

SHIPMATE

Canadian Coast Guard Auxiliary
Central & Arctic Region's
Newsletter



25TH ANNIVERSARY CELEBRATION EDITION

Celebrating 25 years of Membership

D4 4	Sid Turner
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D1 14	Gary Endicott
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D6 99	Horst Anderson
D2 103	Ted Phillips
D4 113	Earl Taylor
D4 114	Rena Taylor
D4 115	Terry Taylor
D4 117	Jim Vamplew
D4 118	Betty Vamplew
D1 129	Jim Weldon
D1 134	John Levantis
D2 170	Richard Harrison
D2 229	Maurice Stevens
D2 235	Peter Graham
D1 238	Lou Lochner
D1 241	Marg Lochner
D1 242	Don Grant
D1 243	John Clarke
D4 244	Donald Limoges
D4 245	David Moore
D4 246	Jeanette Limoges
D4 248	Ray Moreau
D4 250	Martin Gignac
D3 262	Bruce Anderson
D3 263	Neil Jardine
D3 267	Harold Thompson
D6 281	Dennis O'Reilly



Twenty Five members of the Canadian Coast Guard Auxiliary, Central and Arctic Region were recognized by the Minister of Fisheries and Oceans in the Officers' Mess at the Royal Military College in Kingston.

A True Hero— Captain John Hanbidge

The Canadian Coast Guard Auxiliary cannot celebrate 25 years without remembering the man known as our "Founding Father".

He came to Canada in 1963 and dedicated his working life as Risk Manager to The Toronto Harbour Commissioners. For more than 20 years he led a volunteer civilian search and rescue; first with the Pickering Ajax Rescue Unit then as founding President of the Canadian Marine Rescue Auxiliary for Central Region, and finally as the founding National President.

In those 20 years he gathered many other dedicated volunteer rescuers from across Canada together to blend their ideas and united they gave life to his vision of turning the fledgling rescue organization into the Canadian Coast Guard Rescue Auxiliary.

I'm sure that those of us who were lucky enough to have met Capt. John will never forget him.

At the age of 70 Captain John Edward Hanbidge Master Mariner (Foreign Going) died October 29, 2002.

Erie Quest Marine Heritage Festival, July 19, 2003



Left to right:
Art Vermette, CCGA-
Vida C, Lonnie Adams,
seaman-CCGC Sora,
John Hopkins, Cox-
swain-CCGC Sora, Mike
Bye, seaman-CCGC
Sora.

Erie Quest is held annually in Leamington, Ontario in recognition of those individuals who have lost their lives to the waters of Lake Erie.

District 3 CCGA members Art Vermette, Neil and Irene Jardine participated in the blessing of those who participate in activities on Lake Erie as well as the memorial service for those who have lost their lives to the waters of Lake Erie.

**Toll Free Number to reach
CCGA National Office in Ottawa**

1-866-629-3292 or 1-866-MAYDAY2

A MOMENT OF REFLECTION

As we reflect over twenty five years as an organization we remember all those who have gone before us. The people who allowed others into their lives in very meaningful ways. Those who had the vision and the determination to create the Canadian Marine Rescue Association which has now become the Canadian Coast Guard Auxiliary. They shared a great deal of themselves through their involvement in our organization, and we thank them for it.

Eleanor Roosevelt wrote:

Many people will walk in and out of your life, but only true friends will leave footprints in your heart.

To handle yourself, use your head; to handle others, use your heart. Anger is only one letter short of danger.

If someone betrays you once, it is his fault; if he betrays you twice, it is your fault.

Great minds discuss ideas; average minds discuss events; small minds discuss people.

Learn from the mistakes of others. You can't live long enough to make them all yourself.

Yesterday is history—tomorrow is a mystery—today is a gift.



It's Official Ray Charrier has Retired

Friends of Ray gathered June 16, 2003 at The Brigantine restaurant in Sarnia, Ontario. Auxiliary members Don & Jeannette Limoges of District 4, John Parsonage and Irene & Neil Jardine of District 3 attended to help him celebrate. Ray has been on medical leave from his position as liaison between the Coast Guard and Coast Guard Auxiliary for the past year.

