



# SHIPMATE

Canadian Coast Guard Auxiliary  
Central & Arctic's  
Newsletter



## President's Message

As this will be my last message as your president, I beg your indulgence as I say thank you.

We have done many fine things for the CCGA, both Regionally and Nationally. We have significantly cut administration costs by almost 50% and sent this money back to you, mostly in training expenses. We have also been able to authorize more on the water safety patrols and training.

The centralizing of the CCGA office has had some hiccups, but overall it has been a positive endeavour both cost and service wise. More work needs to be done by the office staff and perhaps others, but we are on the right track.

During my time serving you, I have had the honour of working with two of the hardest workers in the CCGA as Vice Presidents. Both Rick Oldale and Jack Kruger have assisted me and have provided a sounding board to many issues that have come up during these four years. I want to thank both of them for their fine work and hope that you continue to serve the members for many more years.

My home unit COMRA has done without me for the last four years and I hope to return as a Coxswain and get back to rescuing people again. Not many people need to be rescued at the dinner and conference circuit and I really miss both the adrenaline rush and the feeling of satisfaction that comes with a successful outcome! I can hardly wait to return!

The differences between community and private vessels continues to grow and will increase as changes in the CCG continue to affect the CCGA. I urge the next Board of Directors to work toward better ways of representing the needs of these divergent groups. **ONE MUST NOT TAKE OVER FROM THE OTHER.**

As I wrap up I ask you to do a few things to make us better;

1. Look at the big picture, not just at the local level. This brings a much better perspective and will improve the organization.
2. Believe in the good of your fellow members, don't rush to believe the worst as many have done in the past.
3. Applaud in public and if you have to, criticize in private. We are all volunteers and deserve to be patted on the back as much as possible.

I thank you for the opportunity to serve you and hope that I will have the chance to see you in the future.

Respectfully,

John W. Levantis  
President, CCGA Central and Arctic



Attention all members

Canadian Coast Guard Auxiliary, Central & Arctic Region's  
Annual General Meeting will be held  
Saturday, January 15, 2005 at Stagewest Hotel, Mississauga

## “The Little Boat that Could (& Did)”

Some of you may recall in last years “Shipmate” my article on the RCMP Vessel “MacKenzie”. Briefly, this is a Zodiac 920 with cabin and owned by the RCMP of “G” Division (Northwest Territories). Its purpose aside from a SAR resource was to initiate patrols in the High Arctic, Mackenzie River, Beaufort Sea and the Herschel Island area. The “MacKenzie” is unique in that although an RCMP asset the primary crew are Members of District 9 Canadian Coast Guard Auxiliary.



Last year after covering some 680 nm on the MacKenzie River we suffered a high-pressure fuel pump failure as we approached the Settlement of Fort Good Hope. Here we remained through a number of misadventures in shipping of parts, losing parts and ice in the Beaufort. We returned to Hay River disappointed but somewhat wiser and more experienced in our planning process.

Well, on 13 JULY 2004 the happy gang departed Hay River. Onboard a US courtesy flag to be flown in Alaskan waters (now that is optimism). Four days later after covering 1063 nm we arrived in Inuvik. This was to be our temporary home for the next month excluding sorties into the Delta, Beaufort Sea and Herschel Island area. En-route to Inuvik we encountered some of the more bizarre travelers found seasonally in the North. Several Japanese kayakers who were uncertain where they were heading other than where the current



would take them. A group of 5 young people (2 girls and 3 guys) on a raft that would be the envy of Huck Finn. The helm(person) was noted to be dozing in a hammock facing aft with the tiller between his feet. Upon approaching them at 30+ knots a number of items disappeared and the helmsperson came hard about which meant he was now going backwards down the MacKenzie. A yellow dory



with eight people onboard heading for Tuktoyaktuk and sundry other travelers in various stages of transit....

After a quick trip from Inuvik to Tuktoyaktuk (8 hours) we headed into the MacKenzie Delta toward the Beaufort Sea. This is a true life adventure given the Delta is a maze of channels, dead ends, sand bars and non-descript navigational aids known only to locals, e.g., to cross Shallow Bay you exit the Reindeer Channel (50 feet wide), line up two spruce trees approximately 15 nm across the bay and head for them. We stopped briefly at Shingle



Point an Inuvialuit whaling camp then on to Herschel Island. Just like clock work the fog rolled in (pack ice is only 30 nm north of Herschel Island) and the wind increased. We hugged the Yukon coast and when the Island became a recognizable blip on radar we headed north toward a large, and I mean large, drill rig anchored in Pauline Cove, Herschel Island. Docking or should I say ramming the boat on shore in fog, high winds and rain we were met by the Park Warden who graciously offered us a “wind shelter” to put up our tents. We had talked about this and the prospect of racking a few rounds to at least acquire a shack had been mentioned. Nevertheless he relented and gave us a 10 x 10 cabin

originally built in the late 1800’s by a Whaling Captain that didn’t get along with the other inhabitants on the Island. Four of us gladly slept on the floor the option being 35-knot winds in a pile of driftwood surrounding our tents.

