



# THE AUXILIARIST

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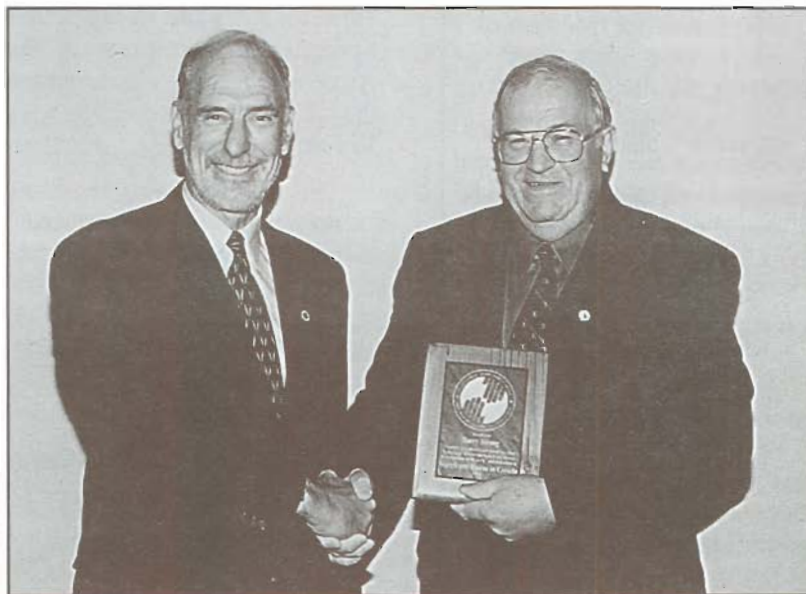
## STRONG LIVES UP TO NAME IN SAR ACHIEVEMENT

Harry Strong, Chief Executive of the Canadian Coast Guard Auxiliary (CCGA), was announced the winner of the 1998 Outstanding Search and Rescue (SAR) Achievement Award. The Honourable David Anderson, Minister of Fisheries and Oceans, presented the award on Friday, September 25th at SARSCENE '98 in Banff, Alberta. The National Search and Rescue Secretariat presents this prestigious award to persons or organizations that have demonstrated an extraordinary contribution towards SAR in Canada.

Mr. Strong first started out as a commercial fisherman on the North Atlantic and has been a member of the Newfoundland CCGA since 1979. He was initially recruited to provide SAR assistance in the Trinity and Bonavista Bay areas of Newfoundland. He has held numerous positions in the Newfoundland CCGA such as President, First Vice-President and Direc-

tor of District 8 which he has held since inception. In addition, Mr. Strong has been elected mayor and Fire Chief of Old Perlican, Newfoundland. He also represented the Trinity Bay area for the Newfoundland Fish-

ermen's Food and Allied Worker's Union for a number of years. Today, Harry is the Chief Executive Officer of the CCGA a position he has held for an unprecedented seven years.



*The Honourable David Anderson, Minister of Fisheries & Oceans presenting Harry Strong, Chief Executive Officer, CCGA National with the Outstanding SAR Achievement Award at the awards dinner in Banff, Alberta.*



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## Strong Lives Up to Name in SAR Achievement *cont'd*

Harry has an impressive list of achievements, which have helped make an important impact in the development of the CCGA. The list includes such issues as negotiating insurance coverage for Auxiliary members and vessels. His other works include assisting with the name change of the Canadian Coast Guard Auxiliary from the Canadian Marine Rescue Auxiliary. Mr. Strong helped convince the committee to develop a National CCGA uniform. In June of 1998 he successfully chaired the first National Policy Forum where Coast Guard (CCG) and CCGA representatives from across the nation participated in planning the direction of the Auxiliary.

### THE AUXILIARIST

is published for members of the Canadian Coast Guard Auxiliary by the Search and Rescue branch of the Canadian Coast Guard.

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

He is constantly working together with Coast Guard Search and Rescue headquarters personnel and the five Auxiliary Presidents in the day to day management, administration and operations of the Auxiliary. Sometimes, this requires 25 to 30 hours per week of voluntary work, including extensive travel to Annual General Meetings of the five CCGA Associations. He continues to be a spokesperson for the Auxiliary at national and international fora. He is well respected by his peers in the United States Coast Guard Auxiliary (USCGA), the Royal National Lifeboat Institute (RNLI) and the Association for Rescue at Sea (AFRAS).

To add to Harry's extensive list of achievements he was awarded Canadian Coast Guard's Commissioner's Commendation in 1990 for his work in the development and formation of the Auxiliary. He was also awarded the CCG Certificate of Merit for Volunteers in 1992. Further-

more, Mr. Strong's fellow Auxiliarists appointed him as an Honourary Member of the CCGA National Council. This distinguished membership is the highest recognition awarded by the Auxiliary.

Mr. Strong should be applauded for his dedication and his efforts to the Auxiliary. Not only does he volunteer many hours to the Auxiliary; he also runs a successful paint and hardware store with his son, Jeff, and operates an exclusive Bed and Breakfast with his wife, Carol. Harry has repeatedly proved himself to be committed towards SAR and saving lives. "He has earned an unparalleled reputation throughout the Search and Rescue community as a person whose primary concern is the well being of his fellow mariners...Harry Strong is the volunteer's volunteer," remarked Minister Anderson.

Joanna Ng  
SAR Intern, CCG Headquarters

## NEWS RELEASE

### 1998 Outstanding Search and Rescue Award Winner Announced

Ottawa, November 17, 1998- The National Search and Rescue Secretariat has announced that Harry Strong, Chief Executive Officer of the Canadian Coast Guard Auxiliary, is the recipient of the 1998 Outstanding Search

and Rescue Achievement Award. The Minister of Fisheries and Oceans, the Honourable David Anderson, presented the award to Mr. Strong at the awards banquet of the annual Canadian search and rescue workshop,

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## 1998 Outstanding Search and Rescue Award Winner Announced *cont'd*

SARSCENE '98, held at the Banff Centre, Alberta, September 23-27, 1998.

Each year, the National Search and Rescue Secretariat presents the Outstanding Search and Rescue Achievement Award to the individual or group who has made the most significant contribution to search and rescue efforts in Canada. Said Anderson, "it is particularly appropriate that we honour Harry

Strong in this the 20th anniversary of the Canadian Coast Guard Auxiliary."

