



SHIPMATE

Canadian Coast Guard Auxiliary
Central & Arctic Region's
Newsletter



President's Message

Working together, sounds like an easy thing to do. But sometimes we lose sight of the fact that we all are working towards the same goal. **Saving lives.**

We do that in many ways, being a member of the Board of Directors and providing guidance and leadership to our fine organization. A varied and hard working group of people working together to insure that the organization stays on track while moving forward.

Being a member of the growing OBS team, a team that is tremendously active and doing a vital job in promoting boating safety and **saving lives** in the process.

Being a member of a local units support group, raising money to help the group grow, training, providing radio watches, working at local units headquarters or perhaps just being the guy that offers to go for coffee.

Being a support person for the privately owned vessel. You could be a husband, wife, girlfriend, boyfriend, son or daughter. Without your support, your loved one would not be able to spend the time required to do the job they do, that is **save lives**. Bringing someone home for their loved ones.

Last but not most certainly not least, the person who goes out there and does the dirty work. Whether they're on a private vessel, a fishing boat or a community based unit. The person who goes out at all times of the day or night looking for someone in trouble. Maybe finding that you never had hoped to find or perhaps coming back empty handed, to a dock full of anxious relatives.

You are the point of the spear, the person who gets cold and wet on most SAR's or spends countless hours on training, training and more training. Waiting for the call that maybe only comes once a year, or perhaps comes once a week. You are the reason all of the other people in the organization work so hard, so that you can do what you do best.

Saving lives...Two little words that are the centre of everything we do.

Think about them next time you want to pack it in for any reason, criticize someone in our group, skip the training session or just be a negative influence rather than a positive one and ask yourself "Am I helping to save lives?" What will be your answer?

Many Thanks
John W. Levantis

Central & Arctic Region's Honour Guard colours blessed March 3, 2002

during the Mission to Seamen Service

held annually St. Paul's Anglican Church, Sarnia, Ontario.

SHIPMATE to be available on our Web Site

**CAN YOU HELP WITH THE REVISION OF THE SMALL VESSEL ED COURSE?
 Don Limoge is looking for individuals interested in having input.
 Dlimoge@thunderstar.net or 705-549-8321**

Central & Arctic Equipment Committee

“Would you wear one piece underwear while boating in Toronto in August???”

NOR

Do we need a 3 cell Mag Flashlight on Great Slave Lake when we have 20 hours of daylight?

MY POINT IS

Because of our diversity this Committee has been struck to provide input based on District and Geographic needs for our People. It is important that we have input as our equipment is ordered by Ottawa CCG in somewhat of a generic fashion namely, one size fits all. I invite each and everyone of you to send your suggestions to the Members of this Committee in your geographic area.

- “The North” - Eric Doige
- “Middle Canada” - Rick Oldale
- “The rest of you” - Austin Gilbert

I am asking the Committee to have a presentation prepared for our Board Meeting on April 26th for submission to CCG. Your assistance is greatly appreciated.

Oh yes, one last thing I know there is someone out there that is going to submit a Marine, water proof CD 12 stacker, well don't. (The 8 stacker takes less room)

Jack Kruger

**New Executive
 for the POCOMAR in District 2**

| | |
|---------------------|--------------------------|
| Commander | Jeff Morvan |
| Exec. Officer | Brent Borland |
| Maintenance Officer | Dan Pellerin |
| Training Officer | Paul Schilz |
| Prevention Officer | Bob Bereti |
| Treasurer | J.R. (Rocky) Lehouillier |
| Secretary | Brenda Pisch |

To Ray Charrier;

May it strengthen you to know that others care and that although we know that you have a tough road ahead of you, we have confidence in your abilities to overcome all obstacles.

Ray has suffered a stroke recently and has some paralyze in his right side. He has begun his physiotherapy at St. Joseph's Hospital in Sarnia.

I'm sure Ray would love to know that you are all thinking of him. If you want to send a card, you can send it to the Canadian Coast Guard Office, Office of Boating Safety, 201 N. Front St. Suite 703, Sarnia ON N7T 8B1 and they will see that he gets it. If you would like to find out more about Strokes and how it affects the survivor, family and friends please visit the website; Heart & Stroke Foundation www.hsf.ca



CONGRATULATIONS !!

As a member of District 3, I would like to take this opportunity to say 'Thank you' to our past director John Parsonage commonly known as JP for his years of support.