To say the least some of the “tourists”, researchers and others were quite taken by the fact that an RCMP vessel just popped out of the fog. This is the first operational patrol in this part of the world since the St. Roch. If we didn’t do anything else this was reward for 3 years of planning.

Herschel Island.  
(The shack in center is our accommodations while on the island).



Following a crew change at the Shingle Point "DEW line site by our Police Plane C-FMPA we returned to Herschel and on one of the few clear days headed west for Alaska. Around noon as we were approximately 10 nm from the border we picked up a blip on radar and saw something white approaching us from the west. This was clearly the most emotional moments of the trip. The blip turned out to be the CCGS, "Sir Wilfred Laurier" heading for its duty station in the Northwest Passage from Victoria BC. She also carried our re-supply of fuel. To say the least we now knew there were at least two Canadian Flags flying in this part of the world. In the words of Captain Mark TAYLOR of the "Laurier": Its not what you can do up here, its that you can do it", set the tone for our Patrol. Shortly after passing the "Laurier" we crossed the US Border into Alaska. With that accomplished and no Homeland Security challenges we turned around and returned to Herschel. Our fuel was slung in by helicopter off the "Laurier" the next day followed by a steak dinner in the Officers wardroom. This proved a bit challenging since we had been living off our own cooking for several weeks and the linen and silverware were somewhat intimidating, as I put my leatherman away...



Returning to Shingle Point we remained for several days living in a DFO cabin (and I use the term cabin loosely) Two days previous a Barren land Grizzly was shot coming through the front door of an adjacent cabin (we have the claws to prove it). As the weather started to deteriorate we returned to Inuvik thus ending our adventure in the Beaufort.

On the 4<sup>th</sup> of August we headed south on the Mackenzie River arriving home in Hay River on the 8<sup>th</sup>. During this Patrol we covered 2868 nm (Halifax to London England is 2500+ nm). We accomplished what we set out to do that being conduct operational patrols and provide a sovereign presence in the High Arctic. A good number of people were surprised and happy to see us, as an operational Police boat

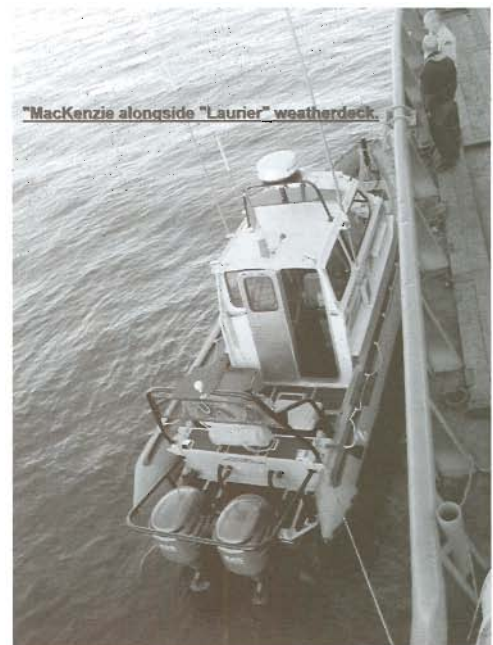
with live Police Members on board is not a frequent occurrence in that part of the world.

I cannot say enough about the Canadian Coast Guard's support and friendship. They provided not only logistical support from fuel to warm meals and communication on the "Sir Wilfred Laurier" to fuel and support from the CCGS "Dumit" and "Eckaloo" on the river. I have to mention a special thanks to Cliff and his gang at the Inuvik MCTS Station (Kim, we love you and I really intended to return the chart in any event). We have a much greater respect for what they do in this part of the world than ever before, our hats off to them.

During the entire patrol the "MacKenzie" was crewed by CCGA Members with regular RCMP Members on board. I might add that one of the RCMP Members onboard is also a CCGA Member so that doesn't count.

Although we never captured a terrorist or boarded a foreign vessel the response we got from people clearly showed that as Canadians we want a visible presence in the North and if it comes in the form of a 30 ft Zodiac with a mixed RCMP/CCGA crew then so be it, the Flag is still Canadian.

Crew: Ross POTTER, Hay River Unit CCGA  
 Randy HILWORTH, Hay River Unit CCGA  
 Sgt John MILNER, RCMP Yellowknife (also CCGA Member of YK Unit)  
 Cst Karla GEORGE, RCMP Inuvik  
 Cst Wayne BENT, RCMP Yellowknife



A special thanks to C/Supt Everett SUMMERFIELD, Commanding Officer "G" Division for believing in us.

Jack Kruger  
 District 9

## WORDS FROM THE DIRECTOR OF BOATING SAFETY Les Reading

As I write these words we are nearing the end of September. The weather is pleasant and boating safety work is continuing. I caution you that as you read this please remember that the information presented is very preliminary with much paperwork relative to the boating safety program yet to be received.