Mr. Strong's commitment and dedication has permitted the Canadian Coast Guard Auxiliary to prosper and develop into a lifesaving organization of which all Canadians can be proud. He has earned an unparalleled reputation throughout the search and rescue community as a person whose primary concern is the

well being of his fellow mariners.

The National Search and Rescue Secretariat also presented 12 Certificates of Achievement in Search and Rescue at the banquet to recognize dedication and professionalism of Canadian search and rescue workers across the country.

*Government News Release.*

## OLD PERLICAN'S NATIVE RECEIVES TOP SEARCH AND RESCUE AWARD

Harry Strong of Old Perlican has received the 1998 Outstanding Search and Rescue Achievement Award.

Chief Executive Officer of the Canadian Coast Guard Auxiliary, Strong accepted the award from Fisheries and Oceans Minister David Anderson during a recent awards ceremony in Banff, Alta.

The Award is presented annually to the individual or group who has made the most significant contribution to search and rescue efforts in Canada.

"It is particularly appropriate to honour Harry Strong during the 20th anniversary of the Canadian Coast Guard Auxiliary," Anderson said.

The minister said Strong's "commitment and dedication has permitted the Canadian Coast Guard Auxiliary to prosper and develop into a lifesaving organization of which all Canadians can be proud."

Anderson said Strong has earned an unparalleled reputation throughout the search and rescue community as a person whose primary concern is the well being of his fellow mariners.

As CEO of the Canadian Coast Guard Auxiliary, Strong has developed the Auxiliary into one of the most capable and cost-effective lifesaving organizations in Canada.

A CCGA volunteer since 1979, Strong has dedicated countless hours to improving the CCGA

and acting as its national and international spokesman.

In 1990, Strong received the prestigious Canadian Coast Guard Commissioners Commendation for his commitment and dedication to the formation of the CCGA.

He continues to volunteer with the Canadian Coast Guard and to his home town.

The Old Perlican businessman served for more than 20 years on the Town Council, and was mayor for two terms from 1989-97. He also served as a volunteer firefighter for 25 years. He continues to serve as a volunteer with the Town's community cable TV channel.

*Reprinted from the Trinity South, November 24, 1998*

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## CANADIAN COAST GUARD AUXILIARY CELEBRATES 20 YEARS OF SERVICE

On August 9, 1998, the Canadian Coast Guard Auxiliary (CCGA) celebrated its twentieth anniversary in assisting the Canadian Coast Guard (CCG) in Search and Rescue (SAR) and conducting boating safety activities. Anniversary ceremonies were held during Canada's premier Search and Rescue conference, SARSCENE '98, in Banff, Alberta. The Honourable David Anderson, Minister of Fisheries and Oceans, was also present to celebrate this occasion.

When CCGA was first introduced, it consisted of 731 members and 328 vessels which responded to 394 marine SAR in-

idents. Since then, the Auxiliary has experienced numerous transformations over the last two decades. Today, the Auxiliary is 4000 members strong with 1400 vessels ready to provide assistance to fellow mariners in distress. The Auxiliary has responded to over 30,000 SAR incidents since inception.

Not only has the CCGA increased in size, it has also become a member of the International Lifeboat Federation (ILF). Membership in the ILF gives the CCGA the opportunity to increase its "recognition and acceptance internationally and allow for a greater exchange of

information and ideas," remarked Minister Anderson while he spoke at SARSCENE '98.

There have also been a few obvious changes to the Auxiliary. In the past, the Canadian Coast Guard Auxiliary was referred to as the Canadian Marine Rescue Auxiliary. After years of dedicated service to the CCG it was time to make them a true Coast Guard Auxiliary and a full-fledged member of Team SAR and Team Coast Guard. Furthermore, the CCGA National Council recently developed a standardized national uniform for the members of the CCGA. This is extremely impor-



*From left to right are Frank McLaughlin, President, CCGA Maritimes, John Parsonage, President CCGA Central & Arctic, Alex Muir, Past-President, CCGA Pacific, David Anderson, Minister of Fisheries & Oceans, Harry Strong, Chief Executive Officer, CCGA National, Ed Brooke, President, CCGA Pacific, Robert Petitpas, President, CCGA Laurentian and Winston Pitcher, President, CCGA Newfoundland.*

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## **Canadian Coast Guard Auxiliary Celebrates 20 Years of Service *cont'd***

tant to their morale and "esprit de corps". At the same time, this will increase the marketability, brand image and the national and international identity of the Auxiliary.

Throughout the years, the CCGA has received widespread support from the members of the Canadian Coast Guard, Department of Fisheries and Oceans and the Government of Canada. The CCG understands that the CCGA's services are an essential part of SAR. The Department of Fisheries and Oceans and the Government of Canada

expressed its support by increasing the Auxiliary's national budget. This is especially important when federal cutbacks and budgetary restraints have occurred in other areas of the CCG. This kind of contribution and support displays the confidence and the importance to saving lives.

The CCGA members are "all true heroes...you are Canada's unsung heroes because your work is often little known outside your own communities," remarked Minister Anderson.

He hopes that one day the CCGA will be more publicly known throughout the nation.

Minister Anderson presented an engraved ship's clock to Harry Strong, Chief Executive Officer of the CCGA and each regional CCGA President to commemorate the twentieth anniversary and to show Canada's appreciation for the extensive services that the CCGA has provided.

*Joanna Ng  
SAR Intern,  
CCG Headquarters*

## **CONGRATULATIONS FROM YOUR PARTNERS AT THE CANADIAN COAST GUARD**

On behalf of David Watters, Commissioner of the Canadian Coast Guard, I would like to extend my sincere thanks to all of the volunteers of the Canadian Coast Guard Auxiliary - Maritimes. Twenty years ago, a partnership was founded between volunteers and the Coast Guard, based on a shared desire to save lives and assist mariners in peril. Today we have a highly motivated and well-trained group of volunteers, who have far exceeded the vision of those who first formed this organization.

