

Emergency Preparedness

Overview

This special Emergency Section has been compiled in this yearbook to provide Pointe au Baril Islanders a onek-stop snapshot of various factors that, if known and planned for ahead of time, could provide a better understanding, guidance and direction should an emergency occur while on vacation out in the islands.

*As Mike Evans, M.D., our esteemed PaBIA Medical Chair, reminds us:
General Dwight D. Eisenhower once said,
"In preparing for battle, I have always found that plans are useless,
but planning is indispensable"*

The various component parts of this section contain:

- Two year's worth of work by PaBIA's Emergency Medical Services Task Force* that came together as a result of the void created with the demise of PaBERT, PaB's Emergency Response Team
 - What was learned from PaBERT?
 - What are the issues facing us today?
 - Why are the risks heightened in an off shore environment?
 - Suggestions for how to PREPARE
 - EMS Committee's plan looking forward
- COTTAGER EMERGENCY ACTION PLAN (duplicate found on the back flap of this book intended to be detached, filled out and posted in a prominent place)
- EMERGENCY PHONE NUMBERS AND GPS template to be filled out NOW
- Symptoms of some of the Major Medical emergencies
 - Signs of a **Heart Attack**
 - How to identify a **Stroke**
 - How to recognize a person **Drowning**
 - What to do in the case of a **Massasauga Rattlesnake Bite**
- How to prepare to manage Fire Emergency with helpful checklist
- What are Marine Emergency protocols



*EMS Task Force: Scott Sheard, Chair; Tonia Blenkarn, Mike Evans, MD, Gary French, Ed Garner, and Bill Watts

EMS COMMITTEE REVIEW MARCH 2018

A Many Level Dilemma Without an Easy Solution

UNDERSTANDING THE STATUS TODAY

PaBIA's EMS Committee has diligently been working in the background to learn all that is involved in providing Emergency assistance to Islanders, what to do about the issues we face today and to work toward permanent solutions for the offshore emergency & transportation dilemma we now face..

For sure, the void created with the loss of PaBERT awakens us to the need

- to recognize and manage risk
- to minimize the requirement for highly trained EMS personnel to supply immediate medical and transportation services; and
- to be prepared in the case of fire at our cottage/island.

In short, for now, should an emergency occur, our members need a plan and tools to meet the challenge and utilize our support systems to the best of our ability.

WHAT HAVE WE LEARNED FROM PABERT

The loss of PaBERT (Pointe au Baril Emergency Response Team), after 12 years of dedicated support to the Islanders, has left a considerable community void for all of us. PaBERT had provided

- ☞ well trained emergency response personnel,
- ☞ a fire and rescue boat for transportation of EMS personnel out to and patient transport back to the mainland
- ☞ 24/7 medical and fire coverage to our off shore community.

THANK YOU to those volunteers from our permanent community who served us so well for so many years.

PABIA'S MANDATE IS TO ADVOCATE

First and foremost, let's be clear that there are no easy answers. Please recognize that PaBIA's mandate is NOT to provide emergency services to the islands. Rather its mandate includes being your voice to the issues we face; and if applicable, your advocate for the needs we see.

At its core, PaBIA's Directors have always taken the time to educate themselves in what problems exist and then to look for avenues to solve the issues. With the breadth and depth of our membership, we are in a unique position to do so.

In the meantime, PaBIA's EMS Committee has focused on practical ways to enhance member medical safety, encouraging self-preparedness and recommending practical tools.

HISTORICALLY

PaBIA's Medical and fire concerns have been noted in our archives since PaBIA began in 1908. From a medical perspective, a doctor was available on the Ojibway Island into the 1950s for short periods of time to tend to non emergency ailments.

The fear of fire has been ever present; and PaBIA has provided community firepumps and listed locations of private portable firepumps in the yearbook for years (organized by location grid on PaBIA's area map). Now, however, without PaBERT, having a checklist to guide us on what we need and identifying next steps is highly recommended.

RISKS, PREPAREDNESS AND PLANNING AHEAD

On the following pages PaBIA has compiled useful information to assist you in understanding why and then preparing for the unexpected crisis. Should you be faced with an island emergency, the knowledge gained on these pages should provide you a better awareness of what to do.

IN A NUTSHELL, WE MUST UNDERSTAND THE RISKS, BE PREPARED AND PLAN AHEAD

RISK

Living in a water-based community increases our risk to receive quick emergency assistance out in the islands.

• **In Pointe au Baril we are fortunate to have:**

- ☞ Nursing Station (non-emergencies): 9 am -5 pm Monday - Friday w Nurse on duty and MD by appointment 2x/week
- ☞ West Parry Sound Health Centre – 30 minutes from PaB Station to Parry Sound
- ☞ Ambulance and Bay in PaB: 8 am – 10 pm 80% of the time (when not out on a call to surrounding areas that the ambulance covers)
- ☞ OPP Marine Unit: Transportation of paramedics after 10 p.m. to PaB from Parry Sound

Member Safety

Emergency

RISK *continued:*

- **Transportation of EMS personnel to the islands is a significant challenge for members and EMS Staff in water access only communities:**
 - Ⓢ Requires Certified Transportation Agency to transport EMS paramedics to the patient in the islands;
 - Ⓢ Most people's boats do not qualify to transport EMS personnel:
 - Ⓢ Need special equipment to assist EMS
 - Ⓢ Need proper allocated space to carry a patient safely
 - Ⓢ Need safe access for transporting a patient from dock/land to boat
 - Ⓢ Need driver with nighttime skills and knowledge of waters.
 - Ⓢ Most people's credentials do not qualify for transportation of EMS personnel into islands;
 - Ⓢ Proper Insurance coverage necessary;
 - Ⓢ Requires dependable 24/7 coverage;
 - Ⓢ There is no provincial financial assistance for transportation of EMS personnel in water access only communities in Ontario.
 - Ⓢ Requires 911 communication tools, protocols and coordination with land emergency transportation.

- **How 911 works (ONLY MEDICAL)**
 - Ⓢ 911 answers all emergency calls 24/7:
 - Ⓢ Documents your call and determines needs;
 - Ⓢ Is EMS personnel needed, if so, are you transporting patient to mainland?
 - Ⓢ Arrange EMS paramedics to patient if required?
 - Ⓢ Is Ambulance at the Station?
 - Ⓢ Mobilizes action and maintains the 911 phone call throughout the emergency
 - Ⓢ Coordinates the closest available certified transportation agency:
 - o OPP
 - o Coast Guard
 - o EMS (if after 10 pm, EMS will be transported by OPP from Parry Sound – a possible delay of 2 to 4 hours likely).

