



# SHIPMATE

Canadian Coast Guard Auxiliary  
Central & Arctic Region's  
Newsletter



**A**s the summer winds down and most CCGA units come out of the water for the winter, our Region comes alive with 14 major boat shows, countless training courses, DBSC conferences, DTC conferences, BOD meetings, National meetings and district meetings. We don't slow down, just move indoors!

In January of this year we have our AGM, in Mississauga, where you can meet our new Executive Manager, Oliver Carroll. This year's AGM is being guided by Preston Short. Preston is an OBS person from the Prescott, Ontario area and has been working diligently to get the afternoon sessions arranged and provide the hospitality needed for such an event.

The web site has undergone some changes and the members area will be password protected starting January 1, 2002. The password is available from your District Director and you can find it in this issue of Shipmate.

There will be some changes at the board level this AGM, as some Directors have opted not to return. Please take a few minutes and call your Director and thank him for his effort. They all deserve a pat on the back, as they represent your interests with great enthusiasm at our board meetings.

The contribution agreement between the 6 Auxiliaries and the Department of Fisheries and Oceans is up this spring and we have been working hard to complete the deal. Please feel free to contact myself or your local Director if you have any questions on this.

Our Regional SAR 2001 team competed in the international games in Vancouver. They were a great group and a fine representative of our region. Congratulations to "Mysis."

The Secretary has presented a report to the Executive on membership. This report shows that by and large we are doing a good job in keeping the region on track. We have a few problems with certain districts still having units with no vessels. These will be removed and the members transferred to other units, to OBS or removed from membership. Please contact your director if you fall into any of these areas.

Please read your Shipmate thoroughly as there are many items that must be dealt with over this winter, most importantly is the future of the AGM. If we do not scale it back, it will eventually cost us over \$100,000.00 to hold this meeting.

**SAR 2001  
2nd Annual  
International Volunteer  
Search & Rescue  
Marine Competition Held  
October 20-21, 2001  
Vancouver, B.C.**



*From left to right:  
Herb Paetzold,  
Frank Merkt,  
John Levantis (CC&A President),  
Marcel Dorey  
and Les Shane.*

Not a wise use of funds! We need your advice on this. Do we move it from district to district...do we have one rep from each district...do we use a formula of 1 rep per each 5 units? Please let your director know your feelings.

*Have a safe and happy winter.*

John W. Levantis  
President  
CCGA, C & A  
[www.ccca-ca.ca](http://www.ccca-ca.ca)

## The PCOC as part of our membership requirement

Over 12 months ago the board passed a resolution that having a PCOC ( Pleasure Craft Operator Card) is part of the CCGA membership requirement. If you have not already received your card contact your unit leader and or district director to:

1. Take the test
2. Determine if any existing documented boating safety related course you have taken applies.

## Government of Nunavut and Canadian Coast Guard establish Auxiliary units in Nunavut

IQALUIT, Nunavut (June 27, 2001) - Community Government and Transportation Minister Jack Anawak is pleased to announce that the Government of Nunavut has reached an agreement with the Canadian Coast Guard to establish Coast Guard auxiliary units throughout the territory.

"This partnership between the Canadian Coast Guard and the Government of Nunavut will enhance marine safety for all Nunavummiut," Minister Anawak said. "As Minister responsible for Nunavut Emergency Management, I would like to thank the Honourable Herb Dhaliwal, Minister of Fisheries and Oceans, and his staff at the Canadian Coast Guard's Central and Arctic Regional Office for their efforts."

This agreement, worth \$645,000 over the next three years, will establish community-based marine response units across Nunavut and result in more effective marine search and rescue.

Program initiatives are underway that will provide for advanced training and more streamlined procedures. The agreement will also provide vessels and rescuers with required safety equipment and necessary response gear.

Officials from the Department of Community Government and Transportation will be contacting communities to begin working with them to implement the agreement.

For further information contact:

Eric Doig Manager,  
Nunavut Emergency Management Department of  
Community Government & Transportation  
Bag 1000, Station 700, Iqaluit, Nunavut X0A 0H0  
Tel: (867) 975-5319  
Fax: (867) 979-4221  
E-mail: edoig@gov.nu.ca  
J Levantis

## Canadian Coast Guard Auxiliary Web Page

As we build our web page we want to include information about our units. Unit leaders are asked to send a photo of your unit so we can include it on the site. Don't forget to include the Unit name and number as well as a contact person for more information.