Ray is doing fantastic and invites his friends to drop by the Warwick Conservation Area where he and Cathy have a trailer. Rumour has it he hasn't been seen in the city since summer began.

Seaman's Prayer

The Lord is my Pilot; I shall not drift
He lighteth me across the dark waters;
He steereth me in the dark channels
He keepeth my log;

He guideth me by the star of Holiness for
His names sake.

Yea, though I sail "mis the thunders of life
I shall dread no danger for Thou are with
me;

Thy love and thy care they shelter me,
Thou preparast a harbour before me in the
homeland of eternity;

Thou annointest the waves with oil,
My ship rideth calmly.

Surely sunlight and starlight shall favour
me on the voyage I take;
and I will rest in the port of my God for-
ever.

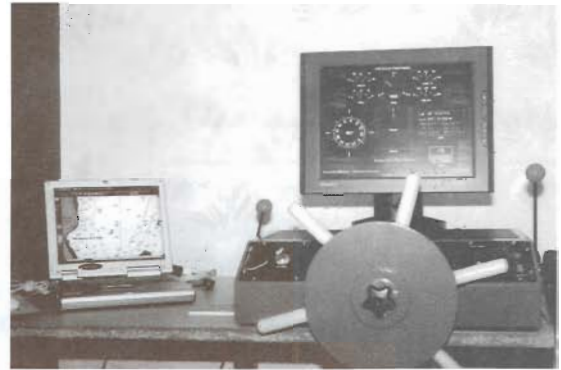
By Capt. J. Rogers

A PILOT-HOUSE or BRIDGE SIMULATOR

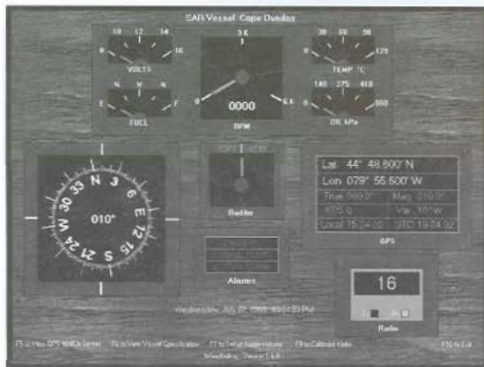
Designed and built by Bill Wood, a private CCGA (C&A) vessel owner

Simulators for training operators, crews, and officers in businesses and military organizations have been used for many decades. Many auxiliary members have heard of the famous "Link Trainer" used to train pilots during WW II. A few of this reporter's vintage may even have seen them! Canadian companies have sold "flight simulators" on the world market.

At an "Assessors" conference last May in Penetang Ontario chaired by Don Limoges, the Director of Training for CCGA (C&A), Auxiliary member Bill Wood introduced his "Coxswain Pilot House Simulator" for SAR Training. Earlier this year, at the CCGA(C&A) AGM, Bill had presented and shown "Stage one computer program" for helping solve the navigation situations involved with Search Patterns. His presentation was well received! Bill Wood is one of the original computer programmers in Canada, and decades ago advised companies how to convert their pencil and paper broad sheet accounting systems to the age of computers. Bill introduced the wonderful program of "Professional Write" to executives for their personal use with the "new" PC's.



The Simulator has a student's unit complete with wheel, engine gauges (fuel, RPM, temperature etc), a VHF radio mike, navigation light switch and the regular single screw engine controls (key, shift and throttle) together with an up-to-date electronic navigation screen with a real GPS display. As a necessary part of the training program there is a magnetic compass.



The Instructor's Control Unit placed somewhere else acts as the simulation "devisor" and the JRCC. Your instructor controls and may alter the student unit's simulator electronics, sea and weather factors, fuel consumption, and directives. The student for example may have an S&R operation underway when an alternative tasking is imposed, requiring new navigational and procedural decisions. All the elec-

tronics may be "failed" by the instructor and the student is left with only a RPM counter and the magnetic compass. All the simulator time, distances and speeds are *in real time*. Thus a simulated Georgian Bay tasking represents the movement of the SRU on the screen in real time.

