

CANADIAN COAST GUARD

RESCUE, SAFETY AND ENVIRONMENTAL RESPONSE

1998 MARITIME SEARCH AND RESCUE INCIDENTS ANNUAL REPORT

**Rescue, Safety and Environmental Response
Canadian Coast Guard
Department of Fisheries and Oceans
5th Floor, 200 Kent Street
Ottawa, Ontario K1A 0E6
Canada**

TABLE OF CONTENTS

	PAGE
INTRODUCTION	1
SUMMARY OF SAR INCIDENTS – 1998	2
1998 MARITIME INCIDENTS BY MONTH	3
1998 OTHER INCIDENTS BY MONTH	4
PEOPLE ASSISTED IN 1998	5
TYPES OF CRAFT ASSISTED - MARITIME INCIDENTS – NATIONALLY	6
TYPES OF CRAFT ASSISTED - OTHER INCIDENTS – NATIONALLY	7
TYPES OF MARITIME INCIDENTS – NATIONALLY	8
TYPES OF OTHER INCIDENTS – NATIONALLY	9
SAR TASKING PROFILE	11
SAR TASKING PROFILE BY DISTRIBUTION OF PRIMARY CG RESOURCES	12
SAR TASKING PROFILE BY DISTRIBUTION OF OTHER RESOURCES	13
RANKING OF CCG PRIMARY SAR UNITS BY NUMBER OF RESPONSES	14
SAR REGIONS AND RCCs/MRSCs	17
HALIFAX SRR	18
TRENTON SRR	19
VICTORIA SRR	20
NEWFOUNDLAND REGION	
GEOGRAPHIC SAR AREAS	21
MRSC ST. JOHN'S	22
SIGNIFICANT INCIDENTS	23
MARITIMES REGION	
GEOGRAPHIC SAR AREAS	24
RCC HALIFAX	25
SIGNIFICANT INCIDENTS	26
LAURENTIAN REGION	
GEOGRAPHIC SAR AREAS	27
MRSC QUEBEC	28
SIGNIFICANT INCIDENTS	29

TABLE OF CONTENTS (cont'd)

	PAGE
CENTRAL & ARCTIC REGION	
GEOGRAPHIC SAR AREAS	31
RCC TRENTON	33
PACIFIC REGION	
GEOGRAPHIC SAR AREAS	34
RCC VICTORIA	35
SIGNIFICANT INCIDENTS	36
1998 MARITIME AND OTHER INCIDENTS BY REGION	38
1998 LIVES SAVED/LIVES LOST - MARITIME AND OTHER INCIDENTS BY REGION	39
RANKING OF CANADIAN SAR AREAS	40
CCG INVOLVEMENT OCCURRING OUTSIDE THE CANADIAN SAR AREA OF RESPONSIBILITY	41
TYPES OF CRAFT ASSISTED - MARITIME INCIDENTS – REGIONALLY	42
TYPES OF CRAFT ASSISTED - OTHER INCIDENTS – REGIONALLY	43
TYPES OF MARITIME INCIDENTS – REGIONALLY	44
TYPES OF OTHER INCIDENTS – REGIONALLY	45
5 YEAR TREND	46
TOTAL SAR INCIDENTS 1994-1998	47
LIVES SAVED/LIVES LOST 1994-1998	48
TYPES OF CRAFT ASSISTED 1994-1998	49
CCG PRIMARY SAR RESOURCES	50
GLOSSARY OF TERMS	52

INTRODUCTION

This publication provides information on all of the maritime incidents which 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 U.S. 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, and was compiled from information obtained from Coast Guard and other units responding to Search and Rescue incidents, from 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.

SUMMARY OF SAR INCIDENTS - 1998

INCIDENTS

Incident Total – **6917** recorded by Coast Guard SAR authorities.

Maritime Incidents (M1 + M2 + M3 + M4) – 5311

- M1 – Distress Incidents – **344** representing **6.48%** of maritime incidents
- M2 – Potential Distress Incidents – **576** representing **10.84%** of maritime Incidents
- M3 – Incidents Resolved in the Uncertainty Phase – **3 534** representing **66.54%** of maritime incidents
- M4 – False Alarms and Hoaxes – **857** representing **16.14%** of maritime incidents

Other incidents (A, C, H and U) – 1606

Aeronautical – 475
Civil Assist – 170
Humanitarian – 625
Unknown – 336

- Distress Incidents – **337** representing **20.98%** of other incidents
- Potential Distress Incidents – **309** representing **19.24%** of other incidents
- Incidents Resolved in the Uncertainty Phase – **228** representing **14.20%** of other incidents
- False Alarms and Hoaxes – **732** representing **45.58%** of other incidents

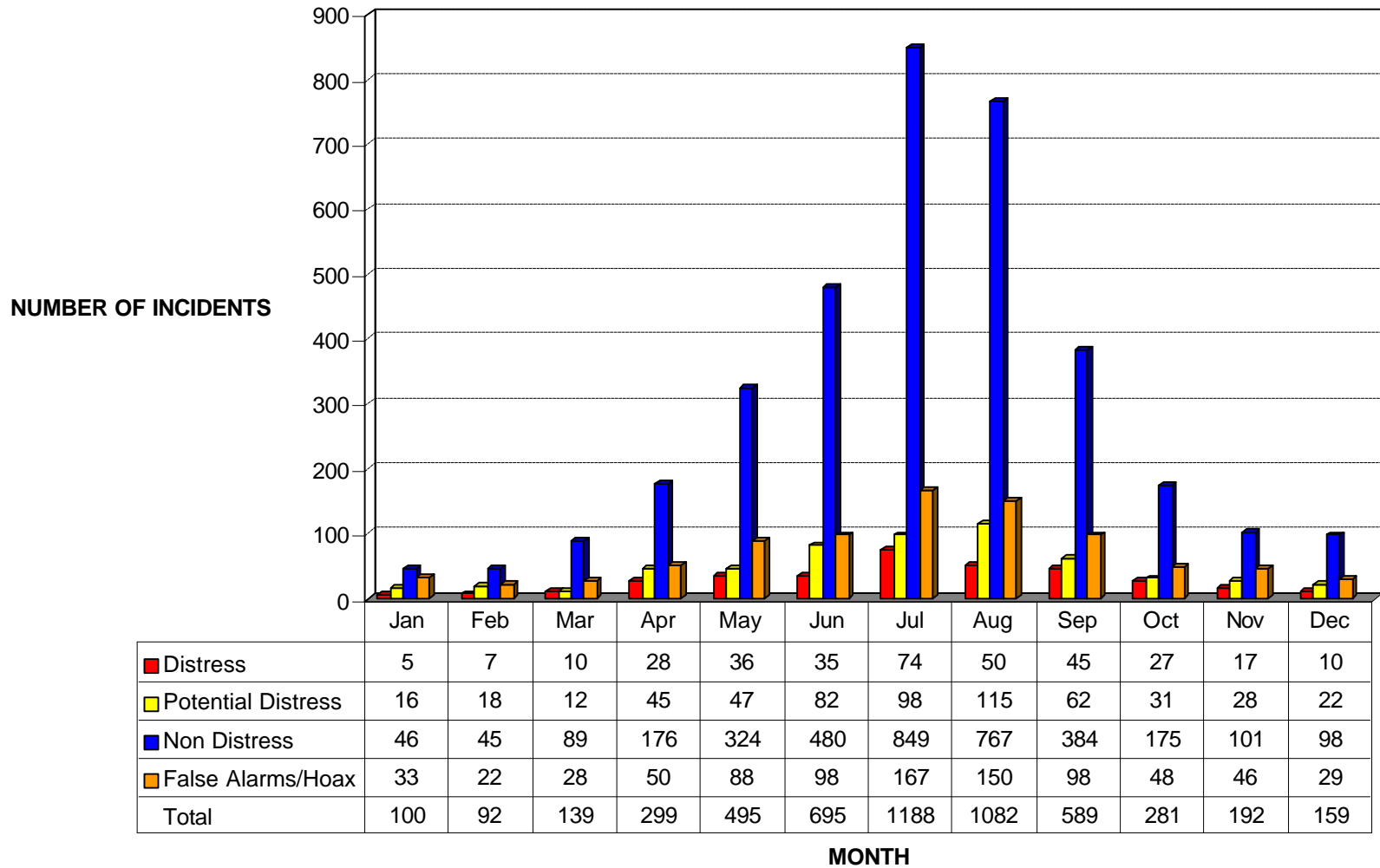
DISTRESS INCIDENTS: A vessel or a person is threatened by grave and imminent danger and requires immediate assistance. (life - threatening situation was judged to be present or close at hand at some point during the incident)

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.

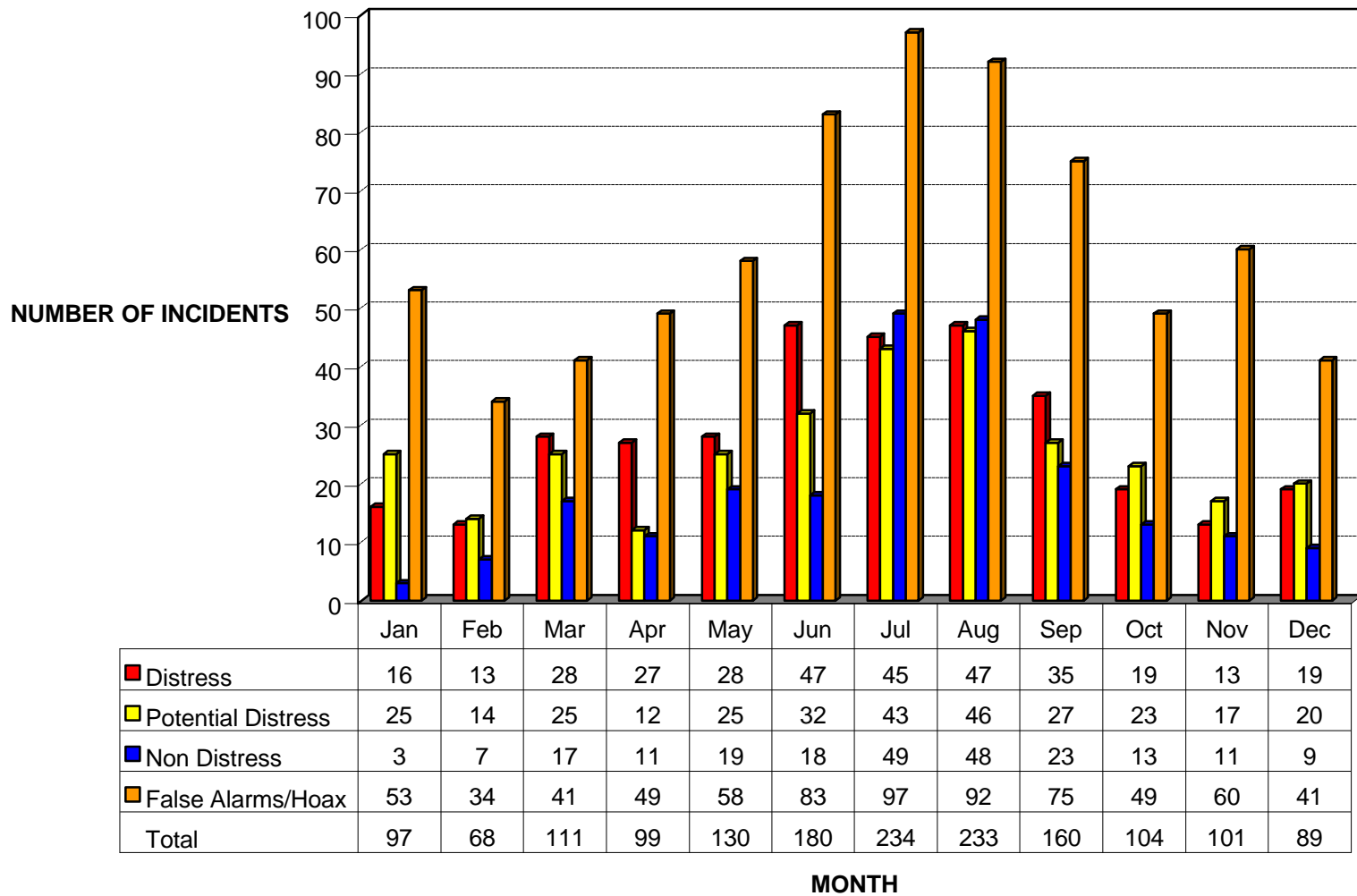
INCIDENTS RESOLVED IN THE UNCERTAINTY PHASE: no distress or perceived appreciable risk to life apparent. (general calls for assistance)

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.

**1998 MARITIME INCIDENTS BY MONTH
CLASSIFICATIONS M1, M2, M3 AND M4**



**1998 OTHER INCIDENTS BY MONTH
CLASSIFICATIONS A, C, H AND U**



PEOPLE ASSISTED IN 1998

MARITIME INCIDENTS

Lives at Risk (M1 and M2)

- Lives Saved – **3530**
- Lives Lost – **100**

Total people assisted, including general calls for assistance – **17 359** (approx.)
(M1, M2, M3 and M4)

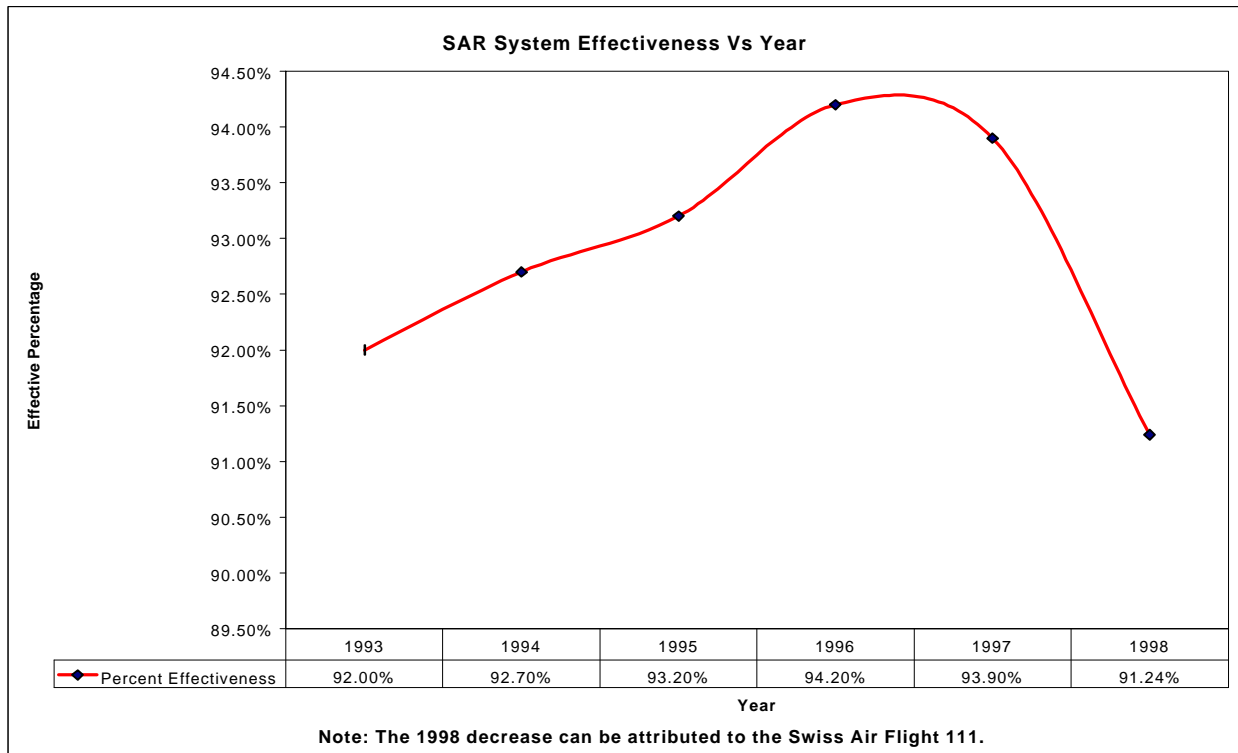
OTHER INCIDENTS (A, C, H and U)

