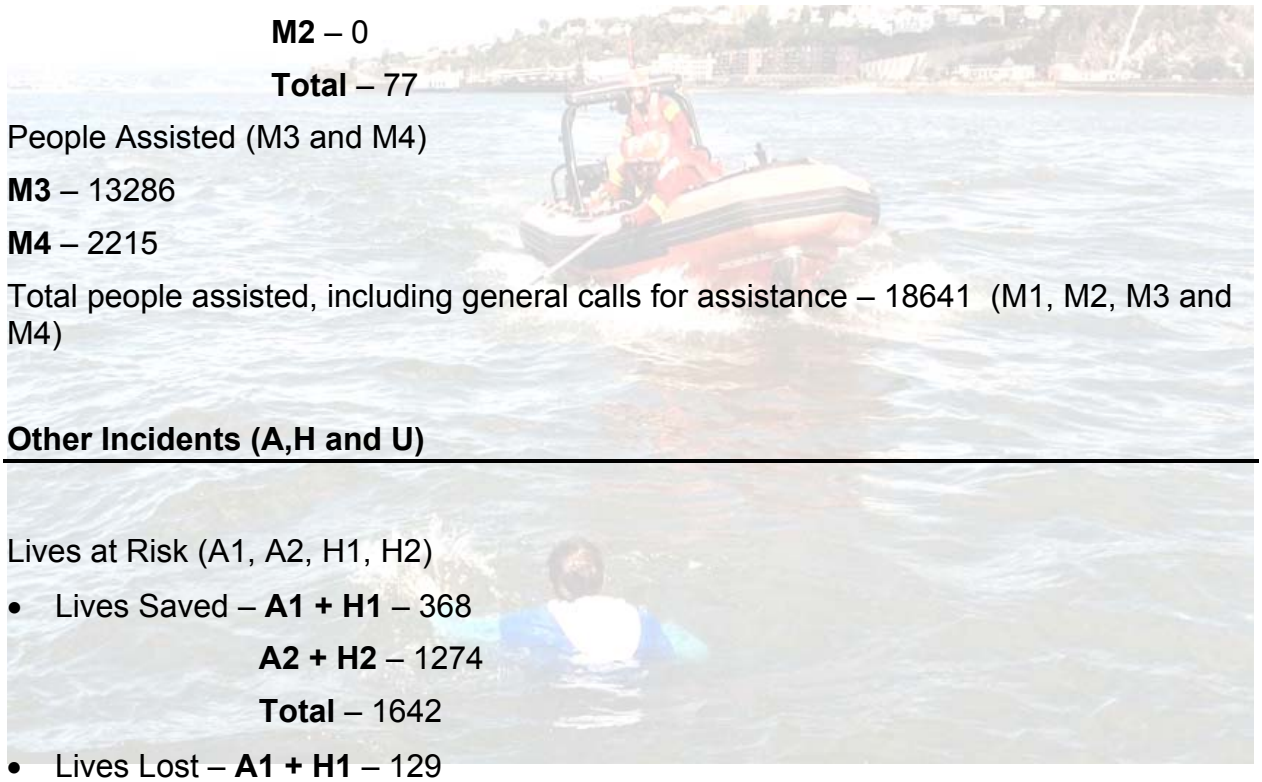
- Distress Incidents – **331** representing **20.21%** of other incidents.
- Potential Distress Incidents – **265** representing **16.18%** of other incidents.
- Incidents Resolved in the Uncertainty Phase – **217** representing **13.25%** of other incidents
- False Alarms and Hoaxes – **825** representing **50.37%** of other incidents.

PEOPLE ASSISTED IN 2000

Maritime Incidents

Lives at Risk (M1 and M2)

- Lives Saved – **M1** – 893
  M2 – 2166
  Total – 3059
- Lives Lost – **M1** – 77
  M2 – 0
  Total – 77



People Assisted (M3 and M4)

M3 – 13286

M4 – 2215

Total people assisted, including general calls for assistance – 18641 (M1, M2, M3 and M4)

Other Incidents (A,H and U)

Lives at Risk (A1, A2, H1, H2)

- Lives Saved – **A1 + H1** – 368
  A2 + H2 – 1274
  Total – 1642
- Lives Lost – **A1 + H1** – 129
  A2 + H2 – 0
  Total – 130

People Assisted

A3 – 412

A4 – 41

H3 – 122

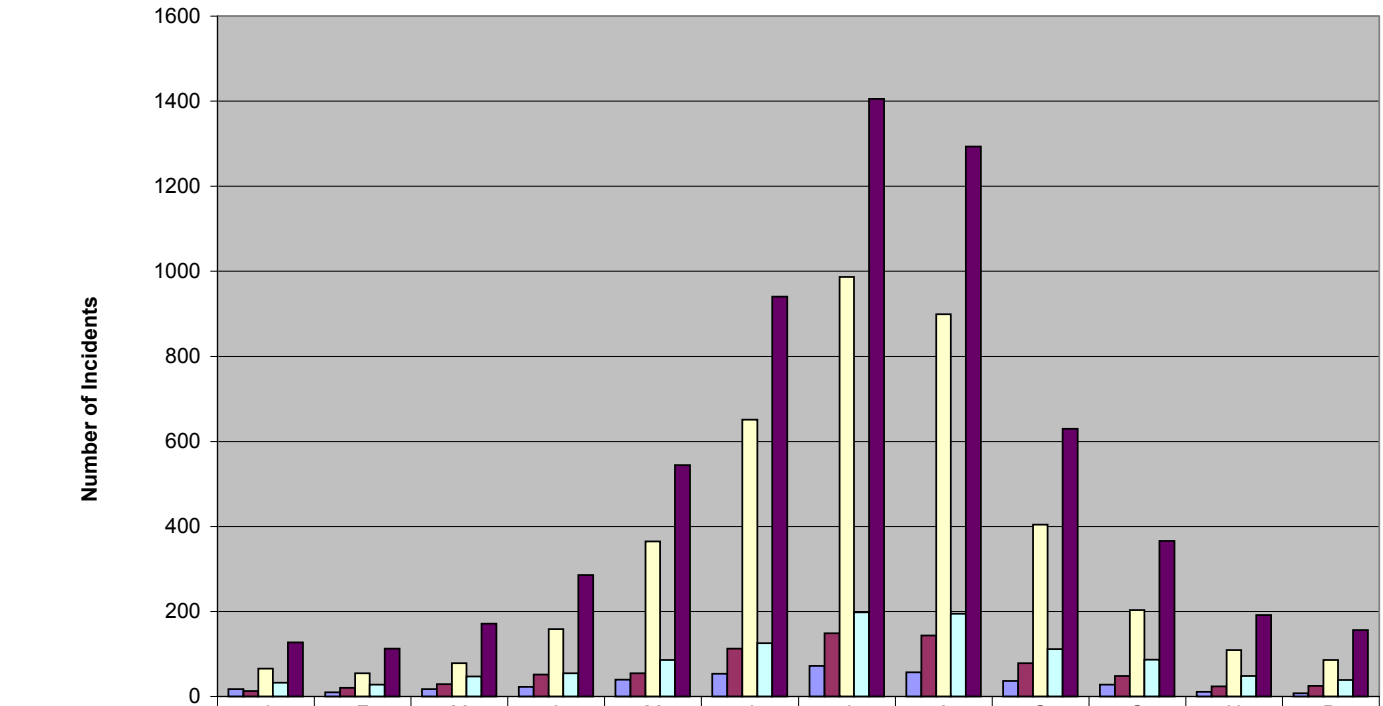
H4 – 40

U4 - 0

- Total people assisted, including general calls for assistance – 2300 (approx)

2000 MARITIME INCIDENTS BY MONTH

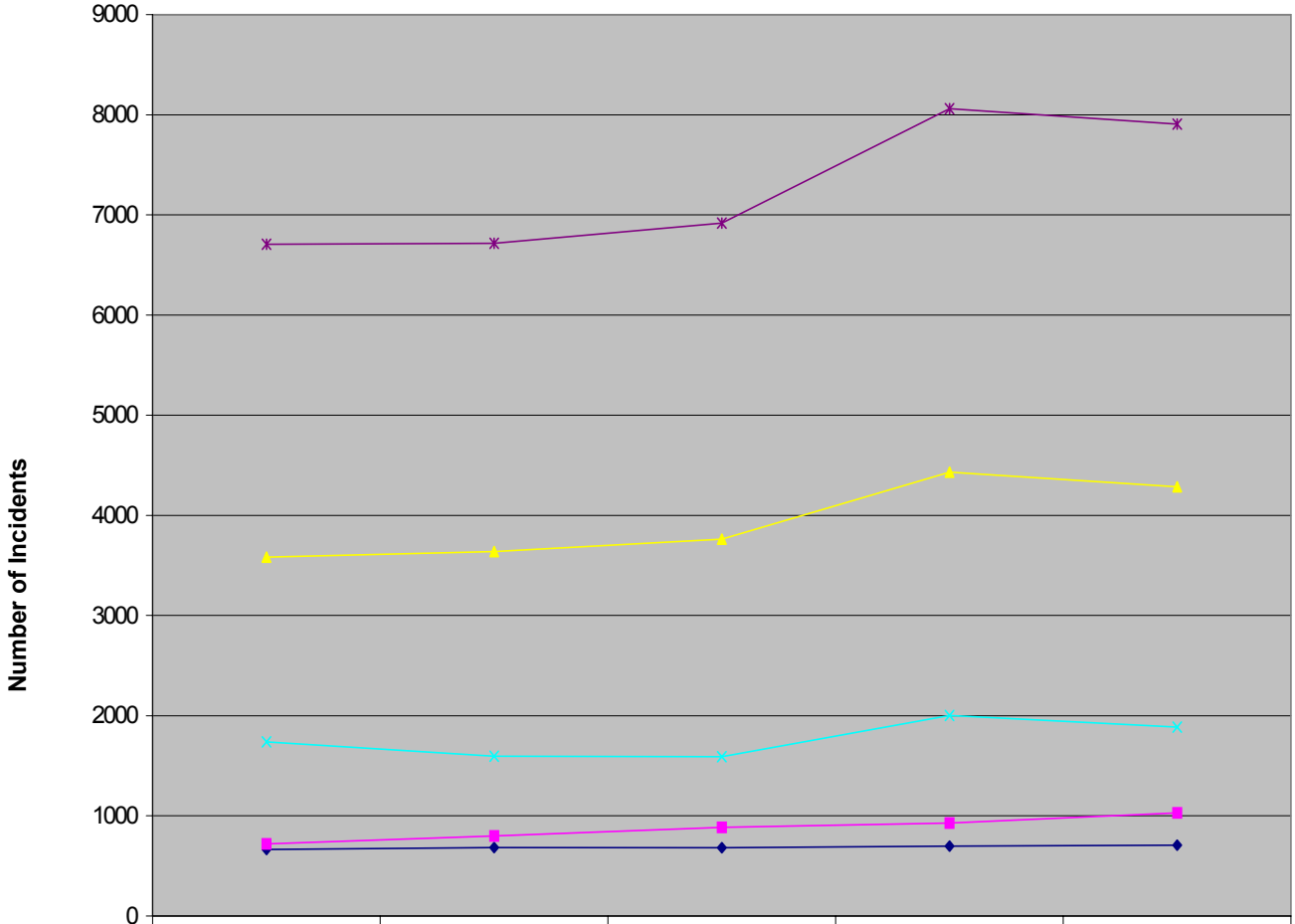
CHART 1 – NUMBER OF INCIDENTS PER MONTH (M1, M2, M3 AND M4)



	J	F	M	A	M	J	J	A	S	O	N	D
Distress	17	10	17	22	40	53	72	57	36	28	11	7
Potential Distress	13	20	29	51	54	112	149	143	78	48	23	25
Non Distress	65	54	78	158	364	651	987	899	404	203	109	86
False Alarms/Hoax	32	28	47	54	86	125	198	194	111	87	48	38
Total	127	112	171	285	544	941	1406	1293	629	366	191	156

5 YEAR TREND

CHART 2 - TOTAL NUMBER OF SEARCH AND RESCUE INCIDENTS (M, H, A AND U)



	1996	1997	1998	1999	2000
Distress	665	684	681	697	707
Potential Distress	720	799	885	929	1030
Non Distress	3582	3638	3762	4430	4286
False Alarms/Hoax	1739	1596	1589	2003	1885
Total	6706	6717	6917	8059	7908

TABLE 1 – NUMBER OF LIVES SAVED AND LIVES LOST/MISSING IN ALL MARITIME CASES (M1 +M2)

	Saved	Lost/Missing
M1	893	77
M2	2166	0
Total	3059	77

TABLE 2 – NUMBER OF LIVES SAVED AND LIVES LOST IN ALL OTHER CASES (A1, A2, H1, AND H2)

	Saved	Lost/Missing
A1	232	64
A2	801	0
H1	136	65
H2	473	0
Total	1642	130

TABLE 3 – TOTAL NUMBER OF LIVES SAVED AND LIVES LOST

All M, A, H -1 and 2 cases

	Saved	Lost/Missing
Marine	3059	77
Aeronautical	1033	64
Humanitarian	473	66
Total	4701	207

PERFORMANCE MEASUREMENT

The purpose of Performance Measurement is to measure or enhance the measurement of performance in DFO, track and monitor results, promote the use of performance information in our every day decision-making, and report on the achievement of commitments, priorities and objectives to Senior Management, Parliament and to DFO's clients.