For classroom use the Simulation situation may be projected on a screen for observers.

Bill Sager Instructor CCGA(C&A) (Tinker SRU)



SARSCENE 2003

Working together to save lives
Kingston, Ontario
October 15—18, 2003

Canada's only national event for all search and rescue professionals.

“The Patrol that never was” Or Ain’t hi-tech just wonderful



“Mackenzie” tied up at the Keele River enroute northbound

You may recall at last years AGM I presented the an overview on our Northern Security/Sovereignty Patrol to be made this season to the Beaufort Sea operating off of Herschel Island. The intent was in conjunction with Canada Im-migrations, RCMP, Customs we would check Vessels transiting the Northwest Passage during the limited navigation season.

This then is the “Readers Digest” Version of the operation. With the commissioning of the new Zodiac 920, the “MacKenzie” on 22 June in Hay River we conducted sea trials on Great Slave lake with a planned departure down the Mackenzie to Inuvik and on into the Beaufort and Herschel Island for mid July. The vessel performed beyond our expectation albeit we forgot the propane hose to cook with on a trip to Lutsel K’e on Great Slave Lake and had to resort an open fire.

On 23 July, myself, Ross POTTER, Jack KEEFE, Randy HILWORTH and Terry COOK (All CGA Members) departed Hay River. In two days we had covered 683 nautical miles down the MacKenzie River. At approximately 1730 as we cleared the Rampart Rapids and saw the church spire of the Settlement of Fort Good Hope the port engine chugged twice and died. We limped in to Fort Good Hope on the starboard engine and refueled while Terry and Ross commenced trying to find the problem. At 2300 hours still up on the beach it was determined that the High Pressure fuel pump was shot.

Now picture this, we are in a Settlement of 600 people ½ way between nowhere with two brand new engines and a hi-tech items breaks down. The upside is that we were not 30 or 40 miles either side of Fort Good Hope as we would have been clearly all the way between here and nowhere.

Next day it was on the phone to Corporate Headquarters of the engine manufacturer in Toronto. Since I didn’t know the God Damn extension or who I wanted to Talk to or his/her last name we wracked up quite a phone bill at the RCMP Detachment. At one point the very nice old Native cleaning lady left as it appeared the phone was endanger of destruction. Finally we located a “human” who advised that the only replacement high pressure pump: in Canada was in a bonded ware house in Toronto. Did I mention this was now Friday? Well, the Unnamed manufacturer got the part, put it in the Unnamed Courier basket for shipment before we could tell him/her that if he/she would put it on a Plane to Edmonton, north to Yellowknife, north to Norman Wells and on into Fort Good Hope we might have it in YES two days. NOT. Sent it via unnamed courier who indeed LOST it.

Moving right along, we finally got the part and flew via Police back to Fort Good Hope, put it on and it started. Sea Tried it and it cratered. Back home we came. A Week later armed with replacement parts the un-named manufacturer’s representative and the rest of us fly back again to Fort Good Hope and guess what he forgot

the small filter/spacer from the old part that now is what we determined was missing from the previous attempt. Well Ross converted Randy HIL-WORTH’s camera lens cover to act as a spacer for the pump and by God it worked. Off for a nights rest and on the way next day. NOT ! At 0230 an RCMP Members wife bangs on our door asking the four of us to help quell a riot. A large house in the Settlement was totally engulfed in flames and the local “kids” were throwing rocks and beer bottles at the RCMP and Fireman. We responded with assistance and rather enjoyed assimilating with the local youth !!!

Next day due to the weather in the Beaufort deteriorating and ice moving into the Herschel Island we made the decision to return to Hay River. Made it to Norman Wells, port engine quit, tied up to red buoy, and replaced the Camera lens cover with a plastic Butane cap, on to Hay River.

Ross POTTER, and Jack KEEFE setting up in Trappers Cabin on Mackenzie River



“Mackenzie” at Settlement of Wrigley NWT on MacKenzie River.