Lives at Risk

- Lives Saved – **1439**
- Lives Lost – **377**

Total people assisted, including general calls for assistance – **3424** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, 91.2% 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 WE ASSISTED IN 1998
MARITIME INCIDENTS - NATIONALLY
CLASSIFICATIONS M1, M2, M3 AND M4**

	TOTAL	%	LIVES SAVED	LIVES LOST	MOST COMMON INCIDENT TYPE
<u>PLEASURE CRAFT</u>	<u>3532</u>	<u>66.30%</u>			
PERSONAL WATERCRAFT	113	2.12%	52	1	DISABLED
CANOES/KAYAKS	163	3.06%	97	7	CAPSIZED
OPEN BOAT	326	6.12%	147	21	DISABLED
SAIL: 760 INCIDENTS					
00.0 M to 05.5M	145	2.72%	120	4	CAPSIZED
05.6M to 8.0M	205	3.85%	65	0	DISABLED
8.1M to 12.0M	289	5.42%	128	2	GROUNDED
12.1M to 20.0M	61	1.14%	35	0	GROUNDED
> 20.0M	3	0.06%	6	0	DISABLED
SAILBOARDS	57	1.07%	20	1	DISABLED
MOTOR: 2 170 INCIDENTS					
00.0 M to 05.5 m	661	12.41%	313	12	DISABLED
05.6M to 8.0M	1011	18.98%	414	10	DISABLED
8.1M to 12.0M	376	7.06%	130	0	DISABLED
12.1M to 20.0M	107	2.01%	59	0	DISABLED
> 20.0M	15	0.28%	43	1	DISABLED
<u>FISHING VESSELS</u>	<u>1223</u>	<u>22.95%</u>			
G.T. >=15	716	13.44%	394	10	DISABLED
G.T. <15 & > 12.2M	102	1.91%	58	0	DISABLED
G.T. <15 & 8.1M TO 12.2M	338	6.34%	135	0	DISABLED
G.T. <15 & 0.0M TO 08.0M	67	1.26%	31	5	DISABLED
<u>OTHER CRAFT/OTHER</u>	<u>573</u>	<u>10.75%</u>			
COMMERCIAL VESSEL	153	2.87%	1140	22	DISABLED
GOVERNMENT VESSEL	24	0.45%	58	0	DISABLED
PERSON	16	0.30%	9	1	PERSON IN THE WATER
OTHER	102	1.92%	71	2	VARIOUS
NIL	265	4.97%	5	1	FALSE ALARM
UNKNOWN	13	0.24%	0	0	FALSE ALARM
<u>TOTAL</u>	<u>5328</u>	<u>100%</u>	<u>3530</u>	<u>100</u>	

**VESSELS WE ASSISTED IN 1998
OTHER INCIDENTS - NATIONALLY
CLASSIFICATIONS A, C, H AND U**

	TOTAL	%	LIVES SAVED	LIVES LOST	MOST COMMON INCIDENT TYPE
<u>PLEASURE CRAFT</u>	<u>107</u>	<u>6.64%</u>			
PERSONAL WATERCRAFT	3	0.19%	1	0	VARIOUS
CANOES/KAYAKS	9	0.56%	9	0	VARIOUS
OPEN BOAT	5	0.31%	0	0	VARIOUS
SAIL: 30 INCIDENTS					
00.0 M to 05.5 m	7	0.43%	11	0	CAPSIZED
05.6M to 8.0M	5	0.31%	0	0	GROUNDED
8.1M to 12.0M	13	0.81%	8	1	MEDICAL
12.1M to 20.0M	3	0.19%	2	0	MEDICAL
> 20.0M	0	0.00%	0	0	-
SAILBOARDS	2	0.12%	0	0	DISABLED
MOTOR: 77 INCIDENTS					
00.0 M to 05.5 m	15	0.93%	6	1	DISABLED
05.6M to 8.0M	28	1.74%	12	1	DISABLED
8.1M to 12.0M	13	0.81%	11	0	MEDICAL
12.1M to 20.0M	4	0.25%	3	0	VARIOUS
> 20.0M	0	0.00%	0	0	-
<u>FISHING VESSELS</u>	<u>62</u>	<u>3.85%</u>			
G.T. >=15	48	2.98%	38	0	MEDICAL
G.T. <15 & >12.2M	8	0.50%	2	0	MEDICAL
G.T. <15 & 8.1M TO 12.2M	4	0.25%	12	0	MEDICAL
G.T. <15 & 0.0M TO 08.0M	2	0.12%	1	0	MEDICAL
<u>OTHER CRAFT/OTHER</u>	<u>1062</u>	<u>65.88%</u>			
COMMERCIAL VESSEL	72	4.47%	55	4	MEDICAL
GOVERNMENT VESSEL	9	0.56%	5	0	MEDICAL
PERSON	388	24.07%	256	61	BODY RECOVERY
OTHER	107	6.63%	43	4	FALSE ALARM
LAND VEHICLE	14	0.87%	1	2	OTHER
NIL	432	26.80%	83	13	FALSE ALARM
UNKNOWN	40	2.48%	230	0	FALSE ALARM
<u>AIRCRAFT</u>	<u>381</u>	<u>23.62%</u>			
GLIDER/HANG GLIDER	3	0.19%	1	0	FALSE ALARM
HELICOPTER	57	3.53%	35	2	FALSE ALARM
MULTI-ENGINE AIRCRAFT	85	5.27%	452	250	VARIOUS
SINGLE AIRCRAFT	229	14.20%	156	38	FALSE ALARM
PRIVATE AIRCRAFT/ULTRA LIGHT	5	0.31%	4	0	CRASH
HOT AIR BALLOON	2	0.12%	2	0	DITCHING
<u>TOTAL</u>	<u>1612</u>	<u>100%</u>	<u>1439</u>	<u>377</u>	

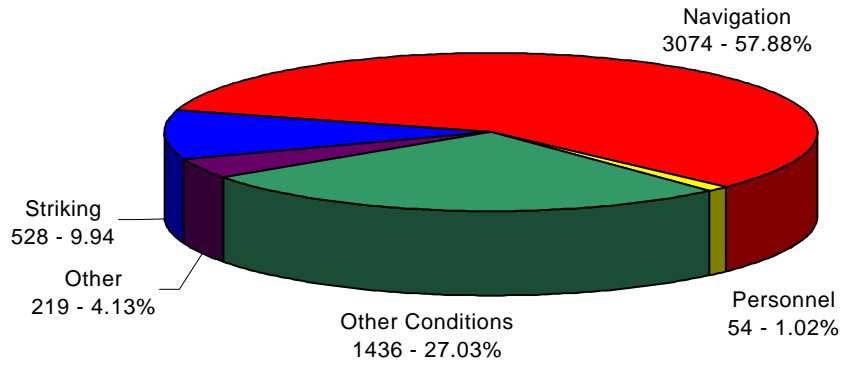
**TYPES OF INCIDENTS - NATIONALLY
MARITIME INCIDENTS (CLASSIFICATIONS M1, M2, M3 AND M4)**

	TOTAL	%	LIVES SAVED	LIVES LOST
<u>STRIKING</u>	<u>528</u>	<u>9.94%</u>	<u>294</u>	<u>0</u>
GROUNDING	528	9.94%	294	0
<u>NAVIGATION</u>	<u>3074</u>	<u>57.88%</u>	<u>1430</u>	<u>2</u>
CRASH	1	0.02%	0	0
DISABLED	2976	56.03%	1381	2
DISORIENTATED	97	1.83%	49	0
<u>PERSONNEL</u>	<u>54</u>	<u>1.02%</u>	<u>119</u>	<u>8</u>
PERSON OVERBOARD	51	0.96%	62	8
MEDICAL	3	0.06%	57	0
<u>OTHER CONDITIONS</u>	<u>1436</u>	<u>27.03%</u>	<u>1211</u>	<u>73</u>
CAPSIZED	226	4.25%	392	53
FOUNDERED	61	1.15%	132	20
TAKING ON WATER	203	3.82%	507	0
ON FIRE	75	1.41%	180	0
FALSE ALARM	871	16.40%	0	0
<u>OTHER</u>	<u>219</u>	<u>4.13%</u>	<u>476</u>	<u>17</u>
BODY RECOVERY	3	0.06%	0	2
OTHER	194	3.65%	460	14
MISSING PERSON(S)	4	0.08%	1	1
STRANDED	14	0.26%	9	0
PERSON IN THE WATER	4	0.08%	6	0
<u>TOTAL</u>	<u>5311</u>	<u>100</u>	<u>3530</u>	<u>100</u>

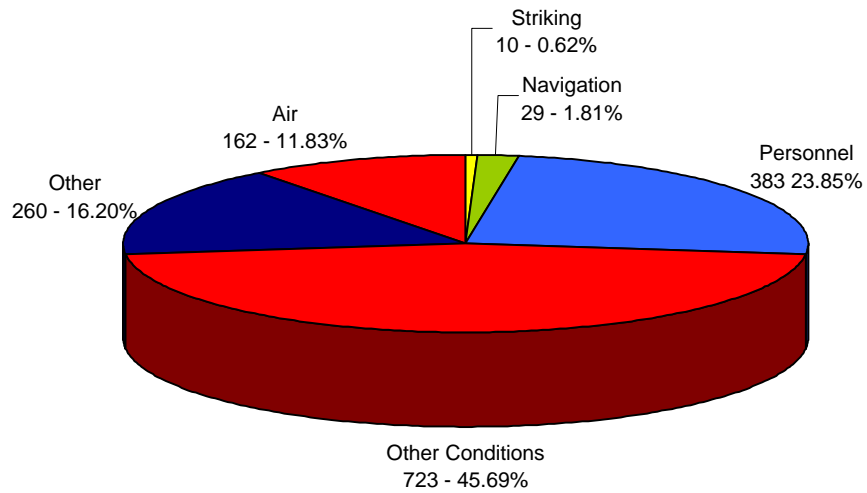
**TYPES OF INCIDENTS - NATIONALLY
OTHER INCIDENTS - (CLASSIFICATIONS A, C, H AND U)**

	TOTAL	%	LIVES SAVED	LIVES LOST
<u>STRIKING</u>	<u>10</u>	<u>0.62%</u>	<u>2</u>	<u>0</u>
GROUNDING	10	0.62%	2	0
<u>NAVIGATION</u>	<u>29</u>	<u>1.81%</u>	<u>11</u>	<u>0</u>
DISABLED	29	1.81%	11	0
<u>PERSONNEL</u>	<u>383</u>	<u>23.85%</u>	<u>332</u>	<u>22</u>
PERSON OVERBOARD	5	0.31%	6	1
MÉDICAL	378	23.54%	326	21
<u>OTHER CONDITIONS</u>	<u>723</u>	<u>45.9%</u>	<u>28</u>	<u>1</u>
CAPSIZED	6	0.37%	12	1
FOUNDERED	11	0.68%	0	0
TAKING ON WATER	2	0.12%	1	0
ON FIRE	9	0.56%	15	0
FALSE ALARM	706	43.96%	0	0
<u>OTHER</u>	<u>260</u>	<u>16.20%</u>	<u>202</u>	<u>60</u>
OTHER	100	6.23%	65	7
MISSING PERSON(S)	42	2.62%	36	14
STRANDED	9	0.56%	31	0
PERSON IN THE WATER	38	2.37%	28	16
SUICIDE/ATTEMPTED SUICIDE	71	4.42%	42	23
<u>AIR</u>	<u>162</u>	<u>11.83%</u>	<u>864</u>	<u>287</u>
CRASH	99	6.16%	183	53
DITCHING	8	0.50%	12	5
AIRBORNE EMERGENCY	37	2.30%	639	229
FORCED LANDING	18	1.13%	30	0
BODY RECOVERY	28	1.74%	0	7
<u>TOTAL</u>	<u>1 772</u>	<u>100%</u>	<u>1 324</u>	<u>152</u>

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



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



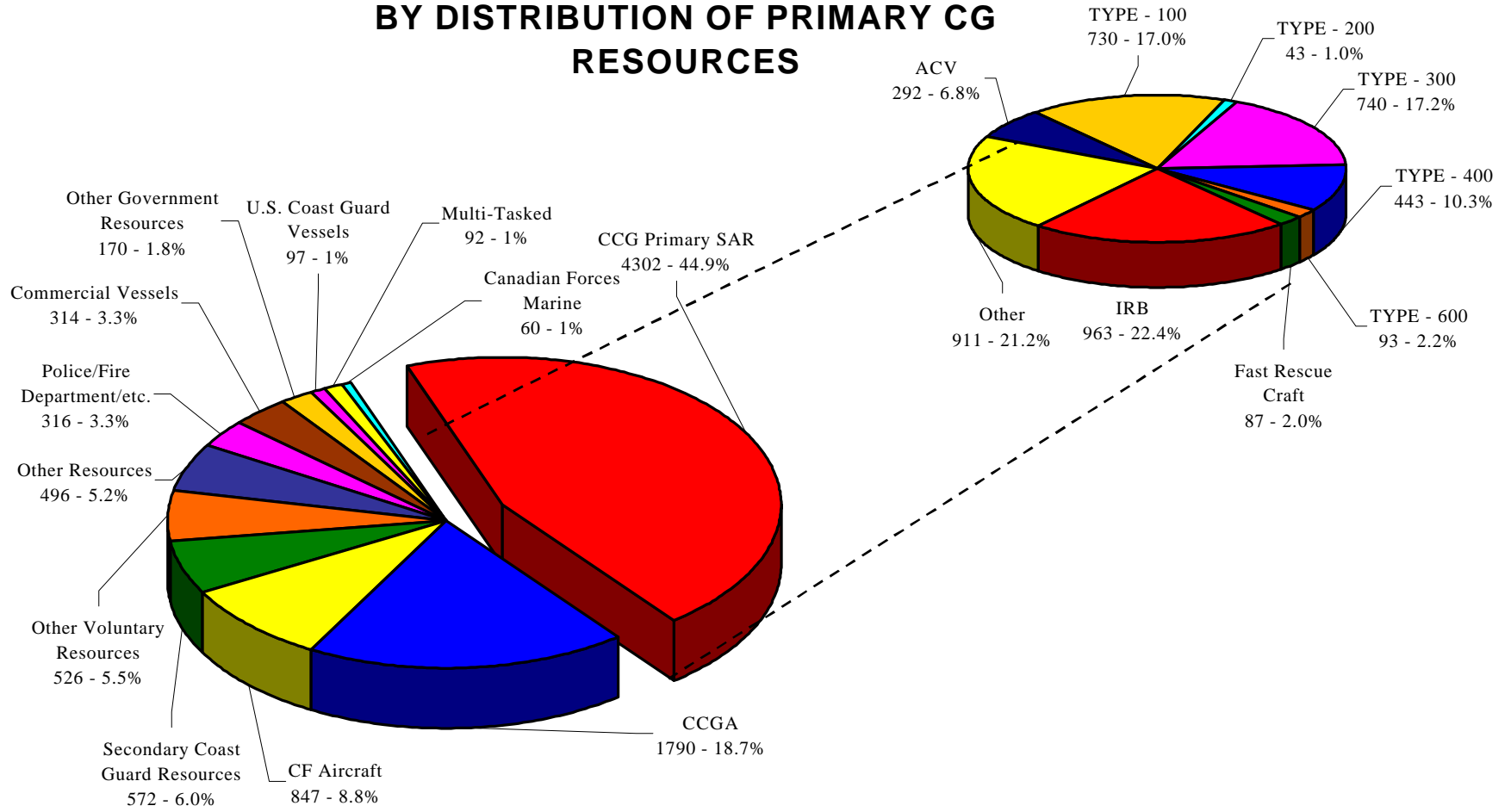
SAR TASKING PROFILE

In 1998, 9582 taskings were initiated to respond to 6 917 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.