In order to do this for SAR, a number of performance areas were identified. In the following section we will define those performance areas, the target, how each was measured, and the results.

As this is a relatively new practice, there are a couple of performance areas which cannot be reported on as of yet due to unavailabilty of information. We will endeavour to collect data on those areas in order to be able to report on them in the future.

The areas that will not be reported on in this report are:

Reduced loss and/or damage to property – this will require collecting or estimating the value of property saved, a value which is currently not collected. This will be collected in future editions of the SAR database and will be reported when enough data is available.

A. OUTCOME: MINIMIZE LOSS OF LIFE AND INJURIES

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress.

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.

This is defined as the Lives saved versus the lives at risk. The objective of the SAR system is to save 100% of lives at risk in distress and potential distress.

The International definition of lives at risk, lives lost, and lives saved is slightly different to that used in Canada. The International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume I, paragraph 5.6.9 states:

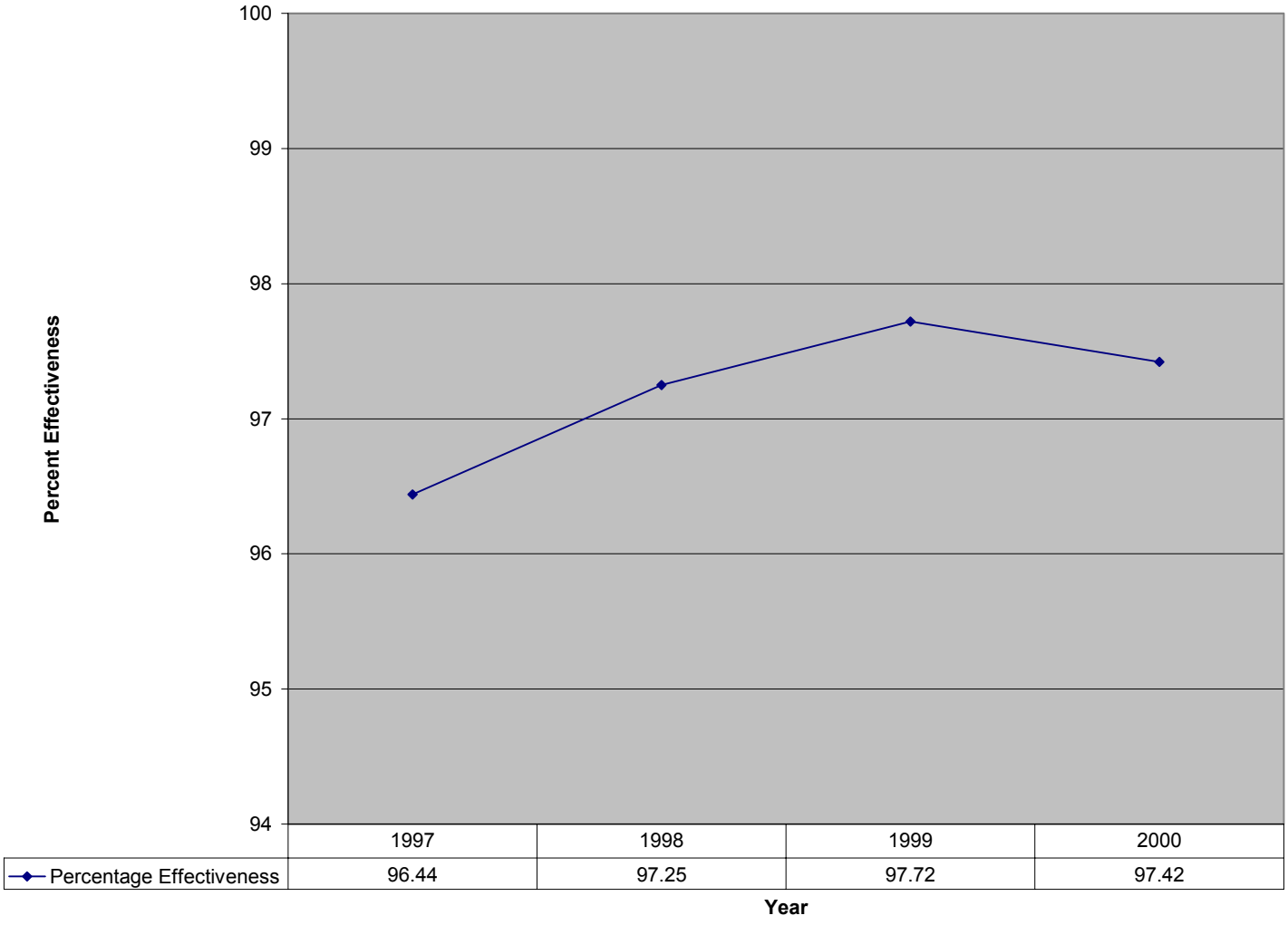
" Lives lost before SAR system notification were not saveable; therefore, they are exluded from the life-saving effectiveness measure. Lives lost after notification reflect the potential number of additional lives that may have been saved. Studies suggest that about one third of the deaths that occur after SAR system notification happen soon thereafter before help can arrive, or due to such serious injury or sickness that saving life was not possible. The remaining lives lost may be attributed to a less than optimal SAR system."

The Canadian system measures all lives lost, not just those lost after notification of the incident. We feel that lives lost, even before notification, indicate the effectiveness of the SAR system by demonstrating a level of prevention, as well as a level of response.

Nationally, **97.42%** percent of lives at risk were saved in the year 2000 (Maritime incidents only). The four year average is **97.21%.**

The five year (where possible) trend for the SAR system effectiveness is as follows:

CHART 3 – SAR SYSTEM EFFECTIVENESS PER YEAR (MARITIME SAR INCIDENTS)

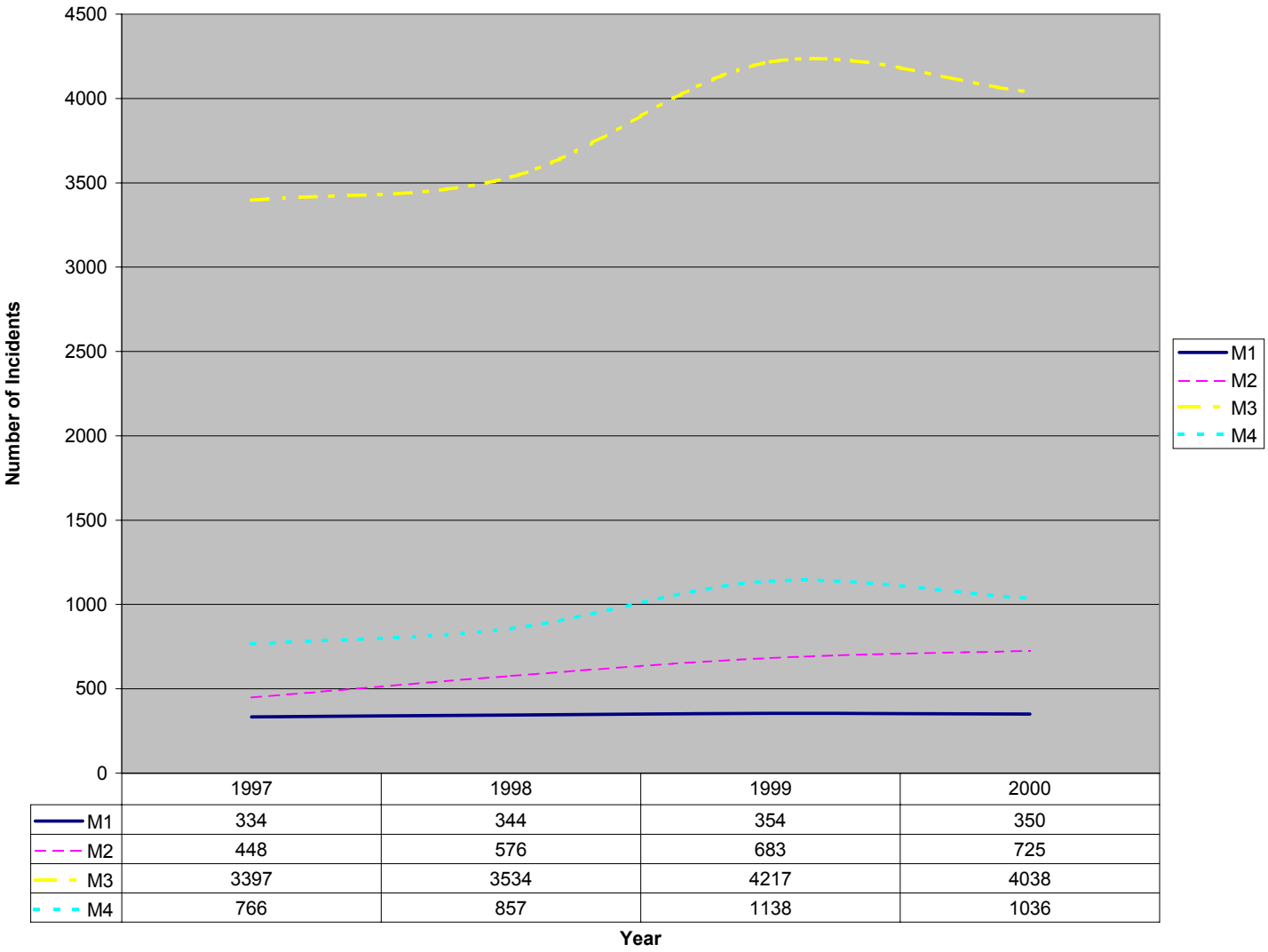


	1997	1998	1999	2000
Percentage Effectiveness	96.44	97.25	97.72	97.42

B. OUTCOME: REDUCED NUMBER AND SEVERITY OF MARITIME SAR INCIDENTS.

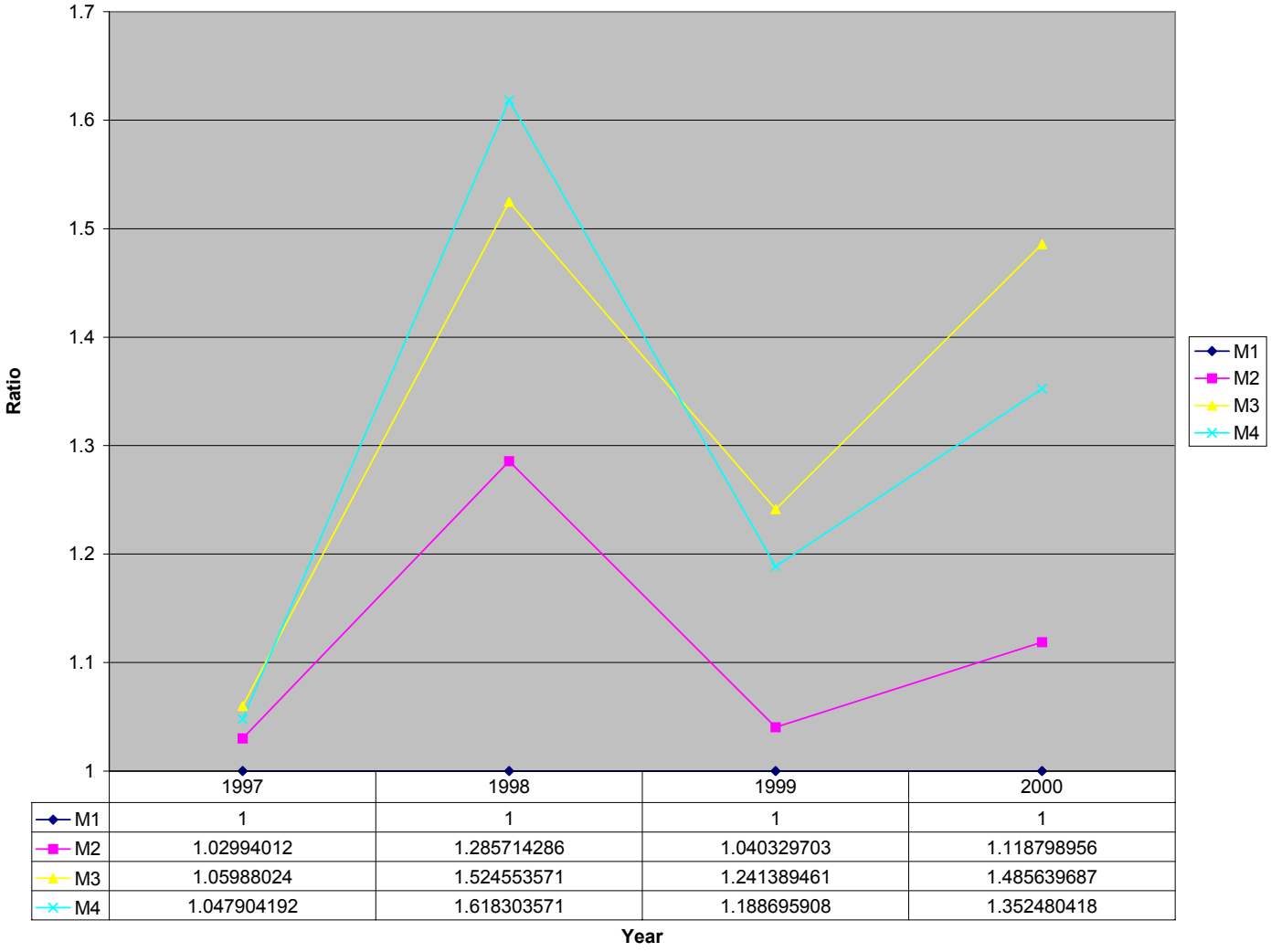
This will be measured by the number of incidents and the distribution between M1, M2, M3, and M4 type incidents over time.