PREPARE for EMERGENCIES

We encourage PaBIA members to manage medical risk through practical measures:

- ☞ Learn first aid to make informed decisions during medical emergencies,
- ☞ Equip your cottage with the right tools,
- ☞ Discuss with family members and create cottage emergency plan,
- ☞ Plan with Neighbours in the case of fire or medical emergency.

EMS Committee LOOKING AHEAD for Permanent Solutions

- ☞ Separate organization to develop and plan for a local certified transportation agency
- ☞ Costs and constraints associated with providing seasonal certified transportation agency
- ☞ Surveying PaBIA membership for their level of concern/interest. Is this a priority of our membership?
- ☞ Surveying the community for their level of concern/interest.



This 2018 Yearbook has provided a great deal of information along with a detachable back flap for the use of all PaBIA/Ojibway Members. However, it will only be of help if it is filled out and prominently displayed. This is the best way to manage medical risk in our community.

Should any member of PaBIA feel strongly about this initiative, please step forward and give your time and expertise toward finding the best solution for Pointe au Baril, contact Scott Sheard, PaBIA EMS Committee Chair.

**PLEASE TAKE THE TIME TO READ THE MATERIALS SET FORTH
IN THIS SPECIAL SECTION - IT MAY ONE DAY SAVE YOUR LIFE OR
ONE OF YOUR LOVED ONES.**



Pointe au Baril Islanders' Association

HOW to Manage Medical Risk in Offshore Environs: Pointe au Baril

LIVING IN HIGHER RISK AREA

Pointe au Baril is probably one of the more remote yet riskier environments that most of us will experience in our lives. We must consciously recognize that our wilderness community has real dangers that are inherently different than those found in the cities where we live. Once we are on the mainland, there is daytime coverage, thanks to the Ambulance at the Nursing Station but the

**TRICK WE ALL FACE IS GETTING THE INJURED OR SICK FROM
THE COTTAGE TO THE DOCK, INTO THE BOAT AND THUS TO THE
MAINLAND, ESPECIALLY AT NIGHT AFTER 10 p.m.**

Cottagers are then extending their seasons and wanting to enjoy living offshore much later in life than in prior generations. That too poses additional risks.

MITIGATING RISKS

We must all take measures to prepare for, manage, and mitigate risks. This can be accomplished through individual preparedness and planned responses to emergencies. We need to combine individual responsibility with the existing capabilities of all available emergency services and work with government agencies to provide services appropriate for our water based community.

It is important that if a person residing on your island has heightened health concerns, it is wise to have those around that person alert to emergency procedures and any necessary medications that might be warranted.

The existing local emergency response system operates out of the Emergency Response Office near the hospital in Parry Sound. It is reached by dialing 911 for all medical emergencies. The response time for Parry Sound EMS (Emergency Medical Services) to the station docks will vary considerably from 30 minutes to several hours, depending on time of day (in residence in Pointe au Baril when not out responding to another call 8:00 a.m. – 10:00 p.m.), the weather and location of the EMS units.

EMERGENCY ON YOUR ISLAND

The 911 Operator will explain where to meet the EMTs and the ambulance. The 911 Operator will make the decision on how to move forward, with your input. However, if the decision is to take the patient to the mainland, consider the following:

- How would you carry a comatose patient from your cottage down your rocks/path to the dock; Do you have a gurney or rough terrain chair?
- How many people would it take to safely maneuver and how would you get that comatose patient safely into your boat?
- Would you be able to drive your boat into the station in the pitch dark?

If possible, we should all have a plan available for transportation a patient to the mainland. The assistance of neighbours or friends may provide critical assistance on site with the patient by:

- Helping you get the patient down to the dock and into a boat, and
- Transporting the patient to the mainland, especially if they can drive the boat in the dark and you cannot.

All cottagers are encouraged to establish a “Neighbourhood Plan” that sets out how you and your neighbours may assist each other in times of emergency. Meet with them and exchange phone numbers and identify who is qualified to assist and in what capacity. Keep a written record of this information handy, in the Emergency Phone Numbers and GPS.

YOUR ISLAND PLAN

Your plan should include a written description of how you will evacuate someone from your island in an emergency. This will help others on your island know what to do if those who made the plan are not available. Sometimes it is difficult during a crisis to remember what needs to be done, where phone numbers are written down and equipment is located.

- Do you own a backboard, and where is it stored?
- Do you have a defibrillator?
- Do you know where to locate one?
- What boat will be used for emergency transport, keeping in mind it should be at least 18 feet long?
- Have you made plans to ensure the boat will always have enough fuel, and that a phone will always be charged?
- How, who and down what paths will you transport a disabled person to the dock and then lift them into the boat? Who are the friends and neighbours you can call on for help?

Because of our remote location, it is important that you have a good First Aid Kit and a basic understanding of first aid. The 911 Operator may request that you take certain actions, especially if there is going to be a long delay before the EMT’s take over care of the patient. Your ability to support the patient in such a case will depend on your first aid training.

**In the islands, BEING PREPARED IS
ESSENTIAL TO OUR WELL BEING!**



COTTAGER EMERGENCY ACTION PLAN ("CEAP")

Evaluate the situation – If calling Emergency services, be prepared to comment so as to rule out (or in) these key factors:

- **Is not breathing**
- **Does not have a pulse**
- **Is bleeding profusely (blood soaks more than 1 bath towel)**
- **Has impaired consciousness**
- **Has injured the back, neck or head**
- **Has a visible major trauma to a limb**

What should I do?

1. Assess the problem.

- Make sure the patient is safe from further harm.
- Ask patient and others who know the patient about both recent history and any background medical problems (e.g., has this happened before?)
- Any warning signs?
- Is he or she at risk?

2. Know the location of the emergency

- This is your ToA address _____ - _____ - _____
- This is your Dock's GPS location _____°N _____°W
- If not at your cottage, use your cell phone to obtain your GPS location – download app.

3. Call 911

- Follow the direction/advice & information given by the Operator
- Anticipate these questions:
 - What is your emergency? Male or Female? Age? Describe Incident
 - Know if any pre-existing conditions of patient
 - What is your phone number? 911 will call you back if you are cut off.
- Stay on the phone with the operator!
Help is being dispatched simultaneously as more information is being collected.
- Discuss transportation strategy with emergency dispatch

4. Call someone with First Aid and/or CPR training to provide assistance before the arrival of professional medical help.