At the moment, there are 168 CCGA members in the Central and Arctic Region who are listed as 'Active Boating Safety Specialist Members'. These members are located across a vast region, which includes Ontario, Manitoba, Saskatchewan, Alberta, the Northwest Territories and Nunavut. No, we do not have active Boating Safety Specialists in each of these geographical areas. In fact, there are only 7 Boating Safety Specialists in Manitoba and only 2 in the Northwest Territories. Some of our Districts have as many as 61 Boating Safety Specialists while one District has only 1 member trained in that role with Nunavut having none. We exist in a vast and differing Region with different needs wants and desires. This makes the Central and Arctic Region of the CCGA unique. The region's Board of Directors recognizes this uniqueness.

As of mid-September, with lots of paperwork yet to be filed at the Office of Boating Safety from our members involved in the boating safety program, our members have conducted 476 Pleasure Craft Courtesy Checks. I am certain this number will increase when all the paperwork has been filed by year-end. As of this writing it appears that District 3 may be the most active District in the field of Pleasure Craft Courtesy Checks completed with District 4 nipping at their heels with only four less checks completed.

As for events and presentations attended, again as of mid-September, the Boating Safety Specialists of the CCGA C&A Region have participated in 158 events across the region including a number of boat and sport shows. As of this writing it appears that District 2 leads the pack in attendance at events/presentations with District 1 and District 4 following quite closely. We are getting the message to boat safely out to the general public. It is evident to me that the CCGA C&A Region remains the most active partner working with Transport Canada's Office of Boating Safety within this region.

In 2004, as of mid-September, a total of 58 CCGA C&A Region members have participated in training within the Boating Safety Specialist Program at the various levels of training. Some of these members may have participated in more than one level of the training program. A large number of the participating members have come from the inland expansion conducted by Districts 1 and 4, which saw the boating safety program conducted by the Auxiliary taken to the Trent-Severn, Rideau and Ottawa River waterways with groups formed in those areas with the express purpose of conducting a boating safety program in those areas by the Auxiliary.

April 2004 saw the Office of Boating Safety move from the Canadian Coast Guard to Transport Canada. This is a year of transition but when it comes to our members in the field involved in the boating safety program the transition has gone smoothly this season. The transition will continue to evolve and when completed we will be a different organization as will be the Office of Boating Safety. The picture is still a bit fuzzy and may be for some time yet to come but we will work to ensure that the members of the CCGA C&A Region are well represented during the transition and that the organization will remain strong as a whole.

To those of you who are involved in the CCGA C&A Region as Boating Safety Specialists I thank you for your commitments to the program, your time given to provide safe boating information to the public, your time spent conducting Pleasure Craft Courtesy Checks, presentations given and time spent at the public shows providing information, guidance and advice to the boating public while representing the Canadian Coast Guard Auxiliary.

To all members within the Auxiliary, thank you for your time and dedication for without you there would be no Auxiliary and no lives saved by the Auxiliary.

The Auxiliary is you. Let us remember this at all times.





### **CCGA National Chief Executive Officer Harry Strong Resignation Announced**

The Board of Directors Meeting was informed at their September meeting that Harry Strong has resigned from the position of CEO effective August 16, 2004. Harry felt it was time for him to get back some time for himself and his family. The Canadian Coast Guard Auxiliary Chief Executive Officer position which he has held for the past 12 years involved a lot of travel and required a lot of time away from home. After 12 years Harry thought it was time to make a change.

Harry will remain active with the CCGA in the Newfoundland and Labrador Region of the organization and with National

Robert Pettipas will be Acting CEO until the next CCGA National meeting, likely to take place some time in March 2005. Robert was the National VP.

**Congratulations to Harry for a job well done, and Best Wishes in the Future!!**

### **Final Farewell**

The position of Coast Guard Auxiliary Coordinator is one of importance for both the Auxiliary and the Coast Guard. This position connects the two groups to ensure everything is working well and that the appropriate guidelines are being followed. In short it is one position that can ensure smooth sailing for both organizations. I had the opportunity to act in this position for just over two years. In this time I had the honour of meeting many people and making some great friends, while I worked as the Auxiliary Coordinator. At this time I would just like to say a last goodbye to the many friends and associates I have made over these past 2 years. This has been a great learning experience for me and was a definite enhancement to my career. I came to really respect the CCGA members who give of their time so freely and are devoted to helping their fellow mariners. To those people I would like to say keep up the great work. My time in this position was only just over two years but it seemed like I had been doing it for 7 or 8. I made so many new friends and acquaintances that it seems I am leaving family behind. I will miss the camaraderie and fun we had during training and at meetings.

Presently I am working in Environmental Response as the Regional Exercise Officer until the end of December. Then who knows what is on store for me! I will visit the CCGA and D2 web site occasionally to see what's new and keep up on Auxiliary news. All good things must come to an end and so I bid you all farewell and smooth sailing and remember to keep safe.

David Northmore  
Canadian Coast Guard



### **Uniform Manual Changes Coming**

The National Council has approved a few changes to the uniform guidelines. Most are just housekeeping and allow what has become common practise. Such as allowing crested belt buckles and cloth name tapes on certain items of clothing.

There will be some changes in what is worn from Vice-President up. This will make us more in line with our USCGA counterparts, the Canadian Coast Guard and the Canadian Forces.