The contribution of the Canadian

Coast Guard Auxiliary to marine search and rescue and boating safety education is a great Canadian story that is seldom told. The efforts of these "unsung heroes" embody all that is good in Canadian society. Frequently, at the risk of their own lives, these dedicated volunteers give of their time and resources to help mariners in distress and teach Canadians about safe boating practices.

A few weeks ago, Auxiliary members from the Mahone Bay and St. Margaret's Bay areas were among the first on scene to respond to the crash of Swissair

Flight 111 near Peggy's Cove. They have continued to assist in the salvage and recovery operation.

We at the Coast Guard are proud of our association with the Auxiliary and honoured to serve alongside its members. Congratulations from all of us on 20 years of service to the marine community.

*Larry Wilson  
A/Regional Director  
Coast Guard  
Maritime Region  
October 2, 1998*

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## 1998 SEARCH AND RESCUE COMPETITION

The participants burst from the Metro bus like the rays of sunshine that showered Long Pond, Conception Bay South on October 10. The merry crowd hardly seemed like a group of fierce rivals. Joking and laughing as they headed toward the Royal Newfoundland Yacht Club, Canadian Coast Guard Auxiliary (CCGA) members eagerly anticipated competing in the province's First Annual Search and Rescue (SAR) Competition. Event coordinator, Neil Peet, says the positive spirit shown by participants contributed to the event's success. "The goal of the competition was to allow auxiliary members to practice skills needed in search and rescue missions while at the same time bringing everyone together to share knowledge, experiences and some fun," says Neil.

A team represented each of the 10 regional districts in a contest that included five search and rescue events; First-Aid, Line Throwing, Search Operations, Chartwork and Search and Rescue Pump. The First-Aid event evaluated the team's ability to assess an accident scene. Appraising such emergencies involves conducting primary and secondary surveys to treat an injury. Ongoing casualty care is also essential until professional medical care arrives. Such training is crucial since professional medical attention is often far away. The First-Aid scenarios were developed and coordinated by the Canadian Coast Guard's SAR training section. All scenarios reflected situations CCGA members have been taught in the St. John's Ambu-

lance Standard First-Aid Course. The next event was Line Throwing which assessed the team's ability to throw a heaving line at a stationary, floating target for accuracy. The third event was Search Operations in which the team had to organize, prosecute and resolve a search and rescue incident. Each team had 50 minutes to conduct the search and complete a SAR incident summary. The next event was Chartwork and required each team to demonstrate basic chartwork skills in 45 minutes. The final event, SAR Pump, demanded that each team operate the SAR pump in the fastest time possible. For all these events, district directors acted as judges and awarded points according to predetermined criteria.

Winston Pitcher, Newfoundland Region's CCGA president, says the goal of the competition was two-fold. "We want to strengthen the ties between the districts and re-inforce the mandate of the auxiliary, which is to save lives and help those in need." Winston says that if such an event highlights the accomplishments and creates public awareness of the CCGA it is an added bonus. Winston has been a CCGA member for 12 years. Throughout his two decades of involvement, he has seen the organization dramatically expand.

The CCGA is a non-profit volunteer organization of individuals who through their role in the auxiliary, expand the search and rescue (SAR) network in Canada. On August 30, 1978, the auxiliary was officially estab-

lished as the Canadian Marine Rescue Auxiliary. The organization was renamed the Canadian Coast Guard Auxiliary in November 1996. The Newfoundland Region is divided into 10 auxiliary districts and governed by an annually elected provincial executive.

On a provincial level, the CCGA has flourished. Since its formation, the CCGA's membership has grown from 164 members and 65 vessels to 667 members and 381 vessels. Ninety-two per cent of the membership is involved in the fishery. While earning their livelihoods from the sea, most CCGA members have first-hand knowledge of the dangers awaiting those who take to the province's waters. They have also encountered an increased demand for their services. In its first year of operation, the auxiliary responded to 20 SAR incidents. This year, the Newfoundland CCGA responded to approximately 190 SAR incidents. On average, the CCGA's annual SAR efforts constitute nearly 40 per cent of all marine search and rescue missions.

Harry Strong, Chief Executive Officer of the National CCGA, says he was impressed with the performance of all CCGA teams. Harry says the event was as well organized as any others he has attended across Canada. "It's very important to have these events because it provides a camaraderie, it boosts morale, it raises the profile of the auxiliary to the public and it's good for training," says Harry.

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## 1998 Search and Rescue Competition *cont'd*

Those who participated in the competition also agree it was a beneficial experience. Twillingate's Hardy Troake was a member representing District 10. Hardy says for him, the competition was a valuable learning opportunity. "If you're not using the skills on a regular basis, then you get rusty," says Hardy. "Like First-Aid, for instance, it's easy to forget little details that in the end can make a big difference. Something like this keeps you on your toes."

On a personal level, the competition was a chance for Hardy to honour his grandfather, Captain Peter Troake, one of the founding members of the CCGA and its first president. Captain Troake was a distinguished man, renown throughout the province for the battle he waged against tuberculosis in the 1950s. As a

result of his work with the Canadian Lung Association onboard the M/V Christmas Seal, Captain Troake was inducted into the Order of Canada by Governor General Jeanne Sauvé in October 1986. As a tribute to this respected man, the competition's grand prize trophy was named the Captain Peter Troake CM Memorial Trophy. That three generations of the Troake family have been CCGA members, is a testament to the continued commitment demonstrated by the organization's membership. Consequently, the CCGA's future looks bright. Harry hopes to repeat the success of this year's SAR Competition well into the next century. Currently, provincial CCGA contests are being held across the country with plans to hold a 1999 national competition.

Following a day of friendly competition, CCGA participants, organizers and volunteers enjoyed an evening banquet at St. John's Delta Hotel during which the winners were announced. The overall winner of the SAR Competition was the team from District 8. Sam Lambert, Roderick Normore and Fred Barrett were the proud recipients of the Captain Peter Troake CM Memorial Trophy and a Mustang Ocean Commander Immersion Suit valued at \$500. Additional prizes were awarded to the teams who gave the best performance in each event. All participants and district directors received engraved trophies.

*Louanne Eddy  
Communications Branch  
Newfoundland Region*

## LAURENTIAN REGION HOLDS ITS FIRST COMPETITION

Late last September, after a period of intense preparatory work, Laurentian Region held its first inter-zone competition.