- 5. If no one trained in First Aid and/or CPR** is available, try to:
- Stop the bleeding with firm pressure on the wounds
 - Clear air passages using the Heimlich Maneuver in case of choking

Evacuation of a patient

- What are your personal options for moving the injured/sick person? (*The emergency operator may take this into account depending on the medical history, the availability of transport and personnel.*)
- Ask the 911 Operator if they can send help directly to your location (OPP or Coast Guard), and if yes, ask how long it will take.
- If it will take too long under the circumstances; or, if they are unable to come to your location:
 - Call the Marine Patrol during their regular daytime hours
 - Call the friends/neighbours you have identified
 - Know First Aid and/or
 - Can assist getting the patient into the boat, and/or
 - Can drive their boat or your boat to the station at night, or
 - If prearranged, call your Marina or Contractor for assistance

This CEAP is to be used in conjunction with Emergency Phone Number List ON THE NEXT PAGE

THIS PAGE IS INDENTICAL TO REMOVABLE BACK FLAP

~ KEEP THIS PAGE AS A REFERENCE ~

FILL OUT BACK FLAP THEN ADD THE PHONE NUMBERS TO YOUR CELLPHONE &
GROUP THEM FOR TEXTING AS EITHER PABIA MEDICAL OR PABIA FIRE

EMERGENCY PHONE NUMBERS & GPS

DATE PREPARED ____/____/____ By Whom _____

Appoint somebody on your island property to prepare this emergency plan **IN ADVANCE**

• Medical Emergency

911

• Police

• Emergency

911

• Office

(705) 746-4225

• Marine Patrol - First Aid & Transportation

• 9:00 a.m.-5:00 p.m. Thursday - Tuesday

Cell (647) 545 - 9283

• Your Marina's phone number

(705) ____ - ____

• Fire/Your own neighborhood group:

Name _____

Cell (____) ____ - ____ Fire pump Y N

Name _____

Cell (____) ____ - ____ Fire pump Y N

Name _____

Cell (____) ____ - ____ Fire pump Y N

• Neighbours/Friends with First Aid /CPR

Defibrillator Backboard

Name _____

Cell (____) ____ - ____

Name _____

Cell (____) ____ - ____

Name _____

Cell (____) ____ - ____

• Neighbours/Friends with Equipment to carry patient

Rough Terrain Wheelchair

Name _____

Cell (____) ____ - ____

• Neighbours/Friends who can drive at night

Name _____

Cell (____) ____ - ____

Name _____

Cell (____) ____ - ____

Name _____

Cell (____) ____ - ____

• Nursing Station

Monday-Friday 8:00 a.m.-3:30 p.m.

(705) 366-2376

• Coast Guard – Britt Rescue

(Boat accidents/Rescue involving boats)

(705) 383-2241

Your TOA Civic or Municipal Address

(The green sign on your dock)

example: ____ - ____ - ____
A - 255 - 3

GPS Coordinates at your DOCK* See page 121

80. __ degrees N 45. __ degrees W

This Emergency Phone Number List is to be used in conjunction with CEAP
found on the previous page

VERY HELPFUL INFORMATION TO LEARN BEFORE AN EMERGENCY OCCURS

An Emergency Action Plan (EAP) or CEAP (pgs. 118-9) is a tool for our offshore community to assist us in responding to emergency situations.

The idea behind having such a plan prepared in advance is to help you respond in a responsible and clear-headed way should an emergency occur.

Your CEAP should be simple and specifically cover the following items:

- **Designating a leader** who will fill out the Emergency Phone list in advance so that the information is at your fingertips should an emergency arise is important. This person should update the list annually and can be looked to in an emergency. However, the reality is that they may not be present, so all cottage members should be walked through the details or at least where to find this guidance in an emergency.
- **Have a cell phone** with you and make sure the battery is fully charged. Consider storing a portable phone battery charger (that is charged!) that can be taken with you in case of emergency.
- To **gather a patient's medical information** and you don't know his or her medical history and the patient owns a smartphone, there is an "emergency" option that can help you in an emergency. However, it will also give you the person's Medical ID (if they have filled out) which includes medical notes, allergies, medications, key contacts and when it was updated. If you haven't updated yours recently (or your parents or kids) please do so now.
- **Have emergency telephone numbers** with you/in your smartphone (911, OPP, CCG, etc.) as well as contact numbers (parents/guardians, next of kin, family doctor) as needed. If you don't have them recorded, put all of them into your cell phone(s) **NOW**.
- **Have a medical profile** for family members so this information can be provided to emergency medical personnel. Include a signed consent from the parent/guardian to authorize medical treatment in an emergency that involves guests and their children. Allergies to medications, a medication list, and illnesses are key things to know. If somebody has no illnesses or allergies, document that as well, as this can be very helpful.
- **Prepare information to provide** to Emergency Medical Services (EMS) to enable them to reach the site as rapidly as possible. This includes your Cottage/Property Address (located on your dock), GPS location (you might be off island) or at the Pointe au Baril Station.
- **Have a first aid kit** accessible and properly stocked at all times with someone with first aid training residing in your household.
- **Designate a "call person"** (the person who makes contact with medical authorities and otherwise assists the person in charge) in advance. Be sure that your call person can give emergency personnel the precise information on your location.
- **Plan how you evacuate the patient** from the cottage to the dock. Most of our islands are rugged and often have only narrow paths from the dock to the cottage. This may make for a difficult evacuation of a mobility challenged patient. There is also the difficulty of getting them into a boat once on the dock. In some situations, it may be clear that you need professional help to accomplish evacuation. If that is the case, be sure to explain that to the 911 operators early in the response process.

GPS LOCATION DETERMINATION

***How to Determine GPS Location using your smartphone as of March 2018:**

Be sure you use your dock coordinates and NOT your cottage.

To Get the App Using iPhone:

There are numerous apps for iPhones, including the Nav feature, but you can download *GPS Location G9* from the app store, set it to feet or metric and get your latitude and longitude!

To Get the App Using Android:

There are numerous apps for android phones such as Samsung, etc. For the android phones just type in "GPS" in the Google Play Store. Numerous apps will come up, some free. One suggestion is the "Simple GPS Coordinate Display" app.

Then To Get Your Dock's GPS Coordinates:

- Stand at the end of your dock
- Click on the app
- Wait a few minutes for the satellite to adjust and
- Write down the coordinates: Latitude: 45.xxxx Longitude: -80.xxxx

WRITTEN EVACUATION PLAN

It is best to have a written description of how you will evacuate someone from your island. This will help other individuals and guests on your island should you be incapacitated. Sometimes, it is difficult during a crisis to remember what needs to be done and where the equipment is located.