As JP departs we extend a welcome to Les Reading as our new District Director. Les is a familiar face throughout our district as he continues to carry out his duties as assistant training officer. (Butch if you're out there, we are still looking for you!) Where's Butch? Is still our district's #1 question.

Again Congratulations to our new District Director, it's a big job and I know that he will complete his duties with style.

**ALL C&A AUXILIARY MEMBERS MUST RECERTIFY SAR I EVERY 5 YEARS
 TO REMAIN RECOGNIZED AS A MEMBER**

With Deepest Sympathy



May knowing that so many people share your grief help through this time of sorrow

We extend our sympathies to **Frank Hudson President of the Pacific Region** and his family as they cope with the sudden death of his sister.

Our thoughts are also with **Ray Charrier , CCG liaison with the CCGA** and his family as they mourn the death of his mother.



WE HAVE A NEW HOME

The Canadian Coast Guard Auxiliary (Central & Arctic) Inc.
Port of Toronto, Warehouse 52
8 Unwin Avenue
Toronto ON M5A 1A1

416-462-7283 (SAVE) 1-866-392-7283 (SAVE) Voice
416-463-7285 1-866-429-7285 Fax

info@ccga-ca.com
exec@ccga-ca.com

Our fearless President , Lamont and I have moved everything from Marion's to the warehouse which as of Feb 8 has become our new office. I found a meeting room in the building, basic would describe it. The nice thing about concrete floors is that they clean up very quickly. The lack of windows gives it that institutional feeling. No one can accuse us of squandering money after they visit or office, especially if the lights go out.

Oliver Carroll

NEW NAME for LAURENTIAN REGION

I am pleased to announce that the new name of the Laurentian Region is now the Quebec Region (Region du Quebec in French).

Department Headquarters made this decision following consultations with various regional and national branches and clients, who felt they could not identify with the name Laurentian. The decision was also based on extension of the geographic boundaries of our region to include all of Quebec for most of our activities.

Please address any questions or concerns relating to the contents of this message to Pascale Fortin at 418-648-4563.

Jean-Guy Beaudoin

Regional Director General, Laurentian Region

YOU'RE ALL INVITED

GAMRU will be celebrating the commissioning of their new vessel
Saturday June 8, 2002 @1400 in the Grimsby Harbour.
Everyone is invited to celebrate with them on this special day.

A.L.E.R.T. - Advanced Local Emergency Rescue Teams

Many years ago, a US Senator and his assistant were enjoying a lakeside luncheon, when they observed a low flying aircraft approaching Buffalo's airport. The quick witted governmental representative asked his assistant, "surmised" "What would happen if that plane crashed". "Are we ready".

From this statement began a search to find the status of rescue agencies to respond to this type of event. Their research found a multitude of agencies, all ready to respond, with various capabilities and limitations, but lacking coordination and guidance. There was no organized approach to any on water event, although a major Coast Guard station was in the area, they too had limitations. What was startling was that the response was bleak, but based on season, could be almost nil.

To this end, this politician and his executive assistant decided to gather the heads of a few key agencies to discuss this event. Not only was the big one a hypothesized situation, but could all the water rescue needs be met in all areas, meet this and the tourism needs?

What was found was an uncoordinated response, with territorial limitations, varying procedures and practices. There was reluctance to work together, as some felt their thunder would be lost.

The senator devised a concept to bring together at one table, all agencies that were involved with any aspect of a water rescue, be it in land or on the western great lake.

Canada's noted absence was base again on a lack of resources, and no lead agency.

In 1985, Senator Stankowski, and executive assistant Joan Kissner spoke for the first time to a multi discipline meeting looking at water injuries and accidents.

Soon I was in conference with the senators office, and became the first Canadian representative to the ALERT team. My task was to spread the word about this venue and bring to a common table, all Canadian agencies involved.

Now that we understand the goal of ALERT, the goal of the Canadian agency at that time was to maintain their existence, and to announce that they had limitations, was as some stated "a good way to end our careers. They were not prepared to admit their lack of coordination. Some of our agencies were reluctant to become involved, carrying the idea that if it ain't broke, don't fix it, cause nothing big is going to happen".

Fortunately the few key players soon understood that the goal of ALERT was beneficial to them and all mariners. The first players were the R.C.M.P and the Niagara Regional POLICE.