The success of the event exceeded all our expectations.

Despite the fear of the unknown, thirty-nine brave people came to test their skill and ability in seven trials related to search and rescue at sea.

It all took place in a friendly atmosphere, and even though the temperature did not cooperate,

we could see that each competitor enjoyed facing these new challenges.

The organizer, Jean-Claude Roy of the Canadian Coast Guard Auxiliary, and the two main coordinators, Louis Robitaille, CCGA (L) inc. and Robert Jinchereau, Canadian Coast Guard, presented the activity faultlessly.

There was a co-ordinator for each trial, and all showed great talent in obliging the participants to demonstrate their skill.

The trials were:

- (1) Line throwing
- (2) Pump operation
- (3) Radio communication
- (4) Courtesy inspection
- (5) First aid
- (6) Chart work
- (7) SAR exercise

The judges, who were CCG Board members and officers, took their task very seriously. Is that why some judges found themselves in the path of the cables being thrown or the water jet from the pump? Only the

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## Laurentian Region Holds Its First Competition *cont'd*



*Robert Petitpas, President of the CCGA Laurentian, is shown here presenting a trophy to the winners of the first Laurentian Region inter-zone competition. From left to right are Jean-Claude Roy, Director, Communications, in charge of the competitions, Richard Drolet, Sylvie Giroux, Michel Sauvageau and Robert Petitpas.*

“clumsy” competitors really know the answer to that question!

Holding the competition required a great deal of work by volunteers, and we can be proud of their efforts. It would take too much space in this article to list each one, but I want to thank all the men and women who gave of their time and effort, and the organizers and participants.

The competition closed with a banquet at which the award plaques were presented. The smiles on the winners’ faces made it clear that the day was a great success.

Congratulations to everyone!  
See you next year!

*Robert Petitpas President,  
CCGA(L) inc.*

## NEWFOUNDLAND’S “BEST-KEPT SECRET”

There are almost 700 of them in Newfoundland and Labrador. Their organization has existed almost 20 years.

They own 381 vessels worth more than \$125 million.

They carry out rescue missions in 200 potentially life threatening incidents at sea annually.

They save dozens of lives every year, and;

Very few people in Newfound-

land and Labrador know anything about them.

“They” are the Canadian Coast Guard Auxiliary. Comprised almost entirely of fishermen from all around Newfoundland and Labrador, the 686 CG Auxiliary members respond to 40 percent of all marine search and rescue incidents at sea each year.

“Despite their enormous importance in search and rescue incidents, they’re probably one of Newfoundland’s best-kept se-

crets,” says Ray Brown, looking out the window from the Royal Newfoundland Yacht Club in Long Pond, Conception Bay. The Director of Marine Program with Coast Guard in Newfoundland was watching Auxiliary members take part in the first-ever Newfoundland ‘SAR Games ‘98’ on Saturday, October 10.

Designed to evaluate the ability of members in search and rescue operations, the Games were competitions focused on most of



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## Newfoundland's "best-kept secret" cont'd

the requirements needed to respond to a rescue at sea. Besides testing their first aid and search skills, members competed in line throwing and chartworking events as well operating water pumps.

For reporters attending the Games, perhaps the most interesting competition was the search operations event. Coast Guard employees had "dummy" victims in various types of trouble, strategically located around the coastline. One victim might have been huddled behind a rock on the shoreline seeking shelter from the cold after swimming to shore from a capsized boat. Another might have been floating in the water offshore. The 10 Auxiliary member teams were given typical information as if it was a real SAR incident. They were handed statistics such as the latitude and longitude of the last sighting of the missing person. They were also told of the victim's intended destination if that information was available. The teams then set out in boats from the Yacht Club to locate and rescue the missing person.

The SAR Games gave members a chance to meet and discuss their activities in an atmosphere of camaraderie but it also caused some of them to reflect on times when they were called upon to deal with the real thing.

Terry Traverse from Lark Harbour in the Bay of Islands spent a night searching for missing kayakers in August this year. Charlie Roberts from St. John's,

remembers responding to a call to help a fisherman who was washed overboard from a longliner while fishing east of St. John's about seven years ago. CG Auxiliary provincial president Winston Pitcher from Burin Bay Arm plucked five fishermen from a liferaft one night after their vessel suddenly sank while fishing south of the Burin Peninsula. It's likely all 50 men at the Games have similar stories.

Ray Brown says he doesn't know what the Coast Guard would do without the Auxiliary. He says in many cases, the Coast Guard simply doesn't have the means to carry out rescue missions as quickly as the local fishermen can do it. Noting that 40 percent of search and rescue incidents are handled by Auxiliary members, Brown points out that many times they are Johnny-on-the-spot. "If a fishing vessel runs into trouble, quite often there's a fellow fisherman who happens to be part of the Auxiliary fishing nearby or at least located somewhere within a few miles."

Winston Pitcher has headed the Newfoundland and Labrador branch of the CG Auxiliary for the past eight years. The fisherman from Burin says their job runs the gamut of responses. Some calls are from small speedboats breaking down just offshore, others are from large ships that might be sinking in a violent storm. Pitcher says the Auxiliary is more sophisticated than it was a few years ago. Members have more training and they have better first aid equipment

to treat an injured person or someone suffering from hypothermia.

All 686 CG Auxiliary members are volunteers. The only money they receive is out-of-pocket expenses in a SAR incident. If they tow a disabled vessel to port, they are paid for their fuel. They are not reimbursed for lost fishing time, although lost time is far more crucial than it was a few years ago. With the transforming fisheries from mostly cod to shellfish, vessels are fishing three and four times further offshore. What used to be a three or four-hour job these days can take more than a day. Twenty-four hours towing a vessel to port can run into expensive fuel costs, a fact not lost on the Coast Guard. Brown says the same number of incidents now cost twice as much.

No one at the Games and competition wanted to put a damper on their fun, but everyone will tell you quietly there are far too many small vessels fishing in distant waters. Those vessels were not designed to fish offshore and with the addition of new gear to fish crab and shrimp, they are even more vulnerable. With the rapid migration of the traditional Newfoundland and Labrador "inshore" fleet to offshore grounds, the Coast Guard Auxiliary will play a more vital role than ever in the job of saving lives.