What Boat will be used for emergency transport? _____
(Do not attempt to transport in a small outboard boat)

Can you safely navigate in bad weather / night travel? _____

Who will be your nighttime / bad weather Captain? _____

Describe how you will transport a disabled person to the dock and boat?

Do you own a spinal board? Y N If so where is it stored? Location _____

Dedicated fuel supply for boat? Y N Location _____

The contents of this Pointe au Baril Cottager Emergency Action Plan is not advice and is for informational purposes only. The content is not intended to be a substitute for professional medical advice, diagnosis or treatment. Always seek the advice of your physician or other qualified health provider with any questions you may have regarding a medical condition. Reliance on any information provided by this EAP is solely at your own risk and Pointe au Baril Islanders' Association (PaBIA) does not warrant or represent any aspect of any medical or other information and shall not be held liable if a reader of it suffers any injury or loss after relying upon such information. PaBIA does not warrant or represent that any information or resources referred to in the EAP will be constantly available, or available at all, or that they are accurate, complete, current or non-misleading.

What Constitutes a Medical Emergency?



Do You Know How To Tell if a Person is:

Having a Heart Attack?

Having a Stroke?

Drowning?

What Do You Do if You or Another is Bitten by a
Massasauga Rattlesnake?

Member Safety

Medical Emergency - Common Symptoms of Stroke and Heart Attack

Early Treatment Can Save both the Brain & Heart

Common Symptoms of A Stroke

- Sudden numbness or weakness in the face, arm, or leg, especially on one side of the body.
- Sudden confusion, trouble speaking, or difficulty understanding speech.
- Sudden trouble seeing in one or both eyes.
- Sudden trouble walking, dizziness, loss of balance, or lack of coordination.
- Sudden severe headache with no known cause.

Acting F.A.S.T. can help stroke patients get the treatment they desperately need. The most effective stroke treatments are only available if the stroke is recognized and diagnosed within 3 hours of the first symptoms. Stroke patients may not be eligible for the most effective treatments if they don't arrive at the hospital in time.

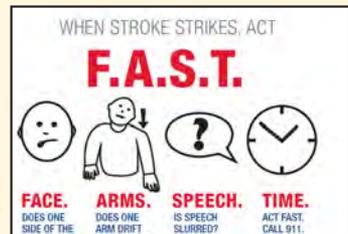
If you think someone may be having a stroke, act **F.A.S.T.** and do the following simple test:

F-Face: Ask the person to smile. Does one side of the face droop?

A-Arms: Ask the person to raise both arms. Does one arm drift downward?

S-Speech: Ask the person to repeat a simple phrase. Is their speech slurred or strange?

T-Time: If you observe any of these signs, call 9-1-1 immediately.



Common Symptoms of Heart Attack



- Chest pain or pressure or heaviness lasting more than seconds (usually more than 20 minutes) often associated with activity or stress and radiating to shoulder or jaw
- Nausea, vomiting, belching
- May feel short of breath, palpitations, lightheaded, sweating, or fatigue
- Risk goes up if patient has had previous chest symptoms with activity and relieved by rest, cardiac history, or risk factors like smoking, diabetes and elevated blood pressure

Rescue from Drowning

(705) 773-9283 Marine Patrol cell

Tips for Recognizing Person Drowning

Did you Know?

That a distressed swimmer does NOT appear to be in distress!

Fact: Person cannot wave

Fact: Person (physically) cannot call out for help

Fact: Person cannot answer "Are you alright?"



Signs of a person drowning while swimming:

- Ⓢ Head low in the water, mouth at water level
- Ⓢ Head tilted back with mouth open - appears to alternate between sinking below and reappearing above the surface
- Ⓢ Eyes glassy and empty, unable to focus
- Ⓢ Eyes closed
- Ⓢ Hair over forehead or eyes
- Ⓢ Not using legs – upright (vertical) in water
- Ⓢ Hyperventilating or gasping
- Ⓢ Trying to swim in a particular direction but not making headway
- Ⓢ Trying to roll over on the back
- Ⓢ Appear to be climbing an invisible ladder with extended arms vertical (involuntary reaction - see picture)

Tips for Rescuing Person in Water

(thrashing and yelling for help)

If in a boat or onshore:

- Ⓢ Use rope that floats and life jackets to create life line by tying a life jacket to rope and tossing
- Ⓢ If a person is in the water and the boat is out of control save the person and let the boat either flip or run aground
- Ⓢ If rescuing from a boat, turn off boat motor before bringing distressed person to side of boat

And parents – children playing in the water make noise.
When they get quiet, get to them ASAP and find out why.

Massasauga Rattlesnake Bite

Be Aware

The Massasauga is cold blooded and therefore must obtain heat from the environment by basking in the sun. They hunt nocturnally and thus are on the move at night. They do not always rattle to warn you of their presence, so one must be vigilant. During the day, always watch where you are stepping and at night, wear shoes and carry a flashlight!



Although everybody reacts differently to rattlesnake venom, there are specific actions that one should take to mitigate the reaction and length of treatment. In the event of a snake bite, seek medical attention immediately and follow the steps outlined below:

What To Do If Bitten

Although everybody reacts differently to rattlesnake venom, there are specific actions that one should take to mitigate the reaction and length of treatment. In the event of a snake bite, seek medical attention immediately and follow the steps outlined below:

- √ Remain calm, reassure the person bitten and keep them quiet/immobile
- √ Call 911 to arrange transport to the hospital in Parry Sound and inform them of the rattlesnake bite
- √ Do not attempt to transport yourself to hospital as some people can react to a severe bite by losing consciousness
- √ Remove any rings or constricting items as there will be swelling
- √ Expose the area of the bite and wash and cleanse the wound
- √ Try to have someone identify the snake to confirm it was a rattlesnake
- √ DO NOT APPLY a tourniquet
- √ DO NOT APPLY ice or cut the bite area or apply suction
- √ Immobilize the limb or digit bitten with a splint to reduce movement
- √ Carry or assist the person bitten to a boat to transport them to mainland. This will help to reduce activity
- √ Understand that, at West Parry Sound Hospital, when you arrive, you are put into a protocol depending on your level of envenomation, laboratory tests and your individual reaction.

~ Fire Emergencies ~



~ Fire Emergency Checklist ~

~ Fire Emergencies ~

You Are the ONLY Fire Department on Your Island!

