



THE AUXILIARIST

Volume 13

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Minister Anderson made honorary member of the Canadian Coast Guard Auxiliary

On November 15, 1997, the Honourable David Anderson, Minister of Fisheries and Oceans, was made an honorary member of the Canadian Coast Guard Auxiliary Pacific's "Unit #35" and the Victoria Marine Rescue Society while attending the annual Victoria Salmon Fishing Derby ceremonies. The city of Victoria runs a salmon fishing derby every year with half of the proceeds going to the local salmon enhancement program. During Minister Anderson's visit, he was given a honorary membership certificate and an Auxiliary ball cap. Minister Anderson was then invited for a boat ride held on December 14, 1997 on board the Rescue Society's 23 foot Zodiac as part of his indoctrination. The CCGA Victoria Unit welcomed



PHOTO CREDIT: DENIS BEAUVAIS, MEDIA OPTICS

Minister Anderson at the helm.

Minister Anderson by setting up a full display of equipment along with photographs of their activities.

Aboard the Zodiac, the Minister while enjoying "some nice rough seas" was also given the

opportunity to drive the boat as well. It has been reported that he was heard to yell "Yahoo" several times as the Zodiac got "airborne off the tops of the waves". ■

Stacey Nguyen, CCG HQ



Richmond North Coast Guard Auxiliary launches new vessel

“Without fanfare, ceremony or dignitaries we put the boat in the water,” said Richmond North Coast Guard Auxiliary unit leader, Mickey Tudge. It was July 27, 1996, and the Zodiac Hurricane KT733 had been delivered two days earlier.

The vessel is a 7.33 metre Rigid hull inflatable built to Coast Guard specifications, complete with a three-man delta console and self-righting equipment. The boat is powered

by twin Johnson 130hp Ocean Runner outboard engines.

“Auxiliary members spent the next two days and evenings at the Hovercraft Base working madly to get the electronics installed and working,” said Tudge. “We needed to get the job done to be available for patrol duty for the Symphony of Fire.”

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The Richmond Coast Guard Auxiliary raised funds from commercial and private organizations as well as through casino nights. The boat now provides patrol assistance to the Coast Guard in the Fraser River and English Bay.

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National Award for CCGA

The Awards Committee of the National Transportation Week Organization selected the Canadian Coast Guard Auxiliary Associations as the recipient of the National Award of Excellence. This award is a recognition of the dedication and continuous efforts of the Auxiliary to make Canadian waterways safe for all mariners.

The award was presented to Mr. Harry Strong, CEO of the Auxiliary, by the President of the National Transportation Week at a luncheon ceremony in Saskatoon on May 30, 1997.

David B. Watters, Commissioner, Canadian Coast Guard sent his congratulations to all Auxiliary members “for a job well done and for their excellent volunteer search and rescue work.”

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Opinions expressed are those of the author and may not always represent official DFO/CCG policy.

A Letter from the August- September 1995 issue of Pisces

July 20, 1995

Dear Mr. Thomas,

The purpose of this letter is to express our heartfelt gratitude and appreciation to the Goderich Base Canadian Coast Guard crew who saved our lives during the July 13th storm on Lake Huron.

We departed Harbor Beach, MI at 10:00 am on my 29ft. sailboat, PANDORA, destined for Goderich, Ontario. The weather forecast predicted intense heat with no storms apparent anywhere in Michigan. The crew included myself, my 13-year-old son Danny, my brother-in-law Tim Alban and his 13-year-old son Kevin. This was my maiden voyage to Goderich.

About 4:45 pm we picked up a weather report of tornado warnings on Lake Huron. We were approximately four to five miles off Goderich, with the harbor in view. We put down the sails and proceeded to motor in. Between 5:30 and 5:40 we could hear the thunder rolling in from the west.

At approximately 5:45pm, maybe a half mile from the harbor; the initial intensity of the storm was upon the PANDORA. In less than five minutes, the wind gage bottomed out at 60 knots. I estimate the waves were cresting at 12 to 15 feet. As the wind, rain and waves intensified, the PANDORA began to slip off the waves, making our situation more precarious.