*Jim Wellman*

*Reprinted from The Navigator  
November 1998*

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## **CANADIAN COAST GUARD AUXILIARY MARITIMES INC. INVOLVEMENT IN SWISS AIR FLIGHT 111 DISASTER**

On Wednesday, September 2nd, 1998, at approximately 22:30 hours Canadian Coast Guard Auxiliary (CCGA) members were tasked to search for survivors of Swiss Air Flight 111 which crashed into the water six nautical miles off Peggy's Cove, Nova Scotia. CCGA vessels were the first vessels on scene. Unfortunately it quickly became apparent that there were no survivors of this terrible tragedy, and search efforts then focused on gathering evidence for the investigation into the cause of the accident and salvage operations. Auxiliary members worked closely with Environmental response teams, Canadian Coast Guard (CCG) and Navy ships, their officers and crews, RCMP officers and community volunteers.

On September 3rd, a CCGA Command Centre was set-up, as it became apparent that the Auxiliary's resources would be required for quite some time. The Command Centre operated 18 hours daily from 6:00a.m. until midnight. A system was established whereby the CCG Operations Centre would call the CCGA Command Centre and request a number of Auxiliary vessels for deployment the following day. The CCGA Command Centre would then task members and their vessels and fax the names of the members, crews and vessels to the CCG Operations Centre and RCMP Operations Centre. A number of vessels were placed on Stand-By, while others were placed on a callout list. There were a total of 39 Auxiliary members and

approximately 20 vessels involved in the recovery and operation, and 45 community, non-Auxiliary persons involved.

Due to the health hazards involved with the salvage/investigation, a Site Safety Plan was established and adhered to in order to minimize the health risk to members involved and also decontamination procedures. Stress Management personnel were on site to help people cope with the physical stress related to fatigue due to the long hours involved and the emotional stress surrounding any traumatic event where there is loss of life. Auxiliary members were asked to attend regular defusing, demobilizations and debriefings provided by the Critical Incident Management Team. Daily Navigational Site Plans were set-up by CCG Operations Centre for Auxiliary vessels to follow. Food and supplies were donated by local church organizations, numerous community members and businesses, Canadian Red Cross and the Royal Canadian Legion.

The resources of the Auxiliary proved to be a valuable asset in the overall search and salvage operation of this accident due to their shallower draft and size of these vessels, which ranged in the 45 foot length. These Auxiliary vessels were able to operate in waters that the larger Coast Guard and Naval ships were not. As of November 2nd, 1998, the Auxiliary was involved with the investigation and salvage for 65 days. The Auxiliary has since been stood down but will assist if called upon.

At the on-set of the recovery operation, a few obstacles for the Auxiliary had to be overcome as this was a major operation and the Auxiliary was not fully prepared or equipped to handle a case of this magnitude. The first obstacle was setting up of a CCGA Command Post for members to be able to report to officials. The residence of an Auxiliary member, who resided nearby the accident site, was used as the Command Centre and a mobile trailer was installed and used to supplement the workspace of this member's home. There was a problem with identification for Auxiliary members, their vessels and vehicles as the area involved was restricted and their vessels and vehicles did not display adequate Auxiliary identification markings.

Communication equipment was another obstacle that had to be overcome and members had to be supplied with radio equipment for use in their vehicles and on site. I am very pleased with the overall performance of the CCGA members who took part in this extensive Search and Rescue operation.

A sincere thank you and much deserved praise to all the Auxiliary members who helped, directly or indirectly, with this tragedy.

*Thank You,  
Gary R. Masson  
Regional Business Manager,  
CCGA (M)*

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AMBASSADOR OF THE UNITED STATES OF AMERICA  
OTTAWA, CANADA

September 18, 1998

Mr. Neil A. Bellefontaine  
Regional Director general  
Maritimes Region  
Dept. of Fisheries and Oceans  
P.O. Box 5500  
Halifax, NS B3J 3E1

Dear Mr. Bellefontaine:

I wish to extend my sincere appreciation to you and all members of the Canadian Coast Guard and the crews of the Fisheries and Oceans vessels for your outstanding response to the crash of Swissair Flight 111.

In particular, I would like to pay tribute to those residents of St. Margaret's Bay and Mahone Bay who, as voluntary members of the Coast Guard Auxiliary, acted so selflessly on the night of the crash. Their total disregard for their own welfare in the quest to help others will never be forgotten.

Please know how much the U.S. mission in Canada and all the families of the victims appreciate your efforts and the ongoing contributions made by your ships' companies.

Sincerely,

Gordon D. Giffin  
Ambassador

**REMINDER  
TO CCGA  
VESSEL  
OWNERS**

For your own protection please ensure that the Coast Guard is kept up to date of any additions/alterations to the vessel or new equipment purchases.

We recently had an insurance claim to a CCGA vessel where the owner had not notified the CCG that he had made some modifications to his vessel. Therefore his vessel was under valued according to CCG records when he put in his insurance claim.

## **CCGA TAILORING NEW UNIFORMS**

For many years, the members of the five Canadian Coast Guard Auxiliary (CCGA) regions have been wearing uniforms in order to be identifiable to the public. However since inception, members have been wearing various Coast Guard Auxiliary uniforms of different styles and colours. This has caused confusion which resulted in a lack of a solid identity for the Auxiliary.

On May 1, 1998, the Canadian

Coast Guard (CCG) Management Board approved the implementation of a national uniform and a standardized rank insignia. The CCG and CCGA National Council developed standardized national uniform and rank insignia as part of the overall strategy of increasing the marketability, and the national and international identity of the Auxiliary. The wearing of standardized insignia and uniform by Auxiliary members also increases the

brand recognition and visibility of the CCGA both publicly and corporately thereby clearly identifying members of the Coast Guard Auxiliary to the general public. This will help the CCGA pursue opportunities for greater financial support from industry and the public.

In addition, the new uniform will eliminate any further confusion created by Auxiliary members wearing differing uniforms and

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## CCGA Tailoring New Uniforms *cont'd*



insignias. All regions will now have a national insignia worn by all CCGA members. Standardization will help provide a proper rank structure that everyone will be able to identify with easily. The insignia will also reduce the rank currently being worn by some members since they will no longer be eligible to wear a certain rank without occupying that particular position.