Please forward your email address or any digital pictures to; peter.graham@sympatico.ca

Regular photographs can be sent to; Peter Graham, 2150 Hixon Street, Oakville Ontario, L6L 1T4

Include on the back your return address, unit name and number. All pictures will be returned.

## Changes to Hamilton Beach Rescue Unit

Effective immediately Len Owen after many years of dedicated service has stepped down as the unit leader ( Chief) and I'm pleased to announce that Carlo Caligaro has assumed the role of unit leader for Hamilton Beach Rescue. Our thanks for Len, who will remain active within HBRU, for his service and best wishes to Carlo.

Peter Graham



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## CCGA Members participate in HAM Radio Celebration of USCGA 65th Anniversary



*Pictured here is Doug MacKinnon (VE3GJ) talking on the net*

On Saturday October 21st, several CCGA—C&A members from D2's GAMRU unit participated in the USCGA Ham Radio Jamboree.

During the several hours on air, contact was made with several USCGA stations participating. This included K1G (Buffalo NY), K2G (Fire Island NY) and K3G (Newton Square PA). The Boy Scouts also had a major jamboree on for this weekend so they manned some of the stations.

Eighteen contacts from 10 states were made. Contact was also made with France, Germany, England and Yugoslavia.

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## NEW SAR 1 Requirements for CCGA Members

At the September board meeting the board members discussed the developing issue of liability in having members participate in SAR activities without up to date and certified skills. It was agreed that because members are at potential risk when engaged in SAR activity it was in the best interest of the members to have the training necessary to do the job. The following policy was agreed to.

1. SAR 1 is to be completed by all new members within a 1 year time of joining the CCGA.
2. SAR 1 to be recertified or upgraded to SAR 2 every 5 years.
3. The following options to be available and communicated to members.
  - write the exam after taking the SAR 1 course.
  - verbal exam after a taking the SAR 1 course.
  - verbal exam or written exam provided at an appropriate recertification function.

As well JRCC will not task a unit unless the owner operator / coxswain has met the criteria of having a current SAR 1 or higher.

To aid in the presentation of the SAR 1 program the following programs would be implemented. The Training Director would draft a mail in exam.

The new SAR 1 requirements would be posted on the webpage

A memo would be drafted for the Shipmate newsletter

The District training Coordinators (DTCs) to offer recertification through local initiatives

## New Regional Auxiliary Website

The new website [www.ccg-ca.com](http://www.ccg-ca.com) went operational as promised in July. Since then the website has continued to evolve and expand. Expansion is expected to continue and the website will always evolve to meet the ever growing demands placed upon it by the membership.

Major features of the website is the information pages for members. Just after January 1, 2002, the website will have a username and password for members to log in to get information relevant to them as members. This information is normally of little interest to the general public.

Username     ccga  
Password     mission1

All the forms members need can be found on the site. A future addition will include a new SAR Mission report that replaces the current 8 1/2 x 14 page. The new page will be 8 1/2 x 11 format.

Manuals for reference can also be found on the site. Manuals now available include:

General Members interest area:  
Members Manual.  
National Awards Program  
Uniform Manual

Related to training and operations:

National SAR Manual

The new SAR Seamanship Manual. Each unit should have received a copy by this time. If a new does not have this they should contact their director.

The VHF study guide.

The National Training Standards

In support of the training program the training section of the website also now includes the SAR 1 course manual and workbook. Many members have asked for a chance to review material before a class begins. This was the easiest method to provide for this request. At present there are no plans to add the SAR 2 material. Also in the training section is the Instructor is course material.

Aside from all the material for members to refer to lots of pictures have been added to show what we do. There is room for more pictures and every vessels picture can and will be added to the website. Contact your director of your units photo is not on the website.



Out of Port Colborne we welcomed the 'Sandman'. Owned and Operated by Dan Pelelrin. Dan is a long time member already with POCOMAR based in Port Colborne. The Sandman will be used to back up the POCOMAR vessels who will provide crew for Dan in this high SAR incident area. The 'Sandman' is a 26 foot vessel.