1. PaBIA has 4 high-powered WAJAX fire pumps that are strategically placed in yellow plastic containers within the PaB area. Check the PaBIA maps NOW for the one closest to you.
2. **Your neighbors may in fact have a fire pump on their property.**
 - Check the Fire Pump Listings in this year's Yearbook pgs. 105-109. Identify the 'region' of the map where your island exists, then locate who in your area has a portable firepump for use in an emergency.
 - Note the Grid numbers (defined as Rows and Columns on the PaBIA maps) to find your cottage location
 - Others with fire pumps in YOUR area are listed in your same grid area (or adjacent grid areas) and are listed together on the PaBIA Maps
3. **Consider acquiring and deploying your own fire pump.**
4. **All property owners with a fire pump** should regularly start and use the fire pump to ensure proper working order; PaBIA's schedule is every 2 weeks and at the very least, every month. Your trees and blueberry bushes will appreciate it!
5. **Make a plan with those on the island/in the neighborhood** so that in a case of fire, you will already have an 'agreed-to' plan for what to do and who is going to do what.
 - Who is calling/texting who?
 - Who will go get the PaBIA fire pump?
 - Who knows how to start the pump?
 - Who will hold the hose? Have you practiced doing this?
6. **Considerations & Best Practices**
 - Identify a rally point outside an involved structure
 - DO NOT re-enter an involved structure
 - Do you have a flat spot for pump to operate?
 - Do you have clear water for pump intake?
 - Do you have sufficient fuel for fire pump?
7. **Hose can be rolled in a way that allows free and rapid deployment:**
(Speak to the Marine Patrol on how to do this!)
8. **Propane tank locations?** *Note: all cottagers should have their propane tank installations at the water's edge away from the cottage*
9. **Order all non-essential people away** from the fire and the fire-fighting equipment
10. **Consider that your efforts will most likely save your trees and accessory buildings - not your cottage**

Fire Emergency Checklist

Do NOT call 911

- 🚩 Evacuate the building
- 🚩 Account for all individuals and pets
- 🚩 Stay well clear of any flammable gas or liquid containers particularly propane!

Exact location of Fire Pump _____

Intake Pipe in Water _____

Hoses & Nozzles Ready & Location _____

Describe steps to connect the equipment quickly & efficiently:

Dedicated fuel supply location _____

Dedicated fuel supply for pump location _____

Location of nearest PaBIA high-powered pump _____

Who are friends & neighbors you can call for help/ additional fire pumps? Help More Pumps

Name: _____ Cellphone: ____ - ____ - ____ Y N Y N

Name: _____ Cellphone: ____ - ____ - ____ Y N Y N

What are the names and phone numbers of other residents or businesses you might receive assistance and/or additional fire pumps?

Name: _____ Cellphone: ____ - ____ - ____

Name: _____ Cellphone: ____ - ____ - ____

Fire Pump Readiness Checklist:

Cottage Fire Pump Maintained: Date _____

_____ Spring Maintenance	_____ Fueled & Dedicated Spare Fuel
_____	_____ Hoses Ready & in Good Order
_____	_____ Nozzles Ready
_____	_____ Stream Nozzle for buildings/structures
_____ Location of nearest PaBIA WAJAX Fire Pump	_____ Fog Nozzle for brush or bush fire
_____ Summer Maintenance	(Start engine every 2 weeks & water plants)



Pointe au Baril Islanders' Association

COTTAGER EMERGENCY ACTION PLAN ("CEAP")

Evaluate the situation – If calling Emergency services, be prepared to comment so as to rule out (or in) these key factors:

- **Is not breathing**
- **Does not have a pulse**
- **Is bleeding profusely (blood soaks more than 1 bath towel)**
- **Has impaired consciousness**
- **Has injured the back, neck or head**
- **Has a visible major trauma to a limb**

What should I do?

1. Assess the problem.

- Make sure the patient is safe from further harm.
- Ask patient and others who know the patient about both recent history and any background medical problems (e.g., has this happened before?)
- Any warning signs?
- Is he or she at risk?

2. Know the location of the emergency

- This is your ToA address _____ - _____ - _____
- This is your Dock's GPS location _____ °N _____ °W
- If not at your cottage, use your cell phone to obtain your GPS location – download app.

3. Call 911

- Follow the direction/advice & information given by the Operator
- Anticipate these questions:
 - What is your emergency? Male or Female? Age? Describe Incident
 - Know if any pre-existing conditions of patient
 - What is your phone number? 911 will call you back if you are cut off.
- Stay on the phone with the operator!
Help is being dispatched simultaneously as more information is being collected.
- Discuss transportation strategy with emergency dispatch
- 4. **Call someone with First Aid and/or CPR training** to provide assistance before the arrival of professional medical help.
- 5. **If no one trained in First Aid and/or CPR** is available, try to:
 - Stop the bleeding with firm pressure on the wounds
 - Clear air passages using the Heimlich Maneuver in case of choking

Evacuation of a patient

- What are your personal options for moving the injured/sick person? (*The emergency operator may take this into account depending on the medical history, the availability of transport and personnel.*)
- Ask the 911 Operator if they can send help directly to your location (OPP or Coast Guard), and if yes, ask how long it will take.
- If it will take too long under the circumstances; or, if they are unable to come to your location:
 - Call the Marine Patrol during their regular daytime hours
 - Call the friends/neighbours you have identified
 - Know First Aid and/or
 - Can assist getting the patient into the boat, and/or
 - Can drive their boat or your boat to the station at night, or
 - If prearranged, call your Marina or Contractor for assistance

This CEAP is to be used in conjunction with Emergency Phone Number List



Pointe au Baril Islanders' Association

EMERGENCY PHONE NUMBERS & GPS

DATE PREPARED ____/____/____ By Whom _____

Appoint somebody on your island property to prepare this emergency plan **IN ADVANCE**

- **Medical Emergency** 911
- **Police**
 - Emergency 911
 - Office (705) 746-4225
- **Marine Patrol** - First Aid & Transportation
 - 9:00 a.m.-5:00 p.m. Thursday - Tuesday Cell (647) 545 - 9283
- **Your Marina's phone number** (705) ____ - ____
- **Fire/Your own neighborhood group:**

Name _____	Cell (____) ____ - ____	Fire pump	Y	N
Name _____	Cell (____) ____ - ____	Fire pump	Y	N
Name _____	Cell (____) ____ - ____	Fire pump	Y	N
- **Neighbours/Friends with First Aid /CPR** Defibrillator Backboard

Name _____	Cell (____) ____ - ____	_____	_____
Name _____	Cell (____) ____ - ____	_____	_____
Name _____	Cell (____) ____ - ____	_____	_____
- **Neighbours/Friends with Equipment to carry patient** Rough Terrain Wheelchair

Name _____	Cell (____) ____ - ____	_____
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- **Neighbours/Friends who can drive at night**

Name _____	Cell (____) ____ - ____
Name _____	Cell (____) ____ - ____
Name _____	Cell (____) ____ - ____
- **Nursing Station**

Monday-Friday 8:00 a.m.-3:30 p.m. (705) 366-2376
- **Coast Guard – Britt Rescue**

(Boat accidents/Rescue involving boats) (705) 383-2241

Your TOA Civic or Municipal Address

(The green sign on your dock)

example: A - 255 - 3

GPS Coordinates at your DOCK*

80__ degrees N 45__ degrees W

FILL OUT AND PLACE IN PROMINENT LOCATION

Marine & Boater Safety

in Pointe au Baril Waters



Marine Emergencies

PaBIA was very pleased that our local Coast Guard inshore rescue team, Britt Inshore Rescue (IRB), visited our community during the Senior Regatta! During their visit, the IRB handed out their business cards and introduced themselves to a good number of participants as part of first response services on the water in Georgian Bay.