As volunteers, wearing of a uniform is extremely important to their morale and "esprit de corp." A uniform gives the mem-

bers a strong sense of belonging and visibility, particularly at the local level.

It should be noted that the newly developed national uniform is worn voluntarily and purchased by the members of the CCGA. It is strongly recommended that members follow the uniform guidelines especially where there are high levels of public exposure. The standardized insignia uses silver braid, buttons and silver stripes similar to the gold insignia worn by the Coast Guard.

*Robert Petitpas, Vice-Chairman, CCGA National and President, CCGA Laurentian proudly displays the new CCGA uniform*

## COMMENTS FROM THE PRESIDENT

In my fifty years of travelling, fishing and towing on the B. C. Coast. I have always been amazed at the quiet order and grace of how mariners, by and large, handle their vessels, and how the various communities of diverse people making their living from the waters are so integrated and peaceful in their dealings with one another. Search and Rescue has always been a necessary part of community on the water; I have never met a maritime person who has not gladly gone to a rescue.

SARSCENE in Banff, which was also a CCGA National meeting, was a wonderful event. This gathering was heavily underscored by the immediate and tremendous effort of our fellow Auxiliaries in the Maritimes

who are working on the Swissair 111 disaster.

The Mississauga meeting on "National Policy" was discussed and from that forum came a national public relations and communication plan which will be ratified this winter, and a "sponsorship code of ethics" which will be in final draft by November 1998. Uniforms and insignia have now been formalized and are available; Call Lucky at the Victoria office for information.

In our Pacific Region, we have been extremely fortunate to have our CCG liaison team. Much work to consolidate programs of training, SAR, owned and loaned vessels, improvement of records, etc. has been done and will continue over the winter by

the mutual efforts of Auxiliaries and Coast Guard regulars.

Very soon the report done by Joanne McNish will be acted upon, and issues of response time, appropriate vessels for areas, owned and loaned criteria, communication, authority, accountability and responsibility of the Board of Directors to the members and vice versa, will be discussed and ratified.

I thank all of you for your untiring efforts and your lively and, hopefully, germane comments.

*Ed Brooke, President, CCGA  
Reprinted from Dolphin, Fall 1998  
Pacific Region*

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## ALEX MUIR RECEIVES COMMISSIONER'S COMMENDATION

On September 26th, 1998 Alex Muir, past-President of CCGA Pacific was awarded the Commissioner's Commendation at SARSCENE '98 in Banff, Alberta in recognition of his outstanding contribution and leadership of CCGA Pacific and continued service to the Canadian Coast Guard Auxiliary.

Alex has proven himself at the national level and he continues to be an important component at the regional level. Alex has always been a strong proponent of the Auxiliary's ability to raise funds that would support a bigger, stronger Auxiliary. Alex was a leader in the development of "Nationalizing the Auxiliary" through his support of the incorporation of the National Council, the development of a standardized national CCGA uniform, the hiring of business managers and in the development of a more corporate mind set for the Auxiliary.

Alex should be commended for his dedication and commitment towards the CCGA Pacific and CCGA National affairs. Congratulations Alex!



*Shown above from left to right is Mr. Michael Turner, Deputy Commissioner, Canadian Coast Guard presenting the Commissioner's Commendation to Alex Muir*

## RESPECTING MAINTENANCE OF WEATHERTIGHT INTEGRITY OF THEIR VESSELS

Preliminary investigations into the recent capsizing and sinking of a small fishing vessel have revealed that two weathertight doors were both found to be lashed open. One door provided direct access below to the engine

room, and the other into the accommodation space of an enclosed forecastle.

Shipowners and Masters of all class of ships are reminded that protection of the weathertight

integrity of a ship at all times is of paramount importance to the safety of the vessel and all persons onboard.

All exterior openings in weathertight structures and en-

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## Respecting Maintenance of Weathertight Integrity of their Vessels *cont'd*

closures required to be fitted with appropriate closing appliances such as doors, hatches, manholes, deadlights etc., in accordance with regulations pursuant to the Canada Shipping Act, are to be so provided that when closed, in any sea conditions, water will not penetrate into the intact ship.

It is the Masters' responsibility to ensure that such closing appliances are closed at sea when necessary and make certain that openings that provide access from an open deck to accommodation, to working spaces within superstructures or to compartments within the main hull are

closed tight immediately after general use and maintained closed during any circumstances whereby the safety of the vessel might be threatened.

*Ship Safety Bulletin 06/98  
Reprinted from the Dolphin,  
Fall 1998, Pacific Region*

## SILENT KILLER CLAIMS LIVES

April 26, 1998. An evening snowstorm had played a trick on the Kitimat area dumping six inches of snow overnight. CGA Unit #63 received a phone call from RCC asking that we assist RCMP and EGS personnel by transporting them to the scene where two men had been reported as being deceased. Two men, one of a party of boats from Prince George engaged in a spring fishing derby outing, had been discovered by friends, dead inside their vessel at anchor with the engine running. The Snowflake Responder, Kitimat's Mark V, arrived on scene first with the two EGS personnel but were instructed not to board the vessel until the RCMP arrived. This is standard procedure as the deaths were of a suspicious nature.

RCMP patrol boat Reliance, with a CGA Unit member aboard as a guide, arrived on scene half an hour later. The local coroner boarded the vessel but immediately returned. Even though the engine had been shut off for approximately two hours, the cabin

still held enough noxious gasses that he felt the effects of what he assumed to be carbon monoxide. The cabin was opened and aired out for a length of time and then RCMP investigation began. Meanwhile the CGA boat assembled and transported witnesses at the scene for interviewing by the RCMP. Once the decedents were taken care of and the initial investigation was complete the vessel was returned to Kitimat and then taken to the RCMP station for a complete investigation.

It was determined that the design of the vessel and the operator's habit of running the engine to warm the cabin were the main contributing factors.

The vessel, a 18.5' fibreglass pleasure boat, had been modified by adding a solid roof from windshield to stern. It was then covered in with canvas sides and back. All these modifications were done in a professional manner by marine businesses in Prince George. This particular

vessel had a factory cut away in the transom to mount and operate a small auxiliary outboard. A "bus" or forced air heater was mounted forward in the cabin. This heater is supplied by hot cooling water from the engine. A common installation!