CHART 4 – NUMBER AND SEVERITY OF MARITIME SAR INCIDENTS.



	1997	1998	1999	2000
M1	334	344	354	350
M2	448	576	683	725
M3	3397	3534	4217	4038
M4	766	857	1138	1036

CHART 5 - COMPARATIVE RATE OF GROWTH OF NUMBER OF MARITIME SAR INCIDENTS RELATIVE TO BASE YEAR 1997

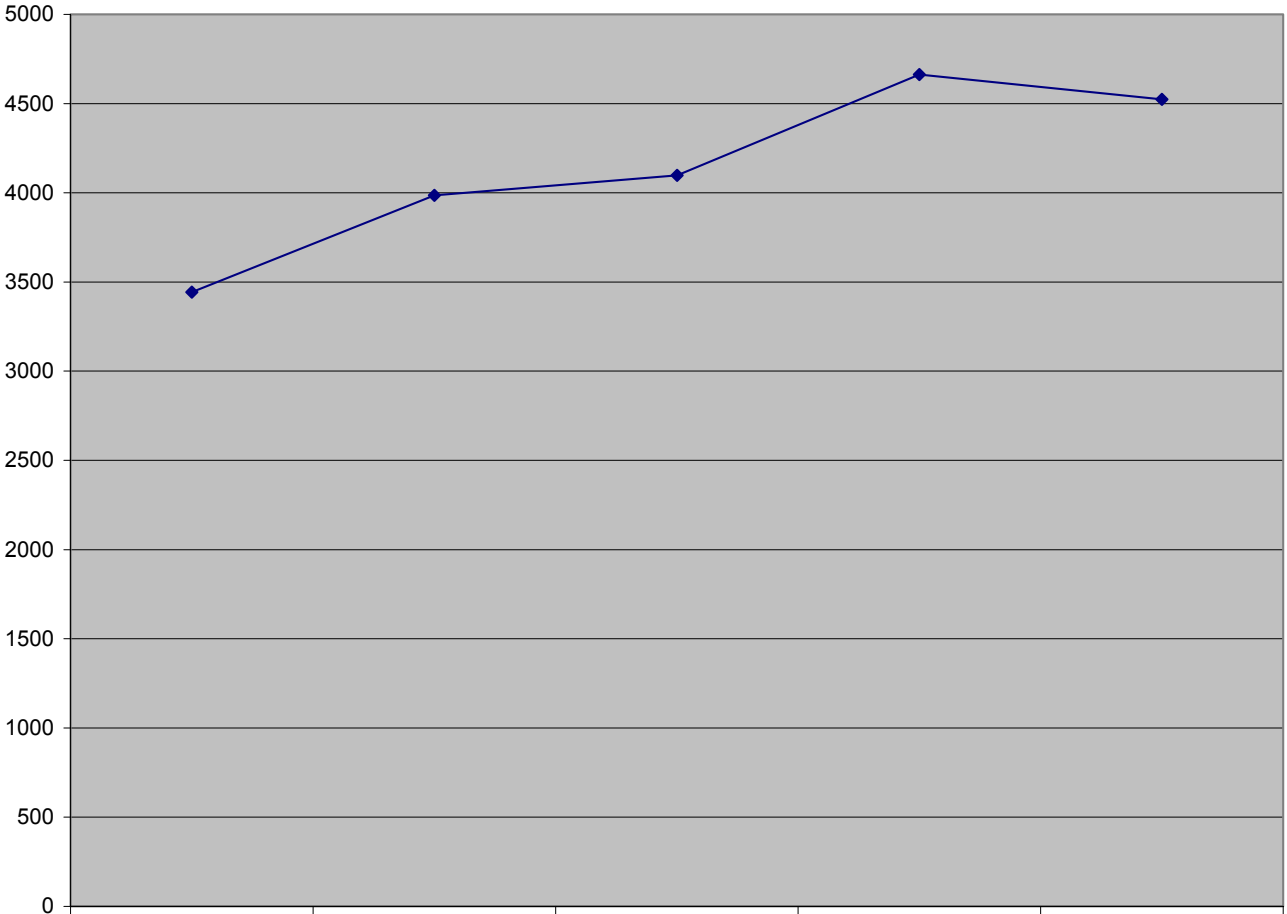


	1997	1998	1999	2000
M1	1	1	1	1
M2	1.02994012	1.285714286	1.040329703	1.118798956
M3	1.05988024	1.524553571	1.241389461	1.485639687
M4	1.047904192	1.618303571	1.188695908	1.352480418

C. OUTPUT: CCG AUXILIARY INVOLVEMENT

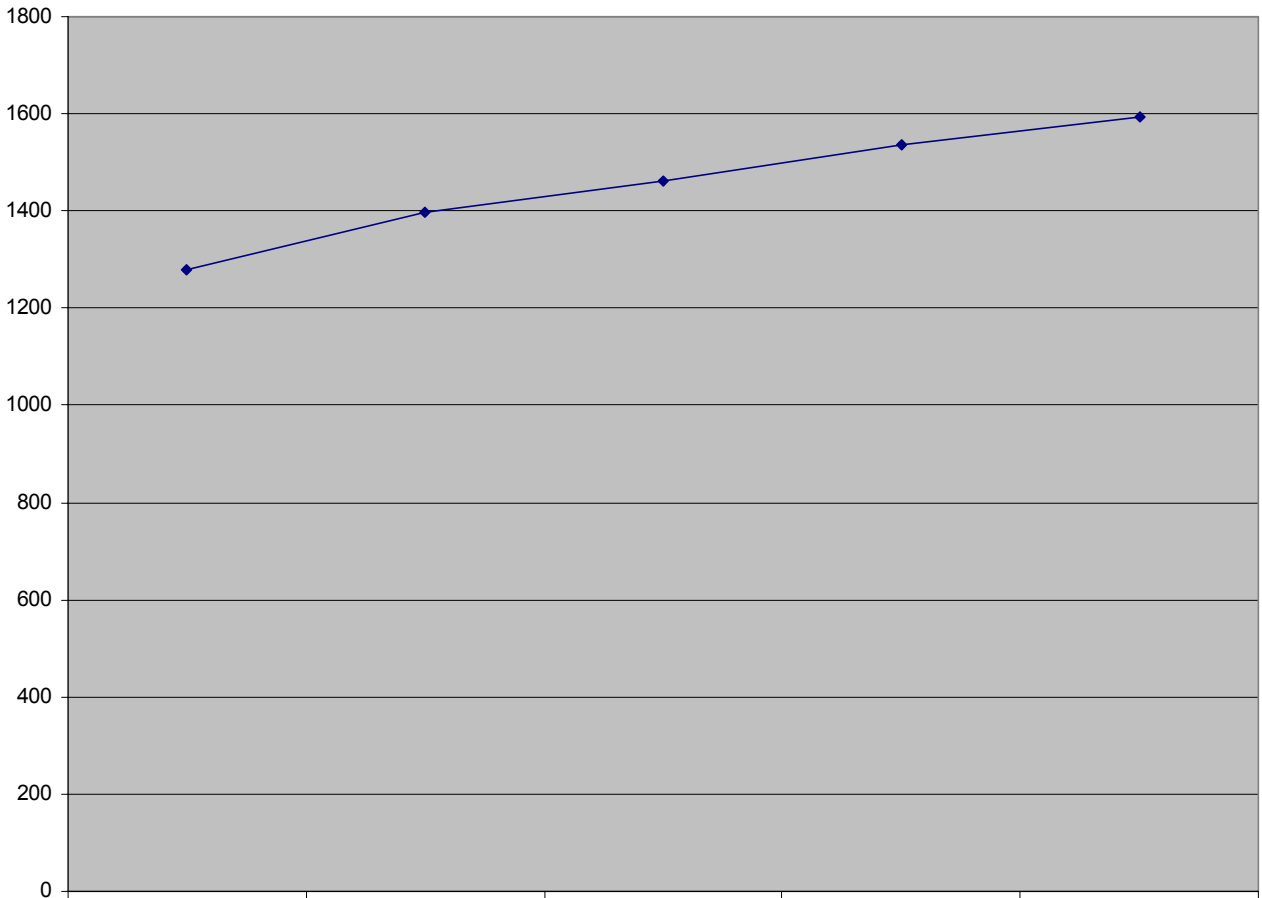
The Canadian Coast Guard Auxiliary (CCGA) is a highly effective volunteer organization that assists the Coast Guard in SAR response and prevention acitivities. The involvement of the CCGA in the National SAR Program is measured as follows:

CHART 6 - NUMBER OF CCGA MEMBERS:



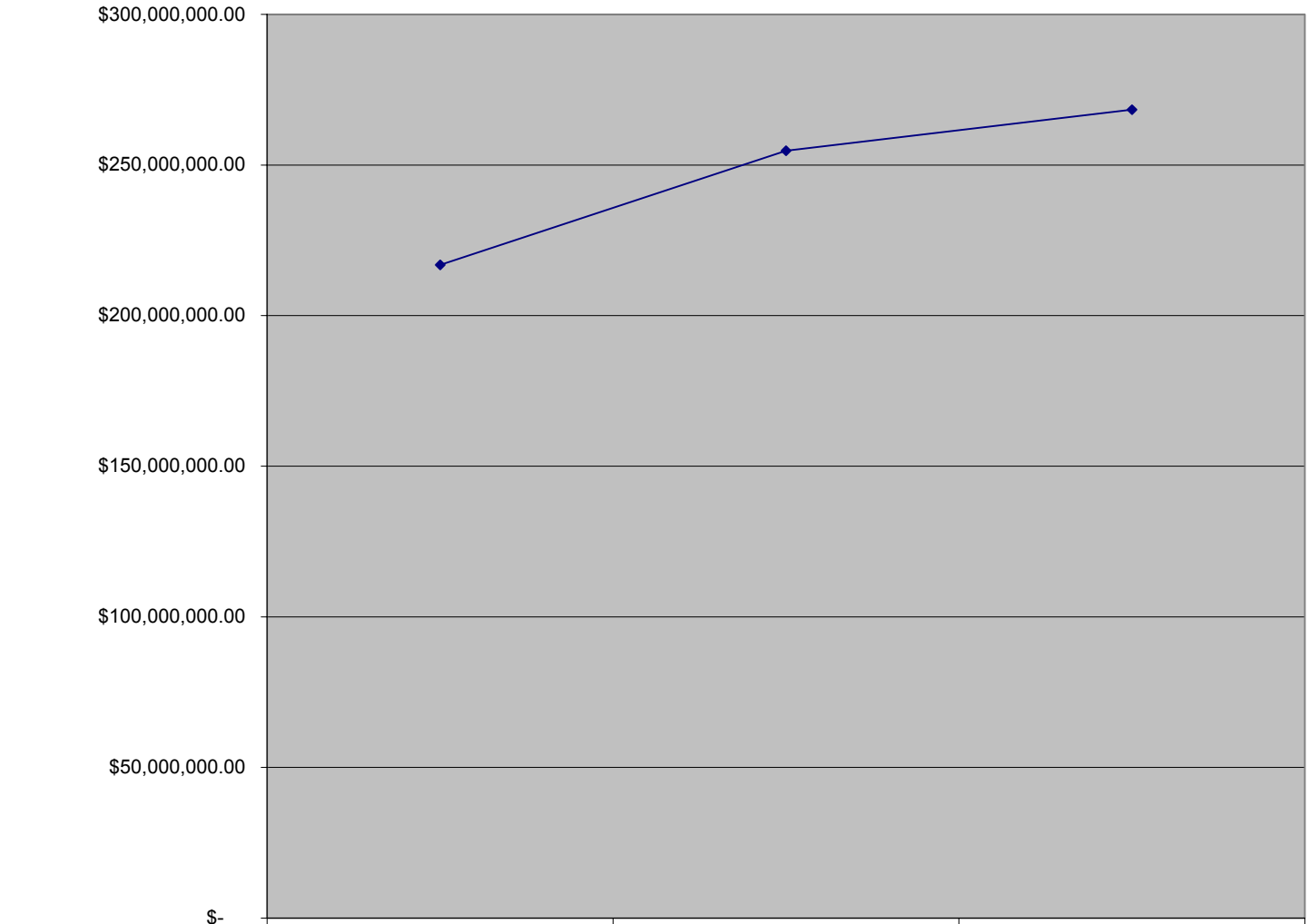
	1996	1997	1998	1999	2000
# of CCGA Members	3443	3986	4097	4663	4523