From forming ALERT, to now going internationally, we could determine the needs and abilities of everyone. We now saw an air of international cooperation begin. Joint training of units from both countries began and has always proven successful as well as utilizing others resources to accomplish a task safely and effectively. As Canadians, we benefited the most as we had limited resources and tasking became more frequent.

The ALERT unit identified many aspects to improve efficiency and found that direct communications and cutting of red tape was key. Time that was wasted on bureaucratic issues now could be side stepped.

Units representing the Coast Guards, Police agencies, Aviation, EMS and Fire services as well as diving and specialized marine were now actively attending the monthly meetings. Training and communications from these meetings spread to the present 46 units of ALERT.

Procedures that were developed and tested international, here in the Niagara Region and Western New York area, were now being reviewed nationally. Alert's concept spread to the Northern side of Lake Ontario, which had 60 active units. The command structure and rescue procedures were used in New York City. They became noted after a major aviation crash, and spread throughout the USA. The international cooperation and seamless red tape free procedures, were again in Peggy's Cove and in the Value Jet crash in Florida.

The key concept is to know who can do what, where what you need is, and how fast can it come to you!

ALERT hosts training in all venues of marine rescue, enforcement and other. Such training includes diver investigation, rescue, ice diving, swift water rescue, ice rescue, vessel training, safety procedures, diver insertion by helicopter, medical training, and K-9 search and recovery.

ALERT is active in public information events and has mediated international inquiries.

The involvement of safety agencies is found to be beneficial in getting the word out to the public in prevention.

Funding for ALERT is limited and is supported by interagency sharing of training, manpowered resources. A grant is received from the State Senate which has purchased items such as a hovercraft for the Buffalo Police, as well as aviation gear and a FLIR unit (forward looking Infra red) camera for the Sheriff's helicopter and two way radios.

Our Canadian agencies have received instruction in Dive training, Investigations and Swift and Ice rescue as well as Diver Insertion.

The cooperation shown here by the two countries has proven beneficial to all, as well as the public at large. Now each unit has the ability to draw on resources and skills that were otherwise not available.

A forward plan to continue training, practicing, addressing common concerns and meeting the need to the marine population, are paramount to the members of ALERT.

I am also the coordinator of the Niagara EMS/Paramedic Association's Marine unit. The UNITS of ALERT have and continue to assist with out question or cost, the training of our medics to serve the population involved with any water born incident. Locally, we are the major benefactors to this union.

Friendship and mutual aid are held as important factors to our success. We were all saddened by the recent loss of two of our active coast guardsmen during their patrol this past winter.

This loss has strengthened the bond and the need for a coordinated response, as we found out, we too may need to be rescued ourselves.

Gary Hass EMAIII
Vice-President
A.L.E.R.T.

Gary E. Hass, EMAIII, author is the Vice President to the International ALERT teams, and a chartered member. He also serves as a member of the Canada Coast Guard Auxiliary. (Dirt Water Fox / Dirt Water Kit) Gary is the coordinator of the Niagara Paramedic Association's -Marine Unit Paramedic- (MUP) Unit and training officer. He is a practicing Advanced Life Support Paramedic for 19 years in the Niagara Region.

Participants at the 2001 AGM were very fortunate to have Jeff Sweatland, President of Alert as a guest speaker on Sunday morning.

District 3 Report

Anyone in District 3 interested in training is encouraged to contact me. I hope to be able to offer a minimum of two SAR 1 courses and a SAR 2 course this year. Coxswains will be given preference for the SAR 2 course.

All members are encouraged to attend a SAR 1 or SAR 2 course if they hold that level. This is especially important if they have not attended a course within the past five years. CCGA policy states that there is a five year recertification requirement.

I expect that the courses will take place in mid-March or later to allow for proper planning. Note, on-water training will be planned for the navigation season as well.

The BBQ is in the works for 2002, hopefully in the early summer period. I will forward details as they are worked out. If you are willing to help with this event please contact me.

I have a fairly good handle on training records, especially for SAR 1 but if a member wishes to share what they believe they hold and when that information would be appreciated.

Les Reading
Les.reading@sympatico.ca or 519-268-7817

Ocean Ranger Disaster 20th Anniversary remembered February 15, 2002

The capsizing and sinking of the semi submersible drilling unit Ocean Ranger on the Grand Banks of Newfoundland, 170 nm east of St. John's, with the loss of the entire 84 man crew.