For more information contact the Regional Uniform Officer Nick Webb at 905-721-2819 or royals@istar.ca. More information, along with a new new uniform manual download will be available on the National and Regional web sites soon.

## Honourary Membership into the United States Coast Guard Auxiliary Awarded

At a ceremony held at Kewadin, Sault Ste. Marie, Michigan., Sept. 13, 2003 during the Fall Conference of the United States Coast Guard Auxiliary, 9th Central District, Norman Lloyd, Past President, Canadian Coast Guard Auxiliary Central and Arctic Region was honoured by being conferred an honorary membership in the United States Coast Guard Auxiliary. Norman was speechless as he received a standing ovation from the 230 members present. A few weeks previous to this event he also received a certificate of congratulations from Brent St. Denis, Federal Member of Parliament for Algoma - Manitoulin, on the honour of receiving the Canadian Coast Guard Exemplary Service of Medal.



### Left to Right

Steven Reams -NAVCO -A United States Coast Guard Auxiliary, 9th Central District  
Kenneth Koeppen - Commodore, United States Coast Guard Auxiliary, 9th Central District  
Norman Lloyd - Past President, Canadian Coast Guard Auxiliary, Central and Arctic Region  
Ronald Silva - Rear Admiral, United States Coast Guard, 9th District, Cleveland  
Brad Nelson - Commander, United States Coast Guard, 9th District.

## District #1 goes International and puts on a OBS show in New York state.

Recently, CCGA was asked by the US Coast Guard Auxiliary to take part in a boating safety EXPO in Clayton, New York. On June 26 2004 three CCGA members, Lou Lochner, Steve Palfrey, Ted Jenkins from District 1 took part and established a OBS display at the municipal Waterfront Park on the shore of the St. Lawrence river.

Our team was very well received by the American public. Also an interview was conducted by the Water-town TV station WCNV. ( I have the short VCR tape). The US folks at the event came to ask a lot of questions of boating regulations applicable in Canada. One must appreciate that in this area Canadians and US boaters share the same waters and naturally are curious and concerned about each others rules regarding boating safety. It seems there is not much difference in general as to safety requirements on pleasures crafts. There is off course the requirements that our equipment must have Canadian approval to be accepted in Canada. There are not many items that can be interchanged.

We met many of our counterparts of the USCGA and established valuable contacts as well. Actually, in this area we have had social interaction before this, such as attending their Xmas dinner in Ogdensburg NY. Last year we had a picnic afternoon on our lawn on the St. Lawrence River in Canada with their members attending and having a real good time. (Cooking hamburgers and telling tales of the river).

Unfortunately, the above event was cut short by a violent thunderstorm with monster winds, we just got our display safely packed into the Van before it hit and so ended a very nice and fruitful event.

The attached a picture shows a visit by my counterpart on the US side, commander, Ben Shirl. They do not have the same structure as we do, there is no such thing as a director in their organization.



Left—Right District 1 CCGA member, Ted Jenkins, US Commander Ben Shirl, District 1 Director Lou Lochner and Steve Palfrey also of District 1 CCGA member

Lou Lochner  
Director District 1

## DISTRICT 3

District 3 consists of the waters of Lake Erie west of Long Point, the Detroit and St. Clair waterways and Lake Huron up the lake to Point Clark. If it helps to orient yourself the District could be described as covering much of Southwestern Ontario.

As with many of the southern Districts of the CCGA C&A Region the members of the District are active in both the SAR and the boating safety programs of the organization. In order to be proficient training within the membership is seen to be a priority.

Currently there are 12 vessels within the District with a couple of vessel applications on file to fill 'shortfall' areas which are being assessed. Early in the year the "Cemba" owned by Dave Malloch from Pelee Island, Canada's southernmost habited land mass, was removed from the organization at the wish of the owner. This unit has proven of great value to JRCC Trenton over a number of years and will be missed. A good heavy weather vessel for Lake Erie the "Cemba" is a fuel tanker of just over 50 feet l.o.a.

Classroom SAR courses were offered in the spring and will be in place again for the late fall, winter and early spring across the District. The District is lucky to have a number of CCGA instructors willing to give of their time to improve the SAR capabilities of the District's members. We are also pleased to note that a number of O.P.P. officers joined us on the classroom offerings in a spirit of cross-training to get to know each other. The District maintains a good relationship with local police, fire and naval reserve facilities.

The past season also saw on-water training opportunities come to fruition on both Lake St. Clair and Lake Erie with additional other opportunities provided. In total, 4 of the District's 12 vessels participated in local on-water SAR training exercises during the past season as part of the District's on-going water based training program.

A number of the District's members participated in the regional SAR Challenge, not only as competitors but also as adjudicators, support staff and victim. The District members who attended enjoyed themselves at this event and also learned a thing or two during the day. The District plans to participate again next year in this event and is looking at hosting a future challenge if a suitable location can be found.

In November, 2004, a number of members met in Chatham for the District Meeting to exchange information, their 'SAR secrets' for successful SAR Ops including homemade devices which make the operations easier for those involved. Of course, there was a bit of administrative business dealt with as well.