CHART 7 - NUMBER OF CCGA VESSELS



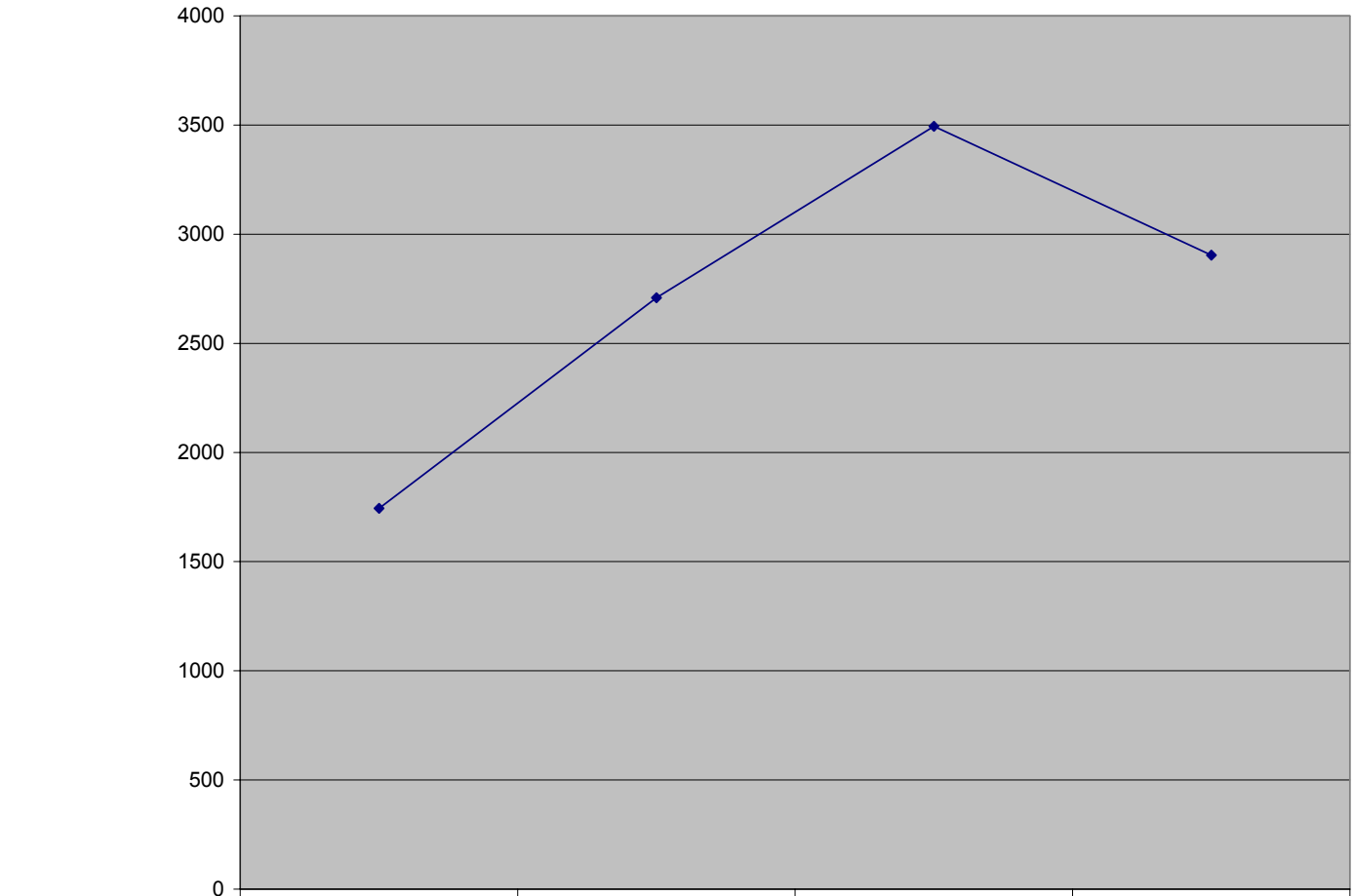
	1996	1997	1998	1999	2000
# of CCGA Vessels	1278	1399	1461	1535	1592

CHART 8 - VALUE OF CCGA VESSELS



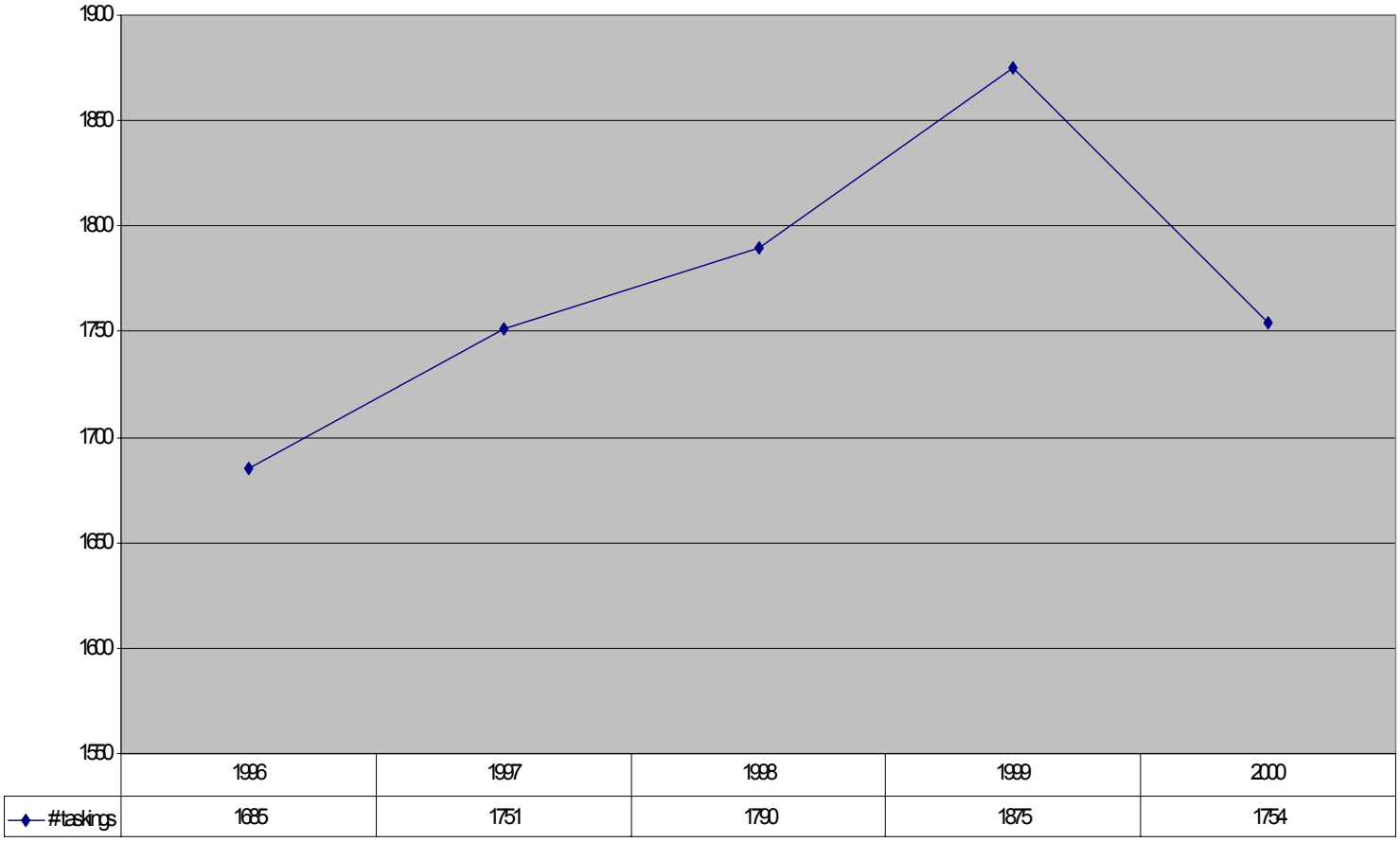
	1998	1999	2000
Value of CCGA Vessels	$216,813,688.00	$254,715,022.00	$268,374,805.00

CHART 9 – NUMBER OF COURTESY CHECKS BY CCGA



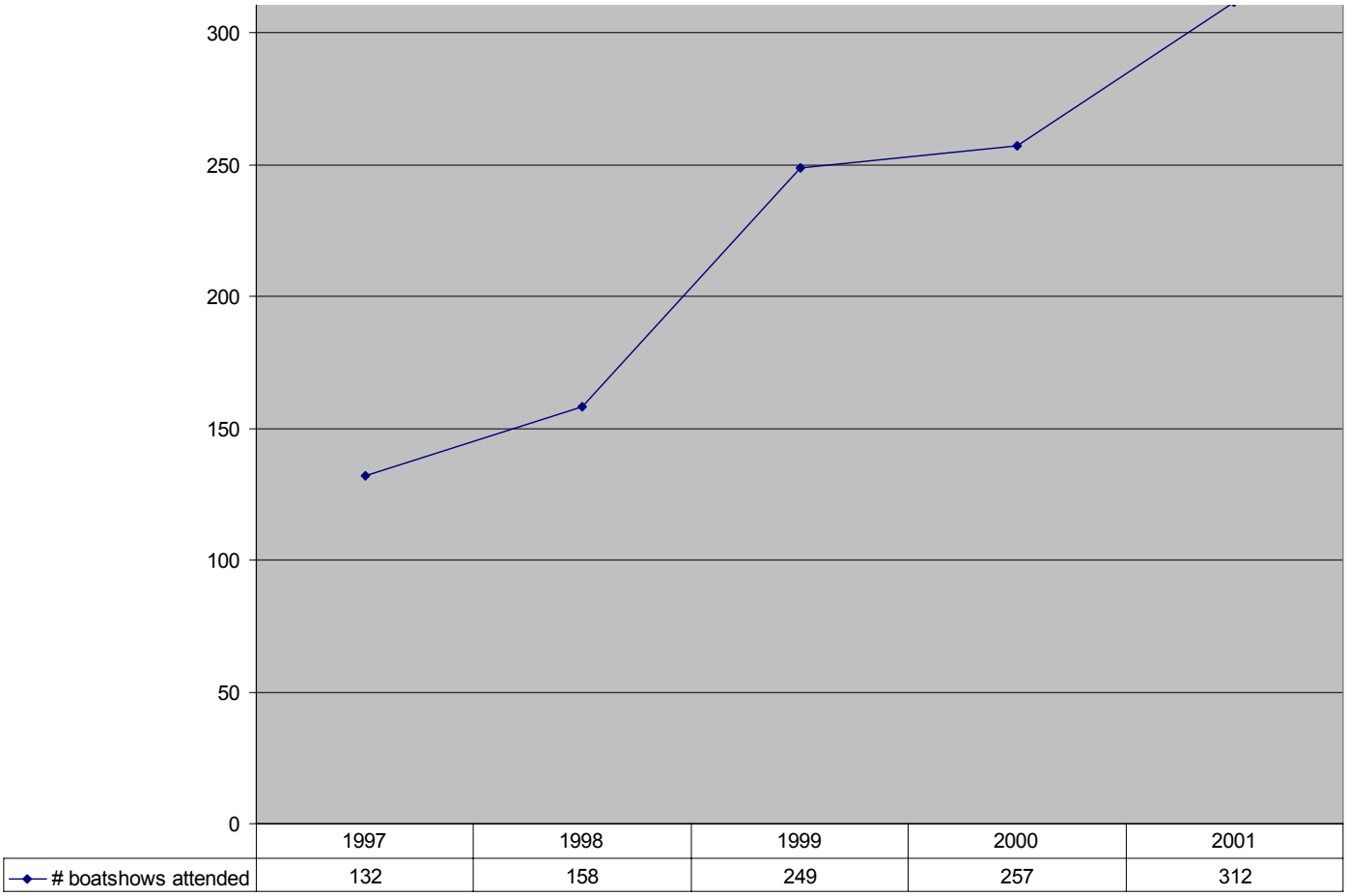
	1997	1998	1999	2000
# Courtesy Checks	1744	2709	3494	2904

