



# COAST GUARD AUXILIARY NEWSLETTER



VOLUME 1

JANUARY 1998



Pictured from left to right:

Dan Coultis, Supervisor RCC Trenton; John Levantis, District 1, Director; Ray Charrier, CCGA Co-Ordinator; Don Mertes, District 6, Director; Al Johnston, District 8, Director; Bob Jackson, Supervisor RESR; Earl Taylor, District 4, Secretary-Treasurer & Director; John Parsonage, President & District 3, Director; Rick Oldale, District 7, Director; Marion Hunter, CCGA Admin. Officer; Murray Miner, Training Director & District 2, Director; Norm Lloyd, Vice President & District 5, Director.

## RAY CHARRIER COAST GUARD AUXILIARY CO-ORDINATOR

I have had the pleasure of working as CG Auxiliary Co-Ordinator since mid December 1996. I thought I might provide you with a brief outline of my background. I have been operationally involved in the Marine Community Since 1969 when joining the Great Lakes Laker fleet as a deckhand. In Sept. 1971 I was accepted to attend the Coast Guard College and graduated in 1975. Since then, I have gained a wide variety of experiences ranging from ships officer on board icebreakers and buoy tenders, managing the Ice and Operation office, as a Vessel Traffic Regulator, as a MCTS officer, to the present position as your CG Auxiliary Co-Ordinator. The bulk of my experience has been in Central and Arctic Region. Up until December of 1996 I had an occasion to cross paths with various members of the Auxiliary either socially or in the course of duty. I was always impressed by the interest, dedication and professionalism, but I had no idea of what went on behind the scenes. How does this organization operate? How are they trained?

These past 14 months as Auxiliary Co-Ordinator have been enlightening to say the least. I have had the pleasure to work with, and for, your Board of Director, your training committee, instructors and Officers, your Boating Safety Co-Ordinators and Officers, and last but not least, your administrator. The time and effort that these individuals dedicate to their respective assignments must be commended.

Over this past year I have had the opportunity to visit with several private and community owned vessels in Districts 2, 7, 8 and the newly created District 9, and have been equally impressed. Again, I commend your efforts.

The work that the Coast Guard Auxiliary carries out on behalf of the Coast Guard in order to preserve life is truly an unselfish and humanitarian act.

I am looking forward to working with and visiting Auxiliary members in the other districts.

Keep up the outstanding work and good luck in the upcoming boating season.

## MURRAY MINER CGA TRAINING 1998

The past year has seen many changes in the training programs for the members of the central region. It was found that there were modules of training that were no longer used and there was a need to revamp the entire training manual to be more practical and simplified to conform with the present RCC procedures as well as to conform with the National SAR Manual.

As Regional Director of Training, I was not ready to assume the full responsibilities for all the changes, so a Regional Training Committee was formed. Thus far this committee has done a marvelous job and we are progressing with the revisions of the old courses as well as developing new courses which will be trained at the unit level.

We had planned on scheduling training in SAR I this winter. The new student manual has just been completed but the instructional documents are not yet finalized. Unfortunately, because of the tight time constraints, this course will not be taught this winter. The SAR II course is far from being completed and will not be ready until the '98 - '99 training season.

The only courses which are being scheduled this season are for Standard First Aid and CPR. The Owner/Reps must co-ordinate this training with their District Training Officers and Directors. Training will now be obtained from local instructors unless there is a certified instructor as a unit member.

The old "Integrated Training Program" is being replaced with a new document, "The Coast Guard Auxiliary Training Program". This document is in final draft for approval. There is also a Navigation and Piloting course being formulated using the book, "Small Craft Piloting & Coastal Navigation" by A.E. Saunders as a text. Each rescue unit will receive this text with training guidelines and exercises to be trained at the unit level.

At present, the "Coast Guard Auxiliary SAR I Student Manual" has been printed and each rescue unit may obtain a copy from the CGA Administrator, Marion Hunter, P.O. Box 68, Sunderland, Ont. L0C 1H0.

There is one more manual in the planning stages. It is a Seamanship Manual for Coxswains and Crews. We hope to have more news on this in a month or so. Many units were inactive this past season. We will try to instigate training on the water to hone your rescue skills.



Jack Kruger on the Guardian  
NWT Hay River CCGA 1997

## DISTRICT 9

Being the "baby" of Central and Arctic Region, I would like to introduce ourselves. We came into being in December 1997 when John Parsonage desperately needed something north of 60 to fulfill the "Arctic" in Central and Arctic Region.

We have been around for quite some time (1989) under the names of Unit 71, (Yellowknife) and Unit 72 (Hay River) within the Western Region. It became obvious that we should relocate when the "Dolphin" Newsletter somehow removed us from the nominal role.