Overall, SAR activity appears to have been down a bit this year based on preliminary figures which may be attributable to cooler, wet weather early in the summer season; or perhaps it is because despite having only a very dedicated handful of Boating Safety Specialists a large number of Pleasure Craft Courtesy Checks and other boating safety events were completed.

The success of the District rests with its members and their dedication. For this, I, as District Director wish to thank each and everyone. Without dedicated "volunteers" this organization would not exist or function as well as it does. Yes, sometimes it seems we are forgotten but when life is at risk our members are there to respond. A greater group of people would be hard to find outside of the CCGA. I'm proud to be one of you.

Leslie Reading,  
Director, District 3

---

## SAR SCENE 2004, CALGARY.

Members of the District 9 and the RCMP from "G" Division (NWT) jointly hosted a booth at this years SAR-SCENE. The hi-light was an extensive slide show on a 42 inch Plasima screen showing all aspects of our SAR operation in the North. A good deal of interest was shown by both International and local SAR groups in the way we do business namely, the partnership between the CCGA, CCG and RCMP.

A special thanks to National for helping us out financially and with giveaway items. Of particular note the signal mirrors were a great hit.

A special note of congratulations to Don LIMOGES for his NSS award. Our apologies for not making the dinner but snow in the North necessitated our early departure which lasted two days as it was. "

Jack Kruger  
District 9



**August 7, 2004 SAR Challenge Participants**

The winners were from Sault Ste. Marie (District 6) - SOOSAR.

The team had help from District 4 in that a member from the Mysis unit was their alternate.

In the end, this alternate was unable to attend ISAR competition so a member from the second place team (TOWARF) was chosen.

Dave Elliott (TOWARF) is also attending ISAR as a member of the International Team. Canada sends six (6) teams to ISAR—as does the U.S.C.G.A. (5 teams from each region + a make up team).

Don Limoges



**Back Row**—Left to Right

Bill Arris, CG instructor, Nick Dorlap, Al Eaton, Stu Buckley, Howard Garrod, Les Reading, Jim Adams,

**Middle Row**

Lawrence Swift, CG instructor, Rudy Mulak, Don Cook, Duff Dwyer, Neil Jardine

**Front Row**

Irene Jardine, Nancee Adams, Greg Meaker, CG instructor.

Photographer—Mike Taber, CG instructor

**Canadian Coast Guard's Office of Boating Safety Pleasure Craft Courtesy Check Instructor Training Course at the C.C.I.W. in Burlington—November 21-23, 2003**

Thru this newly developed partnership with the CG, Auxiliary members are able to train other Auxiliary members in OBS 1, commonly known as the PCCC program. This will allow us to have more members available to participate in the PCCC program. This is somewhat of a test, after which we may find that other Auxiliary members will be trained to assist the CG with other training courses.



# Canadian Coast Guard Auxiliary, Central & Arctic Region



Some of the District 4 CCGA Mysis crew on the Cape Hurd following an exercise in August.

## Central and Arctic Region has had it's New SAR Initiative Funding Project application to provide "Education and Awareness on Major Ontario Waterways" approved.

Thanks to the efforts of all of our boating safety specialists, Central and Arctic office staff and all the District Boating Safety Coordinator's we have a project that will not only enhance the safety of our waterways, it will also increase the visibility of the CCGA significantly in Canada's most populous province.



District 4's Cindy Clyne and Putka speaking with the students of an elementary school class in the Hanover area. The staff were quite impressed with the knowledge shared that day and have suggested that the program be extended to other area schools.

## SAR Challenge 2004



## Border Crossing? - The WindsorStar.com June 25, 2004

Dave Battagello, Windsor Star

Three Windsor men locked up for almost three weeks in a Michigan county jail have discovered how crossing the U.S. border on area waterways without identification can lead to big trouble.

Jamie Napier, 25, Raymond Caza, 26, and Shawn Damsgard, 24, took Napier's new boat out for a spin on the Detroit River June 7. Near the end of the cruise, the group was pulled over on the Detroit side near Belle Isle bridge by the U.S. Coast Guard for exceeding the speed limit.

When it was discovered the ill-prepared boaters could not produce an I-68 visa — required for boaters to cross the U.S. border — they were quickly taken to the U.S. Homeland Security's immigration office in Detroit.

Unable to produce identification of any kind to U.S. authorities, they were shipped soon after to Calhoun County Jail near Battle Creek, Michigan.

And that's exactly where the three local men have remained for almost three weeks, despite the best efforts of the Canadian Consulate General's office in Detroit to help out.

"The Canadian government knows they are there and have been in touch with them daily," said Beth Ann Spence, senior consular officer for the Canadian Consulate. "We are doing all we can to get them back as quickly as possible."

She said the three have remained locked up for such a lengthy period in part due to their own poor decision of not carrying any identification, but also because of bad timing.

Spence said there are only two U.S. immigration deportation officers covering the Detroit area. One has been off work because of a death in the family, while the other was away on vacation for a few weeks until Tuesday.

"That has been part of the problem," Spence said. "This couldn't have happened at a worse time for these three."