There is more but I will not bore you. Stay tuned for next season we are actually going to try it again.
Jack KRUGER District 9

Rescue Challenge 2003, Kingston Ontario, August 9, 2003

The 10 events were held in two locations (HMCS Catarauqui and Portsmouth Olympic Harbour) with the on-water activities staged from Portsmouth. It's unfortunate that Kingston is such an expensive venue because this is a far better location of this event than Hamilton Harbour.

Generally, the difficulty level of the various challenges has been purposely getting more difficult as each year passes. The Marlinspike Challenge presented knots that many people didn't know existed and also provided the opportunity to learn a few of them.



The First Aid challenge surprised many when they were faced with two victims. Thanks to Les Reading for the quick "filling in" job as the second victim. Dead Reckoning can be a challenge when your compass is useless. Kingston harbour has a magnetic anomaly. When is the last time you used or even saw a pelorus?

The Mystery Event was a collage created by Jim Gram. It was presented via PowerPoint and included questions covering almost every aspect of SAR. This was a timed event and although the teams had ample time to complete the series of questions, two or three teams failed to appreciate the consequences of too much deliberation or misunderstood directions.



One of the most satisfying elements of this effort is the final results. The first place team (District 1—PARA) finished with 699 points out of a possible 775. Number two (District 6—SOOSAR) was at 674 and Number three (District 4—Mysis) at 653.



The difference between 1st and 5th was 77 points. In the opinion of all the adjudicators none of the teams could be considered a loser. That's a good thing! As they say in Sarnia: "Yuz guys done good!"

I've lost count on how many we had working as the support team. However, it is safe to say that it was over 40 people—CCG and CCGA were into the fray. That to is a good thing! Thanks a lot folks—"Yuz done good too!"



Special mention goes to CCG staff, Andy, Dave, Mark and the crew of the Bittern (Kingston) - Jason Rimmer (Coxswain) Ken Biccum and Don Wariner for their logistic and hospitality efforts. Without the boats and support of the local crew, the operation would have been rather sad.

Looking forward to the 2004 competition. It would be nice to see some of the districts that have not participated in the past join in.

Don Limoges
Director of Training

Congratulations District 1 Participants

Jim Snow (Ldr.), Derek Cartier, Adrian Spiering, Brad Suckling

These gentlemen will be representing Central & Arctic Region at the International Competition to be held in St. John's Nfld. at the end of September



Honoured Guests at the weekend events



Alternate team from Districts 6, 1, & 3



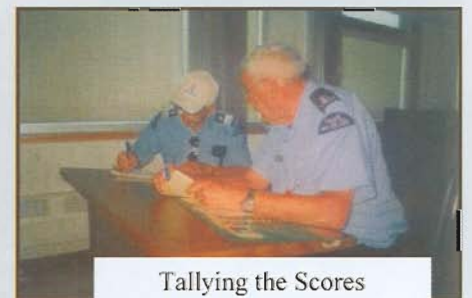
Opening Ceremony of the C&A SAR Competition by the Commissioner of the CCG and the CEO of the CCGA at HMCS Catarqui.



District 3 Team



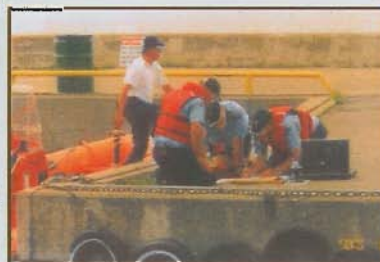
District 10 Representatives



Tallying the Scores



A well deserved break for our Coast Guard friends between competitors.





The 25th Anniversary of the Canadian Coast Guard Auxiliary was commemorated in Kingston, Ontario Saturday August 8, 2003



SAR Competitions Winners from District I



Check out more photos
www.ccga-gcac.org



Happy 28th Anniversary

During the evening celebrations of the Canadian Coast Guard Auxiliary, August 8th 2003 in Kingston Nancee gently reminded Jim that they had spent their special day adjudicating for the Regional Search and Rescue competition.

**Congratulations
Your CCGA friends**

BLUE FLASHING LIGHT FOR CCGA IS IN FORCE

Regulations Amending the Collision Regulations

Manoeuvring and Warning Signals—Canadian Modifications and Blue Flashing Light (RU 10000-475) came into force January 30, 2003.