The Mercruiser, a 4 cylinder inboard/outboard engine exhausts at idle mainly through relief ports on the port side of the stern drive, the same side where the cutaway is for the auxiliary outboard.

With the main engine idling, the exhaust rose from outside the boat and funnelled into the tightly closed cabin.

Death came very quickly, probably without any comprehension of what was happening. One man was still sitting upright in a chair while the other was on the floor.

A debriefing by the coroner was held for the Unit's information and in the hope that other boat-

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## Silent Killer Claims Lives *cont'd*

ers with similar installations could be forewarned either through CE's or random observation.

The coroner, in his report, has made recommendations to Coast Guard and Boating Safety which may make people more aware of the possibility of carbon monoxide poisoning aboard vessels.

Symptoms of carbon monoxide poisoning are the same as a common flu - lightheadedness, extreme headache, and nausea. By the time you experience extreme symptoms, unconsciousness is probably only seconds away.

Many people have had CO poisoning in small levels and not realized what it was, perhaps blaming it on sickness, hangers, etc.

Two men who had been aboard the deceased men's vessel the previous evening but slept elsewhere, awoke the next day with very bad headaches but instead assumed too much too drink or bad food.

Carbon monoxide can be produced by the burning of any fossil fuels, by engines, stoves or heaters. Proper ventilation of

these devices is a must, especially in the closed confines of most vessels. CO detectors are now common in our homes. Perhaps one in your boat could save a life one day.

The two unfortunate men in this tragic accident both left young families behind. So be aware, be careful.

*Duncan Peacock, Unit Leader  
Reprinted from Dolphin,  
Summer 1998  
Pacific Region*

## MEMBER RETENTION

Some Units seem to have trouble either keeping their members interested or, indeed, keeping them at all. Part of the problem may be lack of information and knowledge about working with volunteers. After all, if you haven't seen some of your members for six months, and haven't heard from them, you know you have a problem. The typical reasons for losing volunteers are that they don't feel welcome or feel that their skills are not being utilized. Yet most of us who lose members lose people we really wanted to keep. How can we deal with the situation?

Any organization that wants to keep its volunteers will recognize their importance and work to see that their needs are met.

Typical needs are adventure, companionship, filling a sense of duty, trying to fill in spare time and a desire to expand one's personal horizons. There are as many specific needs as there are volunteers, but there are some needs that are basic to all.

All volunteers need to know what is expected of them. They have to know where they fit into the organization and what their job is. They should receive training in how to do their job, be given recognition for work that is well done and corrected when their performance does not meet expectations.

Most volunteers need to have a variety of tasks and challenges. They need to continue learning

and having their responsibilities increased as they learn more about the organization and its job.

It is easy to feel part of a small unit where every member is critical to the continuation of the group. As a unit begins to grow, a small core of regulars may develop with new members joining for short periods then dropping out. In this case, the core group has not learned how to make the newcomers welcome. In some cases, the core group is so well bonded it feels that the new member will never fit into their rescue crew. There is more to the Auxiliary, however, than search and rescue. In many areas, courtesy examinations are rarely done and little information

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## Member Retention cont'd

is made available to the public which might forestall the need for a search. Most Units have a public relations problem that makes the Auxiliary as whole almost invisible or lumped in as "Coast Guard" with no acknowledgement that we are local volunteers and not paid. These types of work need more than a handful of members to carry out and every member can prove useful.

To get and keep volunteers, any organization has to be clear in its aims, the leadership has to be willing to listen to ideas and willing to try new ideas. The most effective member is one who feels part of the group, who knows that any suggestions will be seriously considered and that

their efforts and contributions are appreciated. The group should be well rounded in their approach to the central aims. If the only activity at Unit meetings is discussions relating to the community vessel, nothing will be done with public education or courtesy exams and the non-boatcrew members will quickly get bored and drop out.

One approach that can help Units that are having difficulty maintaining membership is to hold monthly meetings that are well planned in advance. There should be a purpose to each meeting (a training film, a talk by a guest, discussion on an action plan or other planned activity) followed by some socializ-

ing. The leadership of the Unit should make a definite effort to talk to everyone present during the socializing period and to avoid the appearance of a select group of favourites or an elite. Its always useful to find out what brought someone out and might provide the leadership with an idea on the best way of obtaining the maximum benefits from and for the new member. If the leadership makes an effort to get to know their membership, they may be surprised at the skills they can uncover.

*Dr. Nancy Oliver  
Reprinted from Dolphin,  
Spring 1995  
Pacific Region*

## THE CANADIAN COAST GUARD AUXILIARY: IN YOUR COMMUNITY, READY TO ASSIST

Minutes after Swissair Flight 111 fell from the sky off the coast of St. Margaret's Bay, a group of volunteers took to their boats. Knowing nothing more than the general area of the crash site, members of the Canadian Coast Guard Auxiliary put into practice a series of well-oiled procedures they had followed hundreds of times before.

"We were probably handed the biggest case in auxiliary history," says CCGA Maritimes operations officer, Harris Backman, who - along with many other CCGA members - joined the search just minutes

after the crash. "Our members handled it very well. Everybody gave 110 per cent."

The Canadian Coast Guard Auxiliary was formed in 1978 in an effort to organize the many volunteers who risked their lives on the coastal waters of Canada to save the lives of boaters in distress.

It's not a new idea. Since fishermen first harvested the waters of Atlantic Canada, they have risked their boats and their own lives whenever someone was in distress at sea. By organizing a volunteer force, the Coast Guard

is able to provide regular training, insurance and out-of-pocket expenses while being able to coordinate rescue efforts.

Members are not paid for the many hours they dedicate to the auxiliary.

They are only compensated for fuel expenses. But with more than 700 members and 500 boats covering the Maritime region alone, they provide a critical piece of Canada's search and rescue system.

"Our own unit, along with four other units, is responsible for



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## **The Canadian Coast Guard Auxiliary: In your community, ready to assist *cont'd***

covering and area from Bay St. Lawrence to Bras d'Or to Port Morien," says CCGA zone director for zone eight, George Cann. "That's hundreds of miles of coastline."