A hearing was held June 17 in front of a U.S. Immigration judge, according to the U.S. Executive Office for Immigration Review, who ordered the three be deported from the country.

"There is an order by the judge for them to be removed and it has been turned back to the immigration agency in Virginia. "As far as the removal process, we don't know how much time that will include. I know there is paperwork involved."

Spence said the Canadians had to wait until Tuesday for the Detroit deportation officer to return to work then were requested to produce birth certificates — copies of which have to be sent to a U.S. immigration deportation liaison officer in Ottawa.

"The liaison officer wants to see proof they are Canadian before they are released," Spence said. "They have to say to Detroit 'we have seen the documents go ahead and release them.'

"But so far, only one of them (Caza) has a birth certificate. The other two haven't produced one yet."

SEND WARNING

Spence said the case should send a warning to every Canadian how the rules of crossing the border into the U.S. have changed — especially since the Sept. 11, 2001 terrorist attacks.

"When crossing the international border into the U.S., it becomes a whole different ballgame," she said. "People forget that sometimes. It happens because our border has been so friendly."

I am pleased to advise you that Mr. Dan Gaisin has accepted my offer to become an advisor with the media on behalf of the CCGA Central and Arctic Region. He will report directly to myself.

Dan will prepare press releases and arrange local media coverage with the District Directors and local units. This will enable the public to become more aware of the CCGA Central and Arctic Region and its vital role in search and rescue. Welcome aboard!

John Levantis

**Thanks and Best Wishes Dave!**  
**Welcome Kathleen!**

David Northmore's coworkers from the SAR Branch of CCG Central and Arctic Region would like to extend their thanks, appreciation and best wishes to Dave on his next career move to the Branch of Environmental Response under the auspices of the Exercising Officer position. For the past 2 yrs Dave has performed the duties of Auxiliary Coordinator within the SAR Branch, but he has been with Coast Guard for a number of years, having worked on the GRIFFON, as a member of various SAR crews, and as a radio operator with Marine Communications and Technical Services.

Following Dave's departure on August 20, 2004, Kathleen Getty has assumed the duties of the Coast Guard Auxiliary Coordinator on a permanent basis. Kathleen joins us from the position of Acting Superintendent, Program Coordination. Kathleen's substantive position was the Arctic Client Liaison Officer attached to the Arctic Office, Marine Programs. Kathleen started her career in the Coast Guard as a Project Officer with Environment Response (3 years) and prior to that HRDC and Ontario Hydro.

Please join the SAR Branch of CCG, Central & Arctic Region in welcoming Kathleen into her new role.

**District 3 SAR Challenge Results**



The Canadian Coast Guard Auxiliary, Central and Arctic Region, held its SAR Challenge Games at the TOWARF facilities in Oakville. The challengers from District 3 were Al Eaton and Randy Eaton from the "Wandering Star" (Kingsville), Wayne Tracey (Port Lambton) and John Eaton from the "Ogima Cheemaun" (Port Stanley).

Also participating in the event were Jamie Kerwin, adjudicator for the de-watering pump event; Butch Dompierre, Rigid Hull Inflatable Operator/event photographer; and myself as the First Aid event victim. John Findley of the "Ogima Cheemaun" also attended to provide moral support and took several photos of the day's happenings.

Overall everyone had a very good time, made some friends, renewed acquaintances and learned a bit more about the marine SAR world. District 3 had a very rewarding day placing fourth among the participating teams just 20 points behind the third place team. The winning team was from District 6 represented by Sault SAR with a draftee from District 4. The members of the winning team will represent the CCGA Central and Arctic Region at the ISAR (International Search and Rescue) Challenge in Portsmouth, Virginia, in September where teams from the coast guard auxiliaries of Canada and the United States will compete.

A conclusion I drew from the event was that we all seem to understand the theory of SAR but can use a little more practical on-water training. This statement would seem to apply to all the participating teams. There is a need for on-water training, whether as a full SAR exercise or for on-water training conducted by individual units.

To Al, Randy, John and Wayne: Well Done! Thank you for stepping forward to represent District 3. Your efforts are appreciated.

Les Reading  
D3 Director

## Uniform Issues

During my travels across the country I spot many errors in the wearing of our uniform. Some small and others large but all very much impacting on the image that we wish to project.

Remember, the CCGA does not require you to purchase and wear a uniform. However if you do, **IT MUST BE WORN CORRECTLY.**

**Some of the most common problems are;**

**MATCHING PANTS**, many members feel that because they wear the shirt they are in uniform. This is far from the truth as I have seen jeans, shorts of various colours and even a bathing suit! You must wear blue tac pants, blue shorts or blue dress pants depending on the event.

**EPAULETTES**, some members wear the uniform shirt with no epaulettes or wear epaulettes with stripes and a crew/coxswain badge. If you wear the uniform shirt, you must wear epaulettes and in you have stripes on your epaulettes then you must remove your crew or coxswain badge. **NEVER WEAR BOTH.**

**UNIT BADGES**, many community based units have their own special badges. These are something that they can be proud of. However, if the unit is wearing the national uniform, then no other items (**INCLUDING UNIT BADGES**) can be worn.