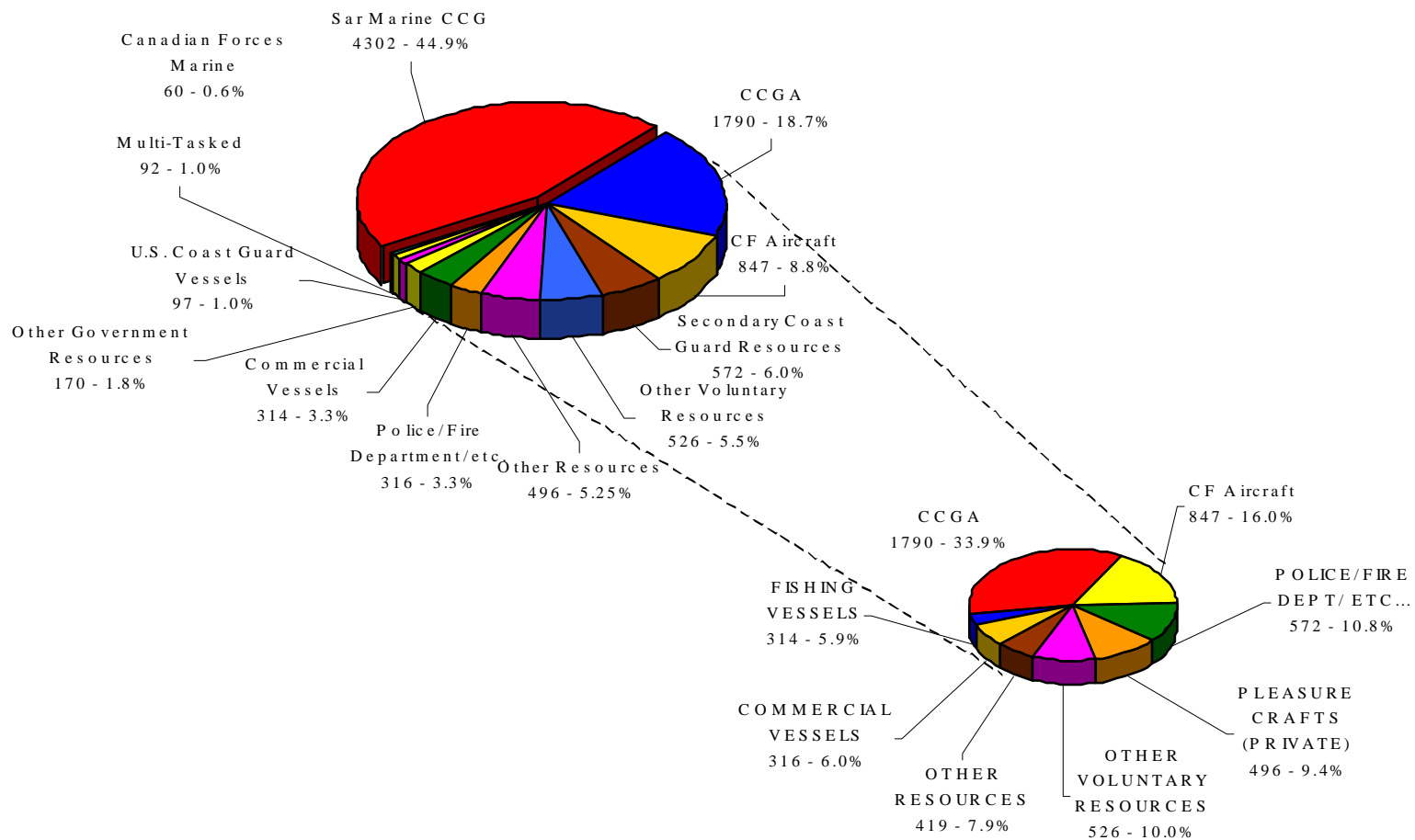
9582 SAR TASKINGS

RESOURCES	TASKINGS	%
1. CCG Primary SAR Vessels	4302	44.9%
2. CCG Auxiliary Vessels	1790	18.7%
3. Canadian Forces Aircraft	847	8.8%
4. Secondary Coast Guard Resources	572	6.0%
5. Other Voluntary Resources	526	5.5%
6. Other Resources	496	5.2%
7. Police/Fire Department/etc.	316	3.3%
8. Commercial Vessels	314	3.3%
9. Other Government Resources	170	1.8%
10. U.S. Coast Guard Vessels	97	1.0%
11. Multi-Tasked	92	1.0%
12. Canadian Forces Marine	60	0.6%
<u>TOTAL</u>	<u>9582</u>	<u>100</u>

1998 SAR TASKING PROFILE BY DISTRIBUTION OF PRIMARY CG RESOURCES



1998 SAR TASKING PROFILE BY DISTRIBUTION OF OTHER RESOURCES



RANKING OF CCG PRIMARY SAR UNITS BY NUMBER OF RESPONSES

	NAME OF RESOURCE (TYPE)	BASE (REGION)	TOTAL NUMBER OF RESPONSES	AVERAGE TIME ON MISSION
1	CG 039 and CG045 (ACV)	Sea Island (P)	290	0 02:44
2	OSPREY (100)	KITSILANO (P)	238	0 02:30
3	POINT RACE (400)	CAMPBELL RIVER (P)	183	0 03:09
4	POINT HENRY (400)	PRINCE RUPERT (P)	158	0 06:40
5	CLARK'S HARBOUR (300)	CLARK'S HARBOUR (M)	147	0 08:59
6	KESTREL (300)	FRENCH CREEK (P)	142	0 03:19
7	SORA (100)*	AMHERSTBURG (CA)	141	0 02:43
8	PORT HARDY (300)	PORT HARDY (P)	135	0 06:13
9	MALLARD (100)	POWELL RIVER (P)	134	0 02:47
10	SKUA (100)	GANGES (P)	125	0 04:52
11	STERNE (100)*	QUEBEC (L)	105	0 01:17
12	CG 1306 (IRB)*	SHEDIAC (P)	92	0 01:25
13	SHIPPEGAN (300)*	SHIPPEGAN (M)	91	0 05:06
14	SAMBRO (300)	SAMBRO (M)	89	0 06:47
15	WESTPORT (300)	WESTPORT (M)	82	0 05:28
16	GC 1202 (IRB)*	VAUDREUIL (L)	79	0 01:04
17	TOFINO (300)	Tofino (P)	78	0 04:06
18	BITTERN (100)*	KINGSTON (CA)	71	0 01:53
19	GC 1205 (IRB)*	STE-ANNE-DE-SOREL (CA)	71	0 01:25
20	SPRAY (400)*	PORT DOVER (CA)	66	0 02:58
21	CG 1305 (IRB)*	DARTMOUTH (M)	65	0 02:43
22	GC 1204 (IRB)*	LONGUEUIL (L)	62	0 01:12
23	BAMFIELD (300)	BAMFIELD (P)	61	0 06:43
24	CG 1310 (IRB)*	HARDING POINT (M)	60	0 03:51
25	GC 1209 (IRB)*	TROIS RIVIERE (L)	60	0 01:18
26	GC 1203 (IRB)*	BEACONSFIELD (CA)	59	0 01:00
27	CGR 100 (300B)*	PORT WELLER (CA)	58	0 06:07
28	CG 1003 (IRB)*	THAMES RIVER (CA)	55	0 03:48
29	ISLE ROUGE (400)	TADOUSSAC (L)	53	0 03:43
30	CAP-AUX-MEULES (300A)	ILES-DE-LA-MADELEINE (L)	48	0 04:47
31	SIR WILFRED GRENFELL (600)	ST. JOHN'S (N)	47	0 14:13
32	WAUBANO*	LONG POINT (CA)	47	0 06:09
33	CG 1004 (IRB)*	LONG POINT (CA)	44	0 05:57
34	CG 509 (IRB)*	CORTES ISLAND (P)	43	0 02:34
35	GC 1201 (IRB)*	VALLEYFIELD (L)	42	0 01:23
36	BAMFIELD (300)	BAMFIELD (P)	41	0 06:49
37	ADVENT (400)*	COBOURG (CA)	40	0 09:51
38	CG 1308 (IRB)*	CHARLOTTETOWN (M)	39	0 02:04
39	BERNIER (1100)	ST. JOHN'S (N)	37	0 21:15
40	BARTLETT (1000)	VICTORIA (P)	37	0 06:28
41	CG 1000 (IRB)*	HONEY HARBOUR (CA)	36	0 03:55
42	MANYBERRIES (100)	KITSILANO (P)	35	0 03:42
43	CG 1006 (IRB)*	ROCKPORT (CA)	33	0 02:29
44	CAPE HURD (400)*	GODERICH (CA)	32	0 03:01

* SEASONAL VESSELS

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

	NAME OF RESOURCE (TYPE)	BASE (REGION)	TOTAL NUMBER OF RESPONSES	AVERAGE TIME ON MISSION
45	SOURIS (300)*	Souris (M)	32	0 06:11
46	MARY HICHENS (600)	DARTMOUTH (M)	31	0 14:19
47	CG 1001 (IRB)*	PORT LAMBTON (CA)	30	0 02:56
48	CG 1307 (IRB)*	MAHONE BAY (M)	30	0 04:09
49	SPINDRIFT (300A)	LOUISBOURG (M)	28	0 09:02
50	CCGS LEONARD J. COWLEY	ST. JOHN'S (N)	28	0 18:12
51	BICKERTON (300A)	BICKETON EAST (M)	29	0 09:49
52	SPUME (300A)	MEAFORD (CA)	27	0 12:31
53	TOBERMORY (300)*	TOBERMORY (CA)	25	0 04:28
54	GORDON REID (500)	VICTORIA (P)	24	0 10:45
55	ANN HARVEY (1100)	ST. JOHN'S (N)	23	1 03:54
56	CG 1312 (IRB)*	PICTOU (M)	23	0 03:01
57	WESTFORT (300)	THUNDER BAY (CA)	23	0 04:36
58	HOOD (200)	TWILLINGATE (N)	22	0 11:33
59	LOUISBOURG (300)	DARTMOUTH (M)	22	0 10:37
60	HARP (200)	ST. ANTHONY (N)	21	0 15:37
61	HENRY LARSEN (1200)	St. John's (N)	21	1 07:20
62	OTHER		21	0 07:35
63	W.G. GEORGE (300A)	BURGEO (N)	19	0 04:58
64	SIR WILFRID LAURIER (1100)	VICTORIA (P)	17	0 05:04
65	SIR HUMPHREY GILBERT (1100)	ST. JOHN'S (N)	16	0 13:26
66	W. JACKMAN (300A)	BURIN (N)	15	0 13:19
67	CG 1007 (IRB)*	BURIN (N)	13	0 07:23
68	NARWHAL (1000)	VICTORIA (P)	11	0 10:40
69	CG 508	IRB BONAVIDA BAY (N)	10	0 02:37
70	IRB CONCEPTION BAY*	CONCEPTION BAY (N)	9	0 01:47
71	CG 141	ST. JOHN'S (N)	8	0 09:37
72	TELEOST	ST. JOHN'S (N)	6	0 17:41
73	TSEKOA 2 (800)	VICTORIA (P)	6	0 04:45
74	CAPE ROGER	ST. JOHN'S (N)	5	0 03:39
75	CG 245*	TERA NOVA (N)	5	0 03:32
76	IRB BONAVIDA BAY*	BONAVIDA BAY (N)	5	0 06:48
77	MARTHA L. BLACK (1100)	QUEBEC (L)	4	0 01:05
78	SHAMOOK	ST. JOHN'S (N)	4	0 05:54
79	JOHN JACOBSON (500)	VICTORIA (P)	4	0 06:05
80	ILE SAINT-OURS		3	0 01:43
81	WILFRED TEMPLEMAN	ST. JOHN'S (N)	3	0 02:37
82	CG 283		2	0 06:42
83	CG 353		2	0 02:23
84	E.P. LE QUEBECOIS	SEPT-ÎLES (L)	2	0 12:27
85	F.C.G. SMITH	QUEBEC (L)	2	0 02:04
86	SWIFT (100)	KITSILANO (P)	2	0 02:36
87	CG 118	CCGC	1	1 11:46
88	CG 246	ST. JOHN'S (N)	1	0 00:40

* SEASONAL VESSELS

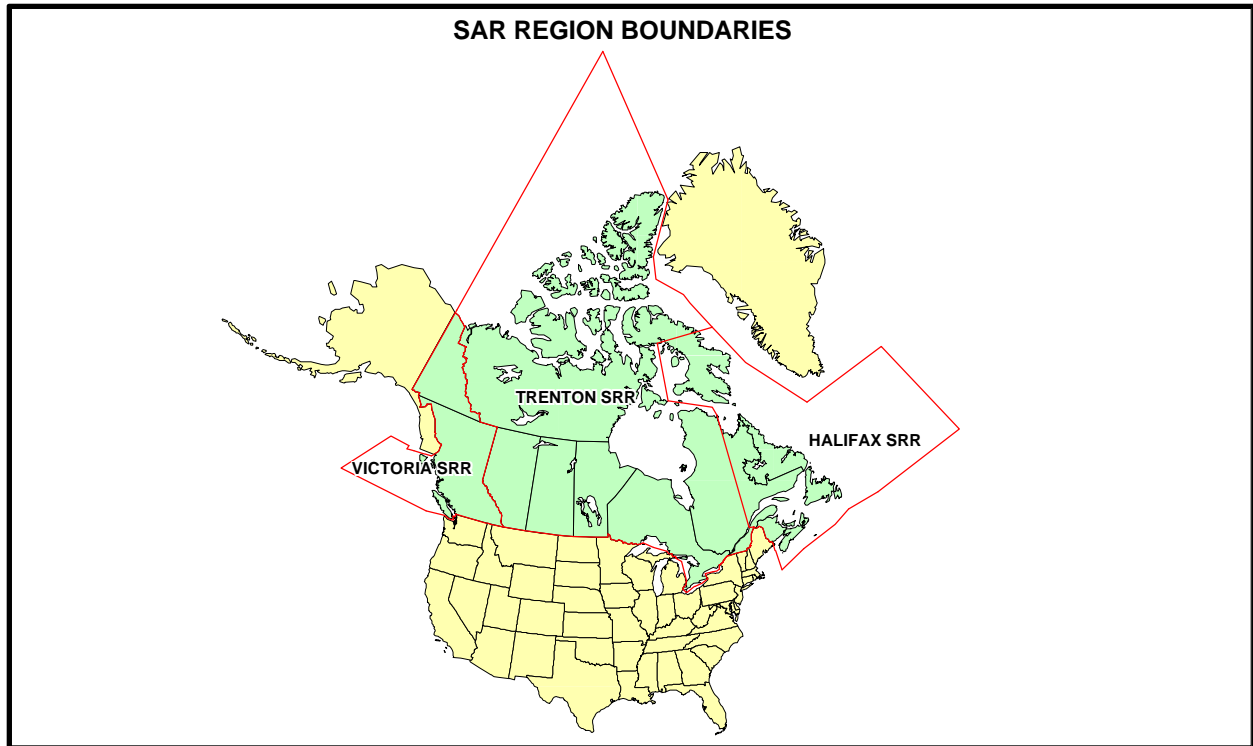
RANKING OF CCG PRIMARY SAR UNITS BY NUMBER OF RESPONSES (cont'd)

	NAME OF RESOURCE (TYPE)	BASE (REGION)	TOTAL NUMBER OF RESPONSES	AVERAGE TIME ON MISSION
89	CG 303		1	0 03:49
90	CG 4828	NEGUAC (M)	1	0 02:46
91	EARL GREY (1050)	CHARLOTTETOWN (M)	1	1 19:47
92	FRC 226	ST. JOHN'S (N)	1	0 00:38
93	MONTMAGNY (900)	SOREL (L)	1	0 02:43
94	PIERRE RADISSON (1200)	QUEBEC (L)	1	0 00:00
95	TRACY (1000)	SOREL (L)	1	0 03:30

* SEASONAL VESSELS

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 and MRSC Quebec and MRSC St. John's

MARITIME INCIDENTS (M1 + M2 + M3 + M4) – 1751

- M1 - Distress Incidents – **83** representing **4.74%** of maritime incidents
- M2 - Potential Distress Incidents – **126** representing **7.2%** of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase – **1335** representing **76.24%** of maritime incidents
- M4 - False Alarms and Hoaxes – **207** representing **11.82%** of maritime incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **1022**
- Lives Lost – **54**

Total people assisted, including general calls for assistance – **7049** (approx.)