If things were not already bad enough, the engine stalled. Without help, I felt certain we would break up on the rocks or roll. I directed Tim to put out a mayday call. Capt. **Mike Donald** immediately responded to the mayday. Although Tim was extremely excited and frightened, Capt. Donald calmly and quickly guided him through pertinent questions and answers. Within a minute or two he knew our situation and location. In less than five minutes he confirmed a Zodiac had been dispatched to our rescue.

About five to ten minutes passed before we spotted the tiny Zodiac making its way to our boat. Believe me, we were four intensely happy, novice sailors. We were going to come out of this dangerous, frightening experience alive! Seamen **Ron Stillson** and **Jeff Lauderdale** manned the Zodiac.

As I understand, due to the intensity of the storm, Capt. Donald dispatched the cutter CAPE HURD to provide support in the event of further problems. Fortunately for us, his decision was prudent because the motor on the Zodiac failed less than a minute after they began to tow us in. A few minutes later, the CAPE HURD arrived and towed us in tandem with the Zodiac into safe harbor: Chief Engineer **Garry Kelsey** and Seaman **Don Warrimer** provided critical support on the CAPE HURD, which made our rescue possible.

The crew at the Goderich base are to be congratulated and commended for their professionalism and response to duty. In our opinion they are heroes...where does duty end and heroism begin? These men represented the Canadian Coast Guard in the most dignified way - saving lives. We thank God they were there for us. Otherwise, we may not be alive to tell the story.

Grateful to be alive,

Gerald and Dan Coggins, Tim and Kevin Alban, Oxford, Michigan

CEO and Editor In United Kingdom

Harry Strong, Chief Executive Officer and I had the pleasure of visiting the headquarters of the Royal National Lifeboat Institute (RNLI) in Poole, Dorset, England on June 16, 1997. As many of you are aware, the RNLI has a long standing reputation of rescuing mariners in distress. The RNLI was founded in 1824 by Sir William Hillary of Douglas Isle of Man. The RNLI is a non-profit organization that raises funds through legacies, subscriptions, donations and investment income.

The RNLI's operation is very impressive. All the administration and back-up services for maintaining lifeboat stations takes place in Poole, as well as supporting the country/wide network of voluntary fund-raisers. There is an operations room which is staffed 24 hours a day, and a design and technical section complete with their own wave pool, which develops new lifeboats and equipment. In fact the RNLI now designs its own lifeboats and RHIs.



The Royal Dutch Lifeboat "CHRISTIEN" maneuvering in Stonehaven harbour.



Harry Strong, Chairman, CEO and Peter Golden, Regional Superintendent, Rescue, Safety and Environmental Response (Pacific) discussing the finer points of the World Wrestling Federation. (Stonehaven, Scotland)

After visiting their headquarters we were taken on a scenic drive from Poole to visit one of their 38 foot Mersey Class lifeboats in Swanage on the south coast. The Swanage lifeboat is one of their launch type lifeboats where there is no suitable place to tie up the

vessel. The vessel is launched from a slipway when tasked on an incident. The vessel is relatively lightweight and has protected propellers for operation in shallow water and for protection of the props during launch and recovery. Each RNLI lifeboat station has one paid full time coxswain/



The Royal National Lifeboat Institute's 47 foot Tyne Class lifeboat from Montrose, Scotland preparing to tie up in Stonehaven.



The Royal National Lifeboat Institute's 47 foot Tyne Class lifeboat from Montrose, Scotland alongside Stonehaven pier. The Tyne Class is a steel hull lifeboat introduced in 1982 with a compact superstructure to fit existing boathouses with fully protected propellers to take into account the stresses and strains of slipway work. Speed 17.6 knots.

mechanic who lives in the local community with a voluntary crew.

In comparing the CCGA to the RNLI it was amazing to see the many similarities between the two organizations with the one major exception in that all their vessels are owned and operated by the Institute as opposed to our owner/operator system. It is interesting to note that the insurance coverage for the CCGA is superior to the RNLI's. This is one area that RNLI staff were most appreciative in learning from our model.