Nevertheless, we are extremely happy to be part of Central & Arctic and already the benefits are evident. We actually got to meet the executive this summer when they arrived for a visit. Short of Bob Jackson (you can't smoke on the aft deck) nearly getting killed in our crossing of Great Slave Lake it was a total success. We finally put faces to names and indeed made some very good friends and managed to nearly get thrown out of a bed and breakfast in Yellowknife which was clearly not my fault. It is rumoured that next summer we are sacrificing Marion in the Simpson Islands or a least have a bar B Q.

On a serious note, we presently have 16 members in Hay River and at present the same number in Yellowknife. We have one of the most unique relationships with the Coast Guard in Hay River, the Local Fire Departments and the RCMP. We are indeed one of the few if not the only group

that have dedicated SAR vessels that were obtained from NIF funding and belong to the RCMP and Coast Guard but are crewed and maintained by the CGA. In fact one of the vessels, 27' Boston Whaler, "Nick Martin" is being transferred operationally to the Yellowknife CGA. Our other vessel the 30' "Guardian" in Hay River plus the two Zodiac 630 Hurricanes are crewed by CGA Members made up of RCMP, Fire Dept., and the Coast Guard.

We recently have made inroads into the establishment of a unit in Inuvik which will no doubt be the most northerly CGA Unit in Canada.

Unlike many of the CGA units in the south, we operate with dedicated SAR vessels and crews that during the navigation season are on standby to respond to incidents. This can be taxing particularly when our summers are shorter and the commitment is such that often family time suffers. However, I can honestly say that I have never met such a group of devoted people who believe in what they are doing and do it well.

Such is the North,

Jack Kruger,

## AIDS MODERNIZATION INITIATIVE

The Coast Guard has begun an extensive updating of its aids to navigation to ensure that the national marine transportation system continues to be safe, effective, environmentally sound and responsive to the needs of Canadians. This program accelerates the ongoing modernization of the aids while maintaining marine safety. The aim is to improve the efficiency by taking full advantage of new technology.

Conventional aids that are no longer required or no longer cost effective are being reduced or eliminated. A new Differential Global Positioning System (DGPS) service is being implemented which will accurately position the properly equipped mariner. This will reduce the need for some audio and visual aids and permit the Coast Guard to further reduce the number of conventional aids to navigation. Existing equipment is being updated with low maintenance, high-tech equipment and materials. As well, the Coast Guard will adjust its current level of service for aids to navigation to a national standard.

There are 5 main initiatives in the project:

### *MARINE AIDS STANDARDS*

Standards have been revised to recognize that safe navigation in modern times relies on a mix of on-board electronic aids and conventional marine aids such as buoys

and beacons. Commercial navigators are now putting greater reliance on on-board aids such as electronic chart displays (EDCIS) and DGPS, given the improvements in systems over the past several years. All regions will review their current aids against the new standard and, with input from users, modify the aids system to meet these new standards.

Check out our website at:

<http://www.ccg-gcc.ca/cell-arc/mns-snm/aids/main.htm>

### *EXTENDED SERVICE INTERVAL*

Currently, buoys and beacons are checked annually but longer service intervals are possible by using long life bulbs, solar power and anti-fouling agents. Initially, upgrades will extend the service interval on most buoys and beacons to two or three years. Our goal is a five-year service interval. Naturally, areas that experience silting or active marine growth will still require more frequent service intervals.

### *DGPS*

Central and Arctic Region, along with the United States Coast Guard, has implemented a DGPS service in the Great Lakes which will permit properly equipped mariners to know their position with great accuracy.

### *LORAN-C*

Loran-C is expected to be redundant by the year 2001 and DGPS becomes accepted and used as the main electronic aid for position fixing. Any removal of the Loran system however will be dependant upon the termination of Loran-C in the United States and International commitments.

### *LIGHTSTATION ALTERNATIVE USE PROJECT*

This is often referred to as a stand-alone initiative, but in fact forms part of the overall Aids Modernization Initiative. The object of this project is to identify and preserve those lighthouses in our region that have historical and cultural value. The Lightstation Alternative Use Project Team will work in co-operation with other federal departments, provincial and municipal governments and community and special interest groups to achieve our objective through divestiture, transfers and lease agreements.

### *OUR GOAL*

By the year 2000, our goal is to have:

- \* fewer conventional aids to navigation
- \* very low maintenance aids to navigation equipment
- \* DGPS accepted and used as the primary positioning system for commercial navigation

The focus will be to work with Coast Guard employees and our clients to introduce and establish the new technologies. Coast Guard's Program and Technical staff have already identified training needs for fleet personnel who carry out aids maintenance. Operational Services will play a large role in identifying the impacts of these technologies on modern navigation and in directly working with our clients. Client consultation is critical to the success of the adaptation to the modern technologies. A major public awareness and education drive over the next few years will help the transition to a modern service for the marine community.