## New Vessels in District 2

Also added to district 2 was 'Just in Case' owned and operated by Jim Case.

Jim is also a current CCGA member with his vessel 'Janice C'. Both the 'Janice C' and Just in Case are based out of Port Maitland. They are 65 foot Lake Erie fish tugs. Because Jim and his crew could be aboard either vessel it was decided to bring both of his vessels into operation with the CCGA.



# Treasury Board of Canada Secretariat—Travel Directive

## *The issue:*

A frequent topic of discussion whenever members travel is that of the use of a Privately Owned Vehicle and whether or not there is entitlement to the lower (traveler requested), or the higher (employer requested) rate. It is this issue that I wish to clarify.

## *Why it is important:*

Central and Arctic region is by far the largest in terms of geographical area and as a direct result travel absorbs a significant portion of your annual budget. Applying the directive responsibly combined with prudent coordination of training, meetings, Boating Safety events, and other authorized activities when travel is essential will translate into significant savings.

Compliance with TB Travel Directive is mandatory since the CCGA, in the form of the Memorandum-of-Agreement with the Crown, has agreed to abide by the TB Travel Directive.

## *How this affects you:*

There are a couple of key points to bear in mind about the use of private vehicles. First, the Coast Guard doesn't expect Auxiliarists to subject their personal motor vehicle to the extra wear and tear and mileage associated with using it for CCGA business. The assumption is that it is preferable to use other means of transportation if at all possible. Second, the Directive, the Canadian Coast Guard and the Canadian Coast Guard Auxiliary all require that any private vehicle used for Auxiliary business be insured by the owner with at least \$1,000,000 Public Liability and Property Damage, (PLPD), and the coverage to drive to and from work, generally referred to in the insurance business as level 02 to 05 coverage. It is important to note that this coverage is not provided by the Coast Guard nor the Coast Guard Auxiliary and it must be provided by the vehicle's owner - that's you!

The TB Directive offers the traveler the following alternatives to using private vehicles:-

Public transportation is the first alternative to be considered. (i.e. local bus and Go-Bus, Go-Train, Subway, etc.) Should this method of transportation be unsuitable, impractical or non-existent, then the

next alternative should be considered. (Taxi may also be considered, however, please see Directives governing the use of Taxis - TB Travel Directive - Commercial Transportation item 2.5.)

Commercial transportation is the second alternative. (i.e. train, air, commercial bus, etc.) Which ever is the most economical yet practical and in accordance with limitations outlined in the TB Directives dealing with these methods of transport. Again, this type of transportation may be unsuitable, impractical or non-existent.

Vehicle Rental should be third to be considered. Especially, for relatively short distances within the Region. This method of transportation is preferred over the use of a "private vehicle". In accordance with the Directive compact-sized or economy vehicles shall be rented. Mid-sized or full-sized vehicles may be authorized when: the number of passengers to be carried; the bulk or weight of the goods to be transported; or an extenuating circumstance warrants the authorization of a larger vehicle. When renting you should request the Government or Corporate rate. Most vehicle rental companies offer this option. Many vehicle rental companies charge an exorbitant cost for gasoline if the vehicle is not returned with a full tank. Travelers should avoid such unnecessary charges by returning the vehicle with a full tank or at the level at which it was received, which ever applies.

In all cases where a rented vehicle is used, coverage against liability for collision damage is mandatory.

As a general rule, the Directive offers the above modes of transportation and does not authorize use of a "private vehicle". Therefore the Auxiliarist is not expected nor normally requested to travel using their "private vehicle". If the Auxiliarist requests permission to use their a "private vehicle", for whatever reason, then it is "traveler requested" and is reimbursed at the lower rate in accordance with the Directive.

Having said all of the above, it is recognized that in some exceptional cases there is no practical alternative to using the Auxiliarists private vehicle. In such cases the higher rate applies.

*Continued on page 10*

## SAR SCENE 2001 October 20–21 Vancouver, British Columbia

The International Competition was made up of five (5) Canadian Teams and six (6) USCGA Teams. The CCGA team from the Pacific Region won the overall competition. Although the Central & Arctic team did not come home with any awards, it was a great learning experience and an opportunity to discuss SAR with volunteers from all over North America.