"We rely very heavily on their experience, judgement and knowledge of their own area," says regional supervisor of marine search and rescue, Paul Rudden. "They provide a level of knowledge of local situations that we wouldn't have otherwise. And they know more about handling small vessels than anyone."

In the aftermath of Swissair 111, the CCGA provided assistance that the Coast Guard and naval vessels could not have provided on their own, according to Mr. Rudden.

"First of all, we didn't have a location on the crash," he says. "We needed the auxiliary to conduct a search. Also, had there been survivors, there is no way we could have airlifted 229 injured people at once. We would have had to use the auxiliary to bring the casualties ashore for triage."

While auxiliary members train for contingencies, most of the planning the night of the crash had to be done on the fly, with volunteers using their own judgement and making their own decisions.

The most admirable thing is the dedication that CCGA volunteers and their families display, says Mr. Rudden.

"No matter what time of the day or night we call them, there are never any questions," he says.

"They just ask where the emergency is, and they're out the door."

Over the years, the role of the Canadian Coast Guard Auxiliary has changed.

"The ice storm damage in New Brunswick was an example of that," says Gary Masson, regional business manager for the Canadian Coast Guard Auxiliary. "The auxiliary played a non-traditional role by stepping in to assist people as their basements were being flooded."

"With greater demands on the auxiliary in their communities, new avenues are being explored by searching out corporate sponsorships."

*Tom Mason  
Reprinted from The Chronicle-Herald, October 2, 1998*

## **BOATING SAFETY REGULATIONS AT A GLANCE**

### **Age Restrictions for Operators of Powered Boats and Personal Watercraft (PWCs) (as of April 1, 1999)**

- \* If under 12 years of age and not accompanied and directly supervised in the pleasure craft by a person who is 16 years of age or older: not allowed to operate a pleasure craft fitted with a motor more powerful than 7.5 kw (10 hp)
- \* If at least 12 years of age but not yet 16 years old and not accompanied and directly supervised in the pleasure craft by a person who is

16 years of age or older: not allowed to operate a pleasure craft fitted with a motor more powerful than 30 kw (40 hp)

- \* If under the age of 16 - will not be allowed to operate a personal watercraft.

### **Competency of Operators of Pleasure Yachts**

- \* As of September 15, 1999, youth (under 16 years of age) will be required to have proof of competency on board to operate any pleasure craft fitted with a motor.

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## BOATING SAFETY REGULATIONS AT A GLANCE *cont'd*

- \* As of September 15, 2002, any person operating a pleasure craft fitted with a motor and less than 4 metres (this includes personal watercraft) will be required to have proof of competency on board.
- \* As of September 15, 2009, all operators of pleasure craft fitted with a motor will be required to have proof of competency on board.
- \* People who have taken a boating safety course prior to April 1, 1999, will have their course certificates recognized as proof of competency.
- \* People will have the option of obtaining a Canadian Coast Guard Pleasure Craft Operator Card as proof of competency, by passing (minimum of 75%) an accredited test without first having to take a Boating Safety Course.
- \* A person who is not a resident of Canada and who brings a pleasure craft fitted with a motor into Canada will have a grace period of 45 consecutive days from date of entry during which these regulations will not apply
- \* People without proof of competency that rent a pleasure craft fitted with a motor will be required to complete a rental boat safety check-list.

## RECOGNIZING VOLUNTEER SERVICES AT SARSCENE '98

This year's Search and Rescue (SAR) conference, SARSCENE '98, was a three day event which took place September 25 to 27 in Banff, Alberta. Search and rescue personnel from all three levels of government, as well as volunteers from various SAR organizations attended the conference. The theme of the conference was "Working Together to Bring Them Home." This theme of saving lives through teamwork was emphasized throughout the conference.

The Honourable David Anderson, Minister of Fisheries and Oceans, was the keynote speaker at the Awards Banquet. Minister Anderson spoke briefly about the sophisticated technology that is used to help save lives

in Canada. He mentioned such instruments as, the Canadian Search and Rescue Planning Program (CANSARP) and the International Mobile Satellite System (INMARSAT) and the Self-Locating Datum Marker Buoy (SLDMB) which was recently awarded one of "Technology in Government's" gold medals. Minister Anderson also stated that; "all this state-of-the-art rescue equipment must be complemented by trained, dedicated and committed individuals for it to be effective."

In his address, Minister Anderson recognized that volunteers make up a large portion of the Canadian SAR Team. SAR organizations such as the Civil Air Search and Rescue Associa-



*Minister Anderson also had a few minutes to visit the Coast Guard Auxiliary booth at SARSCENE 98.*

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## Recognizing Volunteer Services at SARCENE '98 *cont'd*

tion (CASARA) and the Canadian Coast Guard Auxiliary (CCGA) recruit members from all walks of life. Among these members "we find police, aviators, commercial fishermen and pleasure boaters and wilderness experts. But we also find students, clerks, accountants, computer programmers and nurses," remarked Minister Anderson. All these volunteers save lives by directly responding to a SAR incident or indirectly by conducting SAR prevention activities and intelligent self-risk management. The volunteers of Team SAR "are committed, trained and experienced. They serve without financial remuneration, at times even at risk to their own lives," commented Minister Anderson. Minister Anderson further emphasized that they are Canada's unsung heroes because their work is often little known outside their own communities.

In ending his address Minister Anderson stated that the Canadian SAR system is one of the most effective in the world. It is a system that is constantly improving itself and finding ways to increase the number of lives saved, but at the same time keeping the costs to taxpayers down. He thanked all the volunteers of Team SAR for their enthusiasm and dedication. He expressed his appreciation by commenting, "that the job of Team SAR could not be done without you."

*Joanna Ng, SAR Intern  
CCG Headquarters*



*Our Team SAR friends from the United States Coast Guard Auxiliary (USCGA) also attended SARCENE 98. From left to right are Harry Strong, CEO, CCGA, accompanied by Everette Tucker, National Commodore, USCGA, Mr. Klaus Baumann, International Affairs Officer, USCGA and Mrs. Bridgette Baumann, USCGA*



*The Coast Guard Auxiliary and Team Search and Rescue booth at SARCENE 98 in Banff, Alberta.*