CHART 10- NUMBER OF TASKINGS OF CCGA VESSELS



	1996	1997	1998	1999	2000
#taskings	1685	1751	1790	1875	1754

CHART 11 – NUMBER OF BOATSHOWS ATTENDED BY CCGA



	1997	1998	1999	2000	2001
# boatshows attended	132	158	249	257	312

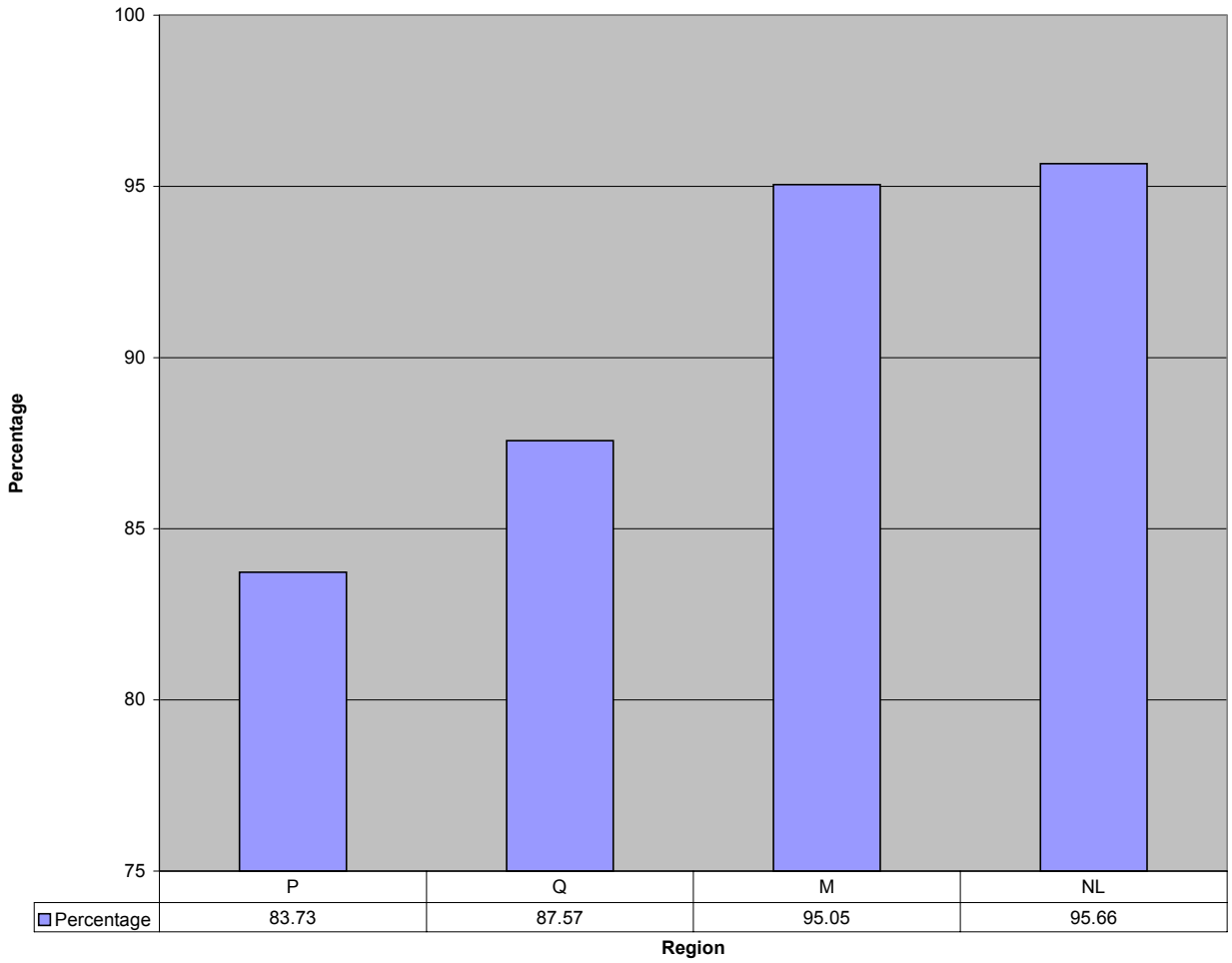
D. OUTPUT: SAR COVERAGE

The target for SAR Coverage is 100%. This is currently measured by the number of days each month a resource, that is assigned to primary SAR, is in the planned area.

As we have just begun tracking this, a 5 year average will be reported when the data is available. The data represented below is only the data available to date (June 2000 to end of year) and only applies to CCG vessels providing Primary Patrol-Mode SAR coverage. In the future we will expand our reporting to cover CCG vessels providing Primary Station-Mode SAR coverage as well.

Nationally our SAR Coverage is 90.50%. This is broken up regionally as follows:

CHART 12 – REGIONAL PRIMARY SAR COVERAGE BY CCG PATROL-MODE VESSELS.



E. OUTPUT: SAR REACTION TIME

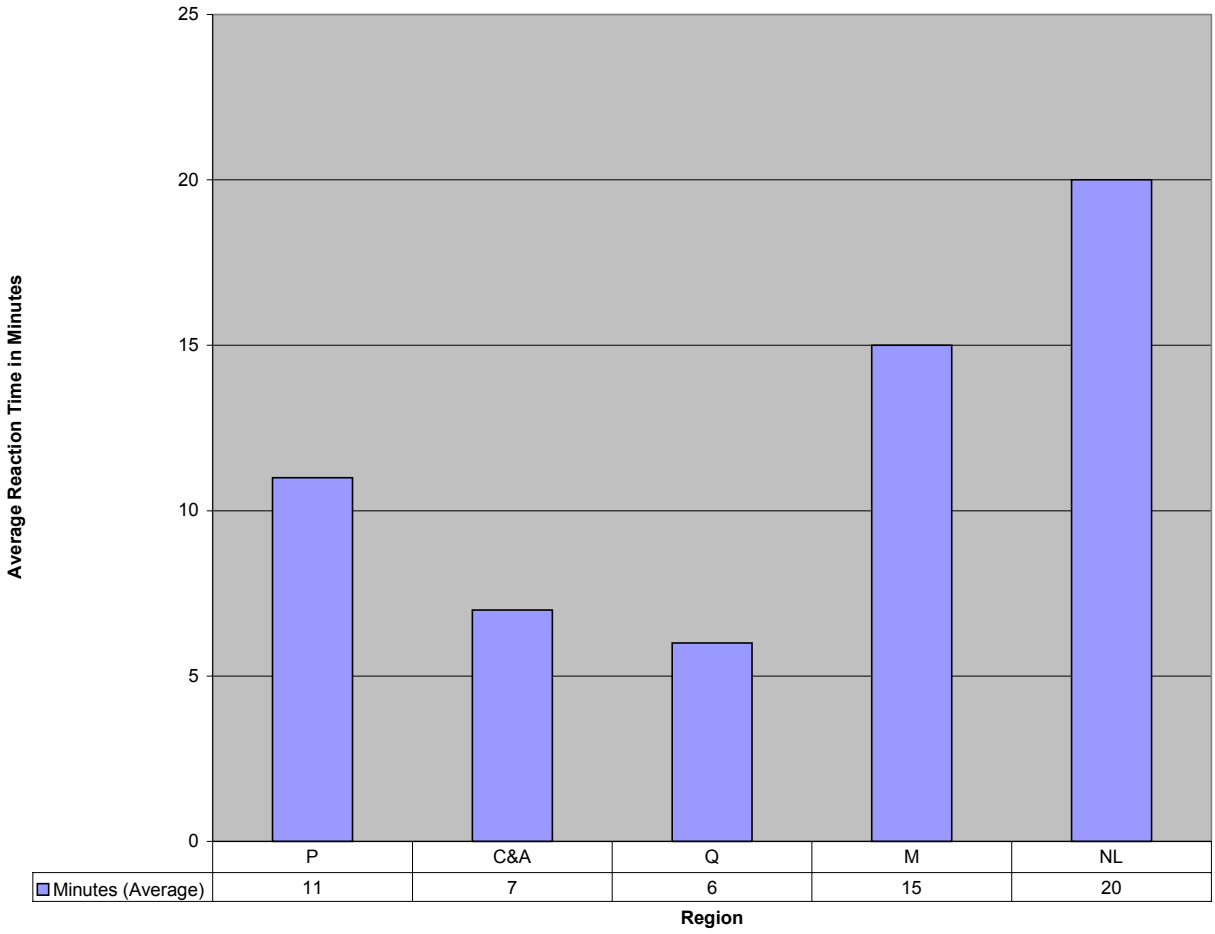
Reaction time is defined as the period of time between when a vessel is tasked and when that vessel departs on the tasking. All primary SAR vessels are required to have a maximum reaction time of 30 minutes.

95.26% of incidents, nationally, were responded to within 30 minutes, as per the national standard.

The national average reaction time is 11.3 minutes.

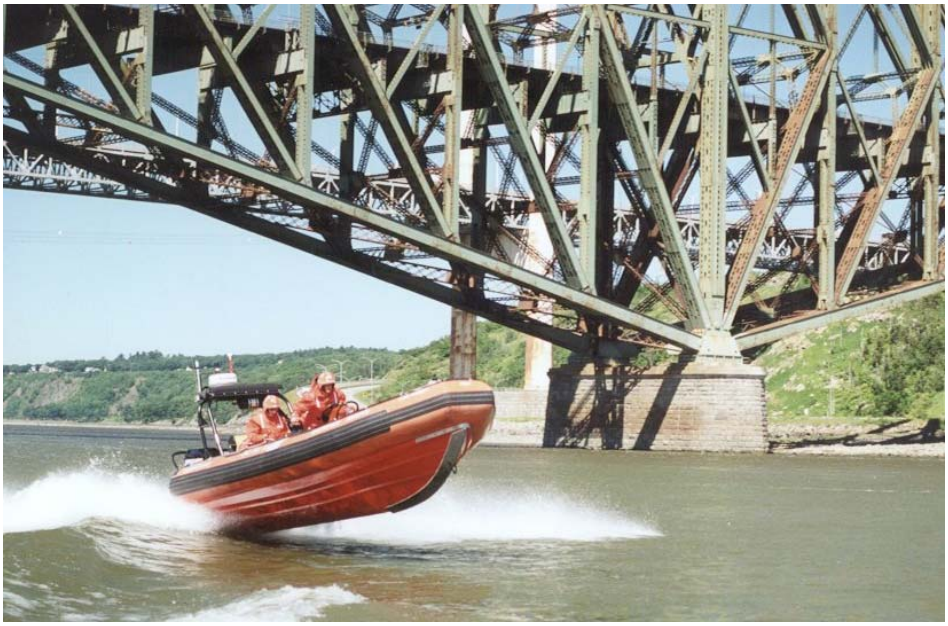
Regionally the average reaction time is broken up as follows:

CHART 13 – AVERAGE REACTION TIME BY REGION.



BREAKDOWN AND ANALYSIS

The following statistics are those which we are not required to report on under the Performance Measurement Framework, but which are used on a regular basis by our clients and partners.



VESSELS ASSISTED IN 2000

TABLE 4 - MARITIME INCIDENTS – NATIONALLY (M1, M2, M3, AND M4)

	Total	%	Lives Saved	Lives Lost /Missing	Most Common Incident Type
Pleasure Craft	**4058**	**65.7%**			
Personal Watercraft	138	2.22%	56	5	Disabled
Canoes/Kayaks	202	3.25%	157	9	False alarm
Open Boat	332	5.34%	128	9	Disabled
sail	941	15.1%	372	1	Disabled
Motor	2471	39.7%	939	18	Disabled
Commercial Vessels	**2133**	**34.3%**			
Fishing Vessels	**1393**	**21.38%**			
G.T. >= 15	*649*	*10.4%*	*466*	*4*	Disabled
G.T. < 15 & >12.2 M	*207*	*3.33%*	*122*	*3*	Disabled
G.T. <15 & 8.1M to 12.2M	*454*	*7.3%*	*129*	*9*	Disabled
G.T. <15 & 0.0 M to 8.0M	*83*	*1.33%*	*40*	*6*	Disabled
Commercial Vessel	245	3.94%	658	7	Medical
Government Vessel	51	0.82%	20	1	Disabled
Other	444	7.14%	36	9	False alarm
Aircraft	**3**	**0.05%**	**0**	**0**	
Single engine aircraft	2	0.03%	0	0	Disabled
Multiple engine aircraft	1	0.02%	0	0	Airborne Emergency
Total	**6221**	100	3116	81	

TYPES OF INCIDENTS – NATIONALLY

TABLE 5 - MARITIME INCIDENTS (M1, M2, M3, AND M4)

reported in order of most frequent to least frequent occurrence	TOTAL	%	Lives Saved	Lives Lost/Missing
Disabled	3316	51.85%	857	2
False Alarm	1090	17.04%	7	0
Grounded	664	10.38%	396	1
Medical	328	5.13%	305	9
Other	228	3.57%	258	7
Capsized	198	3.10%	304	23
Taking on Water	195	3.05%	533	0
Disorientated	113	1.77%	32	0
On fire	61	0.95%	216	0
Person Overboard	86	1.34%	182	19
Stranded	55	0.86%	65	0
Foundered	46	0.72%	109	14
Missing Person(s)	10	0.16%	0	4
Body Recovery	3	0.05%	0	2
Airborne Emergency	2	0.03%	1	0
Total	**6395**	**100.00%**	**3265**	**81**

TYPES OF INCIDENTS – NATIONALLY

TABLE 6 - OTHER INCIDENTS (A, H AND U)

reported in order of most frequent to least frequent occurrence	TOTAL	%	Lives Saved	Lives Lost/Missing
False Alarm	853	49.33%	0	0
Medical	270	15.62%	301	9
Crash	164	9.49%	224	71
Other	61	3.53%	134	17
Suicide Attempt	51	2.95%	46	2
Stranded	50	2.89%	93	0
Emergency	46	2.66%	727	0
Missing Person(s)	39	2.26%	13	9
Disabled	37	2.14%	13	1
Forced Landing	37	2.14%	51	0
Person overboard	31	1.79%	22	6
Suicide	26	1.50%	0	25
Body Recovery	21	1.21%	0	0
On Fire	10	0.58%	6	0
Capsized	9	0.52%	15	0
Disorientated	7	0.40%	0	0
Grounded	5	0.29%	0	0
Taking on water	5	0.29%	3	0
Ditching	4	0.23%	8	0
Foundered	3	0.17%	7	0
Total	1729	100.00%	1663	140

CAUSES OF MARITIME INCIDENTS

TABLE 7 – MOST FREQUENT CAUSES OF MARITIME INCIDENTS.

in order of most to least frequent.	TOTAL	%
Mechancial failure	2566	38.63%
Unknown	612	9.21%
Navigational error	428	6.44%
Mistaken belief	421	6.34%
Weather	383	5.77%
Other	330	4.97%
Out of fuel	273	4.11%
Lack of Knowledge	220	3.31%
Propeller fouled	175	2.63%
Illness	165	2.48%
Injury	162	2.44%
Electrical failure	141	2.12%
Failure to report	134	2.02%
Accidental Activation	128	1.93%
Adrift (No POB)	100	1.51%
Hull/Rigging Failure	91	1.37%
Collision with object	61	0.92%
Tides/Currents	41	0.62%
Overload/Stability	37	0.56%
Hoax	31	0.47%
Dangerous piloting	30	0.45%
Fatigue	22	0.33%
Drug/Alcohol	22	0.33%
********	20	0.30%
Collision with ship	19	0.29%
Ice	16	0.24%
Poor maintenance	12	0.18%
Bad Condition (Negligence	2	0.03%
Cargo Shift	1	0.02%
Total	6643	100.00%

SAR TASKING PROFILE

In 2000, 10496 taskings were initiated to respond to 6064 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.