The Board of Directors would like to thank the team members for their time and effort in preparing for and attending the competition. A thank you is also directed to their spouses for their support and encouragement. Good show!



*The winning team from the NWT in action.*



*Central & Arctic Region was well Represented in Vancouver.*

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## 2001 SAR SCENE, September 12-15 Whitehorse Yukon

*Congratulations to Jim Gram who was the lucky winner of an expense paid trip .*

The National Search and Rescue Program was created in 1986 to improve SAR prevention and response by coordinating and supporting the activities of all SAR agencies in Canada. They especially work with federal agencies: CCG, DND, Parks Canada, Environment Canada, Transport Canada and the RCMP.

The Canadian Coast Guard Auxiliary made plans for each Region to select a member to send to SARSCENE. As fate would have it Jim flew in a day early, unfortunately due to the devastation of September 11 none of the other winners were able to attend. In addition many of the presenters and exhibitors also failed to arrive for the competition. Attendance for the event was about fifty percent of normal.

“As a CCGA member with no experience in ground searches I found the workshops and presentations interesting and educational. One clearly feels a kinship with rescuers whose field of activity is town, field, bush, mountain or stream.”

I thank the CCGA for providing me with this opportunity.  
Jim Gram



# Central & Arctic's Rescue Challenge 2001

Burlington, Ontario  
August 25-26



Special Thanks to Don Limoge (left) and Mark Gagnon (right) for their many hours spent organizing this event. It was a huge success.

Thank You to all the participants and workers. They couldn't have done it without you. For those of us who weren't there we missed a lot of fun and should be planning to attend next year.



# Hay River "Survivor Program"

In June of this year the Hay River CGA was approached by Rev. Hydn SCHOFIELD the Anglican Minister. He was in the process of developing a survivor type two week course for young people 10 yrs to 16 yrs of age wherein they would participate in various challenges and learning experiences. The group consisting of twelve candidates would be given training courses in Firearms Safety, Rope Rescue, Boating Safety, Navigation, and boat operation. This involved participation by the Fire Department, Swimming Pool, Firearms Officer and the CGA

Our involvement was to conduct a two day course in Chart Work, Navigation and on water exercises in locating positions on Great Slave Lake.

Ken COOPER conducted the Chart/Navigation portion on Tuesday 14 AUG 01 at the Hay River CCG Base. On Wednesday Randy HILWORTH and Jack KRÜGER conducted the Navigation Exercise portion using the "GUARDIAN". A pre designed course had been set out by other Members of the CGA encompassing an approximate 30 mile course on Great Slave Lake. The object was to use the chart work to navigate to red mooring buoys at these locations.

We batted about 50% in locating buoys and sort of cheated after one search missed the mark. We plugged in the coordinates and used the GPS to off set our original errors.

On the second the second run our crew succumbed to a bout of sea sickness and we had to terminate early without any clean up required

All in all a success, the kids loved it and we had fun doing it.

Jack.

It was quite amazing how quickly some of these young people caught on to operating a large vessel, then on the other hand it was also equally scary



"Not everyone thought the rough weather was fun"



The "Survivors" just before we voted them off the Boat.



## Welcome to the Newest Member in District 9

### Meg Darby Kruger



The "Mite" at a week old.

was born to District Director Jack Kruger and his wife Sept. 14 at 1830 in Hay River NWT. By coincidence their family now includes Reiss, Chad, Meg and Paige and their initials spell RCMP. Congratulations to all of the Kruger family.

## Safety Recognition Award

In September 2001, The Lambton Safe Community Council asked for nominations for the 3rd Annual "Safety Recognition Award". A nomination in the "Community" category was sent in by Peter Garapick.

Neil & Irene Jardine on behalf of the Coast Guard Auxiliary/Boating Safety have been chosen for their efforts to play a significant part in reducing injuries and in educating the public in their community. Neil is District 3's Boating Safety Coordinator.

The Recognition Award will be presented to them on November 22nd, 2001 at the Clearwater Arena, Sarnia



The board regrets to inform the members that they received notice that the following 2 long time service members passed away this summer. Both Bert Herbert and Jack Cook were members of the CCGA since its formation in 1979.



Bert was the owner /operator of a series of units in Killarney. ( District 5).