**BUTTONS**, many members both male and female have a habit of not doing up the top few buttons on the uniform shirt. You must **ONLY LEAVE THE TOP BUTTON UNDONE.** No others may be left open.

Please remember to review the National Guidelines occasionally and if you have any questions please contact our Regional Uniform Officer, Nick Webb. Nick can be reached at 905-721-2819.

John Levantis

### Putka takes a Starlight Cruise

This is the second year that Pukta has attended this event. It is a cruise for seriously ill children provided to them through the Starlight Children's Foundation. It was held on the Saturday of the Labour Day weekend this year and consisted of a trip on board the Obsession III through the Toronto Islands and out onto the lake to observe the Air show. A deli lunch was provided and there is Karaoke, dancing and other fun for the kids. This is an annual event and before doing anything like an article on it you should contact Lesley Trentadue at the Starlight Children's Foundation for more details, her phone number is 905-752-7827 ext. 222, also check out their web site at [www.starlightcanada.org](http://www.starlightcanada.org)

Regards,  
Stuart Suckling  
CCGA District 1

### 2005 Transport Canada Safety Boat Show Schedule

Jan 15-23	Toronto International Boat Show
Feb 10-13	Calgary Boat & Sportsmen's Show
Feb 11-13	Chatham Sportsman & Recreation Show
Feb 24-27	Ottawa Boat, Sportsman's Show
Feb 25-27	International London, Boat, Fishing & Leisure Show
Mar 2-6	Mid Canada Boat Show
Mar 3-6	Saskatoon Sports and Leisure Show
Mar 16-20	Toronto Sportsman Show
Mar 17-20	Edmonton Sportsman Show
Apr 1-3	Toronto Cottage Life Show

***Mark your calendars now  
and plan to attend these great events!!***

## MP Inquires

The following information has been forwarded to us from Transport Canada, Communications. We, and those acting on our behalf for boating safety matters, have been directed to respond as indicated below where Member of Parliament inquiries are concerned:

Should you be contacted by an **MP's office** with boating safety inquiries, please respond directly only if they are requesting factual information. All other MP calls should be referred to Peter Garapick (519-383-1969), Transport Canada, Marine.

If you do respond to an MP inquiry with factual information, please send a report to the Transport Canada Boating Safety office in Sarnia (201 N. Front St., Ste. 703, Sarnia, ON N7T 8B1) detailing the questions asked and the answers given. The report will then be forwarded up the line internally by Boating Safety.

On your report, be sure to include the following information:

- MP's name, office and the constituency
- Questions asked and answers given
- Contact numbers for all parties involved

If you have any further questions please do not hesitate to contact me at 519-383-1983.

Thank you for your cooperation.

Faye Sinclair

Tel/tél: 519-383-1983

Facsimile / télécopieur: 519-464-5137

Sinclairf@dfo-mpo.gc.ca

Boating Safety/ sécurité nautique

Transport Canada / Transports Canada

201 N. Front St., Ste. 703 Sarnia, ON N7T 8B1

201, rue Front N., pièce 703 Sarnia, ON N7T 8B1

Government of Canada | Gouvernement du Canada

---

## Pukta Mascot

This summer brought a number of problems for Pukta, and the costumes became damaged. If the repairs are not carried out immediately, the damage will worsen to the point where the cost of repairs is extreme, or worse, the mascots may become unusable. The damage noted on the mascots included:

- Torn zipper on mascot body
- Batteries not charging
- Dirt and stains on costumes
- Torn zipper on storage bag
- Missing clips on shorts
- Elasticized holders for glasses ripped
- Base of head form separating
- Base of head form being held together with duct tape
- Tubing on inner body form broken

Instruction manuals missing; the manuals are stored with the mascot in order to provide safety guidelines to anyone using the costume. Please do not remove the manuals.

Please remember, it is imperative that any damage to the costumes be reported to Boating Safety as soon as possible and that the costumes are not to be used if they are in any way ripped or damaged. It is easier to remedy a small repair than to have it escalate to a major repair job which can be costly in terms of money and down time.

Faye Sinclair

*With Heartfelt Sympathy*  
*"Thinking of you with deepest sympathy*  
*And hoping special memories of your loved one*  
*Will be a source of comfort"*

It is with regret that I inform the CCGA members of the passing of Ted Phillips.

Ted was an original member of the organization who contributed much to the original CCGA C&A Region SAR Manual, as well as being a leader within the organization. Ted resided in the Port Credit area and provided his SAR services with his own boat for many years. Not a young man he was a fixture at the CCGA AGMs for many years. The best way to describe Ted is as a 'true gentleman'.



It is with profound sadness that Maureen Dampier passed away Aug 13, 2003.

Maureen and her husband Jack were active members of the Coast Guard Auxiliary out of Nipigon, Ont. Maureen, AKA "The Admiral" was well known and respected Co-Captain of the "Morning Star".

She will sadly be missed by her husband Jack, family, friends and all who knew her. Maureen was not only active with the Coast Guard Auxiliary, she was very active with numerous organizations and had just recently published a cook book of her favourite recipes enjoyed during their adventures on Lake Superior.