CHART 14 – 2000 SAR TASKING PROFILE BY DISTRIBUTION OF ALL RESOURCES

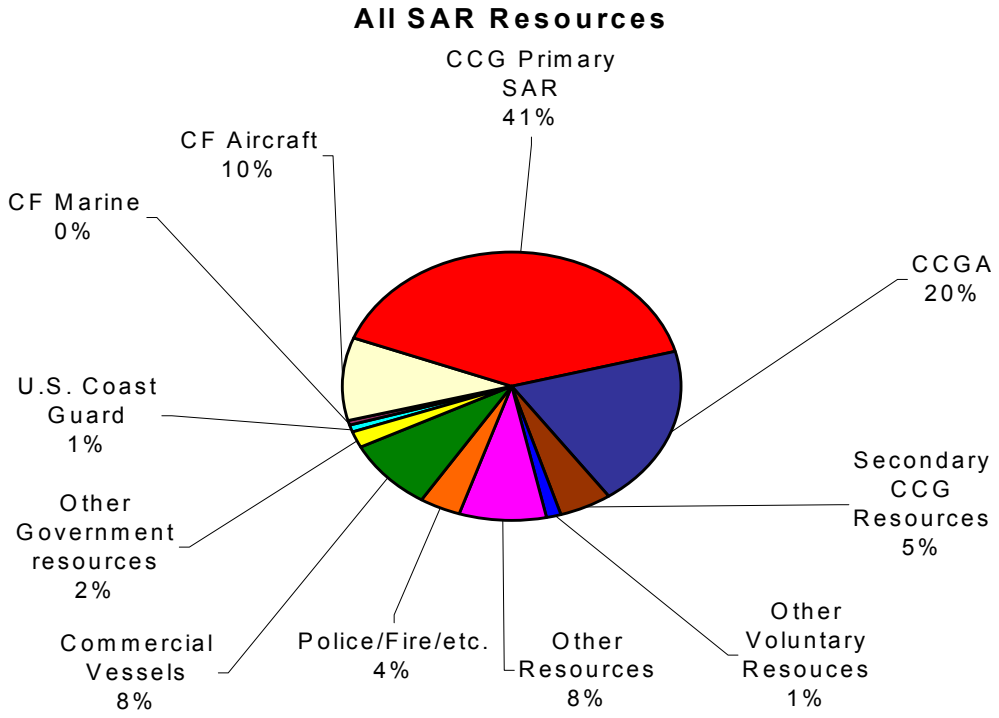


TABLE 8 – SAR TASKING PROFILE BY DISTRIBUTION OF CCG RESOURCES

Types	Taskings	%
****	928	22.09%
IRB	908	21.61%
100	694	16.52%
300	664	15.81%
400	400	9.52%
ACV	245	5.83%
300B	67	1.59%
1100	62	1.48%
600	54	1.29%
ARUN	71	1.69%
FRC	31	0.73%
1000	23	0.55%
300A	19	0.45%
200	16	0.38%
800	7	0.17%
1200	5	0.12%
SAR CUTTER	3	0.07%
1050	3	0.07%

TABLE 9 – 2000 SAR TASKING PROFILE BY DISTRIBUTION OF OTHER RESOURCES

Resource	Taskings	%
CCGA	2049	32.55%
SAR Air (CF)	951	15.11%
Pleasure Craft (Private)	705	11.20%
Commercial Vessel	563	8.94%
CCG Marine (Non SAR)	363	5.77%
Fishing	320	5.08%
Police (Vessel)	209	3.32%
CASARA	151	2.40%
Fire Dept. (Vessel)	117	1.86%
CF Air (Non SAR)	111	1.76%
Federal Vessel (Other)	103	1.64%
CCG Air	87	1.38%
Other	80	1.27%
Police (Ashore)	77	1.22%
Federal Ground Resource	55	87.37%
CF Marine	51	0.81%
Chartered Aircraft	48	0.76%
USCG (Marine)	43	0.68%
USCG (Air)	43	0.68%
DFO	36	0.57%
Provincial Vessel	32	0.51%
CCG Lightstations	29	0.46%
Provincial Aircraft	15	0.24%
Private Aircraft	12	0.19%
Chartered Vessel	10	0.16%
Fire Dept. (Ashore)	10	0.16%
Commercial Aircraft	8	0.13%
Provincial Ground Resources	8	0.13%
Federal Aircraft (Other)	4	0.06%
Unk.	4	0.06%
Foreign Military Aircraft	1	0.02%

TABLE 10 - RANKING OF CCG UNITS USE BY NUMBER OF TASKINGS

# Tasks	Rank	Name	Base	Total Time)	Average Time
33	*48*	**ADVENT (400)**	**Coborg (CA)**	65hrs 26mins	1hrs 59mins
16	*72*	**ANN HARVEY (1100)**	**St. John's (N)**	190hrs 19mins	11hrs 54mins
19	*67*	**BAMFIELD (300)**	**Bamfield (P)**	59hrs 28mins	3hrs 8mins
50	*31*	**BAMFIELD FRC**	**Bamfield (P)**	144hrs 31mins	2hrs 53mins
15	*74*	**BARTLETT (1000)**	**Victoria (P)**	57hrs 54mins	3hrs 52mins
11	*78*	**BARTLETT FRC**	**Victoria (P)**	23hrs 23mins	2hrs 8mins
19	*69*	**BICKERTON**	**Bickerton East (M)**	86hrs 45mins	4hrs 34mins
2	*110*	**BICKERTON (FRC)**	**Bickerton East (M)**	1hrs 30mins	0hrs 45mins
61	*22*	**BITTERN (100)**	**Kingston (CA)**	158hrs 36mins	2hrs 36mins
51	*27*	**CAP-AUX-MEULES (300A)**	**Iles-de-la-Madeleine(L)**	129hrs 35mins	2hrs 32mins
1	*124*	**CAP-AUX-MEULES (FRC)**	**Iles-de-la-Madeleine(L)**	2hrs 6mins	2hrs 6mins
23	*62*	**CAPE CALVERT**		91hrs 41mins	3hrs 59mins
1	*134*	**CAPE CALVERT FRC**		3hrs 21mins	3hrs 21mins
34	*45*	**CAPE HURD (400)**	**Goderich (CA)**	75hrs 51mins	2hrs 14mins
35	*44*	**CAPE ROGER**	**St. John's (N)**	500hrs 25mins	14hrs 18mins
17	*71*	**CAPE SAINT JAMES**		44hrs 15mins	2hrs 36mins
50	*29*	**CAPE SUTIL (300B)**	**Port Hardy (P)**	141hrs 49mins	2hrs 50mins
1	*130*	**CAPE SUTIL FRC**	**Port Hardy (P)**	3hrs 50mins	3hrs 50mins
3	*102*	**CCGS LEONARD J. COWLEY**		24hrs 52mins	8hrs 17mins
2	*111*	**CG 039 (HCGB)**		2hrs 1mins	1hrs 1mins
210	*1*	**CG 045 (HCGD)**	**Sea Island (P)**	307hrs 26mins	1hrs 28mins
2	*113*	**CG 045 (HCGD) FRC**	**Sea Island (P)**	1hrs 48mins	0hrs 54mins
34	*46*	**CG 1000 (IRB)**	**Honey Harbour (CA)**	82hrs 18mins	2hrs 25mins
32	*49*	**CG 1001 (IRB)**	**Port Lambton (CA)**	84hrs 42mins	2hrs 39mins
46	*33*	**CG 1003 (IRB)**	**Thames River (CA)**	98hrs 36mins	2hrs 9mins
41	*37*	**CG 1004 (IRB)**	**Long Point (CA)**	90hrs 49mins	2hrs 13mins
23	*61*	**CG 1006 (IRB)**	**Rockport (CA)**	37hrs 23mins	1hrs 38mins
13	*77*	**CG 1007 (IRB)**	**Burin (N)**	38hrs 44mins	2hrs 59mins
1	*128*	**CG 117**		6hrs 38mins	6hrs 38mins
33	*47*	**CG 119**		77hrs 39mins	2hrs 21mins
75	*16*	**CG 1305 (IRB)**	**Dartmouth (M)**	86hrs 49mins	1hrs 9mins
86	*10*	**CG 1306 (IRB)**	**Shediac (P)**	75hrs 52mins	0hrs 53mins
35	*43*	**CG 1307 (IRB)**	**Mahone Bay (M)**	67hrs 8mins	1hrs 55mins
50	*28*	**CG 1308 (IRB)**	**Charlottetown (M)**	66hrs 37mins	1hrs 20mins
36	*41*	**CG 1310 (IRB)**	**Harding Point (M)**	36hrs 47mins	1hrs 1mins
36	*40*	**CG 1312 (IRB)**	**Pictou (M)**	40hrs 5mins	1hrs 7mins
20	*66*	**CG 141**	**Mulgrave (M)**	53hrs 18mins	2hrs 40mins
1	*127*	**CG 141 (ZODIAC)**	**Mulgrave (M)**	4hrs 32mins	4hrs 32mins
2	*112*	**CG 245 (IRB)**	**St. John's (N)**	0hrs 32mins	0hrs 16mins
1	*117*	**CG 246 (IRB)**	**St. John's (N)**	0hrs 19mins	0hrs 19mins

1	*121*	**CG 283**		0hrs 58mins	0hrs 58mins
3	*108*	**CG 289**	**St. John's (N)**	2hrs 21mins	0hrs 47mins
29	*52*	**CG 508 (IRB)**	**Bonavista Bay (N)**	62hrs 18mins	2hrs 9mins
54	*26*	**CG 509 (IRB)**	**Cortes Island (P)**	108hrs 54mins	2hrs 1mins
1	*123*	**CG 510**		2hrs 26mins	2hrs 26mins
1	*119*	**CG 701**		0hrs 46mins	0hrs 46mins
1	*132*	**CG291**		0hrs 27mins	0hrs 27mins
67	*19*	**CGR 100 (300B)**	**Port Weller (CA)**	122hrs 28mins	1hrs 50mins
147	*3*	**CLARK'S HARBOUR (300A)**	**Clark's Harbour (CA)**	762hrs 47mins	5hrs 11mins
8	*82*	**CLARK'S HARBOUR (FRC)**	**Clark's Harbour (CA)**	26hrs 5mins	3hrs 16mins
1	*118*	**DES GROSEILLIERS**		3hrs 23mins	3hrs 23mins
4	*98*	**E.P. LE QUEBECOIS**	**Sept-Iles (L)**	37hrs 20mins	9hrs 20mins
3	*107*	**EARL GREY**		17hrs 49mins	5hrs 56mins
1	*129*	**ESTEVAN REEF**		0hrs 46mins	0hrs 46mins
1	*131*	**FRC 283**		10hrs 30mins	10hrs 30mins
28	*54*	**GC 1201 (IRB)**	**Valleyfield (L)**	34hrs 39mins	1hrs 14mins
65	*21*	**GC 1202 (IRB)**	**Vaudreuil (L)**	50hrs 1mins	0hrs 46mins
39	*39*	**GC 1203 (IRB)**	**Beaconsfield (CA)**	26hrs 44mins	0hrs 41mins
67	*20*	**GC 1204 (IRB)**	**Longeuil (L)**	57hrs 17mins	0hrs 51mins
71	*17*	**GC 1205 (IRB)**	**Ste-Anne-de-Sorel (CA)**	63hrs 19mins	0hrs 54mins
40	*38*	**GC 1209 (IRB)**	**Trois Rivières (L)**	75hrs 22mins	1hrs 53mins
2	*115*	**GC 1212 (IRB)**	**Quebec (L)**	1hrs 35mins	0hrs 48mins
4	*100*	**GEORGE R. PEARKES (1100)**	**Victoria (P)**	11hrs 58mins	3hrs 0mins
14	*75*	**GORDON REID (500)**	**Victoria (P)**	37hrs 51mins	2hrs 42mins
7	*83*	**GORDON REID FRC**	**Victoria (P)**	16hrs 41mins	2hrs 23mins
16	*73*	**HARP (200)**	**St. Anthony (N)**	174hrs 0mins	10hrs 53mins
2	*114*	**HENRY LARSEN (1200)**	**St. John's (N)**	8hrs 27mins	4hrs 14mins
6	*92*	**ILE SAINT-OURS (300)**	**Trois Rivières (L)**	7hrs 28mins	1hrs 15mins
6	*89*	**IRB BAY OF EXPLOITS**		7hrs 57mins	1hrs 20mins
6	*88*	**IRB BONAVISTA BAY**		3hrs 23mins	0hrs 34mins
24	*59*	**IRB CONCEPTION BAY**		22hrs 48mins	0hrs 57mins
29	*53*	**ISLE ROUGE (400)**	**Tadoussac (L)**	65hrs 52mins	2hrs 16mins
9	*81*	**J.E. BERNIER (1100)**	**St. John's (N)**	69hrs 5mins	7hrs 41mins
6	*93*	**JOHN P. TULLY**		30hrs 35mins	5hrs 6mins
56	*24*	**KESTREL (300)**	**French Creek (P)**	115hrs 32mins	2hrs 4mins
85	*12*	**KESTREL FRC**	**French Creek (P)**	143hrs 13mins	1hrs 41mins
2	*116*	**L.J. COWLEY**	**St. John's (N)**	10hrs 22mins	5hrs 11mins
1	*133*	**LOUIS M. LAUZIER**		1hrs 46mins	1hrs 46mins
7	*85*	**LOUISBOURG (300)**	**Dartmouth (M)**	32hrs 59mins	4hrs 43mins
7	*86*	**LOUISBOURG (FRC)**	**Dartmouth (M)**	11hrs 40mins	1hrs 40mins
75	*15*	**MALLARD (100)**	**Powell River (P)**	151hrs 8mins	2hrs 1mins
45	*34*	**MALLARD FRC**	**Powell River (P)**	78hrs 14mins	1hrs 44mins
42	*36*	**MANYBERRIES (100)**	**Kitsilano(P)**	75hrs 18mins	1hrs 48mins
6	*91*	**MARTHA L. BLACK (1100)**	**Quebec (L)**	12hrs 30mins	2hrs 5mins
1	*126*	**MATTHEW**	**Dartmouth (M)**	5hrs 35mins	5hrs 35mins