Jack was a member of TOWARF in Oakville. ( District 2)



We extend our sympathies to both of these families. These gentlemen will be missed by family and friends alike.

*“Think it over...”*

*(Your own life will appreciate it...)*

*Today we have higher buildings and wider highways,  
But shorter temperaments and narrower points of view.*

*We spent more, but enjoy less.*

*We have bigger houses, but smaller families.*

*We have more compromises, but less time.*

*We have more knowledge, but less judgement.*

*We have more medicines, but less health.*

*We have multiplied our possessions, but reduced our values.*

*We talk much, we love only a little, and we hate too much.*

*We reached the Moon and came back, but we find it troublesome to  
cross our own street and meet our neighbours.*

*We have conquered the outer space, but not our inner space.*

*We have higher income, but less morals...*

*These are times with more liberty, but less jobs...*

*Much more food, but less nutrition...*

*These are the days in which to salaries get home, but divorces increase.*

*These are times of finer houses, but more broken homes.*

*That's why I propose that as from today;*

*You do not keep anything for a special occasion because every day that you live is a special occasion.*

*Search for knowledge, read more, sit on your front porch and admire the view without paying  
attention to the needs.*

*Pass more time with your family, eat your favorite food, visit the place you love.*

*Life is a chain of moments of enjoyment; it isn't only survival.*

*Use your crystal goblets. Do not save your best perfume, use it every time you feel you want it.*

*Take out from your vocabulary phrases like “One of these days” and “Someday”.*

*Let's write that letter we thought of writing “One of these days”.*

*Let's tell our families and friends how much we love them.*

*That's why, do not delay anything adding laughter and joy to your life.*

*Everyday, hour and minute are special...*

*And you don't know if it will be your last...*

*If you're too busy to share this message with someone you love, and tell yourself you will send it  
“One of these days”, just think that “One of these days” can be very far away, or even that you will  
not be there to see it...*

Again, however please note that in either case, whether at the higher or lower rate, the vehicle owner/operator must ensure their private motor vehicle is insured with at least \$1,000,000 Public Liability and Property Damage, (PLPD), and the coverage to drive to and from work, generally referred to in the insurance business as level 02 to 05 coverage.

Responsibility for travel begins before travel takes place and before any expenses are incurred. All discretionary travel (only JRCC SAR taskings are considered non-discretionary) must be pre-authorized in accordance with the Directive. In order to meet this requirement, the CCG/CCGA are in the process of developing the Travel Pre-Authorization Form in order to comply with the Directive. Completion of the form is mandatory as it serves to authorize the trip(s) and it documents the terms and conditions of business travel. The form is required both for audit purposes and to avoid misunderstandings that may result where travel expenditures that were not pre-authorized, or incorrectly incurred by the traveler. In either case you may not be reimbursed for such expenses. It is therefore in your best interests to ensure that your Pre-Authorization form is duly filled out and approved before you travel.

The Treasury Board Travel Directive and Rates is available on the internet. Access as follows:-

**[www.ccg-ca.com](http://www.ccg-ca.com)**

*-click on links then scroll to the bottom under the heading "Other Links"*

*-click on Treasury Board of Canada Secretariat - Policies and Publications*

*-here you may select the topic of choice*

I hope I have been able to clarify some of the issues that arise as a result of authorized travel.

Each travel situation is different. We live in a very diverse region, everyone has a different set of circumstances whether personal, geographical or availability of modes of travel. The intent is to apply the TBI Travel Directive fairly and consistently across the region.

Your continued support and understanding is very much appreciated.

Ray Charrier  
Canadian Coast Guard Auxiliary Coordinator  
Search and Rescue Programs  
Canadian Coast Guard - Central and Arctic  
Region

## District 9 SAR Exercise on Heart Lake

As October arrives in the North our chances of conducting a SAR Exercise on Great Slave Lake diminishes in fact even going on Great Slave Lake is a diminishing return. This year the Hay River Unit opted to respond to a "truly" inland situation. The area chosen was Heart Lake approximately 1 1/2 hours by road from Hay River. The scenario was two canoeists overdue from a paddling trip on Heart Lake.

The objective of the exercise was to respond with vessels, command center, logistical and communication assets, food and fuel to sustain a coordinated search outside our normal operating theatre.