OTHER INCIDENTS (A, C, H AND U) - 307

- Distress Incidents – **83** representing **27.04%** of other incidents
- Potential Distress Incidents – **84** representing **27.36%** of other incidents
- Incidents Resolved in the Uncertainty Phase – **45** representing **14.66%** of other incidents
- False Alarms and Hoaxes – **95** representing **30.94%** of other incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **796**
- Lives Lost – **265**

Total people assisted, including general calls for assistance – **1323** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, Halifax SRR, 85.07% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)

TRENTON SRR
RCC Trenton and MRSC Quebec

MARITIME INCIDENTS (M1 + M2 + M3 + M4) - 1937

- M1 - Distress Incidents – **123** representing **6.35%** of maritime incidents
- M2 - Potential Distress Incidents – **133** representing **6.87%** of maritime incidents
- M3 – Incidents Resolved in the Uncertainty Phase – **1413** representing **72.95%** of maritime incidents
- M4 - False Alarms and Hoaxes – **268** representing **13.83%** of maritime incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **719**
- Lives Lost – **25**

Total people assisted, including general calls for assistance – **5481** (approx.)

OTHER INCIDENTS (A, C, H AND U) - 506

- Distress Incidents – **110** representing **21.74%** of other incidents
- Potential Distress Incidents – **44** representing **8.70%** of other incidents
- Incidents Resolved in the Uncertainty Phase – **94** representing **18.57%** of other incidents
- False Alarms and Hoaxes – **258** representing **50.99%** of other incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **196**
- Lives Lost – **57**

Total people assisted, including general calls for assistance – **453** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, Trenton SRR, 91.78% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)

VICTORIA SRR

RCC Victoria

MARITIME INCIDENTS (M1 + M2 + M3 + M4) – 1623

- M1 - Distress Incidents – **138** representing **8.50%** of maritime incidents
- M2 - Potential Distress Incidents – **317** representing **19.53%** of maritime incidents
- M3 – Incidents Resolved in the Uncertainty Phase – **786** representing **48.43%** of maritime incidents
- M4 - False Alarms and Hoaxes – **382** representing **23.54%** of maritime incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **1789**
- Lives Lost – **15**

Total people assisted, including general calls for assistance – **4829** (approx.)

OTHER INCIDENTS (A, C, H AND U) - 793

- Distress Incidents – **144** representing **18.16%** of other incidents
- Potential Distress Incidents – **181** representing **22.82%** of other incidents
- Incidents Resolved in the Uncertainty Phase – **89** representing **11.23%** of other incidents
- False Alarms and Hoaxes – **379** representing **47.79%** of other incidents

PEOPLE ASSISTED

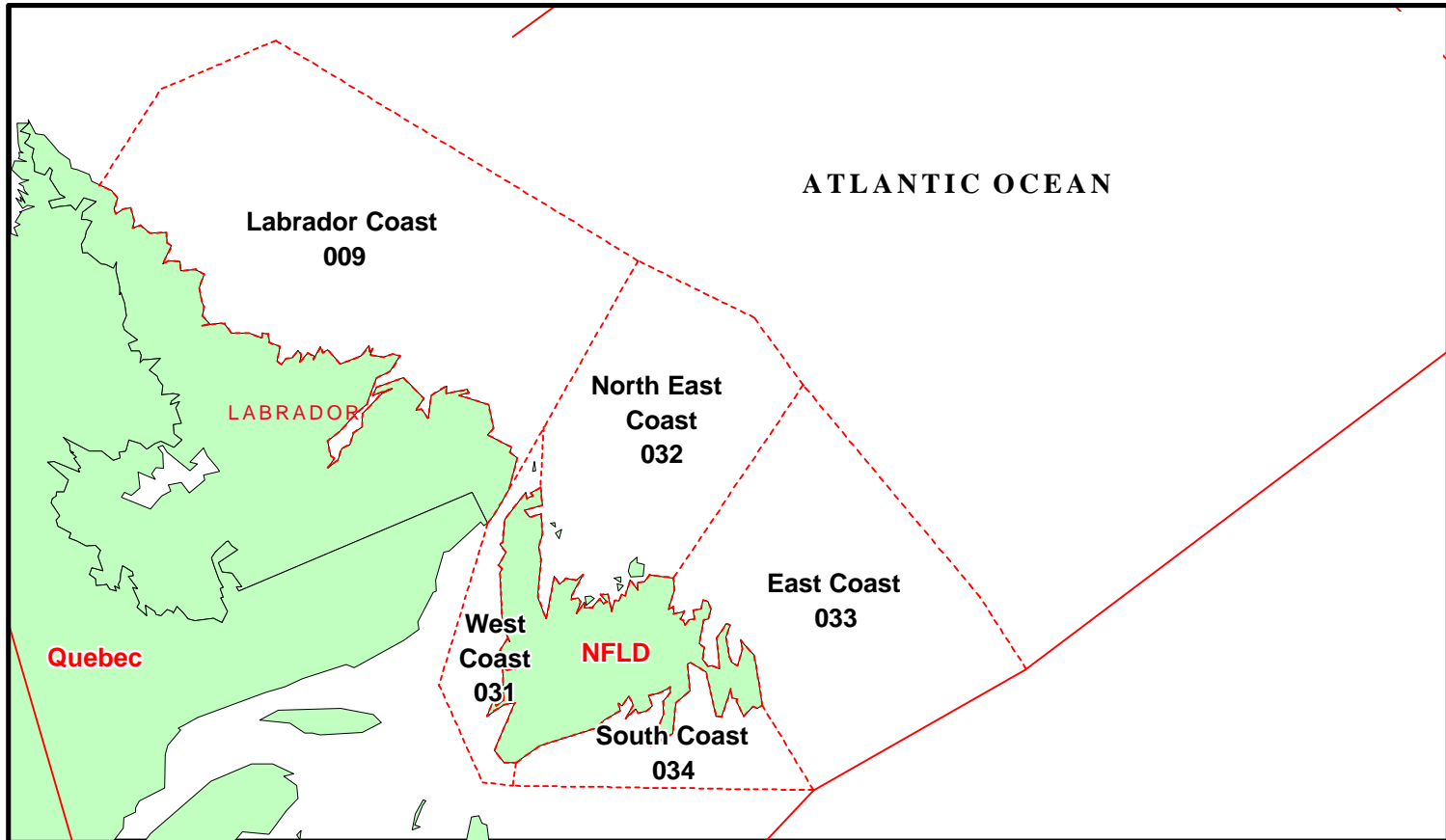
Lives at Risk

- Lives Saved – **447**
- Lives Lost – **55**

Total people assisted, including general calls for assistance – **1648** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, Victoria SRR, 96.96% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)

SEARCH AND RESCUE AREAS NEWFOUNDLAND REGION



NEWFOUNDLAND REGION - MRSC ST. JOHN'S

MARITIME INCIDENTS (M1 + M2 + M3 + M4) - 461

- M1 - Distress Incidents – **29** representing **6.29%** of maritime incidents
- M2 - Potential Distress Incidents – **47** representing **10.20%** of maritime incidents
- M3 - Incidents Resolved in the Uncertainty Phase – **334** representing **72.45%** of maritime incidents
- M4 - False Alarms and Hoaxes – **51** representing **11.06%** of maritime incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **600**
- Lives Lost – **27**

Total people assisted, including general calls for assistance – **2819** (approx.)

OTHER INCIDENTS (A, C, H AND U) - 52

- Distress Incidents – **7** representing **13.47%** of other incidents
- Potential Distress Incidents – **17** representing **32.69%** of other incidents
- Incidents Resolved in the Uncertainty Phase – **17** representing **32.69%** of other incidents
- False Alarms and Hoaxes – **11** representing **21.15%** of other incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **279**
- Lives Lost – **2**

Total people assisted, including general calls for assistance – **288** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, MRSC St. John's, 96.81% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)

NEWFOUNDLAND REGION – MRSC ST. JOHN’S SIGNIFICANT INCIDENTS

0834 UTC, January 16, 1998 - The Greek bulk carrier FLARE was enroute from Rotterdam, Netherlands to Montreal and encountered severe weather conditions. At 0834 UTC, MCTS Stephenville received a MAYDAY on VHF from the FLARE. The broadcast was broken, and RCC reported an Inmarsat C distress alert. Several Canadian Forces aircraft, government vessels, commercial vessels and PAL Speed Air were tasked. Approximately 45 miles southwest of the islands of Saint Pierre and Miquelon, the 26 year-old vessel broke in two and the stern section sank within 30 minutes. There were 25 people on board. Four survivors were recovered, as well as 15 deceased. Searching continued for the remaining six crewmembers. On January 17th, 1998, search operations continued, utilizing CCGS ANN HARVEY and HMCS MONTREAL. A Hercules and Aurora aircraft were also tasked. The search was placed on reduced status at 1600 UTC. The search for the remaining six crewmembers was transferred to RCMP Placentia as a missing persons case. On January 19th, 1998 the bow section of FLARE sank, on the western side of Banquereau Bank, Nova Scotia. There was widespread, non-recoverable, fuel-oil pollution from the sunken stern section.

2112 UTC, July 25, 1998 – A CCGA member reported two kayakers stranded behind Guernsey Island. CCGA SHAUNA LEE was tasked and proceeded to assist. They were unable to locate the kayakers, so the situation was upgraded to a distress incident and CANADIAN FORCES Labrador R306, CCGS HARP and three private vessels were tasked.

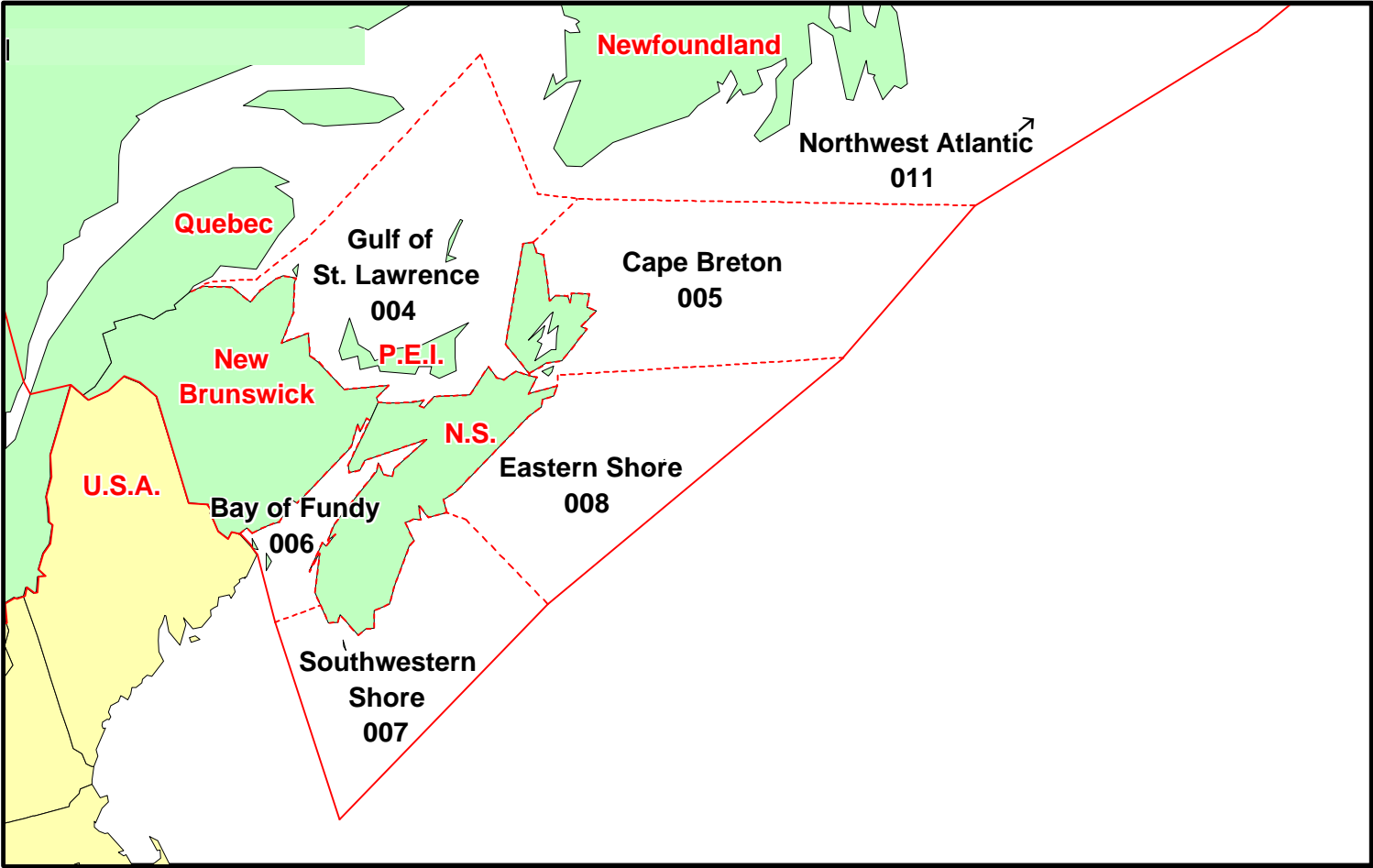
An extensive investigation revealed that an accompanying kayak lost sight of them outside Guernsey Island and had assumed that they had returned to the lee of the island. A MAYDAY was initiated and search units searched through the night with Labrador R306 locating the two occupants on a small island. One person was hypothermic after the kayak capsized.

This occupant survived immersion in cold water much longer than the time predicted in the Cold Water Survival Model. Both were brought to the hospital at Corner Brook for treatment.

1022 UTC, August 03, 1998 - MRSC Newfoundland, reported a capsized fishing vessel with five POB, 120 NM east of Black Tickle. Fishing vessel A.J. CHASSION issued a mayday for the distressed vessel and proceeded to assist along with CCGA CAPE CHADYLON and CCGS ANN HARVEY. The five persons on board were rescued from the overturned hull a short time later by two fishing vessels and were transported to St. Anthony.

0540 UTC, November 06, 1998 - MRSC Newfoundland was advised that fishing vessel ATLANTIC PRIZE, a 65ft boat had declared a mayday off of Grand Banks with six persons on board donning immersion suits due to the vessel taking on water. CCGS SIR WILFRED GRENFELL, CCGA ATLANTIC SEA CLIPPER, three CANADIAN FORCES aircraft and ten other vessels were tasked to Grand Banks. Three persons were found on a skiff and the other three were picked up in the water. All six people survived.