This amendment allows ferries, making regular and frequent trips in Canadian waters, to not give a signal of one prolonged blast as currently required. The conditions for this would be that the visibility is good and the Master of the ferry has determined that, due to the absence of traffic in the area, the signal is not needed. Where the whistle is sounded routinely as a safety precaution, regardless of the traffic in the area, the Master may decide to continue using the whistle signal on departure. Although not a requirement internationally, a requirement for a whistle signal has been in existence for several decades on the Great Lakes as there is a similar Rule in the United States (US) Inland Navigational Rules. The Master of a ferry making a voyage between Canada and the US will still be required to sound a departure signal in US waters. In addition, these Regulations amend Rule 45 of Schedule 1 Part F— Additional Canadian Provisions, Blue Flashing Light. Rule 45 allows a 'government ship' to exhibit as an identification signal a blue flashing light when providing assistance in a search and rescue (SAR) operation or when engaged in law enforcement activities. **The amendment to this rule allows Canadian Coast Guard Auxiliary (CCGA) vessels to also exhibit the blue flashing light when engaged in SAR activities.**

If you have any questions with respect to these Regulations please contact:
Robert Turner (AMSEC) by phone at 613-991-3134 or by fax 613-993-8196

District Six News and Events

With summer coming to a rapid close and just before the leaves turn to their magnificent splendor of fall colours, it's time to reflect on a very busy spring and summer boating season.

Our schedule of event began early in District Six. Starting in early March, our Boating Safety Specialists, John Hooper and Mike Ketola attended the first of many presentation, displays and Pleasure Craft Courtesy Checks. This was followed by a Canadian Coast Guard Auxiliary SAR Course 2003, held in late May, and presented by instructor Captain John Chomniak. The SAR Course was well attended by CCGA members, both coxswain and crew. Unit Leaders attending were: Barry Armstrong, John Hooper, Robert Hope, Don Mertes, Jim MacDonald, Art Myles, Dave Oliver and Marie and Mort Purvis, along with two members of the Royal Canadian Mounted Police.

For thirteen days in June, four hours each day, CCGA Unit Five, Sault Search And Rescue participated in the Sault Rotary North Dragon Boat Festival, held on the St. Mary's River. Unit Five provided safety while participants trained daily for the upcoming race and set up the course for race day.

From June 16 – 21 members of the Coast Guard Auxiliary, Civil Air Search And Rescue Association and Sault Search And Rescue manned workshops and displays designed to teach Safe Summer Fun to school children and adults. Hosted by the Cambrian Mall.

The 2003 Eco-Challenge North American Championships were held from July 18 – 27 in District Six. Vessels of the Coast Guard Auxiliary, along with the Ontario Provincial Police and the Ministry of Natural Resources were stationed along 170 kilometres of isolated, rugged and beautiful Lake Superior coastline. Stationed at strategic location they were to provide assistance to any of the 160 kayakers who may find themselves in a distress situation. A few dramatic rescues of participants who were totally exhausted or suffering from hypothermia were required on this portion of the Eco-Challenge course.

CCGA Unit Five, Sault Search And Rescue trained and entered a team in the Rescue Challenge held in Kingston on August 9, 2003.

During the few breaks in activities, tasking by JRCC were handled, classroom and on-water training were scheduled and attended by coxswain, crew and Unit Leaders in our District.

Hugh Wyatt
Director – District Six



District 3 Member Experiences Training in District 9

I landed in Hay River on a sunny day, greeted at the airport by Jack Kruger and his daughter Paige. I knew it was going to be an interesting time when Paige shouted to her Dad, "He has hair!" I spent the week sharing accommodations and experiences with other Coast Guard Auxiliary crews and RCMP officers from other districts. During my week's stay I learned an important lesson in Hay River - watch out for the bugs!

I had the pleasure of experiencing days that had never ending sunlight. Launching boats, manoeuvring and docking their 30 foot Guardian was exciting. The week taught me that life in the north with the unpredictable Mother Nature can be a real challenge to the rescue crews. It is this type of training course offered and the dedication of the people involved that make this such a valuable experience. I would highly recommend it to those that have a love for the outdoors.