Please note that the Canadian Coast Guard should ONLY be called directly in a **Marine Emergency**, such as having an engine failure while out at the Limestones or while up and down the GB Coast.

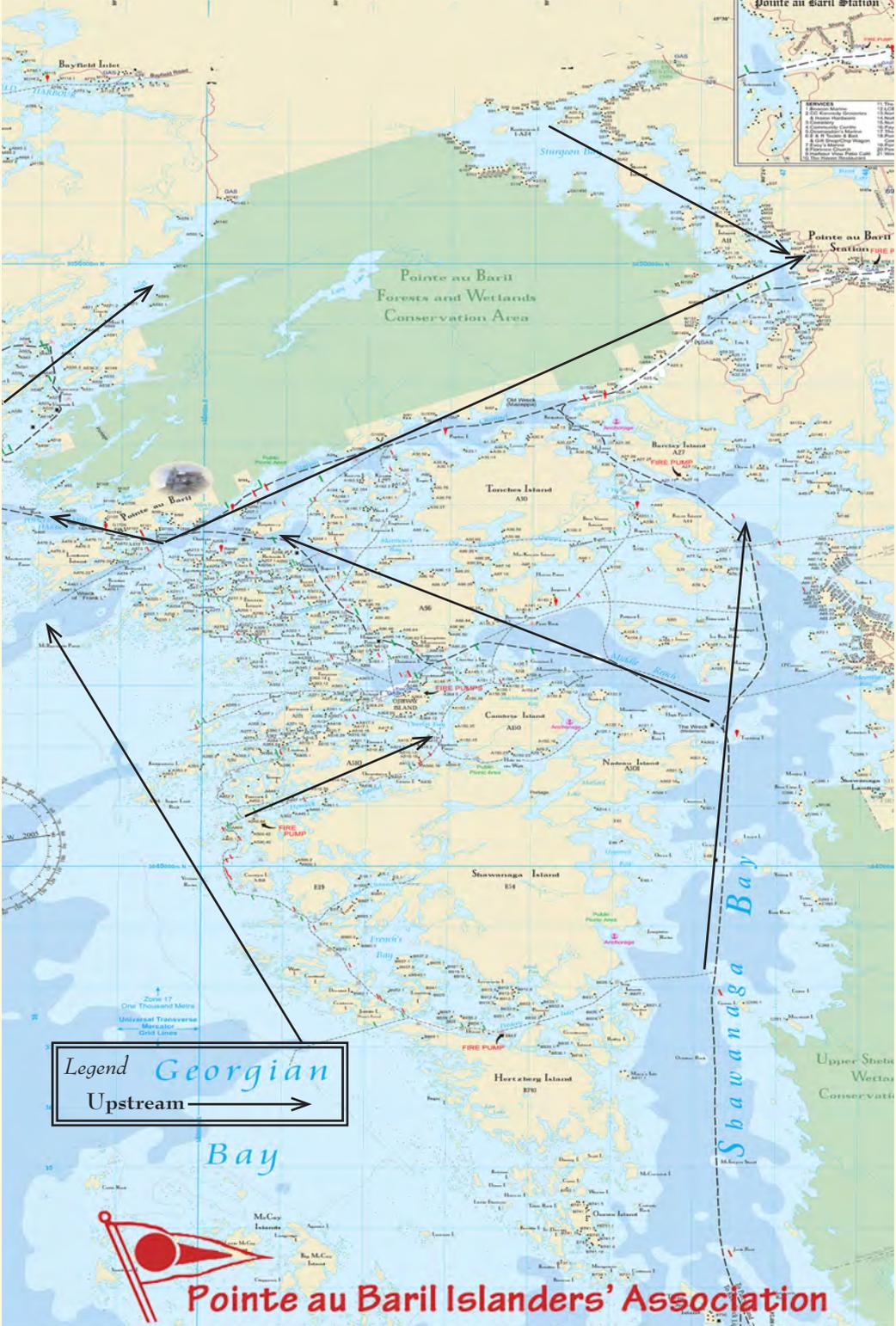
Call the Trenton number: 1-800-267-7270 or

Dial *16 on their Canadian cell phones.

To clarify, if within the islands we should call upon our fellow cottagers or our Marine Patrol at 705-773-9283 (cell) to assist us with problems as they occur.

Canadian Coast Guard
Britt IRB Station
C/O Gereaux Island Light Station
Britt, ON. P0G 1A0
CREW Cell No: 705-346-0622





Pointe au Baril Station

SERVICES	TIME
1. 24 Hour Security	11:00 AM
2. 24 Hour Security	11:00 AM
3. 24 Hour Security	11:00 AM
4. 24 Hour Security	11:00 AM
5. 24 Hour Security	11:00 AM
6. 24 Hour Security	11:00 AM
7. 24 Hour Security	11:00 AM
8. 24 Hour Security	11:00 AM
9. 24 Hour Security	11:00 AM
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24. 24 Hour Security	11:00 AM
25. 24 Hour Security	11:00 AM
26. 24 Hour Security	11:00 AM
27. 24 Hour Security	11:00 AM
28. 24 Hour Security	11:00 AM
29. 24 Hour Security	11:00 AM
30. 24 Hour Security	11:00 AM

Legend Georgian Bay Upstream →



Pointe au Baril Islanders' Association

Boating Safety Doesn't Mean... "Yes, I Have Enough Fuel"

by Rebecca Middleton

When I started to think about "Boating Safety" and what I was going to write about, it made me realize how many things any boater must really think of:

- Before leaving:
 - Who can operate a boat?
 - What lifejacket can be worn and by whom and when?
 - Is the weather safe for boating?
 - Do I have everything I need before leaving my dock?
- While underway:
 - Are you constantly aware of whatever is going on around you?
 - Who has the right of way? Who must give way?
 - Do you know how to read the water channels that lay before you?
 - If you are a visitor to Canada, do you know the laws and how it applies to you?
 - Do you operate your boat with a GPS?