SEARCH AND RESCUE AREAS MARITIMES REGION



MARITIMES REGION - RCC HALIFAX

MARITIME INCIDENTS (M1 + M + M3 + M4) – 1151

- M1 - Distress Incidents – **44** representing **3.82%** of maritime incidents
- M2 - Potential Distress Incidents – **66** representing **5.74** of maritime incidents
- M3 – Incidents Resolved in the Uncertainty Phase – **907** representing **78.80%** of maritime incidents
- M4 - False Alarms and Hoaxes – **134** representing **11.64%** of maritime incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **375**
- Lives Lost – **16**

Total people assisted, including general calls for assistance – **3673** (approx.)

OTHER INCIDENTS (A, C, H AND U) - 237

- Distress Incidents – **73** representing **30.80%** of other incidents
- Potential Distress Incidents – **62** representing **26.16%** of other incidents
- Incidents Resolved in the Uncertainty Phase – **22** representing **9.28%** of other incidents
- False Alarms and Hoaxes – **80** representing **33.76%** of other incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **509**
- Lives Lost – **262**

Total people assisted, including general calls for assistance – **1022** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, RCC Halifax, 76.08% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)

MARITIMES REGION – RCC HALIFAX SIGNIFICANT INCIDENTS

1335 UTC, June 29, 1998 - RCMP requested assistance in the search of two missing men who went fishing the night before in a 14 ft open boat approximately 30-40 NM east of Halifax, Nova Scotia. CANADIAN FORCES SEAKING R19, CANADIAN FORCES SEA KING R37, CANADIAN FORCES Aurora R115, CANADIAN FORCES Labrador R303, CANADIAN FORCES Labrador R305, CANADIAN FORCES Hercules R310, CANADIAN FORCES Hercules R314, CCGS 141, CCGS MARY HICHENS, CCGS F.G. CREED, CCGS SAMBRO and CCGA AMBER LEE 1 were tasked to assist. The two men were located, one deceased and the other was taken to the hospital.

0045 UTC, July 15, 1998 - Gander ACC was advised that a homebuilt aircraft with two persons on board had failed to report. The last know position was 4405N 04305W. The aircraft departed from the Azores to Torbay Newfoundland. CCGS CAPE ROGER, CCGS L.J. COWLEY, CCGS S.W. GRENFELL, two CANADIAN FORCES HERCULES R413, two CANADIAN FORCES AURORA R405, CANADIAN FORCES LABRADOR R103 and five commercial vessels were tasked. The search last seven days with only debris picked up.

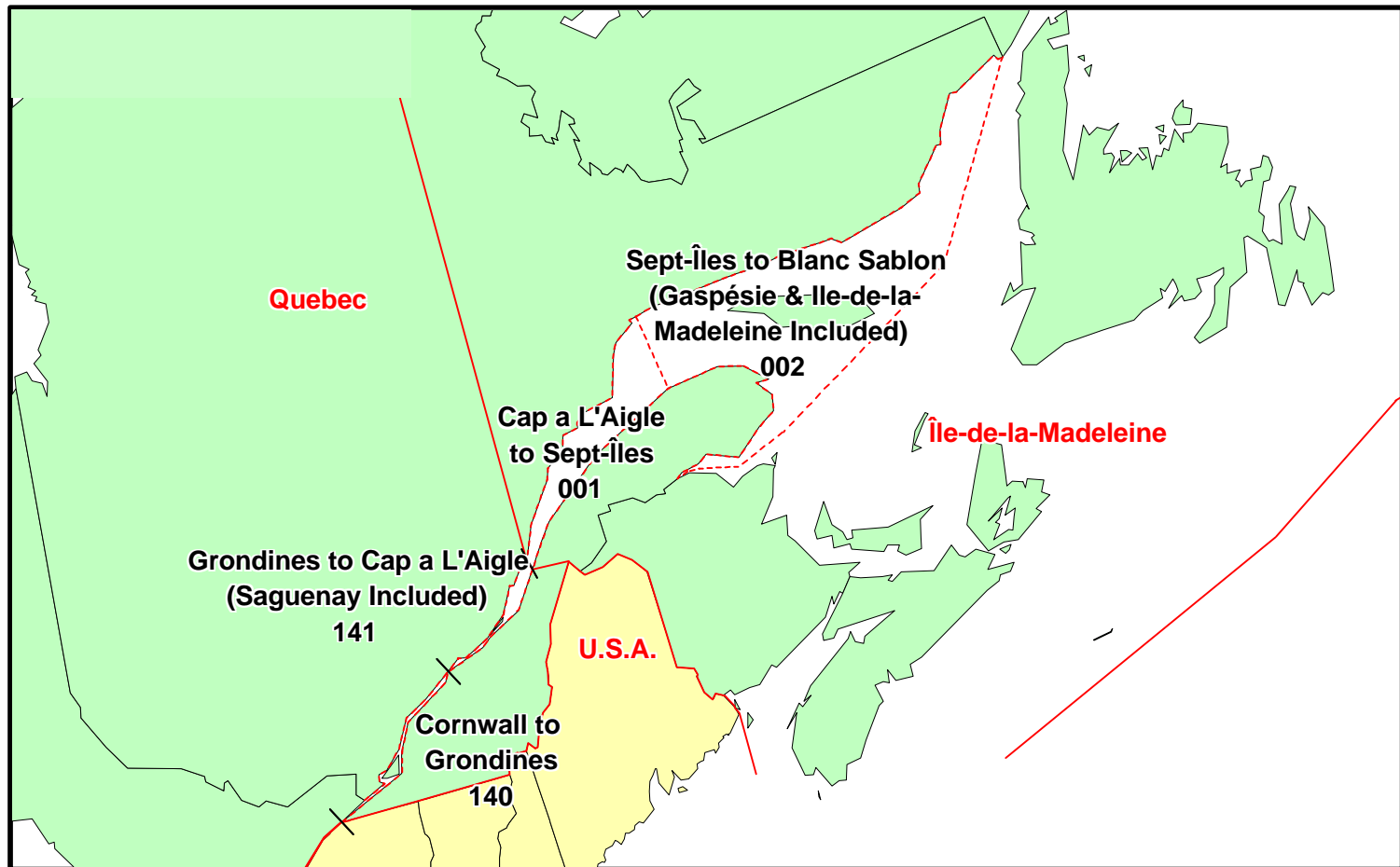
1858 UTC, September 02, 1998 - Moncton ACC advised high flyers were receiving an ELT signal in vicinity of Yarmouth, Nova Scotia. CANADIAN FORCES Aurora SWORDFISH on a training flight was tasked and homed the signal to the Bay of Fundy. CANADIAN FORCES Hercules R306, reported that a vessel was sinking and the crew were abandoning to a life raft. Fishing vessel LADY D. picked up all five persons on board. The fishing vessel CHRISDY GAIL sank at position 4411N 06641W.

0118 UTC, September 03, 1998 - Moncton ACC was advised that Swissair 111, an MD11 aircraft, had smoke in the cabin and was diverting to Halifax, Nova Scotia. Shortly after the aircraft disappeared from radar and communications were lost at position 4423N 06356W. Several resources were tasked along with a CANADIAN FORCES Hercules R305 from RCC Trenton. Aircraft found near Peggy's Cove, Nova Scotia with all 229 persons on board deceased. The case was turned over to the RCMP and Transportation Safety Board for investigation.

1855 UTC, October 02, 1998 - A person contacted RCC Halifax and reported seeing a yellow helicopter crash in the area of Marsoui, Québec. CANADIAN FORCES Hercules R310, 2 CANADIAN FORCES Griffon R417, CCG AIR R356 and CANADIAN FORCES Aircraft OUTCAST 306 were tasked and homed the ELT signal. The Canadian Forces SAR techs jumped and confirmed it was Canadian Forces Labrador 305 with six persons on board. All were deceased.

2339 UTC, October 24, 1998 - A person reported a 24ft canoe with three persons on board was overdue. They went approximately eight nautical miles from Shark Fiord, NWT. CANADIAN FORCES Hercules R310, R306, R314, CCGS TERRY FOX, CANADIAN FORCES Aurora R115 and other resources were tasked to search. The three bodies were found on November 30th.

SEARCH AND RESCUE AREAS LAURENTIAN REGION



LAURENTIAN REGION - MRSC QUEBEC

MARITIME INCIDENTS (M1 + M2 + M3 + M4) - 966

- M1 - Distress Incidents – **49** representing **5.07%** of maritime incidents
- M2 - Potential Distress Incidents – **71** representing **7.35%** of maritime incidents
- M3 – Incidents Resolved in the Uncertainty Phase – **742** representing **76.81%** of maritime incidents
- M4 - False Alarms and Hoaxes – **104** representing **10.77%** of maritime incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **360**
- Lives Lost – **11**

Total people assisted, including general calls for assistance – **2995** (approx.)

OTHER INCIDENTS (A, C, H AND U) - 128

- Distress Incidents – **43** representing **33.59%** of other incidents
- Potential Distress Incidents – **18** representing **14.06%** of other incidents
- Incidents Resolved in the Uncertainty Phase – **32** representing **25.00%** of other incidents
- False Alarms and Hoaxes – **35** representing **27.35%** of other incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **49**
- Lives Lost – **26**

Total people assisted, including general calls for assistance – **120** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, MRSC Quebec, 91.70% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)

LAURENTIAN REGION – MRSC QUÉBEC SIGNIFICANT INCIDENTS

1330 UTC, May 4, 1998 - Under heavy fog conditions, two men left the Rivière du Loup marina around 1400 UTC onboard a 14 foot boat to try out an 18HP motor. There was zero visibility when they left. Approximately one hour later, the motor stopped and the boat started to drift. When the motor was started again, the men had become disoriented and headed towards the north shore via l'île Blanche to Cap Chien Lighthouse. When the motor ran out of gas, the passengers disembarked thinking they could find a telephone. The boat was not properly secured and started to drift. The MRSC received an over due boater alert. At 1920 UTC search operations were initiated by CANADIAN COAST GUARD CUTTER L'ISLE ROUGE, the CANADIAN COAST GUARD SHIP MONTMAGNY, a provincial helicopter, a CANADIAN FORCES GRIFFON R-417 helicopter and a commercial ship. The commercial ship located the empty boat around 2030 UTC. Searches continued in almost zero visibility conditions. The Montmagny finally located the two passengers safe and sound around 0030 UTC, approximately 3-4 miles West of Cap Chien Lighthouse.

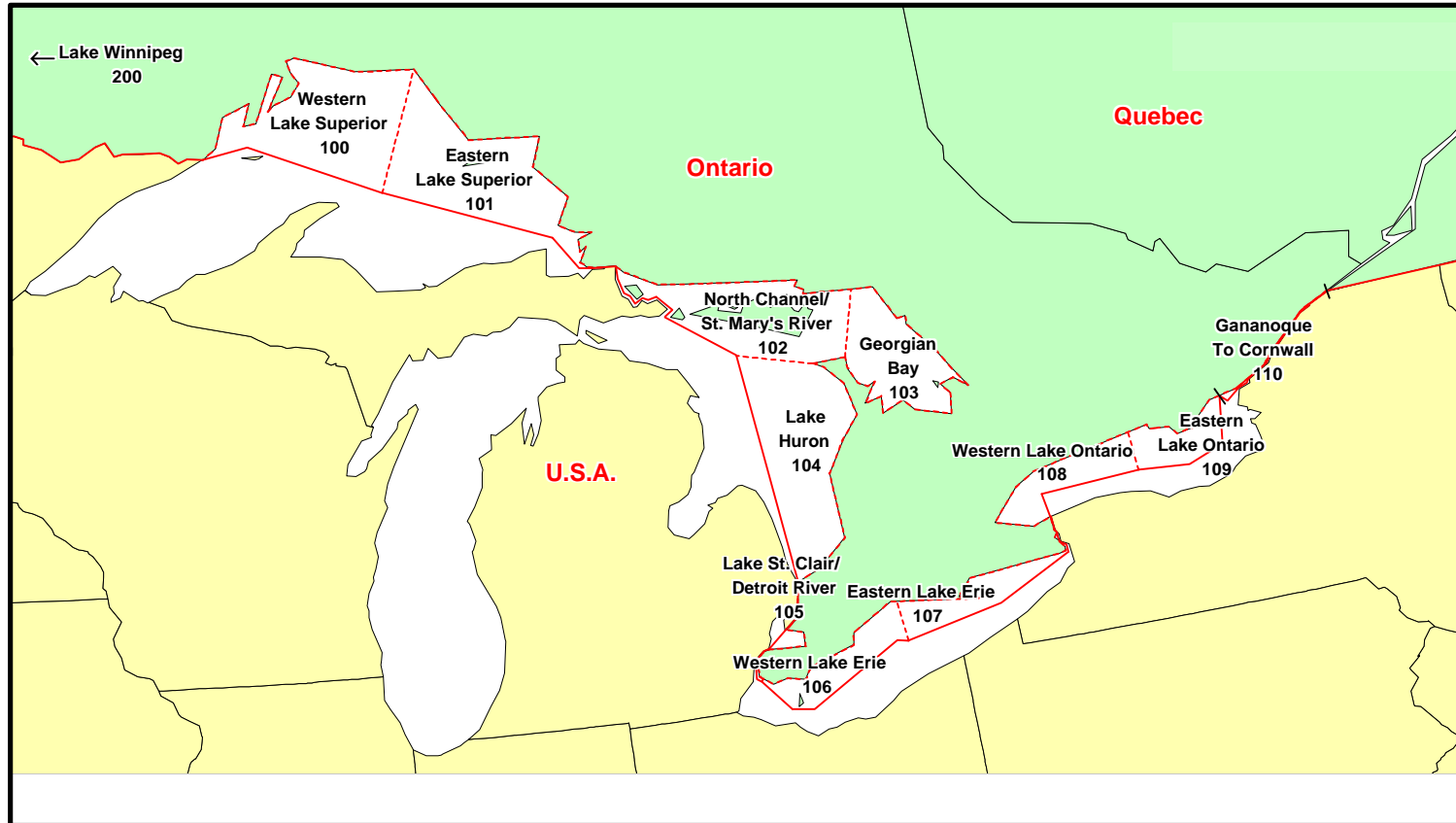
0630 UTC, June 30, 1998 - Offshore Cap Renard, a fire occurred on board the fishing vessel CLAUDE 2. The fire was caused by the failure of one of the motor's hydraulic ducts. Shortly after, the oil in the duct started to burn. The captain was unable to cut the engine, because the control device was located on the motor. He kept the compartment closed, hoping that the flames would choke. The fire caused an electrical failure and the radio could not be used. All of the distress rockets were used without any success. The captain knew that bad weather was heading his way and he proceeded to open the engine compartment, holding a fire extinguisher in case the fire was still alight. At that time, the motor seized because it had been running without lubrication. Approximately one hour after the fire began, the captain found an undamaged battery. He connected an electrical extension wire to the VHF and the GPS and indicated his exact position. The vessel was towed to St. Joachimby.

0840 UTC, September 25, 1998 - Two small motor craft, each carrying three duck hunters, collided in the dark waters of the St. Lawrence River. The accident occurred just before sunrise around 1000 UTC near l'île du Nid d'Aigle in the Sorel Region. One of the boats sank and its passengers were rescued from the water by the passengers in the second boat. It is unknown if the hunters were wearing life jackets when the accident occurred. One of the rescued hunters was sent to the hospital in critical condition. Approximately at the same time, on the St. Lawrence River in Bécancour Region, a canoe overturned leaving its two passengers in the water. The two men were wearing lifejackets and were found safe and sound.

1845 UTC, November 27, 1998 - At 1845 UTC, the Canadian fishing vessel BRIER MIST informed Les Escoumins Marine Communications and Traffic Services Centre (MCTS) that it was taking on water, but that the situation was under control. Shortly after, radio contact was lost. The vessel had left Les Escoumins around 1430 UTC and was heading towards Rimouski in heavy sea conditions. The MRSC received notification of the radio contact loss. Taking into account the problems the BRIER MIST had just reported, a distress phase was declared. CANADIAN FORCES Griffon and Hercules R314, CCG365 HELO, CCGS GEORGE R. PEAKES, HMCS D'IBERVILLE and 9 commercial vessels and 3 provincial vessels were tasked. The following day, debris and the bodies of two crew members were discovered, confirming that the BRIER MIST had foundered near l'île du Bic. The case was turned over to the QUEBEC PROVINCIAL POLICE as a missing persons case, the remaining three fishermen have never been found.