Harry and I both learned a great deal from all the RNLI staff that we encountered. One point that we found particularly interesting was a comment from their Deputy Chief of Operations in telling us about a recent fundraising study that

they had conducted. It seems that when people are donating money to the RNLI it is not for the people in distress, nor for the building of new vessels or the purchase of equipment, but, "for the volunteers and heroes and heroines who risk their lives". Thus the RNLI now use this strategy to raise funds for their organization.

From London, the CEO and myself traveled to Aberdeen, Scotland to attend the International Conference on Waterborne Emergency Response hosted by Maritime



Harry Strong, CEO, CCGA, outside Maritime Rescue International's (MRI) headquarters in Stonehaven, Scotland.



The Royal Dutch Lifeboat "CHRISTIEN" demonstrating their evacuation net. The net has worked well in sea trials in seas of up to 3 to 4 metres for evacuation of passenger carrying vessels.



The Royal Dutch Lifeboat "CHRISTIEN" demonstrating their inflatable boarding ramp for recovery of persons in the water.

Rescue International. The conference was a three day operational concepts and training workshop with representatives from around the globe delivering presentations on their respective SAR systems. The presentations were interesting, informative and often entertaining. A few of the participating nations were Italy, Holland, South Africa, United States, Iceland, Germany and Norway. I have included a few photographs of our visit to the United Kingdom. ■

Steve Daoust, Superintendent Coast Guard Auxiliary

PHOTO CREDITS: STEVE DAOUST



Maritime Rescue International (MRI) demonstrating their self-righting system on one of their training boats.

National Council Meets In Quebec City

Your national council in Quebec City. From Left to right Winston Pitcher, President, CCGA Newfoundland, Earl Taylor, Past-Chairman, CCGA National Council, John Parsonage, President, CCGA Central & Arctic, Alex Muir, Past-President, CCGA Pacific, Robert Petitpas, President, CCGA Laurentian, Harry Strong, Chief Executive Officer, CCGA, Gary Masson, Vice-Chairman, National Council and President, CCGA Maritimes. ■



Hanbidge Recognition a Family Affair

On Saturday, November 4, 1995, Captain John Hanbidge was presented with the Commissioner's Commendation by his son

Phil Hanbidge on behalf of the Commissioner, Canadian Coast Guard. Captain Hanbidge and his son have always shared a love for the sea, therefore, having Phil present the award made the honour even more memorable for him. Since its inception, Captain Hanbidge

has contributed an exceptional amount of time and expertise to the Canadian Coast Guard Auxiliary (CCGA). He was instrumental in forming the CCGA and for the past 19 years has continued to fulfill many roles.

Captain John Hanbidge was the founding president of CCGA Central & Arctic and founding Chairman of the National Council. He has been Secretary of CCGA Central and Arctic and co-wrote many of the training manuals for the region. In addition, Captain Hanbidge wrote the first insurance summary for the CCGA Insurance Program. All of these accomplishments

have not kept him from being Director of District 1, participating in numerous rescues with the Pickering Auxiliary Rescue Unit (PARU), actively conducting courtesy examinations and recruiting members and vessels for CCGA Central and Arctic.

In addition to receiving the Commissioner's Commendation, Captain Hanbidge was also previously awarded with a national honorary membership in the Auxiliary and an engraved gold plated pen and pencil. Both the Canadian Coast Guard and the Auxiliary have benefited from his invaluable dedication to marine search and rescue in Canada. Captain Hanbidge is truly a member of "Team SAR". ■

CAPTAIN HANBIDGE IS TRULY A MEMBER OF "TEAM SAR"

Phil Hanbidge on behalf of the Commissioner, Canadian Coast Guard. Captain Hanbidge and his son have always shared a love for the sea, therefore, having Phil present the award made the honour even more memorable for him. Since its inception, Captain Hanbidge

A Voice In The Dark

Approximately 200 lives are saved each year by members of the Canadian Coast Guard Auxiliary. One such rescue took place last fall in Antigonish, N.S.