I must take this opportunity to extend my sincerest thanks to Les Reading for allowing me the opportunity of a life time to attend this course, as well as Jack Kruger, for his hospitality, a man with endless knowledge and energy.

Randy Eaton
Coast Guard Auxiliary District 3
Kingsville, Ontario



SAR 2003—The Breakfast of Champions

New District 3 Unit

I am pleased to announce that John Findley is the newest unit owner in District 3. John operates the Ogima Cheemaun. The vessel is a Canoe Cove and is berthed in Port Stanley. A crew is being developed by John and the CCGA is interested in liasioning with the O.P.P. and D.N.D. (H.M.C.S. Prevost—Port Stanley facility).

Les Reading
Director

BOAT OPERATORS COURSES DISTRICT 9 (NWT)

Two one week courses were held this year in June. Of the twelve Candidates four were Members of the CGA, District 9. The first course 9-13 June was held two days after the last of the ice cleared from Great Slave Lake. Travel during the navigation exercises was to say the least "chilly" and a good test of our equipment.



Randy Eaton,
at our "Spartan
lodging", in
Moraine Bay.

The Second course 16-20 June again saw bad weather in the form of wind, rain and fog. We were fortunate to have Randy EATON of District 3 participate as this years "exchange student". Randy could not be classed as a student as his knowledge and expertise was of a great benefit to all. I do believe he may have picked up a few pointers such as the most expeditious way of starting a fire when you wet.... The course had to divert to shelter during the navigation exercise to an abandoned fish shack on South Cranberry Island to dry out and warm up before proceeding. Given the different backgrounds and personalities this was a "true life adventure". Nevertheless the weather cleared and we proceeded on to a rather Spartan overnight location at Moraine Bay (eh Randy!!).

Hopefully next year we will continue to offer positions to southern District Members.

Jack KRUGER
District Director, District 9

Commissioning of the RCMP Vessel "MacKenzie", Hay River, NWT



Members in Background are Members of the Hay River CGA.

Officers in front:
Deputy Commissioner Steve DUNCAN,
Commanding Officer Northwest Region Commissioner
Giuliano ZACCARDELLI,
Commissioner of the RCMP,
Jack KRUGER, District Director, District 9
Chief Supt. Everett SUMMERFIELD, Commanding Officer
"G" Division (NWT)

On the 22nd of June 2003, the Commissioner of the Royal Canadian Mounted Police, Commissioner Giuliano ZACCARDELLI officiated at the Commissioning ceremony at Canadian Coast Guard Base, Hay River. The "MacKenzie" is a Zodiac Hurricane 920 powered by twin 225 four stroke outboards designed for Sovereignty and Security patrolling in the Beaufort Sea. As well the "MacKenzie" is also registered with the Canadian Coast Guard Auxiliary as a SAR resource and is based in Hay River in the off season.

The initiative and funding for this vessel came from the Integrated Border Enforcement project which is a joint Canadian / US program dealing with detection and interdiction of terrorist and intelligence gathering across our borders. Due to the increase in international shipping both commercial and pleasure in the Northwest Passage the "MacKenzie" will be used for patrolling off of Herschel Island during the short navigation period in the Beaufort.

The "MacKenzie" although an RCMP vessel is crewed by Members of District 9 CGA. In its inaugural run down the MacKenzie River in July all four Members of the Crew were from the Hay River CGA Unit. The relationship between the RCMP and CGA in the Northwest Territories and in particular this venture clearly exemplifies how effectively two organizations can work together.

Jack KRUGER,
District Director, District 9
Hay River, NWT.



Sarnia's Tall Ships Festival August 21st—24th, 2003

CCGS Samuel Risley took part in the only Canadian stop of the Tall Ships tour for this season. It lowered it's gangway for visitors each day from 10:00 to 17:00.



The Crew was assisted on board by District 3 Auxiliary members Harold Thompson (aft deck) and Irene Jardine. Captain Clow thanked us for our time and invited us aboard in the future.