1600 UTC, December 7, 1998 - A twin-engine aircraft used for commercial purposes (passenger-carrier) failed to reach its destination. The aircraft, owned by Air Satellite Company, took off from Baie-Comeau Airport around 1610 UTC towards Rimouski, and was performing a regular flight identified as "Flight 501". The call sign was CF-CVK. In addition to the flight crew (two persons), the aircraft was carrying eight passengers. The following resources were tasked: CANADIAN COAST GUARD SHIP GEORGES R. PEARKES, two private helicopters and two CANADIAN FORCES aircraft. The wreckage was found on the St. Lawrence River close to the shore of Pointe Lebel. Three persons were saved before the aircraft was completely submerged by the rising tide. Six bodies were recovered at low tide. The co-pilot's body was never found.

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) – 1110

- M1 - Distress Incidents – **84** representing **7.57%** of maritime incidents
- M2 - Potential Distress Incidents – **75** representing **6.76%** of maritime incidents
- M3 – Incidents Resolved in the Uncertainty Phase – **765** representing **68.92%** of maritime incidents
- M4 - False Alarms and Hoaxes – **186** representing **16.75** of maritime incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **406**
- Lives Lost – **23**

Total people assisted, including general calls for assistance – **3043** (approx.)

OTHER INCIDENTS (A, C, H AND U) - 396

- Distress Incidents – **70** representing **17.68%** of other incidents
- Potential Distress Incidents – **31** representing **7.83%** of other incidents
- Incidents Resolved in the Uncertainty Phase – **68** representing **17.17%** of other incidents
- False Alarms and Hoaxes – **227** representing **57.32%** of other incidents

PEOPLE ASSISTED

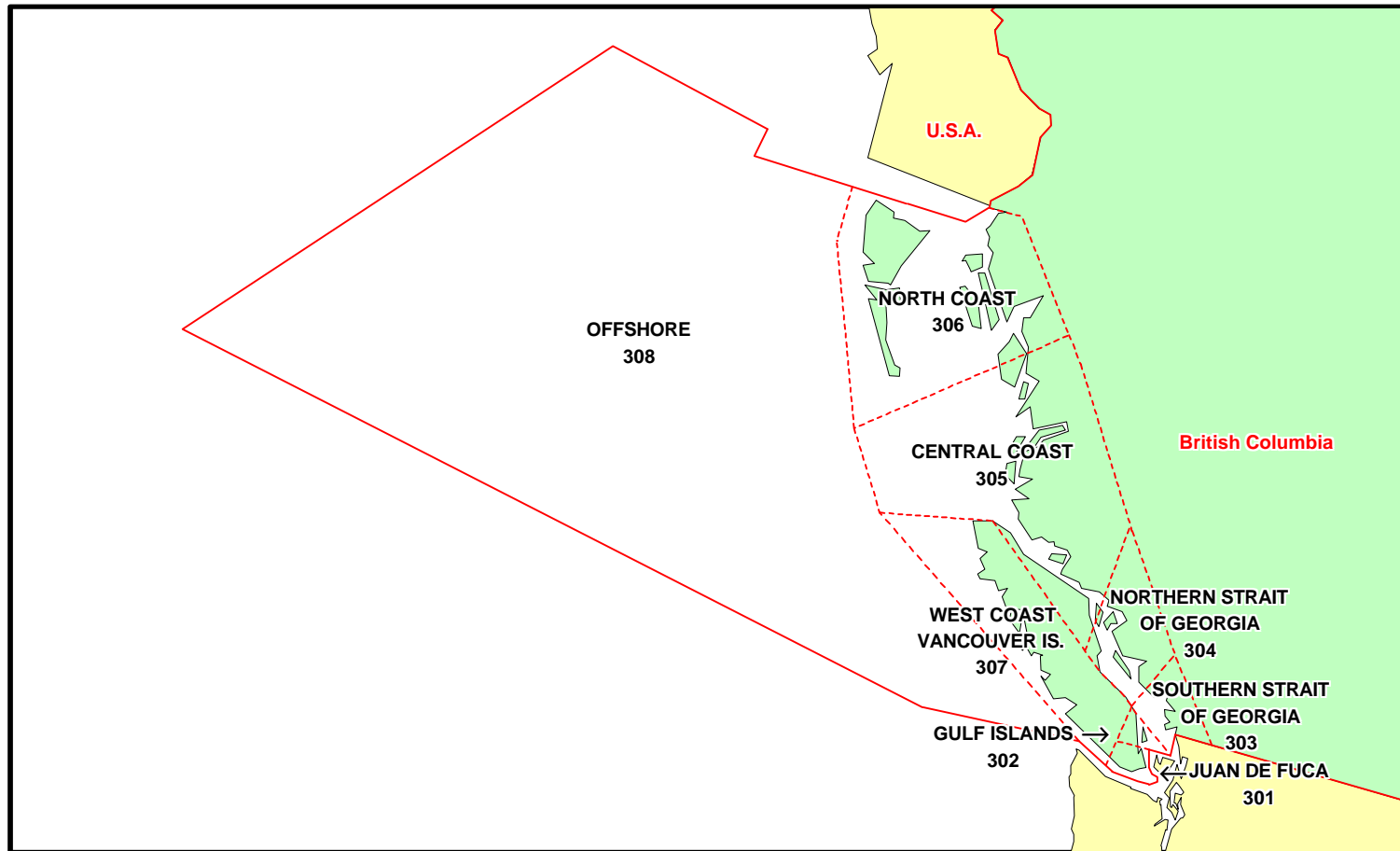
Lives at Risk

- Lives Saved – **155**
- Lives Lost – **32**

Total people assisted, including general calls for assistance – **346** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, RCC Trenton, 91.07% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)

SEARCH AND RESCUE AREAS PACIFIC REGION



PACIFIC REGION - RCC VICTORIA

MARITIME INCIDENTS (M1 + M2 + M3 + M4) – 1623

- M1 - Distress Incidents – **138** representing **8.50%** of maritime incidents
- M2 - Potential Distress Incidents – **317** representing **19.53%** of maritime incidents
- M3 – Incidents Resolved in the Uncertainty Phase – **786** representing **48.43%** of maritime incidents
- M4 - False Alarms and Hoaxes – **382** representing **23.54%** of maritime incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **1789**
- Lives Lost – **21**

Total people assisted, including general calls for assistance – **4829** (approx.)

OTHER INCIDENTS (A, C, H AND U) - 793

- Distress Incidents – **144** representing **18.16%** of other incidents
- Potential Distress Incidents – **181** representing **22.83** of other incidents
- Incidents Resolved in the Uncertainty Phase – **89** representing **11.22%** of other incidents
- False Alarms and Hoaxes – **379** representing **47.79%** of other incidents

PEOPLE ASSISTED

Lives at Risk

- Lives Saved – **447**
- Lives Lost – **55**

Total people assisted, including general calls for assistance – **1648** (approx.)

The objective of the SAR System is to save 100% of Lives at Risk in Distress and Potential Distress. In 1998, RCC Victoria, 96.71% of Lives at Risk were saved. (All Maritime, Aeronautical, Civil Assist, Humanitarian and Unknown)

PACIFIC REGION – RCC VICTORIA SIGNIFICANT INCIDENTS

2341 UTC, March 22, 1998 - RCC Victoria was notified of an overdue whale watching rigid hull inflatable, with four persons on board. Shortly thereafter, an aircraft sighted the subjects 14 km west of Tofino. The aircraft indicated persons in the water in the vicinity of Plover Reef. CCGS TOFINO, CCGS CHILCO POST, CANADIAN FORCES Labrador and CANADIAN FORCES Hercules were tasked, along with many commercial and passenger vessels. Tofino FRC recovered the first person and within 20 minutes three other ships picked up the rest of the passengers. Two people were declared dead on arrival. A third was taken off the rescue vessel, coherent. The fourth person was resuscitated by CPR. The survivors could not shed any light on the capsizing.

0747 UTC, July 13, 1998 - A concerned citizen reported an overdue herring skiff with four people on board. The fishing trip was supposed to be from Bella Bella to Purple Bluff and back. CCGS GORDON REID, CCGS NARWHAL, CCGS 253, CCGS SOOKE POST, CCGA HENRIETTA J and CANADIAN FORCES Buffalo R457 and Buffalo R462 were tasked to assist. Two survivors were found near the swamped skiff. The other two were found deceased. The skiff had been swamped by waves at 1300 UTC on July 12th. The two survivors swam ashore and the other two were swept away. They were not wearing lifejackets.

1132 UTC, August 15, 1998 - Comox MCTS advised that the cruise ship WESTERDAM reported a crew member overboard. CCGS HOVERCRAFT 045, CCGS KESTREL, CCGS GALIGUS, CANADIAN FORCES Hercules R456, CANADIAN FORCES R312, CCGA NANAIMO RESCUE (27), CCGA AUX 14 GIBSONS (14), two fishing vessels and three commercial vessels responded. CCG HOVERCRAFT 045 recovered the subject 3 hrs and 20 min after initial alert and transported subject to WESTERDAM. Person was treated by the ships doctor and CCG HOVERCRAFT 045 rescue specialists. Cruise ship WESTERDAM transported the subject to Canada Place's dock, where she was pronounced dead on arrival. Report indicates patient had just been fired and was drinking/causing a scene before jumping 70' off the deck.

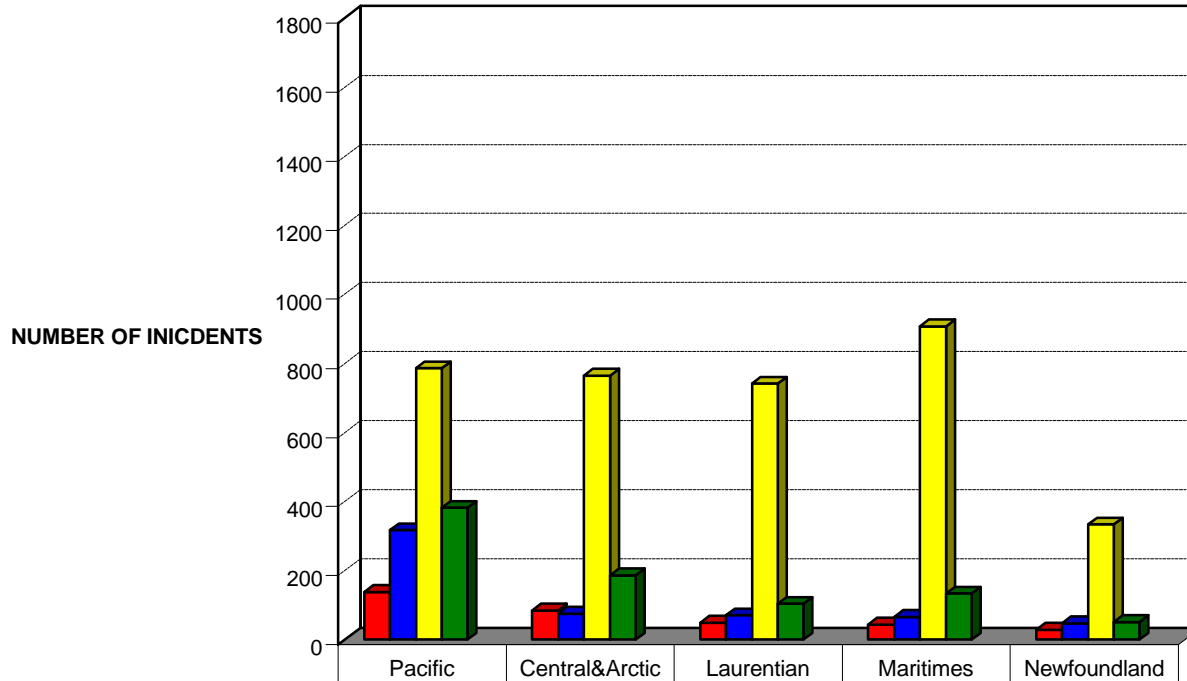
1507 UTC, August 25, 1998 - Prince Rupert MCTS was advised that the fishing vessel CHIEF SKUGATE reported an overturned vessel west of Stenhouse Shoal. CCGS ARROW POST, CCGS POINT HENRY, CCGS KITIMAT II, CCGS 253, CANADIAN FORCES Buffalo, CANADIAN FORCES Labrador, CCGA RESCUE 15 (64), CCGA RAINBOW RESPONDER (64), and 7 fishing vessels responded. The overturned vessel was identified as 15 m fishing vessel ELDORADO with four people on board travelling last evening from Dixon Entrance Salmon Fishery to Prince Rupert. Fishing vessel BORN FREE quickly located two people on board clinging to debris. They were transported to the Prince Rupert General Hospital suffering from severe hypothermia. Another person on board was later recovered from the water, deceased. The final person on board had still not been located after an extensive search. One survivor stated that the fishing vessel was fully loaded and capsized at 02:00 UTC the previous evening from unknown causes with about 45 seconds notice. Incident was turned over to RCMP as a missing person case.

1933 UTC, November 9, 1998 - Vancouver MCTS was advised that the vessel OPTIMUS was on scene with a deep sea vessel whose lifeboat had fallen and trapped two people inside. Three people from the vessel had jumped into the water to assist. CCGS MANYBERRIES, CCGS OSPREY, CCGS HOVERCRAFT 045, CCGA DEEP COVE LIFEBOAT (02), CANADIAN FORCES Labrador R312 and other resources were tasked. An ambulance was tasked to wait at Cates Park. Divers were tasked to assist. Commercial vessel C-TOW MELWOOD met with OPTIMUS and helped remove people from the water, then proceeded to Cates Park. Fire

department Fireboat #3 recovered another three people and was enroute to Cates Park as well. Total of eight people rescued and one person deceased (crushed by lifeboat).

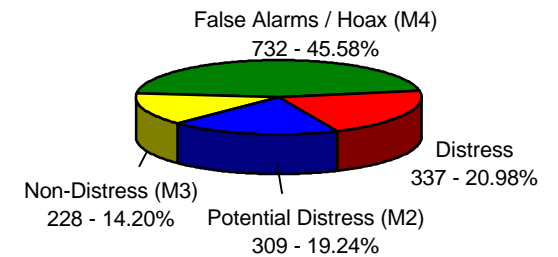
2121 UTC, November 15, 1998 - Vancouver MCTS was advised that the North Vancouver Fire Department was on scene of an overturned kayak at the mouth of Capilano River. CCGS OSPREY FRC and CCGS HOVERCRAFT 045 were tasked to assist. Resources stood down when the fire department advised that they had recovered person in water (deceased). Another person was involved but was able to get to shore safely.