Following the disaster, the Governments of Canada and Newfoundland jointly established the "Royal Commission on the OCEAN RANGER Marine Disaster". The final report of the commission was signed August 1984 in St. John's. The report contains 136 recommendations and was a turning point in maritime safety.

Concerning SAR, the report recommended the forming of the National SAR Program (NSP) and the National SAR Secretariat (NSS), which was done. The Canadian Coast Guard has the mandate to address 6 of the recommendations, which were completed.

2001 Outstanding Search and Rescue Achievement Award Winner One of our own

The National Search and Rescue Secretariat (NSS) has announced that Jeff Eggleton of the Canadian Coast Guard Auxiliary (CCGA) and Canadian Power and Sail Squadron (CPS), has been awarded the **Secretariat's 2001 Outstanding Search and Rescue Achievement Award**. The Honourable Art Eggleton (no relation), Minister of National Defence and Lead Minister for Search and Rescue (SAR), presented the award to Mr. Jeff Eggleton at a private ceremony at National Defence Headquarters.

"Ensuring safety on our country's inland waterways is not an easy task, but for years this challenge has been met by SAR organizations across Canada," commented the Honourable Art Eggleton. "Jeff Eggleton exemplifies the dedication and skill shared by everyone involved with Canadian SAR."

From conducting training and boating safety with the Canadian Coast Guard Auxiliary, to developing inter-agency programs for the Canadian Power and Sail Squadron, Mr. Jeff Eggleton has significantly improved marine education and safety in the Niagara Peninsula area. He is an accomplished mariner, and since 1965 has held numerous positions in the Power and Sail Squadron, such as: Squadron Commander, District Training Officer, and District Commander. Jeff Eggleton has completed training courses in SAR I and SAR II, Advanced Piloting, Weather, Marine Maintenance, and Marine Electronics. He has instructed the SAR I and SAR II courses for the CCGA and has also instructed seamanship and sail.

Mr. Jeff Eggleton now holds 34 merit marks from the CPS, plus 10 merit marks and a membership from the United States Power Squadron. In 2000, he was awarded a Certificate of Merit for Outstanding Service from the New York State Senate for his work with the Advanced Local Early Response Teams (Alert) in Buffalo, New York. Mr. Jeff Eggleton presently acts as the Liaison Officer between the Niagara District CPS and District #6 United States Power Squadron.

The NSS was established in 1986 after the Ocean Ranger oil rig tragedy. The mission of the NSS is to save lives with the improved SAR prevention and response activities throughout Canada by facilitating development of the National SAR Program.



Jeff Eggleton (award recipient) and the Honourable Art Eggleton

10 December 2001, Ottawa



Jeff's Outstanding Achievements were recognized by our National President Harry Strong at the AGM, January 2001



Mrs. Jeff Eggleton (wife), Robert Eggleton (son), the Honourable Art Eggleton and Jeff Eggleton

CCGA License Plates in Ontario?

There has been interest shown in purchasing CCGA vehicle plates. Upon investigation it was found that we are required to purchase 100 plates from the Ministry of Transportation at a cost of \$5,000.00 +GST. If we receive a confirmation of approximately 100 members wanting to purchase plates we will negotiate having plates made. Please confirm to your District Director or exec@ccga-ca.com if interested.

**Central & Arctic's Members Recognized by the Canadian Safe Boating Council
at the Annual CSBC Banquet in Toronto on January 12, 2002**

Robert Petitpas

Safe Boater of the Year



Zolton Toth

**Top Individual Dedicated
To Safe Boating**

Rewards come to those who are willing to work hard for them. First you need the education appropriate to your goal. Then you need the will, dedication, and perseverance to fulfill that dream.

Dr. Gertrude B. Elion, Nobel-Prize winner for Pharmacology

Family Membership

Keven Webb and his daughter Amanda at District 1's fall meeting.