157	*2*	**OSPREY(100)**	**Kitsilano(P)**	165hrs 43mins	1hrs 3mins
55	*25*	**OSPREY FRC**	**Kitsilano(P)**	45hrs 19mins	0hrs 49mins
3	*101*	**OTHER (AUTRE)**		3hrs 33mins	1hrs 11mins
2	*109*	**PIERRE RADISSON**		15hrs 38mins	7hrs 49mins
81	*14*	**POINT HENRY (400)**	**Prince Rupert (P)**	323hrs 31mins	4hrs 0mins
48	*32*	**POINT HENRY FRC**	**Prince Rupert (P)**	156hrs 32mins	3hrs 16mins
114	*5*	**POINT RACE (400)**	**Campbell River (P)**	224hrs 30mins	1hrs 58mins
106	*7*	**POINT RACE FRC**	**Campbell River (P)**	169hrs 4mins	1hrs 36mins
27	*56*	**PORT HARDY (300)**	**Port Hardy (P)**	57hrs 59mins	2hrs 9mins
31	*50*	**PORT HARDY FRC**	**Port Hardy (P)**	54hrs 8mins	1hrs 45mins
93	*9*	**SAMBRO (300A)**	**Sambro (M)**	301hrs 19mins	3hrs 14mins
5	*96*	**SAMBRO (FRC)**	**Sambro (M)**	4hrs 51mins	0hrs 58mins
3	*106*	**SHAMOOK**	**St. John's (N)**	8hrs 38mins	2hrs 53mins
95	*8*	**SHIPPEGAN (300)**	**Shippigan (M)**	304hrs 54mins	3hrs 13mins
3	*103*	**SHIPPEGAN (FRC)**	**Shippigan (M)**	5hrs 5mins	1hrs 42mins
5	*94*	**SIPU-MUIN (ACV)**	**Trois Rivières (L)**	4hrs 56mins	0hrs 59mins
17	*70*	**SIR HUMPHREY GILBERT (1100)**	**St. John's (N)**	163hrs 37mins	9hrs 37mins
35	*42*	**SIR WILFRED GRENFELL (600)**	**St. John's (N)**	1223hrs 9mins	34hrs 57mins
1	*125*	**SIR WILFRID LAURIER (1100)**	**Victoria (P)**	0hrs 35mins	0hrs 35mins
58	*23*	**SIYAY**	**Sea Island (P)**	89hrs 26mins	1hrs 33mins
6	*90*	**SIYAY (CGHB)**	**Sea Island (P)**	34hrs 13mins	5hrs 42mins
109	*6*	**SKUA(100)**	**Ganges (P)**	268hrs 29mins	2hrs 28mins
43	*35*	**SKUA FRC**	**Ganges (P)**	114hrs 15mins	2hrs 39mins
1	*122*	**SNS-121**		4hrs 5mins	4hrs 5mins
146	*4*	**SORA (100)**	**Amherstburg (CA)**	302hrs 28mins	2hrs 4mins
20	*65*	**SOURIS (300)**	**Souris (M)**	98hrs 16mins	4hrs 55mins
3	*104*	**SOURIS (FRC)**	**Souris (M)**	3hrs 5mins	1hrs 2mins
50	*30*	**SPINDRIFT (300A)**	**Louisbourg (M)**	234hrs 26mins	4hrs 41mins
4	*99*	**SPINDRIFT (FRC)**	**Louisbourg (M)**	5hrs 34mins	1hrs 24mins
69	*18*	**SPRAY (400)**	**Port Dover (CA)**	143hrs 53mins	2hrs 5mins
28	*55*	**SPUME (300A)**	**Meaford (CA)**	70hrs 12mins	2hrs 30mins
82	*13*	**STERNE (100)**	**Quebec (L)**	112hrs 19mins	1hrs 22mins
11	*79*	**TANU**		43hrs 21mins	3hrs 56mins
4	*97*	**TANU FRC**		7hrs 37mins	1hrs 54mins
9	*80*	**TELEOST**	**St. John's (N)**	117hrs 30mins	13hrs 3mins
3	*105*	**THUNDER CAPE**		6hrs 4mins	2hrs 1mins
26	*57*	**TOBERMORY (300)**	**Tobermory (CA)**	84hrs 57mins	3hrs 16mins
22	*63*	**TOFINO (300)**	**Tofino (P)**	29hrs 33mins	1hrs 21mins
30	*51*	**TOFINO FRC**	**Tofino (P)**	32hrs 23mins	1hrs 5mins
5	*95*	**TRACY (1000)**	**Sorel (L)**	19hrs 58mins	4hrs 0mins
25	*58*	**TSEKOA 2**		112hrs 53mins	4hrs 31mins
7	*87*	**TSEKOA 2 FRC**		36hrs 14mins	5hrs 11mins
20	*64*	**W. JACKMAN (300A)**	**Burin (N)**	220hrs 47mins	11hrs 2mins
14	*76*	**W.G. GEORGE (300A)**	**Burgeo (N)**	123hrs 43mins	8hrs 50mins
1	*120*	**WABAN-AKI (ACV)**	**Trois Rivières (L)**	0hrs 40mins	0hrs 40mins

24	*60*	**WAUBANO**	**Long Point (CA)**	45hrs 1mins	1hrs 53mins
19	*68*	**WESTFORT (300)**	**Thunder Bay (CA)**	42hrs 3mins	2hrs 13mins
85	*11*	**WESTPORT (300A)**	**Westport (M)**	313hrs 58mins	3hrs 42mins
7	*84*	**WESTPORT (FRC)**	**Westport (M)**	12hrs 20mins	1hrs 46mins

ANALYSIS OF NATIONAL DATA BROKEN UP REGIONALLY

TABLE 11 – CCG INVOLVEMENT IN SAR INCIDENTS OCCURRING OUTSIDE THE CANADIAN SAR AREA OF RESPONSIBILITY BY CCG REGION.

AREA (Region)	Total Incidents	Lives Saved	Lives Lost	Most Common Distress Cause	Most Common Distress Type	Most Common Vessel Assisted
NEWFOUNDLAND and LABRADOR						
(999)	49	51	4	Unknown	Medical	Fishing Vessel
MARITIMES						
(053)	35	208	2	Illness	Medical	Nil
(055)	10	11	0	Injury	Crash/Medical	Multi-Engine Aircraft
(057)	9	5	0	Mechanical Failure	Crash	Multi-Engine Aircraft
(058)	7	1	0			
(060)	21	28	0	Other	Crash	Multi-Engine Aircraft
(520)	20	18	0	Injury	Medical	Sail Craft
QUEBEC						
(056)	3	2	1	Other	Person Overboard	Nil
(059)	16	10	4	Other/Unknown	Crash	Multi-Engine Aircraft
CENTRAL AND ARCTIC						
(160)	4	0	0			
(251)	62	20	8	Unknown	Crash	Single Engine Aircraft
(252)	37	124	2	Unknown	Crash	Single Engine Aircraft
(253)	133	74	5	Unknown	Crash	Single Engine Aircraft
(254)	34	74	0	Unknown	Crash	Single Engine Aircraft
(255)	25	18	0	Illness	Crash	Multi-Engine Aircraft/Single Engine Aircraft
(256)	22	11	1	Unknown	Crash	Single Engine Aircraft
(257)	57	16	5	Unknown	Crash	Single Engine Aircraft
(500)	6	1	1	Illness/Unknown	Medical/Other	Barge/Sail Craft
(504)	3	3	1	Illness	Person Overboard/ Medical Other /	Other/Person
(505)	26	8	3	Suicide Or Attempt/Unknown	Suicide	Person/Single Engine Aircraft
(506)	3	2	1	Unknown	Person Overboard	Motor Craft
(507)	5	0	0	Unknown	Other	Person
(508)	3	1	0	Unknown	Taking On Water	Sail Craft
(509)	9	6	0	Unknown	Taking On Water	Motor Craft
(510)	4	6	0			
PACIFIC						
351	33	19	3	Unknown	Crash	Single Engine Aircraft
352	130	296	9	Unknown	Crash/Medical	Single Engine Aircraft
353	58	40	8	Unknown	Crash	Single Engine Aircraft
354	15	18	3	Weather	Crash	Single Engine Aircraft
355	40	18	10	Unknown	Crash	Single Engine Aircraft
358	15	8	0		Crash	
359	68	79	6	Unknown		Person/Single Engine Aircraft
400	2	0	0			
530	47	21	0	Mistaken Belief	Person Overboard	Unknown
531	9	5	0	Injury	Medical	Person
TOTAL	**1020**	**1202**	**77**			

TABLE 12 – TYPES OF CRAFT WE ASSISTED - REGIONALLY - BY SRR

	Halifax	Trenton	Victoria
Pleasure Craft	**688**	**1710**	**1685**
Personal Watercraft	61	61	16
Canoes/Kayaks	33	38	131
Open Boat	212	66	54
Sail	188	325	383
Sailboard	0	25	19
Motor	194	1195	1082
Commercial Vessels	**1246**	**191**	**694**
Fishing Vessels	**1067**	**13**	**312**
G.T. > 15	491	1	156
G.T. < 15 & > 12.2 M	178	5	24
G.T. < 15 & 8.1 M to 12.2 M	346	3	105
G.T < 15 & 0.0 M to 8.0 M	52	4	27
Commercial Vessel	57	34	154
Government Vessel	21	10	19
Other	101	134	209
Aircraft	**1**	**1**	**1**
Single engine aircraft	0	1	1
Multi-enigine aircraft	1	0	0
Total	**1935**	**1902**	**2380**

TABLE 13 - TYPES OF MARITIME INCIDENTS – BY SRR

	Halifax	Trenton	Victoria
Airborne Emergency	1	0	0
Body Recovery	1	0	1
Capsized	39	81	66
Disabled	1153	1050	1053
Disoriented	35	33	40
False Alarm	217	272	547
Foundered	3	16	27
Grounded	129	297	219
Person Overboard	20	13	45
Medical	118	21	127
Missing Person(S)	2	0	5
On Fire	16	14	31
Other	126	28	55
Stranded	20	9	17
Taking On Water	43	48	95