## RCC TRENTON

Congratulations on this, your first newsletter for 1998 and for many years to come.

It is with pleasure I bring greetings from everyone working at the RCC/CMCC Trenton. The new acronym is catching is it not? Let me briefly explain.

Prior to 1982 there was the Rescue Co-Ordination Centre located at CFB Trenton. In 1982, Canada, France, Russia and the United States joined together in a programme to detect Emergency Locator Transmitters (ELT's) on 121.5 and 243.0 MHz and beacons on 406 MHz by orbiting satellites. The mission control centre for Canada was located in Trenton and is known as Canadian Mission Control Centre.

In 1995 the Department of National Defence amalgamated the CMCC with the RCC under one unit under one Major. This Major (currently Major Joan Gordon) is now the OIC RCC/CMCC.

The CMCC operators were moved from their facilities below the RCC upstairs to become part of the operations in the RCC.

With the addition of the CMCC operator, it brings the RCC manning up thirty-two staff of which twenty-six shift workers consisting of 7 Air controllers, 6 marine controllers, 7 CMCC operators and 5 assistant air controllers. The administration staff consists of the Officer in Charge RCC/CMCC, Deputy OIC, Systems Officer, Systems Manager and the RCC/CMCC Clerk, RSMS and secretary. We can get into more detail in a later issue.

P.S. No you were not imagining if incidents are down from last year.

## RCC/CMCC STAFF

**Maj. Joan Gordon, OIC**  
**Capt. Dan Chicoyne, D/OIC**  
**Capt. Marc Favre, Air Cont.**  
**Capt. Kevin Grieve, Air Cont.**  
**Capt. Keith Hoey, Air Cont.**  
**Capt. Ray Jacobson, Air Cont.**  
**Capt. Clarence Rainey, Air Cont.**  
**Capt. Gordon Scotcherd, Air Cont.**  
**Capt.(R) Wayne Sinker, Air Cont.**  
**Sgt. Al Daigle, Air Cont. Asst.**  
**MCpl Sylvie LeBlanc, Air Cont. Asst.**  
**MCpl(R) Gary Hollman, Air Cont. Asst.**  
**Cpl Christine Lorrain, Air Cont. Asst.**  
**Cpl Marsha Richester, Air Cont. Asst.**  
**Cpl Cindy Brockerville, Administrative Clerk**

**Danny A. Coultis, RSMS**  
**Joanne Clouatre, Marine Cont.**  
**DavidELIT, Marine Cont.**  
**Jill Harrigan, Marine Cotn.**  
**Larry Hrabets, Marine Cont.**  
**Wayne McCrae, Marine Cont.**  
**Scott Miller, Marine Cont.**  
**Jeanne Joy, Secretary**

**Capt. Kelly Freitag, CMCC Op**  
**Capt. Jean Houde, CMCC Op**  
**Capt. Roger Lemieux, CMCC Op**  
**Capt. Blair MacArthur, CMCC Op**  
**Capt(R) Michel Robert, CMCC Op**  
**Capt. Dan Rueger, SysO**  
**2Lt. Marc Bronsard, CMCC Op**

### *Northwest Territories Visit 1997*

### *Bob Jackson finally found GOLD!*





In 1996, the Coast Guard announced the establishment of the Office of Boating Safety. Since that time the Central and Arctic Region has been working to establish an office to serve the over 1.2 million.

The OBS focus is on all aspects of recreational boating and ultimately on the safety of recreational boaters. This focus has also been embraced by the Coast Guard Auxiliary as they recognize a greater role for their organization and its members in the Boating Safety Program. The resultant enhanced partnership between OBS and CGA will mean greater service to the recreational boater and a greater reward to both the auxiliaryist and the CG OBS. How?

### ***A NEW STRUCTURE FOR CGA***

The Office of Boating Safety is new. It is the focal point in Coast Guard for the recreational boater. The recreational boater is Coast Guard's largest client group and it is growing. The CGA, with input from the SAR and OBS offices of Coast Guard, has developed a new structure for the Boating Safety division of the CGA. This structure will better reflect the expanded role of Boating Safety in the CGA through the establishment of District Boating Safety Co-ordinators (DBSC), their team of Boating Safety Officers as well as the Director of Boating Safety. The new structure will permit better communications between OBS and the CGA.

### ***MORE RESOURCES***

As the relationships develop between CG OBS and the CGA DBSC, greater efficiencies will result. These efficiencies will be realized in increased participation in events and availability of resources. Resources once controlled by CG will be pooled and made available directly to the CGA so that more resources will be in the hands of the DBSC. Also, the CGA itself is in the process of purchasing more display resources so that each district will have their own unit and gear.

### ***ENHANCED PARTNERSHIP / ENHANCED PROFILE***

The Office of Boating Safety's focus on the recreational boating client together with the new structure for the boating safety activities in the CGA will result in an expanded role and therefore a greater presence in the

recreational boating community for the CGA.