1998 MARITIME INCIDENTS CLASSIFICATIONS M1, M2, M3 AND M4

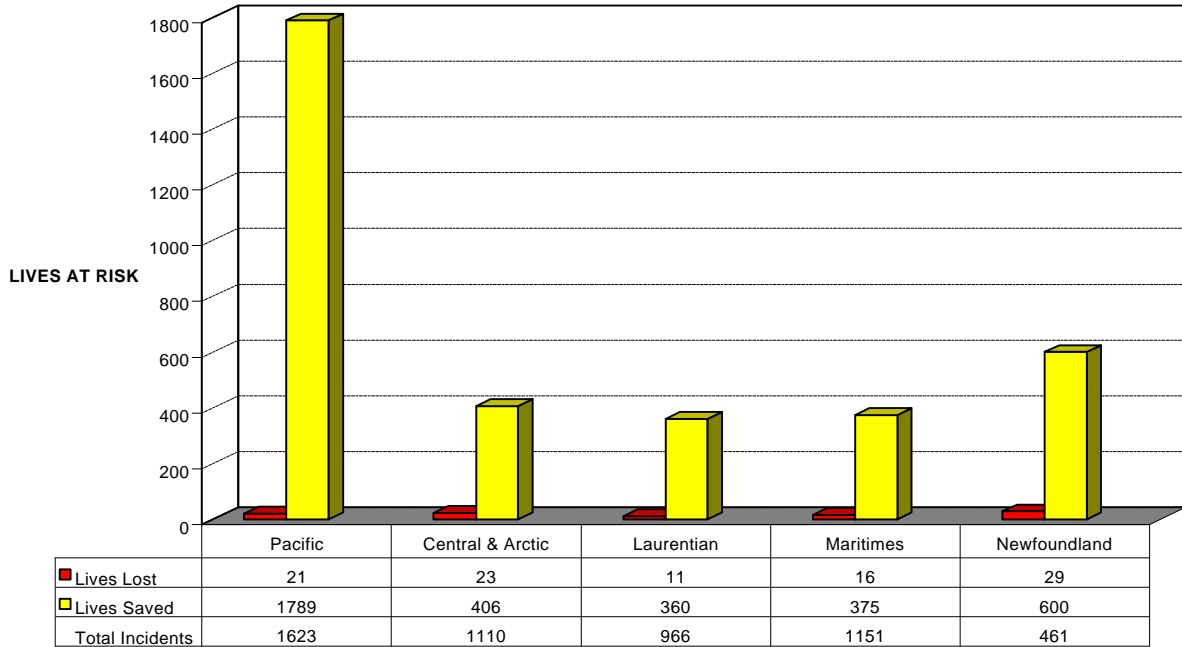


■ Distress (M1)	138	84	49	44	29
■ Potential Distress (M2)	317	75	71	66	47
■ Non-Distress (M3)	786	765	742	907	334
■ False Alarms / Hoax (M4)	382	186	104	134	51
Total	1623	1110	966	1151	461

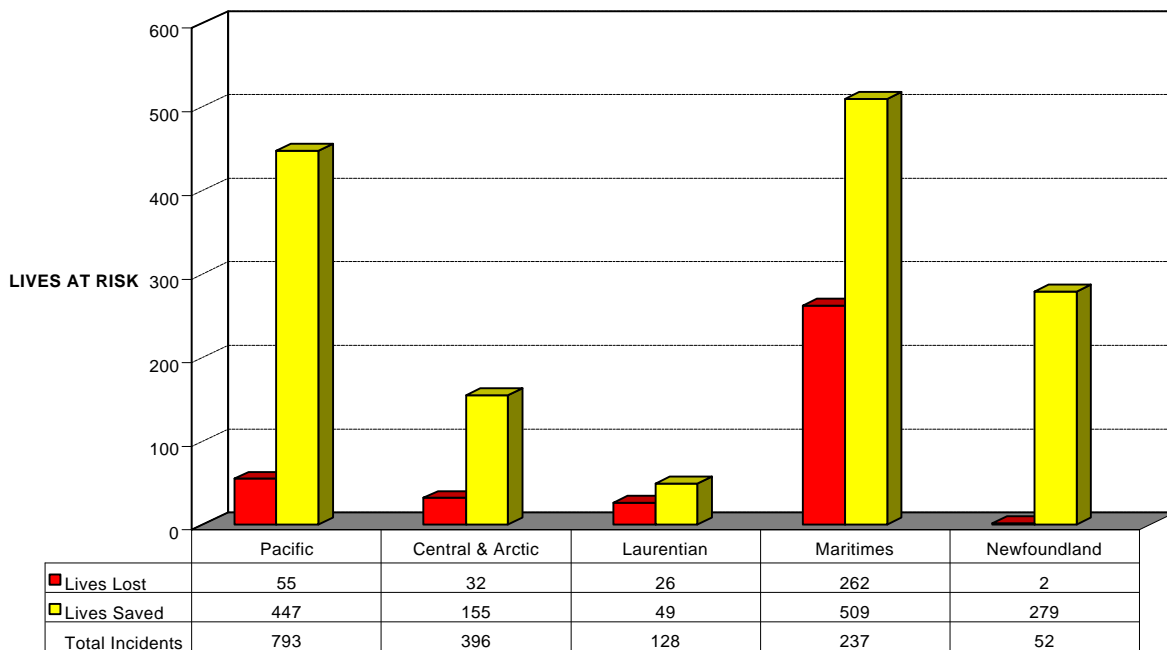
OTHER INCIDENTS CLASSIFICATIONS A, C, H AND U



**1998 MARITIME INCIDENTS - REGIONALLY
CLASSIFICATIONS M1, M2, M3 AND M4
LIVES SAVED / LIVES LOST**



**1998 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)	759	242	21	UNKNOWN	CAPSIZED	PLEASURE CRAFT
303 (P)	615	959	23	UNKNOWN	MEDICAL	PLEASURE CRAFT
004 (M)	476	124	2	OTHER	CAPSIZED/OTHER	PLEASURE CRAFT
007 (M)	420	108	7	ILLNESS / MECHANICAL FAILURE	MEDICAL	FISHING VESSEL
304 (P)	386	175	5	MECHANICAL FAILURE	MEDICAL	PLEASURE CRAFT
306 (P)	245	225	14	UNKNOWN	MEDICAL	FISHING VESSEL
305 (P)	224	184	0	ILLNESS	MEDICAL	PLEASURE CRAFT
307 (P)	214	166	6	MECHANICAL FAILURE	CAPSIZED	PLEASURE CRAFT
108 (C)	213	41	3	WEATHER	CAPSIZED	PLEASURE CRAFT
105 (C)	204	51	3	UNKNOWN	CAPSIZED/	PLEASURE CRAFT
032 (N)	198	176	5	ICE	TAKING ON WATER	FISHING VESSEL
301 (P)	191	155	0	UNKNOWN	CAPSIZED	PLEASURE CRAFT
141 (L)	179	113	6	WEATHER	SUICIDE	PLEASURE CRAFT
302 (P)	177	134	3	MECHANICAL FAILURE	CAPSIZED	PLEASURE CRAFT
006 (M)	175	54	10	OTHER	NONE	FISHING VESSEL
107 (C)	174	43	2	WEATHER	CAPSIZED	PLEASURE CRAFT
033 (N)	131	620	3	MECHANICAL FAILURE	GROUNDED/ OTHER	FISHING VESSEL
103 (C)	127	54	11	VARIOUS	CAPSIZED	PLEASURE CRAFT
034 (N)	100	25	2	UNKNOWN	NONE	FISHING VESSEL
001 (L)	91	41	8	WEATHER	NONE	PLEASURE CRAFT
109 (C)	91	64	2	UNKNOWN	CAPSIZED	PLEASURE CRAFT
110 (C)	91	29	0	DANGEROUS PILOTING	CAPSIZED	PLEASURE CRAFT
008 (M)	90	123	232	MECHANICAL FAILURE	OTHER	FISHING VESSEL
005 (M)	80	40	24	ILLNESS	MEDICAL	FISHING VESSEL
104 (C)	78	25	2	WEATHER	CAPSIZED	PLEASURE CRAFT
106 (C)	71	32	3	UNKNOWN	FOUNDERED	PLEASURE CRAFT
002 (L)	67	20	2	ILLNESS / INJURY	FOUNDERED	PLEASURE CRAFT
102 (C)	57	28	1	LACK OF KNOWLEDGE	FOUNDERED	PLEASURE CRAFT
200 (C)	50	18	0	HULL / RIGGING FAILURE	NONE	PLEASURE CRAFT
031 (N)	40	16	0	MECHANICAL FAILURE	NONE	FISHING VESSEL
100 (C)	35	18	2	UNKNOWN	NONE	PLEASURE CRAFT
009 (N)	24	23	0	ILLNESS	CAPSIZED/ MEDICAL	FISHING VESSEL
309 (P)	16	5	0	AIR. OTHER MECHANICAL FAILURE	CRASH	AIRCRAFT
011 (M)	15	6	2	ILLNESS	PERSON OVERBOARD	FISHING VESSEL
260 (C)	15	7	2	UNKNOWN	CAPSIZED/CRASH	AIRCRAFT
308 (P)	12	8	0	OTHER	CAPSIZED	COMMERCIAL VESSEL
155 (C)	8	6	1	UNKNOWN	CRASH/PERSON OVERBOARD	PLEASURE CRAFT
101 (C)	7	7	2	WEATHER	CAPSIZED	PLEASURE CRAFT
010 (C)	4	1	3	UNKNOWN	OTHER	FISHING VESSEL

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
NEWFOUNDLAND (999)	13	9	1	ILLNESS	CRASH/MEDICAL	FISHING VESSEL
MARITIMES (053)	34	145	1	ILLNESS / INJURY	MEDICAL	OTHER
(055)	31	19	6	OTHER	AIRBORNE EMERGENCY	OTHER
(057)	20	10	2	OTHER	MEDICAL	OTHER
(058)	9	8	6	OTHER	CRASH	OTHER
(060)	14	238	2	ILLNESS	MEDICAL	OTHER
(061)	1	1	0	OTHER	NONE	OTHER
(520)	15	1	0	VARIOUS	MEDICAL	FISHING VESSEL
LAURENTIAN (056)	3	1	0	VARIOUS	NONE	OTHER
(059)	9	8	2	ILLNESS / INJURY	MEDICAL	OTHER
CENTRAL & ARCTIC (160)	7	6	0	WEATHER	CAPSIZED/ CRASH	PLEASURE CRAFT
(251)	48	13	3	ILLNESS / INJURY	CRASH	AIRCRAFT
(252)	24	16	3	INJURY / OTHER	MEDICAL	AIRCRAFT
(253)	78	27	4	UNKNOWN	CRASH	AIRCRAFT
(254)	21	3	0	OTHER	NONE	AIRCRAFT
(255)	13	1	2	UNKNOWN	CRASH	AIRCRAFT
(256)	11	10	3	AIR. OTHER MECHANICAL FAILURE	CRASH	AIRCRAFT
(257)	20	25	4	DANGEROUS PILOTING	CRASH	AIRCRAFT
(500)	4	0	0	N/A	NONE	NIL
(504)	1	0	0	UNKNOWN	OTHER	FISHING VESSEL
(505)	30	14	1	UNKNOWN	CAPSIZED	PLEASURE CRAFT
(506)	9	2	0	ILLNESS / UNKNOWN	MEDICAL/OTHER	PLEASURE CRAFT
(507)	5	0	0	N/A	NONE	PLEASURE CRAFT
(508)	4	18	0	VARIOUS	CAPSIZED/ GROUNDED	PLEASURE CRAFT
(509)	3	2	0	UNKNOWN	TAKING ON WATER	OTHER
(510)	4	1	0	MECHANICAL FAILURE	NONE	PLEASURE CRAFT
PACIFIC (351)	34	41	0	UNKNOWN	CRASH	AIRCRAFT
(352)	95	28	2	UNKNOWN	CRASH	AIRCRAFT
(353)	38	20	6	UNKNOWN	CRASH	AIRCRAFT
(354)	10	2	0	UNKNOWN	CRASH	AIRCRAFT/OTHER
(355)	18	16	0	AIRCRAFT ENGINE FAILURE	CRASH	AIRCRAFT
(358)	24	22	5	ILLNESS	MEDICAL	OTHER
(359)	71	45	6	UNKNOWN	CRASH	AIRCRAFT
(400)	4	0	4	UNKNOWN	CRASH	AIRCRAFT
(530)	37	51	2	UNKNOWN	CAPSIZED	PLEASURE CRAFT
(531)	5	0	0	N/A	NONE	OTHER/FISHING VESSEL
<u>TOTAL</u>	<u>767</u>	<u>803</u>	<u>65</u>			

**TYPES OF CRAFT WE ASSISTED IN 1998 - REGIONALLY
MARITIME INCIDENTS (CLASSIFICATIONS M1, M2, M3 AND M4)**

	TOTAL	PACIFIC	CENTRAL & ARCTIC	LAURENTIAN	MARITIMES	NFLD
<u>PLEASURE CRAFT – 3532</u>						
PERSONAL WATERCRAFT	113	12	28	49	23	1
CANOES/KAYAKS	163	82	28	48	1	4
OPEN BOAT	326	52	40	14	168	52
SAIL: 760 INCIDENTS						
00.0 M to 05.5 m	145	43	40	42	20	0
05.6M to 8.0M	205	49	58	65	33	0
8.1M to 12.0M	289	96	94	52	44	3
12.1M to 20.0M	61	32	13	9	7	0
> 20.0M	3	2	1	0	0	0
SAILBOARDS	57	16	21	16	4	0
MOTOR: 2170 INCIDENTS						
00.0 M to 05.5 m	661	286	198	154	22	1
05.6M to 8.0M	1 011	287	362	299	62	1
8.1M to 12.0M	376	127	115	106	26	2
12.1M to 20.0M	107	47	31	15	14	0
> 20.0M	15	4	2	1	7	1
<u>FISHING VESSELS – 1223</u>						
G.T. >=15	716	126	2	19	375	194
G.T. <15 & >12.2M	102	9	2	3	40	48
G.T. <15 & 8.1M TO 12.2M	338	82	1	8	175	72
G.T. <15 & 0.0M TO 08.0M	67	23	0	2	29	13
<u>OTHER – 573</u>						
COMMERCIAL VESSEL	153	89	11	23	9	21
GOVERNMENT VESSEL	24	6	0	14	4	0
PERSON	16	13	2	0	0	1
OTHER	87	33	24	6	0	24
NIL	280	83	37	70	75	15
UNKNOWN	13	5	2	0	4	2
<u>TOTAL</u>	<u>5328</u>	<u>1604</u>	<u>1112</u>	<u>1015</u>	<u>1142</u>	<u>455</u>

**TYPES OF CRAFT WE ASSISTED IN 1998 - REGIONALLY
OTHER INCIDENTS - CLASSIFICATIONS A, C, H AND U**

	TOTAL	PACIFIC	CENTRAL & ARCTIC	LAURENTIAN	MARITIMES	NFLD
<u>PLEASURE CRAFT – 107</u>						
PERSONAL WATERCRAFT	2	1	1	0	0	0
CANOE/KAYAKS	10	4	4	2	0	0
OPEN BOAT	5	2	2	0	1	0
SAIL: 30 INCIDENTS						
00.0 M to 05.5 m	7	1	6	0	0	0
05.6M to 8.0M	5	0	4	1	0	0
8.1M to 12.0M	13	11	2	0	0	0
12.1M to 20.0M	3	2	0	0	1	0
> 20.0M	0	0	0	0	0	0
SAILBOARDS	2	0	2	0	0	0
MOTOR: 60 INCIDENTS						
00.0 M to 05.5 m	15	10	5	0	0	0
05.6M to 8.0M	28	10	16	2	0	0
8.1M to 12.0M	13	5	7	1	0	0
12.1M to 20.0M	4	2	2	0	0	0
> 20.0M	0	0	0	0	0	0
<u>FISHING VESSELS – 62</u>						
G.T. >=15	48	16	0	1	26	5
G.T. <15 & >12.2M	8	1	1	0	1	5
G.T. <15 & 8.1M TO 12.2M	4	2	0	0	1	1
G.T. <15 & 0.0M TO 08.0M	2	2	0	0	0	0
<u>OTHER CRAFT – 1062</u>						
COMMERCIAL VESSEL	72	41	3	11	12	5
GOVERNMENT VESSEL	9	5	0	1	2	1
PERSON	388	260	56	69	0	3
OTHER	107	14	69	1	0	23
LAND VEHICLE	14	13	1	0	0	0
NIL	432	177	56	40	155	4
UNKNOWN	40	29	10	0	0	1
<u>AIRCRAFT – 381</u>						
GLIDER/HANG-GLIDER	3	2	1	0	0	0
HELICOPTER	57	46	11	0	0	0
HOT AIR BALLOON	2	0	2	0	0	0
MULTI-ENGINE AIRCRAFT	85	24	24	0	37	0
SINGLE ENGINE AIRCRAFT	229	118	109	1	1	0
PRIVATE AIRCRAFT/ULTRA LIGHT	5	4	1	0	0	0
<u>TOTAL</u>	<u>1612</u>	<u>802</u>	<u>395</u>	<u>130</u>	<u>237</u>	<u>48</u>