As I prepared to research all the information I would need for my safety article for the Yearbook, I thought I would first get my hands on a Boater's Safety Guide of sorts - like a driver's handbook for the water. I thought the most logical folks to ask would be the Coast Guard and the O.P.P. who, when I approached about some sort of Guide, had their own issues they wanted me to cover but not any sort of guide per se. Then I walked the Toronto Boat Show looking for some sort of manual. I asked a gentleman at the booth that gives tests for attaining a Pleasure Craft Operators Card if it would be possible to have one of his handbooks. As it turns out, one would have to pay \$20 for the PCOC handout but then would immediately have to write the test - so a Safe Boating Guide it was not. So I walked a few more aisles at the Boat Show and landed at the Power Squadron booth, and they were most helpful! They pointed me towards the Transport Canada website where I found the *Safe Boating Guide - Safety Tips and Requirements for Pleasure Craft*. So mission accomplished.

In trying to survey what waters were within the 'place' called Pointe au Baril, I saw on the PaBIA map that the waters of Pointe au Baril extend from Nares Inlet to Twin Sisters and up the Shawanaga Bay to the Station and Sturgeon Bay - so in reality PaB is not just a "town", but rather an entire community. In these waters, aside from us cottagers, we have many transient boaters passing through on their way to the North Channel and or down to Parry Sound and beyond. I have seen a few of these boaters traverse on the wrong side of the markers. Some have glanced off the rocks and gotten away with just a scratch. Others have hit the rocks so very hard that they have taken off their propeller. One woman came up from below and scolded her husband for spilling her drink. He had landed right on top of the rock on the north side of the red aid on the north side of Double Island. Luckily, he had a steel hull.

In trying to figure out which side of a marker we should be boating on, there is the old adage, red, right, returning...the 3 "R"s. But then there are those locations within PaB where logic would seem to defy us. One of those locations is Double Island out near the Lighthouse.

I think one of the funniest things to watch, while my husband is diving out near Double Island, is the boater that slows right down to go through the 'aids' at the end of the island. That is where the

Member Safety

Marine & Boater Safety

aids seem to switch. The boaters that have come out from the Station have had all the green aids on their starboard side (right). At the north end of Double Island, you are connecting with the Small Craft route. That green is on your port side while travelling out towards the lighthouse. I have seen several boats hit the rock that is marked by the red aid as boaters think they have to have that red aid on their port side (left). Barry has been called over several times to check the hulls of boats that have hit that rock. Remember that the large, wider metal buoys belong to the Coast Guard and those markers guide boaters along the Small Craft Route.

The whole point of bringing up these stories is to start a dialogue between all boat operators. **Learn not only the markers you always travel between; but know whether you are travelling upstream or down stream.** When travelling into Pointe au Baril Station, the red is on your right because you are travelling upstream against the current of Sucker Creek. You should remember that in our area, the *Small Craft route* keeps the red aids on the right as we are heading upstream towards Thunder Bay. We not only have the Small Craft route to worry about, we have our own PaB markers out there. Markers change in several spots. The most confusing one to me is out at the west end of Frederic Channel.

It is great to go exploring and see new ways to travel. We have so many beautiful little channels out there to see. It also gives you an alternative way to travel if unforeseen winds come up or bad weather blows in.

I would like to cover all the points I brought up earlier.

1. Who can operate a boat? All boat operators must carry proof of competency or a Pleasure Craft licence, with the personal identification always with you. (*The OPP requires you to carry the original Pleasure Craft card, not a photocopy.*)

- Age and motor size are major factor:
 - Children under the age of 12 with no direct supervision can operate a boat with a motor on it up to 10 h horsepower (hp).
 - Persons from the age of 12 to 16 with no direct supervision may operate a boat with a motor up to 40 hp.
 - Over the age of 16 there are no restrictions to the hh size of a motor being operated on a boat. It is very important to know that persons under the age of 16, regardless of supervision, may not operate a Personal Water Craft.

2. May I ask, when was the last time you checked your lifejacket?

- Does it fit you?
- Are there any rips or tears in it?
- Did you know that it must be Canadian-approved? For a lifejacket or PFD to be Canadian-approved, it must have a label on it that states it has been approved by:
 - Transport Canada;
 - Canadian Coast Guard;
 - Fisheries and Oceans Canada or any combination of the three - *Unless you are in a boat registered in another country and here for less than 45 days.*

- Lifejackets or PFD's approved by the U.S. Coast Guard are not Canadian approved. If you are a visitor to Canada, you may bring your own lifejackets to use on a pleasure craft if it fits and conforms to the laws of your home country.
- There must be a lifejacket or PDF on board for each person.
- A lifejacket or PFD should always be worn when you are out on the water. It is your best friend and could save your life. Make sure it fits. I saw so many over loaded boats this past summer and wondered were there lifejackets on board for everyone?

3. You should **check the weather** before you start out on your journey. Be prepared. Take appropriate clothing. Jackets, hats, mittens even. We are on a huge body of water that can bring in a storm in minutes. If you have a marine radio you can get weather updates while you are out on the water.

4. You should **check your boat** before you leave the dock. There are many families in Pointe au Baril that “share” a boat with other family members throughout the summer. Know how to

- Check the oil, make sure you have enough fuel. The rule of thumb is 1/3 of the tank to get there, 1/3 of the tank to get back and 1/3 of the tank just in case something happens.
- Tighten down or store away any loose items so they can't fly off the boat while you are out on the water.
- Make sure all lines are in good repair, that includes the smaller lines that hold your fenders. They do wear and it's cheaper to replace the line then replacing the fenders
- Another important thing to check is your **lighting system**. It only takes a few minutes to go over the boat.
- Do you carry a small **toolbox** on your boat? It is not a bad idea. You don't need much. A pair of pliers, a few screwdrivers or one of those combination screwdrivers, a knife or a multi-tool with a knife and screwdrivers, scissors and pliers all in one. You may not need it, but it is good to have on board if some other boater needs it. If my husband had his wish there would be a propeller spare for every boat in Pointe au Baril on board every boat, along with the ratchet to put it on.
- If your **boat has flares** on board, have you checked the expiry date on them? They do expire.

5. An important thing out on the water is to **be aware of where you are and what is happening around you**.

- The MNR puts out fish study markers near the shore in different areas. There have even been buoys put up that look like a water skiing course.
- I would like to point out we have scuba divers in the area and everyone should know what a “**diver down**” flag looks like. People are not looking for divers or their bubbles.