Currently, the existing boating safety vans are being refurbished and redesigned for better use. On the outside of each van, letter/signage will now read:

Department of Fisheries and Oceans  
Canadian Coast Guard/Coast Guard Auxiliary  
Boating Safety

This layout clearly indicates the partnership between the CG (OBS) and CGA, BUT also helps the CGA establish a higher profile identity for itself. More and more CG OBS signage will read this way so that regardless who is operating a van or trailer or staffing a display, the signage will display both CG and the CGA organizations.

As the new structure of the CGA and OBS becomes established, better communications, greater efficiencies, participation in events and a higher profile for CGA will result. The ultimate outcome is that the CGA will have more contact with the boating client, there will be increased boating safety awareness, and perhaps, fewer boating incidents and casualties. Now that's rewarding.

## **A MESSAGE FROM JIM QUINN, REGIONAL DIRECTOR, CANADIAN COAST GUARD CENTRAL AND ARCTIC REGION**

Many of you may not be aware of how vitally important you are to the success of the Canadian Coast Guard.

The over 900 Coast Guard Auxiliary volunteers and 130 vessels in Central and Arctic Region supporting the Search and Rescue efforts of this region is outstanding and provides a significant contribution to our collective efforts in making our waterways a safer place to navigate. We in the Coast Guard rely very heavily on your geographical expertise in helping fellow mariners in distress. Without that local knowledge of your area, many of our success stories would not have happy endings.

I want to take this opportunity to thank each and everyone of you for your continued support and time you commit to this program out of your very busy schedules. You take the time to deliver the safe boating message, educate the public of all ages and above all protect our fellow boaters on our waters.

At present there are approximately 940 volunteers and 130 vessels enrolled. A new district, Northwest Territories has been added which has increased our SAR area tremendously.

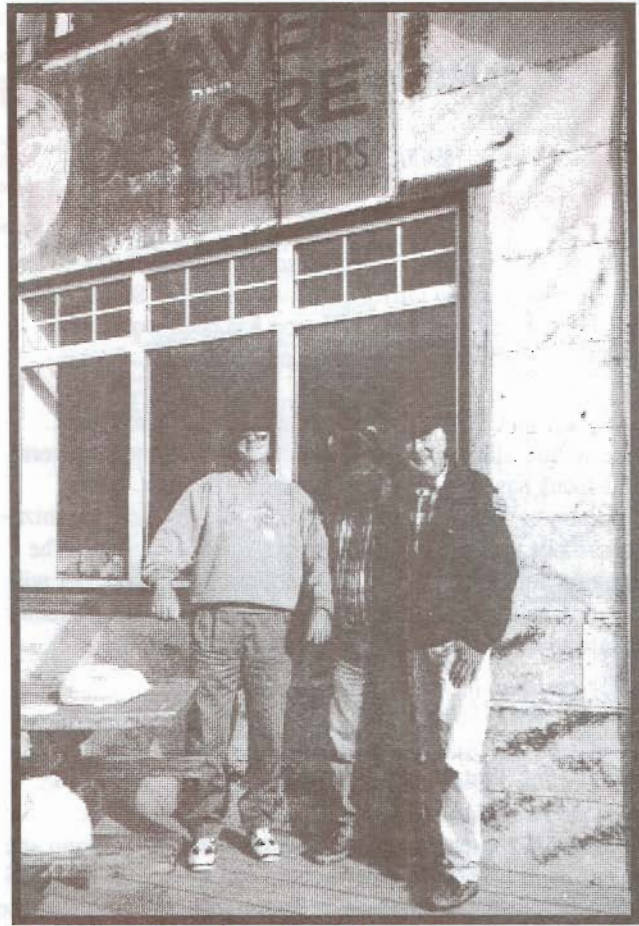
A CCGA Newsletter would allow information exchange between members, vessels, your Directors and Coast Guard and tie our vast area together via interesting articles and communiqués. Please submit any articles, ideas and thoughts (be creative) that will make our Newsletter a success. Please send your article and pictures to:

Anne Dompierre  
11 Wilson Street  
Wallaceburg, Ont.  
N8A 5A5

To kick start this venture we need a "NAME FOR THE NEWSLETTER". Please send in your ideas for a name. Best name will receive a prize. I hope to hear from everyone.

Send your mail to:

Canadian Coast Guard Auxiliary (C&A) Inc.  
P.O. Box 68,  
Sunderland, Ontario  
LOC 1H0  
Attention: Marion Hunter



Remember what Red Green says: If the women don't find you handsome they should at least find you handy!

John Parsonage/Ray Charrier/Al Johnston



## CONGRATULATIONS

On September 3, 1997 the Canadian Coast Guard Auxiliary (C&A) received the Deputy Minister's Commendation.