John (Jack) Colwell receiving 15 year certificate & pin from District 5 Director Norm Lloyd at Annual District Meeting on Feb. 10, '02

**"For years of work promoting boat safety,
reducing incidents and saving lives."**



District 3's DBSCer Neil Jardine and Suzanne Cote, Office of Boating Safety, Sarnia office at the Lambton SAFE Community Council Awards night Nov. 22, 2001

OBS I, II, III Members Events Reminder—2002 Boat Shows

- | | | |
|-----|---------------------|---|
| 1. | January 12—20 | Toronto International Boat Show |
| 2. | February 8—10 | Chatham Sportsmen & Recreational Show |
| 3. | February 14—17 | Toronto Spring Fishing Show |
| 4. | February 15—18 | Calgary Boat & Sportsman Show |
| 5. | February 21—24 | Ottawa Boat, Sportsmen's & Cottage Show |
| 6. | February 22—24 | London International Boat Show |
| 7. | February 27—March 3 | Winnipeg Mid-Canada Boat Show |
| 8. | March 7—10 | Saskatoon Sports & Leisure Show |
| 9. | March 9—17 | Toronto Sportsmen's Show |
| 10. | March 14—17 | Edmonton Boat & Sportsmen's Show |
| 11. | March 15—17 | Ottawa Paddle Sport & Outdoor Show |
| 12. | April 5—7 | Toronto Cottage Life Show |

Please contact your District Boating Safety Coordinator for more information

RCC now JRCC Joint Rescue Co-ordination Centre



Major Clarence Rainey
Officer in Charge
JRCC/CMCC Trenton

The JRCC came to pass about a year ago. This came about as Canada being a member of International Maritime Organization and International Civil Aviation Organization and its signature to related agreements had to conform to International terminology. Thus the change in name Joint Rescue Co-ordination Centre (JRCC) identifies a Centre that is manned by both Aeronautical and Maritime co-ordinators and co-ordinates both type of incidents Rescue Co-ordination Centre (RCC); is manned by aeronautical co-ordinators only and co-ordinates

aeronautical incidents while a Maritime Rescue Co-ordination Centre (MRSC) is manned by maritime co-ordinators only and co-ordinates Maritimes incidents.

Maritime Rescue Sub Centre (MRSC) is manned by maritime co-ordinators only and co-ordinates maritime incidents on behalf of the parent JRCC or MRCC in a specific area of responsibility (AOR) that falls within the AOR of the parent Centre. There are three (3) JRCC's in Canada which are Victoria, Trenton and Halifax, with two (2) MRSC's located at 1. Quebec City which reports to JRCC Trenton for incidents on the St. Lawrence river west of longitude 70W and to JRCC Halifax for incidents on the St. Lawrence River, North shore of Quebec (Gulf of St. Lawrence) and Gaspé Coast (Chaleur Bay). Canada is one of a small number of countries in the world that operates JRCC's

The above noted centres may also co-ordinate Humanitarian Incidents

Almost forgot CMK is Canadian Mission Control Centre

(Regional) Supervisor Maritime Search and Rescue
(Canadian Coast Guard) Central & Arctic

Dan Coultis



Dan Coultis presenting
award to Gervais
Sameluk

District 2 Lifetime Memberships



Harold Doane



Jim White



Murray Miner



Peter Graham

Central & Arctic Region Volunteers are Special

In order for our members to be recognized in our newsletter we need the support of our membership to forward articles and photos to our editor.

"US COAST GUARD AUXILIARY" Amateur Radio Special Event

It will be held in conjunction with the International SAR competition between the Canadian and US Auxiliary. The radio event will be on "To be announced" H.F. frequencies on October 5, 2002.

Last year POCOMAR, TOWARF and GAMRU took part. Those who participated really had a good time and it made for great publicity.

If there are other Units in our Region with amateur radio operators within their ranks, consider participating in this competition. Each unit could contact their local medias and have them come down for pictures and news media coverage.

Check with your District Director for more information.



District 9 "Marching to a different drummer"

It is -40.3C and as I look out my window a Raven the size of an adolescent Condor is trying to peck the Satellite antennae of my Police truck parked in the driveway. It is not career enhancing to lean out the door with a 9mm and resolve this situation although I have heard it being done!

Since District 9 became the "Arctic" in Central & Arctic we have been looked at as being somewhat different well we are. Although we are part of the largest geographical CCGA Region in the Country we are unique in virtually every other aspect.

For example, at the AGM the question was asked about expired distress flares and the CGA's prohibition on flare demonstrations. I clearly understand the concern however, up here we gather up everything we can get our hands on, ever pay for dangerous goods shipped north of 60 ?? Another question involving why RCC could not communicate with a CGA unit when the US Coast Guard helicopter could. Up here without Satellite phones we can't talk to anybody. Lastly to the gentleman that wanted to know if CGA Members would be permitted to have flashing green lights on their own vehicles to "rush" to a call. You would clearly stand out as you would be the only person in an area the size of Manitoba, Saskatchewan and Alberta that had one. I'm just kidding there is a guy in Tsiigehtchic used to have one (remember the Raven thing).