The Canadian Coast Guard Auxiliary (CCGA) is an integral part of Canada's search and rescue (SAR) team. Its role is to enhance Canadian search and rescue capability. The CCGA provides additional resources to the Coast Guard fleet during SAR operations and prevention activities.

The CCGA includes 1,400 vessels and 3,500 dedicated mariners who assist in nearly 25 per cent of marine cases every year. In the Maritimes Region alone, the CCGA is called out to approximately one-third of all marine cases to which the Halifax Rescue Co-ordination Centre (RCC) responds. The Auxiliary's contribution to Canadian search and rescue operations is undeniable.

Atlantic Rescue

Two such dedicated auxiliary members are fishermen Greg MacPherson and his brother-in-law, Lawrence MacNeil, from

Antigonish, Nova Scotia. On the night of Sept. 20, 1997, they responded to a call for assistance and proved vital in the rescue of Greg Harquail.

Mr. Harquail and a friend were windsurfing at Dunns Beach, at the harbour entrance of Antigonish. While conditions may have been favourable when they took to their boards, things quickly deteriorated as night fell. The winds veered from the south-west, blowing both windsurfers away from shore. While his friend managed to paddle ashore and alert the RCMP, Harquail was not so lucky.

By the time RCC Halifax was advised at 8:25 pm, two Coast Guard Auxiliary vessels were already on the scene: the *Sara Christine*, a fishing boat owned by Mr. MacPherson, and the *It Ain't Easy*, a fishing boat owned by fellow Auxiliary member Ronald Boyd. They had been alerted by the RCMP. RCC Halifax then tasked the Coast Guard cutter *Souris*, its fast rescue craft, and a Labrador helicopter from 413 Squadron in Greenwood, N.S.

The two auxiliary vessels searched the area, doing a shoreline crawl to the east and west of Dunns Beach. Weather conditions were poor with south-westerly winds gusting to 30 knots and seas over one metre. Churning seas, darkness

and the relatively small target hampered the search. Although Mr. Harquail was in good physical shape and wearing a wetsuit and a personal floatation device, the searchers had to find him quickly before hypothermia set in.

Forty minutes into their search pattern, Mr. MacNeil and two other crew members on board the *Sara Christine* heard a voice in the darkness. Mr. MacPherson shut off his boat engine and trained the spotlights in the direction of the yells. Minutes later they picked up Harquail. He was exhausted and cold from his ordeal but thankful to his rescuers.

Unsung Heroes

Approximately 200 lives are saved annually by unsung heroes like Greg MacPherson, Lawrence MacNeil, and Ronald Boyd. These dedicated volunteers devote their time to help others in distress on Canada's waterways. Halifax Rescue Co-ordination Centre and the Canadian Coast Guard are proud to work side by side with the Canadian Coast Guard Auxiliary. ■

*Christine Gaillard —
Maritimes Region*

Christine Gaillard is a marine controller at the Halifax Rescue Co-ordination Centre.

The following CCGA members were recently presented with a Certificate of Merit for the following contributions:

Harris and Steven Backman, of Zone #11 St. Margaret's Bay, Nova Scotia Unit, successfully rescued three sailors under adverse sea conditions, during the night of October 22, 1995. On July 3, 1996 this dedicated father and son team was also presented with a Certificate of Merit.

Ken Drake, of Zone #4 Morell-Eastpoint, Prince Edward Island Unit, rescued Mr. Lloyd McKinnon and his vessel JANIE'S PRIDE on May 7, 1996. Mr. Drake was presented with his certificate on September 28, 1996.

On July 3, 1996 Winston Pitcher was recognized for

his dedicated contribution and leadership of CCGA Newfoundland. As President of the Region, he has permitted the organization to evolve into an effective lifesaving organization.

On September 7, 1996, Hubert, Dan and David Charlebois, of CCGA Central and Arctic, District 4, Unit #220, participated in the successful rescue of the sailing vessel G.D. and her crew. The Charlebois team was presented with their certificates on February 1, 1997 in recognition of their efforts in the rescue.

On November 2, 1996, Herbert Pittman was recognized for

his dedication to CCGA Newfoundland and concern for his fellow mariners.