- Another thing to watch for in the Pointe au Baril area are seaplanes. Give them lots of space for landing and taking off. You can always just move over closer to the shore and slow down and watch them.
- The white “Slow No Wake” private buoys *by law* must be reflective and have the name of the person who has put them in navigable waters with the phone number on them. As well, they have to be approved by Transport Canada to make sure they are not impeding the waterways.



Two summers ago, Bill and Emmaline, now in their 80s, were travelling out to the lighthouse in their motorboat when the engine just stopped. They swapped gas tanks, checked the battery but couldn't get the motor started again. Bill got out the paddle and started paddling their boat. Four boats passed them but NO ONE stopped. NO ONE wondered why that elderly man is paddling a motorboat. And, for me, the rudest thing was that **no one even slowed down**.

When I was talking to the O.P.P. and the Coast Guard, what do you think their biggest complaints were?

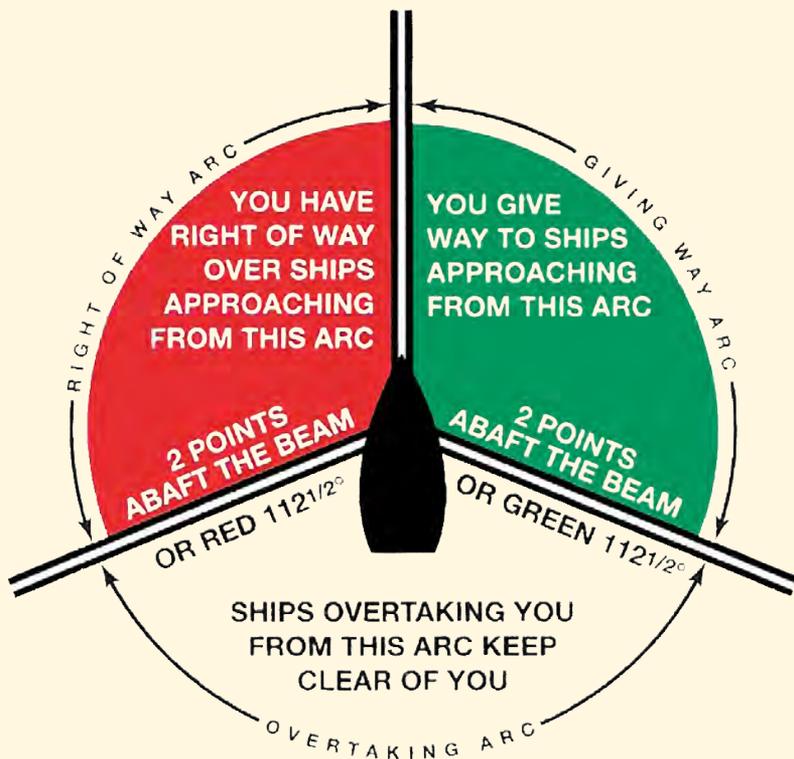
- Everyone is travelling way too fast. Yes, the boats are getting bigger and the motors faster. But does that give a boater the right to just ignore common courtesies?
- The authorities would like to see people slow down. They can't understand why people don't get their boat up on plane and then ease the throttle back as it saves on gas while enjoying the natural surroundings.
- They would also like to see everyone wearing a lifejacket.
- I love the little two-seater jet boat that the O.P.P have started to travel in. They can get up any little channel out there with it.
- If you travel with a GPS unit on board your boat, **do you still carry up-to-date nautical charts?** The Coast Guard says it is one of the biggest mistakes out there. People put all their faith in their GPS and don't think that if there is an electrical storm around it can put it out of commission or that they can fail.
- I am a charts person. I like to travel with the paper in front of me. The Coast Guard has told me that the
 - GPS units are not 100% accurate
 - GPS units can put you up on land
 - GPS units made for driving a vehicle CANNOT be used as a marine unit

You should tell your guests on board where you keep your safety equipment and how to use it. Make sure that at least one other person knows how to operate the boat in case something happens to you such that you can't operate it.

Right of Way Sticker

Remember, driving a boat isn't like driving a car where you have lanes on the road.

*On the water, there are no painted lines...
boats CAN legally pass you on the right or left.*



Pointe au Baril Islanders' Association

Please keep one of these stickers in your boat...so that when you are travelling a channel and encounter another boat, you can refer to the sticker for proper options.

Right of Way Stickers (left): I tried to get hold of the stickers that show who has the right of way, who has to give way and what arc you have to keep clear of when overtaking a boat. Seems they don't make them anymore so I made sure there was no copyright on this art work and have included it here. **There are no lines on the water, it's not like a road, there is no rule that says you have to be on someones port or starboard side**, but this important diagram does show you what you should be doing as you approach another boat.

These are not all the rules and regulations that you must know. Remember you can go online to get the Boating Safety Guide – Tips! Boating safety website: www.tc.gc.ca/boatingsafety.

This is just a reminder. The Coast Guard unit from Britt inspects boats free of charge each summer to let you know if you are complying with having all the proper safety equipment on board, according to the size of your boat. It's a great thing to do. They are very informative and are there to help.

Boating and alcohol do not mix. With the laws about to change in Canada about recreational marijuana, the C.P.P. will be checking for being under the influence of drugs and alcohol. Remember that marijuana stays in your system much longer than alcohol so can be accumulative over a number of weeks.

Don't forget that sun, wind and waves can also affect how you feel and dull your senses.

Be safe this summer and enjoy the water!

Are you willing to pay a fine if you know you are breaking the law and get caught? Some boating fines can apply to the boat operator as well as the boat owner. Is it really worth taking the chance?

Operating a vessel if you are under age	\$ 250
Failing to have proof of competency on board	\$ 250
Failing to have the required pleasure craft licence on board	\$ 250
Altering/Defacing/Removing hull serial number	\$ 350
Operating a boat in a careless manner, without due care and attention for others.....	\$ 350
Operating a vessel with safety equipment not in good working order or not readily accessible and available for immediate use	\$ 200
Operating human-powered pleasure craft without PFDs or lifejackets of appropriate size for each person on board (\$200). (Plus \$100 for each PFD or lifejacket missing.)	\$ 200 + \$ 100
Operating a power-driven vessel without a muffler that is in good working order.....	\$ 250
Operating a vessel to tow a person on water or in air without seating space on board for every person being towed	\$ 250
Operating a vessel to tow a person on water or in air without a person on board other than the operator keeping watch on every person being towed	\$ 250
Operating a vessel in an unsafe manner	\$ 500