Irene and Neil Jardine also assisted Walk the Dock student Heather MacDonald on shore with the display trailer.

Above they provide comfort for a women who's husband was excited to get a tour of the Risley's engine room.

Your fellow members deserve recognition from the people they serve with!

It's time to nominate your fellow members of the CCGA for recognition at our AGM.

If you feel that someone in our organization deserves special recognition, go to the national web site (www.ccca-gcac.com) and fill out a nomination form.

The forms should then be sent to the Toronto office PRIOR TO OCTOBER 10TH.

This allows time for the nomination to proceed through the awards process.

HMCS Haida



The escort for HMCS Haida throughout her passage from Port Weller to Hamilton Harbour comprised both units of GAMRU and TOWARF's vessel. Our role was to keep boaters at a safe distance from the towing array and especially while berthing in Hamilton.

GAMRU 240 was especially honoured to lead Haida into Hamilton Harbour.

GAMRU 240 carried a reporter from The St. Catharines Standard newspaper and many digital pictures were taken of this historic journey by crew members of 240.

The weather was picture perfect and everything went off very smoothly.

We had planned to have several veteran RCN personnel aboard but ill health prevented them making the trip.

Brian Merritt
Unit Leader GAMRU



IMPORTANT REMINDER

from the office

SAR reports should be complete including dates, times and tasking number. They are available on the web site and may be filed electronically if the coxswain wants to or they may be filed by mail.

Training taskings must all include all information if they are to be paid in a timely manner.

District 2 Starts it's own Website

Adding to it's current newsletter D2 has launched it's own website. The goal being that an informed member is an active member is a happy member. The website uses a yahoo group format. Members log on with a yahoo identity. The website is designed to keep District 2 members current in affairs in the district such as training and OBS events.

Pictures of various D2 events are already posted. D2 members should look in the last newsletter as well as the next newsletter due out soon for the address.

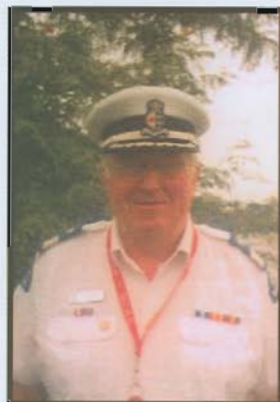
Sign up and get involved.

Peter Graham



HARRY STRONG INDUCTED TO ORDER OF CANADA

It is with great pleasure that we announce that Harry Strong is now a member of the Order of Canada. The new list of inductees is posted on the Governor General's website. Harry is very deserving of this award and this is excellent publicity for the Canadian Coast Guard Auxiliary.



The wording on his citation is as follows:

Harry Strong, C.M.
Old Pelican, Trinity Bay, Nfld. and L.
Member of the Order of Canada

Harry Strong's voluntarism is marked by a selfless dedication to saving lives. For more than 20 years, this businessman has demonstrated an extraordinary commitment to the local, national and international search and rescue communities. Having served in various leadership positions with the Canadian Coast Guard Auxiliary (CCGA), he is currently its chief executive officer. In this role, he is responsible for planning, training and establishing programs for boating safety and has been instrumental in earning for the CCGA an outstanding reputation as one of the best life-saving operations in Canada

Would you like to reach the office of the
Canadian Coast Guard Auxiliary
Central & Arctic Region
you can at
Port of Toronto, Warehouse 52
8 Unwin Avenue
Toronto ON M5A-1A1

Phone: 416-463-7283 (SAVE)
Fax: 416-463-7285
Toll Free
Phone: 1-866-429-7283
Fax: 1-866-392-7285

Submissions for SHIPMATE

SHIPMATE
Irene Jardine
2564 Plowing Match Rd
RR 3, Oil Springs
Ontario, N0N 1P0

1-519-864-1465 phone
1-519-864-1368 fax
injardine@ebtech.net

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

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Prepaid Orders **MUST** be received in our Toronto office by **November 25, 2003.**

The manufacturer requires that we place a bulk order to receive this offer.

We cannot guarantee delivery in time for Christmas