My point is that as CGA Members our vision and goals are clearly the same, "the poor SOB in the water" but our playing field is totally different. We try and play by the rules set in the shadow of the CN Tower and Sarnia but folks they just don't always work up here. We have no monopoly on this as my organization is plagued with the same problem. "Hi, I'm from Ottawa and I'm here to help". Until global warming I had the best Safe Boating weeks stats in the Country, not surprising since I still had a foot of ice on the lakes and rivers. Ottawa was amazed at my outstanding record. Sort of the same as Shooting the Raven off the truck, you'd like to tell but what the hell.

In the field of OBS we (up here) have been at the bottom of the totem pole for statistics. It's not for lack of interest but try this on. Our boating season is about 4 months; we have training, exercises, kids holidays, the ever-present day job, and most of all very few docks to walk. Put this together and we pale by southern standards. We do however do it a bit different with school talks and community presentations. Something must have worked as last year we had no fatalities on Great Slave Lake other than my two cell phones.

We as a District are proud of our association with Central and Arctic and I feel contribute a great deal to the success of the overall mission. In an attempt to perhaps spread the gospel I have put to the Board of Directors a proposal for next summer:

District 9 invites two Members of CCGA (C&A) (Southern Canada version) to attend in Hay River to participate in the RCMP Boat Operators/SAR 1 Courses.

These courses are conducted in late June and July. They are each one-week in length. This course has been recognized by the CCG College and is our "basic training" for RCMP & CGA Members. It will put a different spin on your perception of the North and boat training. We the Board of Directors have tentatively agreed to pay for each candidates travel and District 9 will pick up the rest. Further details will be forthcoming after the next Board of Directors meeting in April as to candidate selection. Suffice it to say you will not be able to navigate by the CN Tower or pull in for gas and food but I guarantee you will enjoy yourself. As they say up here: "YOURS TO DISCOVER".

Jack KRUGER, District Director,
District 9 (V/P Central and Arctic)

**The rights of the volunteer may be seen as the responsibility of the organization
and the responsibility of the volunteer as the rights of the organization**

VOLUNTEERS: THE HEART OF COMMUNITY ORGANIZATIONS
OMAFRA, March 1997

OBS Operator Competency Q & A's

Q: When is the next phase in date for Operator Competency and who will need their Pleasure Craft Operator Card then?

A: The next phase-in date for Operator Competency is September 15, 2002. As of this date anyone of any age operating a boat less than 4 metres in length (13 feet 1 inch) that is fitted with a motor of any size and used for recreational purposes will require proof of competency. Currently anyone born after April 1, 1983 operating any boat fitted with a motor of any size and used for recreational purposes requires proof of competency.

Q: Is anybody enforcing this regulation requiring boaters to have a Pleasure Craft Operator Card?

A: Operator Competency and other regulations that apply to Canadian boaters are enforced by a number of Federal, Provincial and Municipal enforcement agencies across Canada, such as the R.C.M.P., O.P.P., Toronto Police, etc.

Q: I don't necessarily think that someone sitting down and writing one of these boating safety tests at a show means they are competent to operate a boat. Why aren't people required to take a boating safety course to get their card?

A: The Canadian Coast Guard strongly encourages all boaters to take a Canadian Coast Guard accredited boating safety course prior to taking the test. The idea of challenging the test without first taking a course is really only intended for the most experienced of boaters and even then the Coast Guard recommends the taking of a course beforehand.

Q: With all these companies doing "Pay if You Pass" testing at this show, someone could simply go from course provider to course provider writing the test as many times as they please until they finally pass. How is this going to teach people to become a safer boater?

A: First of all the Canadian Coast Guard strongly encourages all boaters to take a Canadian Coast Guard accredited boating safety course prior to taking the test. The idea of challenging the test without first taking a course is really only intended for the most experienced of boaters and even then the Coast Guard recommends the taking of a course beforehand. As well, Canadian Coast Guard policy which all CCG accredited course providers have agreed to, allows an individual to take a CCG accredited boating safety test just once in any 24 hour period.

Automatic Inflatable (Auto-Inflate) PFD'S

This Boating Information clarifies recent changes regarding Automatic Inflatable (Auto-Inflate) PFD'S.