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

	TOTAL	PACIFIC	CENTRAL & ARCTIC	LAURENTIAN	MARITIMES	NFLD
<u>STRIKING - 528</u>						
GROUNDING	528	190	129	120	81	8
<u>NAVIGATION - 3074</u>						
CRASH	1	0	0	0	0	1
DISABLED	2976	697	597	617	769	296
DISORIENTATED	97	33	20	18	21	5
<u>PERSONNEL - 54</u>						
PERSON OVERBOARD	51	21	16	6	5	3
MEDICAL	3	3	0	0	0	0
<u>OTHER CONDITIONS - 1436</u>						
CAPSIZED	226	85	60	48	27	6
FOUNDERED	61	28	13	17	3	0
TAKING ON WATER	203	74	37	15	47	30
ON FIRE	75	36	12	12	8	7
FALSE ALARM	871	383	201	104	132	51
<u>OTHER - 219</u>						
OTHER	194	55	25	8	56	50
BODY RECOVERY	3	2	0	0	1	0
MISSING PERSON(S)	4	3	0	0	0	1
STRANDED	14	9	0	1	1	3
PERSON IN THE WATER	4	4	0	0	0	0
<u>TOTAL</u>	5311	1623	1110	966	1151	461

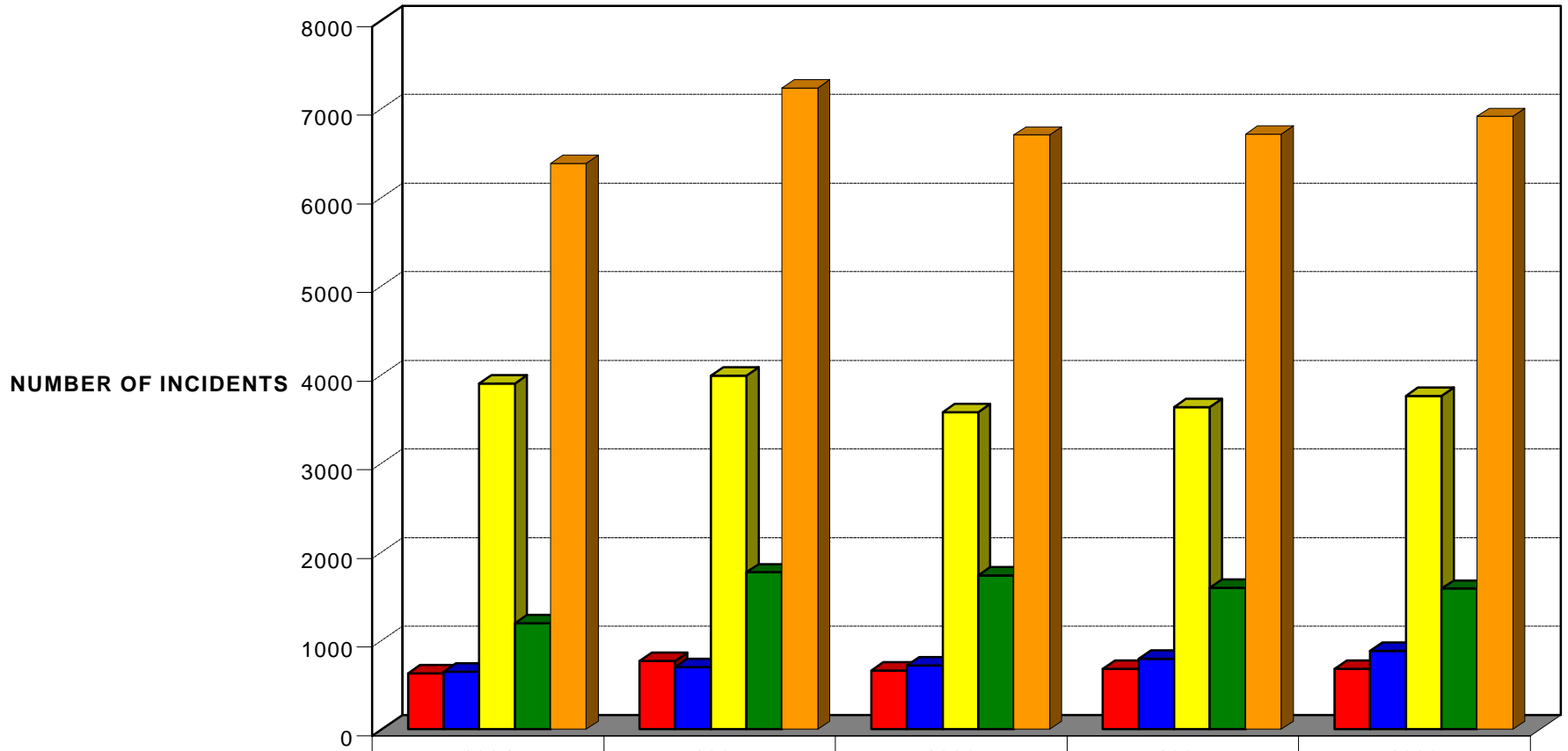
**TYPES OF INCIDENTS – REGIONALLY
CLASSIFICATIONS A, C, H AND U**

	TOTAL	PACIFIC	CENTRAL & ARCTIC	LAURENTIAN	MARITIMES	NFLD
<u>STRIKING - 10</u>						
GROUNDING	10	1	9	0	0	0
<u>NAVIGATION - 29</u>						
DISABLED	29	4	25	0	0	0
<u>PERSONNEL – 383</u>						
PERSON OVERBOARD	5	4	1	0	0	0
MEDICAL	378	211	37	18	91	21
<u>OTHER CONDITIONS – 734</u>						
CAPSIZED	6	3	3	0	0	0
FOUNDERED	11	0	0	0	11	0
TAKING ON WATER	2	0	2	0	0	0
ON FIRE	9	8	1	0	0	0
FALSE ALARM	706	377	222	35	61	11
<u>OTHER – 288</u>						
OTHER	100	29	23	8	34	6
BODY RECOVERY	28	8	6	14	0	0
MISSING PERSON(S)	42	19	8	3	8	4
STRANDED	9	3	2	2	1	1
PERSON IN THE WATER	38	12	7	16	0	3
SUICIDE/ATTEMPTED	71	32	1	31	3	4
SUICIDE						
<u>AIR – 162</u>						
CRASH	99	50	33	1	14	1
DITCHING	8	4	4	0	0	0
AIRBORNE EMERGENCY	37	18	4	0	14	1
FORCED LANDING	18	10	8	0	0	0
<u>TOTAL</u>	1606	793	396	128	237	52

5 YEAR TREND

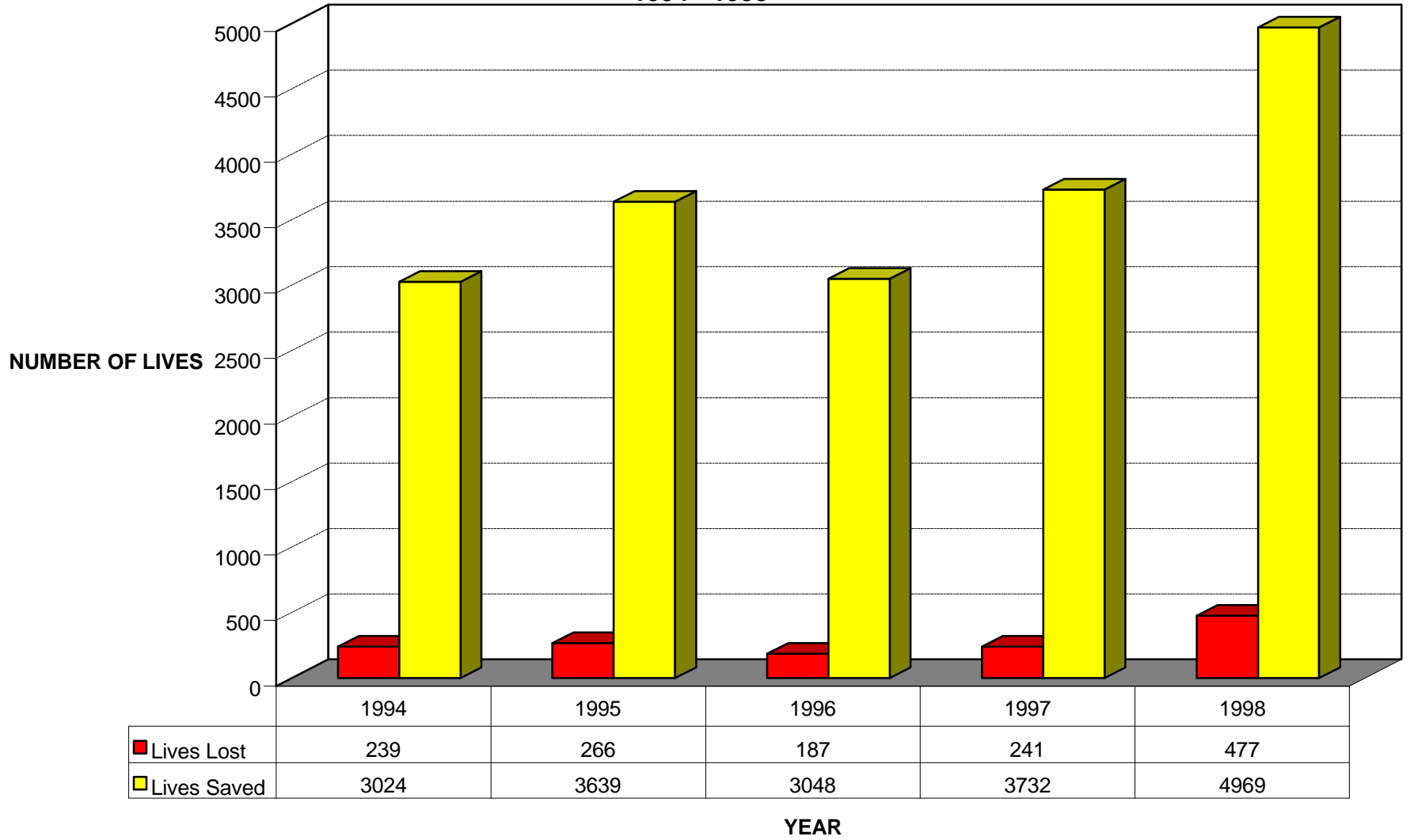
1994 – 1998

**TOTAL SEARCH AND RESCUE INCIDENTS
1994-1998**

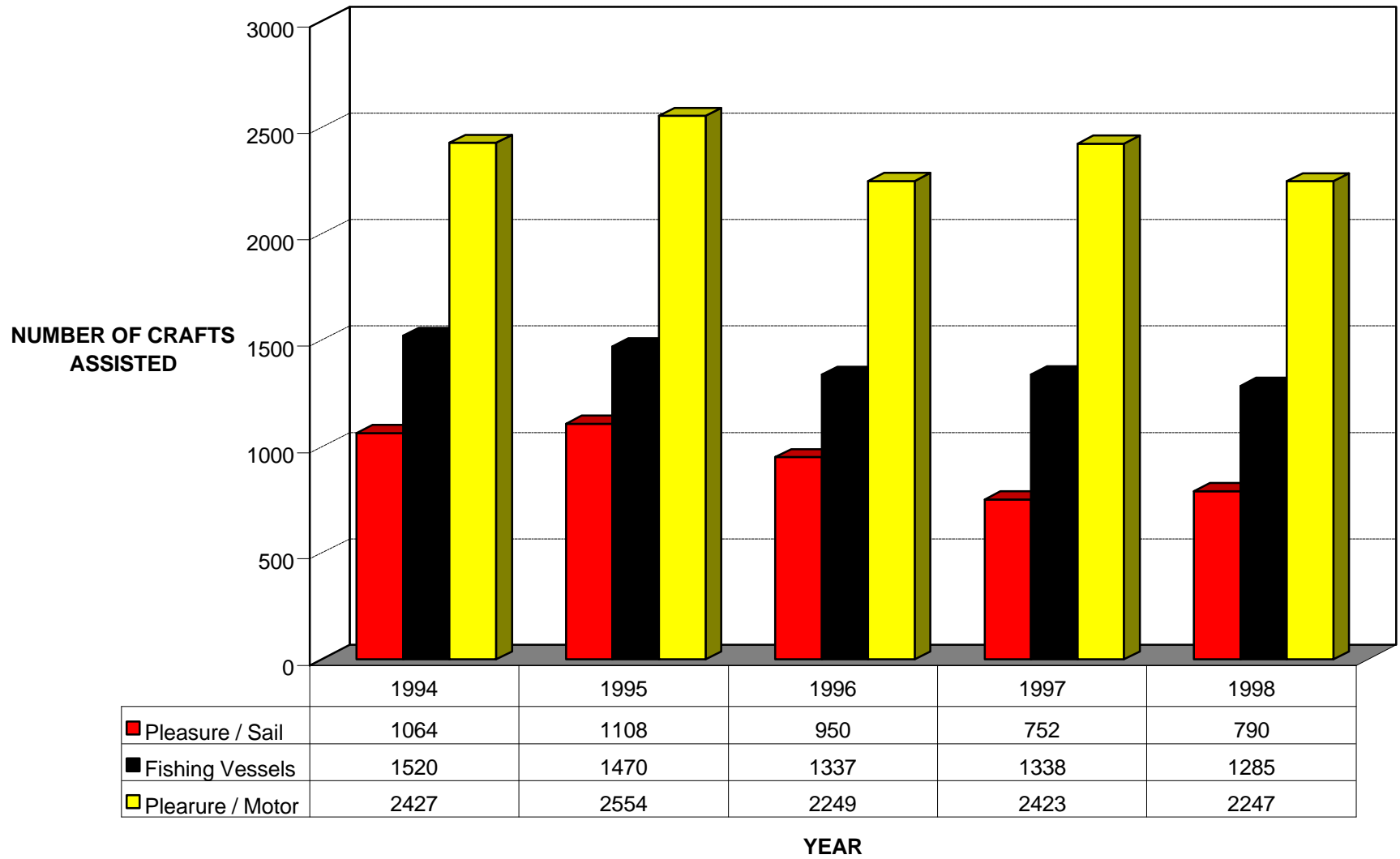


	1994	1995	1996	1997	1998
■ Distress	632	771	665	684	681
■ Potential Distress	651	702	720	799	885
■ Non-Distress	3906	3992	3582	3638	3762
■ False Alarm / Hoax	1195	1773	1739	1596	1589
■ Total Incidents	6384	7238	6706	6717	6917

**LIVES SAVED / LIVES LOST
1994 - 1998**



TYPES OF CRAFT ASSISTED 1994-1998



CANADIAN COAST GUARD

PRIMARY SAR UNITS

CANADIAN COAST GUARD PRIMARY SAR RESOURCES

<u>TYPE</u>	<u>DESCRIPTION</u>	<u>OPERATIONS</u>
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

GLOSSARY

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.
FOUNDERED	A vessel has sunk.

GLOSSARY (cont'd)

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.
RCC	Rescue Coordination Centre.

GLOSSARY (cont'd)

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.