Unlike the south, once we packed up and left Hay River, THAT WAS IT. No Nothing. What we needed we had to take with us.



On the morning of the 13th true to form it was rainy, snow and fog. Right from the outset our CASARA friends had to cancel due to a non-existent ceiling, which got worse with the snow later in the morning. Members of the Hay River, Yellowknife and Fort Resolution Units assembled three Mk 3 Zodiacs at the Coast Guard base in Hay River including outboards, fuel and oil. Loaded everything on two trailers and in company with the RCMP Camper (Command Center) departed for Heart Lake arriving at approximately 1030. Upon arrival a datum buoy was set in the middle of the Lake and shoreline and sector search patterns were established. At 1123 all three Zodiacs commenced searching. At 1148 the subjects abandoned canoe was located approx. 100 feet up a creek. At 1157 one of the

subjects PFD was located tangled in trees along the shoreline. At 1213 our 3rd boat located another PFD on land as well as some cigarette foil and wrap. All three vessels were tasked with conducting a ground search and at 1218 the subject (refer to dummy in photos) was located in a lean-to uneaten by bears and dead as a nit...



Bottom line from the time of the briefing at 0900 until 1218 we loaded, traveled for 1-1/2 hours, launched, searched and found the subject. It was the Command consensus that the second subject perished at the hands of a bear and was dragged away.

As the snow hit us we packed up and went back to Hay River. During this exercise we utilized the Mapping Program "Ozie Explorer to keep track on a lap top the location of recovered items, it was a great success and will be even better when I learn how to speed up the entries.



As we reluctantly put our boats and other toys away for the winter we can look forward to doing the same thing only on snow machines in say another couple of weeks.

JACK KRUGER

## District 3 Annual BBQ

Sept. 8, 2001, Mitchell's Bay



CCGA members gathered to share information and fellowship. Back L-R Ray Trahan, Les Reading, Gale Trahan, Neil Jardine, Irene Jardine Front Bruce Anderson, Harold Thompson, Adam Godfrey, Gary Papps, Marlene Anderson. This group was joined by others later in the afternoon. We may have been a small in numbers but a good time was had by all. Hopefully next year more members and their families will attend.

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## Did You Invite Pukta?

If you've got an event planned don't forget to invite our Mascot, he's a hit with audiences both young and old. Here he put his dance talents to the test doing the Hokey Pokey with students at the Bright's Grove Child Care centre's Fall Fair.



Just a reminder to those in OBS to book early to reserve the dates as we all share our resources and don't want to disappoint our communities.

# 2001 ANNUAL GENERAL MEETING

JANUARY 18, 19 & 20, 2001

STAGE WEST HOTEL, MISSISSAUGA

## Honour Guard

If you are interested in contacting the Honour Guard it can be done through either Brad Levantis @905-426-6967 or myself @ 905-721-2819 or ccgauniforms@hotmail.com. .

There is not a set fee for their services. Members volunteer their time the only thing that they ask for if possible is expenses. They are available for community events, Coast Guard and Coast Guard Auxiliary vessel dedications, funerals and Remembrance Day.

Nicholas Webb, CD

## What Do You Think ?

Don't forget to let your Director know what you believe will be in the best interest of the Canadian Coast Guard Auxiliary regarding the needed changes to the Annual General Meeting.

## HAVE AN EMAIL ADDRESS?

Please forward it to  
SHIPMATE  
& receive your future editions  
electronically

*The opinions expressed in this newsletter  
are that of the article authors and do not  
necessarily represent official  
Department of Fisheries & Ocean /  
Canadian Coast Guard policy.*

Again I invite all members to take a minute to do what "shipmates" do best, share your knowledge, your friendship and of course brag about our successes. As in all volunteer organizations it's the fellowship and feeling of making a difference that makes membership worthwhile. We all have something to share and experiences to learn from.

We'd all like to hear about unique fund raising ideas that raise funds for our Units. Have you got one that you'd like to share?

Many thanks to those who sent messages regarding the last issue of Shipmate. It is great to know that members are enjoying the sharing of activities.

I apologize to the Districts not recognized, I know that we all look forward to having something from your District in the next issue.

**Please send all articles to:**

**SHIPMATE**

c/o Irene Jardine  
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RR # 3, Oil Springs  
Ontario, N0N 1P0

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