Currently, there is only one model of Auto-Inflate PFD approved by the Canadian Coast Guard; that being a model that is manufactured by Mustang.

This does not mean that all Auto-Inflates or all Mustang Auto-Inflates are now approved by CCG. Only PFD's that have the Canadian Coast Guard (or DOT) approved label are in fact approved for use in Canada.

Auto-Inflate PFD's are not approved for use on:

- Personal watercraft; or
- Whitewater kayaking; or
- Sailboarding

Inflatable PFD's (Auto or Manual) are not approved for use by persons:

- Less than 16 years of age; or
- Weighing less than 36.3 kg.

In order for the Auto-Inflate to be approved, it must be:

- Worn while in an open boat; or
- Worn while on deck or in the cockpit; or
- Readily available to persons below deck on vessels with cabins

If you have any further questions on Auto-Inflate PFD's, please contact the Canadian Coast Guard, Office of Safe Boating, Boating Safety Officer in your area.

Orillia Boat Show, August 2001



Nancee Adams District 4's District Boating Safety Coordinator, Kelly Brown CCG, Bob Stevens & Bill Taylor Boating Safety Specialists.

**People are motivated when they understand
and value the payoffs**

OMAFRA, March 1997

MARION HUNTER'S RETIREMENT ANNOUNCED



C&A President John Levantis
honouring Marion Hunter at
AGM 2001

We may not know her personally but we all came to know her name and signature (she's the lady who co-signed our cheques) for the past 21 years. It was announced at this years AGM that Mrs. Marion Hunter will be resigning from her position as Administrative Secretary with the Canadian Coast Guard Auxiliary as of March 31, 2002. This lady has seen us through many changes over the years, always with a smile and an answer. She and her family have dedicated countless hours above and beyond the description of her job to the CGA.

Thank you for your years of dedication,
may you enjoy many years of retirement in good health.



Keven Webb (left) in his new position as C&A's secretary/treasurer has assumed some of Marion's duties. Bob Hunter (centre) the man behind the woman is looking forward to retirement with Marion.

MEMBER FEEDBACK ABOUT 2001 AGM

Preston Short

"The only thing that comes to mind with the shipmate is to thank everyone who attended, especially the people who put on the seminars."

Steve Palfrey

"Anyone who did not make it to this years AGM certainly missed out on a very organized, well run and well attended meeting. There was fortunately no major controversy to take away from the importance of the agenda at hand. When you see the achievements that people like Jeff Eggleton have accomplished for the CCGA, it makes you stop and think, "what more can I contribute". Jeff's "Outstanding SAR Achievement Award" was certainly well deserved.

I personally found one of the highlights at the beginning of the meeting. There appeared to be technical trouble with the national anthem sound track, but from the back of the room came the sound of one person humming, then the whole room spontaneously burst into O Canada. The point I am making is, that when one person needed help, there was not only one shirt of blue but a whole room of blue shirts to reach out and help in the true spirit of CCGA."

Dan Sameluk

"Well, I thought and so did my Father that they went a little to fast threw the meetings, we needed more time to comprehend what was being said. I don't think it should be in Mississauga when the more central area is Winnipeg or even Thunder Bay."

Thank you gentlemen for responding to my requests for feedback.



Frank Hudson
President
Pacific Region



President
Atlantic Region

TEAMS ARE NEEDED NOW !!!
Central & Arctic's Rescue Challenge 2002

will be held at the
Canadian Centre for Inland Waters in Burlington, Ontario
August 10

The winning team may compete in the
International Event to be held in the
North-Western United States in October

For more information contact Don Limoge
705-549-8321 or dlimoges@thunderstar.net

SWAP SHOP

**Does your Unit
have something
that they are no
longer using that
could be of value
to another?**

Post it here !!!

**IMPORTANT CHANGES
to the
REGIONAL AUXILIARY WEBSITE**

www.ccca-ca.com

USERNAME mission1
PASSWORD water

February 15, 2002

The opinions expressed
in this newsletter are
that of the articles au-
thors and do not neces-
sarily represent official
Department of Fisheries
& Oceans / 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. Shipmate is felt to be a strong communications tool for us to share what is happening throughout our vast Region, but this will only work if we all participate.

If you notice that your district hasn't been covered in the past editions, make it happen! Let us know your out there and active, we can only print what is sent in to us.

REMEMBER

Individually we're great, together we're amazing in what we can do for the CCGA.

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