Claudette and Robert Petitpas are great contributors to the CCGA. Claudette is editor of Le Dauphin and Robert is President of CCGA Laurentian. The Petitpas' are an invaluable team and were commended for their dedication and commitment on January 18, 1997.

On February 1, 1997 Rena and Earl Taylor were recognized for their contribution to CCGA Central and Arctic. Earl is a two time recipient having previously been commended specifically for his leadership as Chairman of the CCGA National Council.

Robert M. Platt, Grant Henshall, Wayne Bradley, Chris Harrison, Samantha Tokic, Joe Konarowski and James A. Weldon, of CCGA Central and Arctic, District 1, Unit #9, were commended on February 1, 1997 for their efforts in the successful rescue of SEATTLE SLOOP and her crew.

Jocelyne Hogan was presented with her certificate in recognition of her dedicated

The following members have been presented with the Commissioner's Commendation over the years for their exemplary service to the Canadian Coast Guard Auxiliary:

*Ian Anderson, CCGA Central and Arctic
James Eddy, CCGA Newfoundland
George Feltham, CCGA Newfoundland
James Ferguson, CCGA Central and Arctic
John Hanbidge, CCGA Central and Arctic
Harry Strong, CCGA Newfoundland
Fred Switzer, CCGA Pacific
Earl Taylor, CCGA Central and Arctic
Michael White, CCGA Newfoundland*

Congratulations to all recipients!

service to the CCGA and the Canadian Coast Guard. Her commitment and dedication has helped develop marine search and rescue in Canada.

On February 7, 1997, Gisèle and Jean Caron were recognized for their dedication and for their part in a rescue on July 20th, 1996.

William bond of CCGA Maritimes was recognized for his successful rescue of three people from the Fishing Vessel MYLES BRANDON on June 30th, 1997.

Gary Masson was presented the Certificate of Merit on September 27, 1997 in Summerside P.E.I. in recognition of his immeasurable contribution and leadership as Vice-Chairman, CCGA national Council and President, CCGA Maritimes.

George Cann, Director of Zone 08, was recognized for his outstanding service and dedication to the Canadian Coast Guard Auxiliary Maritimes. He was given his certificate on September 27, 1997.

John Long was presented the Certificate of Merit on September 27, 1997 for his contribution to the Canadian Coast Guard Auxiliary training program. ■

Past Recipients Director's Certificate of Merit for Volunteers

Paul Brunette CCGA-L Pickering Auxiliary Rescue Unit (PARU) CCGA-CA	Steve Backman CCGA-M Ken Drake CCGA-M
Robert Redhead CCGA-W Daniel Leblond CCGA-M	Jocelyne Hogan CCGA-L, CCG, HQ Earl Taylor CCGA-CA
Gordon J. McNeish CCGA-M Robert W. Urquhart CCGA-M	Rena & Earl Taylor, CCGA-CA Hubert Charlebois, CCGA-CA
Charles Clarke CCGA-M Robert Bennett CCGA-M	David Charlebois, CCGA-CA Dan Charlebois, CCGA-CA
Wayne Baird CCGA-M F.E. Chamberlain CCGA-W	Robert M. Platt, CCGA-CA Grant Henshall, CCGA-CA
K.G. Nemrava CCGA-W Harry Strong CCGA-N	Wayne Bradley, CCGA-CA Chris Harrison, CCGA-CA
City of Oshawa Marine Rescue Association (COMRA) CCGA-CA	Samantha Tokic, CCGA-CA James A. Weldon, CCGA-CA
Gordon Thomas Lea CCGA-W R. Craig Dunn CCGA-W	Joe Konarowski, CCGA-CA Claudette & Robert Petitpas, CCGA-L
Armand LeBlanc CCGA-L George Lohnes CCGA-M	George Cann, CCGA-M John Long, CCGA-M
Etelbert Robichaud CCGA-M Winston Pitcher CCGA-N	Gary Masson, CCGA-M William Bond, CCGA-M
Herbert Pittman CCGA-N Harris Backman CCGA-M	Gisèle & Jean Caron, CCGA-L