Rick Oldale  
District 7 Director



It is with sadness that I announce the passing of Mr. Joe Konarowski

Mr. Konarowski was one of COMRA's founding members, Joe served as crewmember from 1968 until 1998. He also served as maintenance officer from 1980 until 1992.

Our deepest sympathy to the family.

John W. Levantis  
President



**We extend our sympathies to families not listed here as well.**

*If you would like CCGA crew members recognized, please forward the information to your Director  
or directly to Shipmate, at the address on the back page of this edition.*

## District Six Training and News

Two inter-agency on-water training exercises were held during the summer with Units of the Canadian Coast Guard Auxiliary, Royal Canadian Mounted Police, Ontario Provincial Police, Sault Police Services and the United States Coast Guard Auxiliary.

The purpose of this on-water training is to evaluate our ability to develop a search plan when provided with all pertinent data regarding a maritime SAR incident and to complete this evolution in the time allotted. Various scenarios and search patterns were assigned for the exercise.

These exercises bring together the resources needed for an actual tasking and are invaluable in getting to know and work with our partners of Team Search And Rescue.

Members of the Canadian Coast Guard Auxiliary (Central & Arctic), District Six, Sault Search And Rescue, Unit Five, won First Place in the Search And Rescue (SAR) Challenge held in Oakville, Ontario, on August 6<sup>th</sup> and 7<sup>th</sup>. The SAR Challenge is held annually and is presented by the Canadian Coast Guard, Canadian Coast Guard Auxiliary and was hosted by **TOWARF**. Members were: Team Leader Basil (Jerry) Jones, Dave Rosso, Wayne Spencer and Mike McColeman (District Four).

With their first place finish at SAR Challenge 2004, CCGA Unit Five, Sault Search And Rescue qualified to compete in the International Search And Rescue (ISAR) Challenge 2004. Their competition was the first place winners of the CCGA from: Newfoundland, Maritimes, Quebec, Pacific Regions and the first winners of the USCGA, from regions across the Continental United States, including Hawaii.

The United States Coast Guard Auxiliary hosted the fifth International SAR Competition in Portsmouth, Virginia. The competition took place on November 5<sup>th</sup> and 6<sup>th</sup>, at the Portsmouth Virginia, Seawall at the North Ferry Landing adjacent to the Renaissance Hotel.

As we prepare for publication of **SHIPMATE** the final results of ISAR 2004 are not available.

Boating safety and education are very important elements of our activities in District Six. During early spring, summer and into the fall Boating Safety Specialists, John Hooper and Mike Ketola scheduled and attended many presentations and Pleasure Craft Courtesy Checks (PCCC).

District Six disenrolled two vessels during the summer of 2004. The **EXPLORER VIII**, owned by Dave Oliver and the **NELLIE TED** owned by Mort and Marie Purvis. Both vessels have been sold.

I would like to "thank" Dave Oliver, Mort and Marie Purvis for their many years of dedication and commitment to the Canadian Coast Guard Auxiliary. While currently not vessel owners they will stay active with our organization

One of our top priorities will be to find replacement vessels in shortfall areas.

On September 11<sup>th</sup>, 2004, CCGA members Norm Lloyd (District Five) and Hugh Wyatt attended the Fall Conference of the United States Coast Guard Auxiliary, 9<sup>th</sup> Central Region, held in Sault Ste. Marie, Michigan.

As partners, sharing a common border, with the same interest and concerns, our attendance and spirit of co-operation was recognized and appreciated.

A Basic Marine First Aid Course was scheduled in October. It is *just a coincidence* that this course was scheduled before the ISAR 2004 Competition, which members of District Six attend.

During the winter of 2004 – 2005 SAR Courses are scheduled for vessel owners and crew with CCGA Instructor, Captain John Chomniak.

**"Proud, confident and strong"**

Standing from left to right:  
Basil "Jerry" Jones, Dave Rosso and  
Wayne Spencer.



**Hugh Wyatt**  
Director  
CCGA District Six

**This story is a historical gem! Or an urban legend good for a little chuckle**

"In the 16th and 17th centuries, everything had to be transported by ship.

It was also before commercial fertilizer's invention, so large shipments of manure were common. It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by-product is methane gas.

As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM! Several ships were destroyed in this manner before it was determined just what was happening.

After that, the bundles of manure were always stamped with the term "Ship High In Transit" on them which meant for the sailors to stow it high enough off the lower decks so that any water that came into the hold would not touch this volatile cargo and start the production of methane.

Thus evolved the term "S.H.I.T.", (Ship High In Transit) which has come down through the centuries and is in use to this very day.

You probably did not know the true history of this word.

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

**USERNAME mission1  
PASSWORD water**

**February 15, 2002**

**The opinions expressed in this newsletter are that of the articles authors and do not necessarily 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.

**Please send all articles to:**

**SHIPMATE**

**% Irene Jardine**

**2564 Plowing Match Rd.**

**RR # 3, Oil Springs**

**[injardine@ebtech.net](mailto:injardine@ebtech.net)**

**1-519-864-1465 phone**