TABLE 14 - TYPES OF INCIDENTS (OTHER)– BY SRR

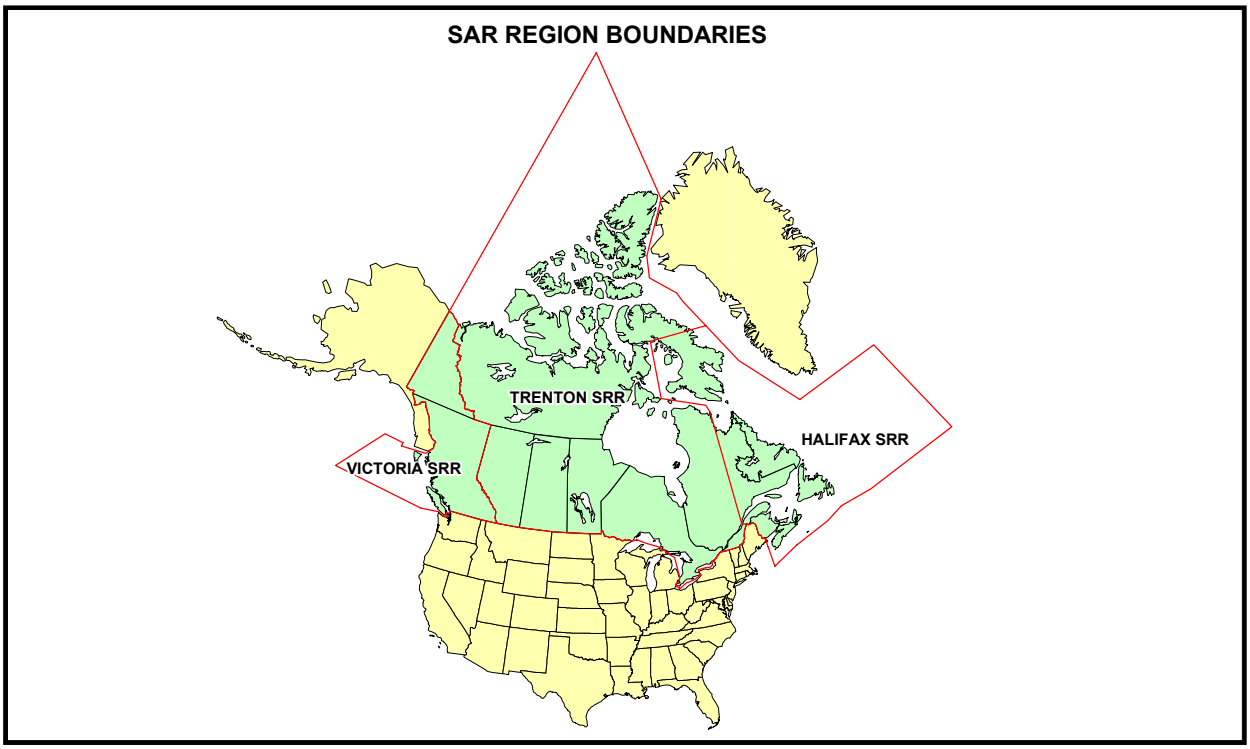
	Halifax	Trenton	Victoria
Airborne Emergency	14	7	25
Body Recovery	3	13	4
Capsized	0	6	2
Crash	16	82	55
Disabled	1	28	4
Disoriented	0	5	2
Ditching	0	3	1
False Alarm	91	347	389
Forced Landing	0	11	26
Foundered	1	2	0
Grounded	0	5	0
Person Overboard	2	15	10
Medical	47	41	166
Missing Person(S)	7	6	22
On Fire	1	3	6
Other	16	29	15
Stranded	6	15	16
Suicide	0	15	11
Suicide Attempt	1	12	37
Taking On Water	0	1	2

TABLE 15 - CAUSES OF MARITIME INCIDENTS - BY SRR

	Halifax	Trenton	Victoria
********	12	1	4
Accidental Activation	33	7	80
Adrift (No Pob)	1	26	70
Bad Condition(Negligence)	0	2	0
Cargo Shift	0	0	1
Collision With Object	2	2	55
Collision With Ship	5	1	8
Dangerous Piloting	1	13	13
Electrical Failure	17	56	68
Failure To Report	17	31	78
Fatigue	4	5	11
Hoax	12	0	19
Hull/Rigging Failure	6	41	40
Ice	11	3	0
Illness	60	10	67
Injury	59	13	55
Lack Of Knowledge	20	152	42
Mechanical Failure	1073	800	652
Mistaken Belief	29	151	221
Navigational Error	23	264	127
Other	225	20	61
Out Of Fuel	38	135	92
Overload/Stability	3	7	22
Propeller Fouled	113	11	1
Propeller Fouled	1	18	43
Suspected Drug/Alcohol	11	8	13
Tides/Currents	72	4	21
Unknown	109	136	382
Weather	0	121	123

SAR REGIONS and JRCCS/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/US 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 Joint Rescue Co-ordination Centres (JRCCs) with the Canadian Forces. The JRCCs are located in Victoria, British Columbia; Trenton, Ontario; and Halifax, Nova Scotia. Each JRCC is responsible for the planning, co-ordination, 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 JRCCs workload in areas of high marine activity.

HALIFAX SRR

JRCC Halifax, MRSC Quebec and MRSC St. John's

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 2000, Halifax SRR, 97.71% of Lives at Risk were saved. (All Maritime cases)

Maritime Incidents (M1 +M2 +M3 +M4) – 1935

- M1 – Distress Incidents – **132** representing **6.82%** of maritime incidents.
- M2 – Potential Distress Incidents – **205** representing **10.59%** of maritime incidents.
- M3 – Incidents Resolved in the Uncertainty Phase – **1368** representing **71.63%** of maritime incidents.
- M4 – False Alarms and Hoaxes – **212** representing **10.96%** of maritime incidents

People Assisted

Lives at Risk

- Lives Saved – **1185**
- Lives Lost – **25**

Total People assisted, including general calls for assistance – **7406**

Other Incidents (A + H + U) = 206

- Distress Incidents – **42** representing **20.39%** of other incidents.
- Potential Distress Incidents – **45** representing **21.84%** of other incidents.
- Incidents Resolved in the Uncertainty Phase – **29** representing **14.08%** of other incidents
- False Alarms and Hoaxes – **90** representing **43.69%** of other incidents.

People Assisted

Lives at Risk

- Lives Saved – **518**
- Lives Lost – **15**

Total People assisted, including general calls for assistance – **1191 (approx)**

TRENTON SRR

JRCC Trenton and MRSC Quebec.

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 2000, Trenton SRR, 92.56% of Lives at Risk were saved. (All Maritime cases)

Maritime Incidents (M1 +M2 +M3 +M4) – 1902

- M1 – Distress Incidents – **78** representing **4.10%** of maritime incidents.
- M2 – Potential Distress Incidents – **124** representing **6.52%** of maritime incidents.
- M3 – Incidents Resolved in the Uncertainty Phase – **1432** representing **75.29%** of maritime incidents.
- M4 – False Alarms and Hoaxes – **268** representing **14.09%** of maritime incidents

People Assisted

Lives at Risk

- Lives Saved – **509**
- Lives Lost – **24**

Total People assisted, including general calls for assistance – **5074**

Other Incidents (A + H + U) = 650

- Distress Incidents – **160** representing **24.61%** of other incidents.
- Potential Distress Incidents – **50** representing **7.69%** of other incidents.
- Incidents Resolved in the Uncertainty Phase – **92** representing **14.15%** of other incidents
- False Alarms and Hoaxes – **348** representing **53.54%** of other incidents.

People Assisted

Lives at Risk

- Lives Saved – **946**
- Lives Lost – **76**

Total People assisted, including general calls for assistance – 1104 (approx)

VICTORIA SRR

JRCC Victoria

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 2000, Victoria SRR, 90.26% of Lives at Risk were saved. (All Maritime cases)

Maritime Incidents (M1 +M2 +M3 +M4) – 2380

- M1 – Distress Incidents – **159** representing **6.68%** of maritime incidents.
- M2 – Potential Distress Incidents – **414** representing **17.39%** of maritime incidents.
- M3 – Incidents Resolved in the Uncertainty Phase – **1239** representing **52.06%** of maritime incidents.
- M4 – False Alarms and Hoaxes – **568** representing **23.87%** of maritime incidents

People Assisted

Lives at Risk

- Lives Saved – **509**
- Lives Lost – **32**

Total People assisted, including general calls for assistance – **5074** (approx)

Other Incidents (A + H + U) = 824

- Distress Incidents – **133** representing **16.14%** of other incidents.
- Potential Distress Incidents – **189** representing **22.94%** of other incidents.
- Incidents Resolved in the Uncertainty Phase – **107** representing **12.99%** of other incidents
- False Alarms and Hoaxes – **395** representing **47.94%** of other incidents.

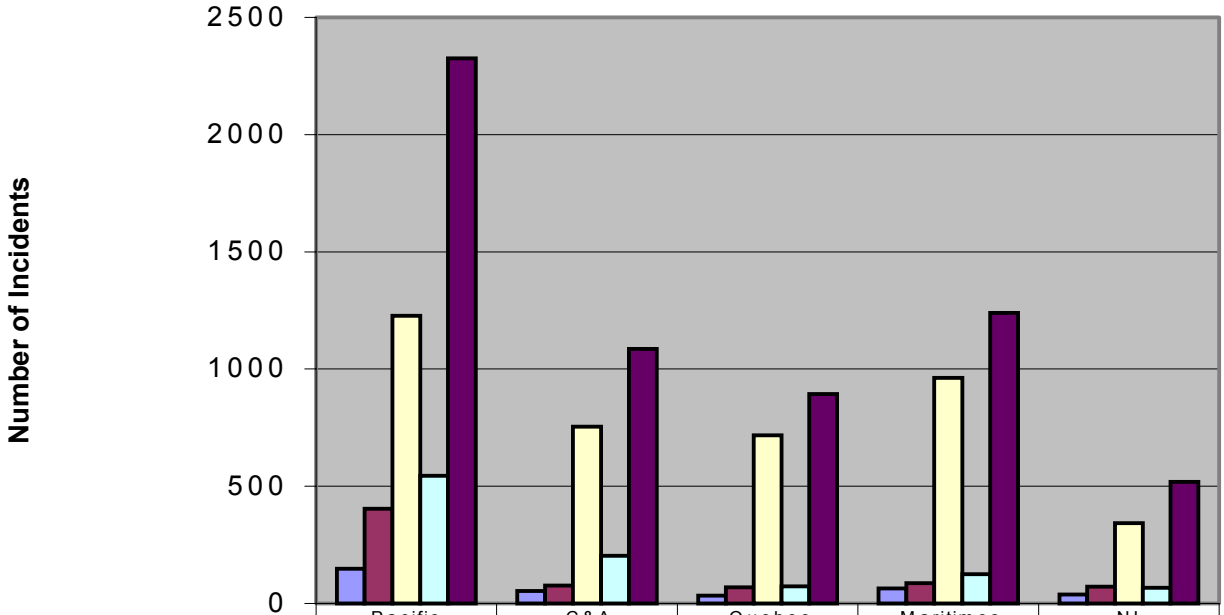
People Assisted

Lives at Risk

- Lives Saved – **824**
- Lives Lost – **100**

Total People assisted, including general calls for assistance – **1104** (approx)

CHART 15 - 2000 MARITIME INCIDENTS – COMPARISON BY CCG REGION



	Pacific	C&A	Quebec	Maritimes	NL
Distress (M1)	149	53	34	64	38
Potential Distress	404	76	69	87	72
Non-Distress	1227	755	718	962	342
False Alarms / Hoax	545	203	73	126	67
Total	2325	1087	894	1239	519

TABLE 16 - PLEASURE CRAFT VS COMMERCIAL VESSELS(NON FISHING) VS FISHING VESSELS

**note that fishing is a subset of commercial.*

Vessel Type	Number of Maritime Incidents
COMMERCIAL	253
FISHING	1405
PLEASURE	4159
TOTAL	**5817**

CANADIAN COAST GUARD PRIMARY SAR RESOURCES

TYPE	DESCRIPTION	OPERATIONS
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

ADRIFT	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).
AERONAUTICAL INCIDENT	An aeronautical incident is a search and rescue (SAR) incident involving an aircraft.
AIRCRAFT	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.
CAPSIZED	A vessel has overturned.
CASE	An individual SAR incident to which is assigned a unique identifier.
CCGA	Canadian Coast Guard Auxiliary (Marine Volunteers).
COLLISION WITH OBJECT	Collision with a wharf, pier, breakwater, dolphin, buoy or such similar object but not running aground.
COLLISION WITH SHIP	Self explanatory (includes Mobile Offshore Drilling Unit).
DISABLED	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).
DISORIENTED	A vessel's operator is unable to fix his/her position and assistance is required to prevent the vessel standing into danger.
DISTRESS	A SAR incident wherein there is reasonable certainty that one or more individuals are threatened by grave and imminent danger and require immediate assistance.
DISTRESS SIGNAL	Any signal recognized internationally as indicating a craft, person or persons in distress.
FALSE ALARM	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.

GROUNDED	A vessel is aground or ashore (i.e. resting on solid ground for want of sufficient water).
HOAX	Conveying of information which is done with the intent to deceive.
HUMANITARIAN INCIDENT	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.
LIVES LOST	Those persons who died or went missing during the course of a distress incident.
LIVES SAVED	Those persons who were saved as a direct result of a distress or a potential distress incident.
LIVES AT RISK	The sum total of lives saved and lives lost in distress and potential distress incidents.
MARITIME INCIDENT	A search and rescue (SAR) incident involving a vessel or a person, including the medical evacuation (MEDEVAC) of person(s) from a vessel.
MRSC	Marine Rescue Sub-Centre.
MAN OVERBOARD	A person in the water normally as a result of falling over a ship's or vessel's side.
MECHANICAL FAILURE	Any mechanical problem including engine, propeller, transmission or steering gear failure.
MEDICAL	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.
OTHER	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.
PRIMARY CG RESOURCES	Those Coast Guard vessels or formations established and equipped specifically for SAR and manned with SAR trained crews.
JRCC	Joint Rescue Coordination Centre.
RESPONSE	Reaction by any unit to a case.
SAR INCIDENT	A reported incident which requires a response by the SAR system.

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