



THE AUXILIARIST

Volume 17

February 2000

MEMBERS OF THE USCGA MADE HONORARY MEMBERS OF THE CCGA

Everette Tucker, National Commodore, United States Coast Guard Auxiliary (USCGA) and Klaus G. E. Baumann, International Affairs Officer, USCGA, were both made honorary members of the Canadian Coast Guard Auxiliary at USCGA's National Conference in Orlando, Florida this past summer. Harry Strong, Chief Executive Officer, CCGA National Council, was on hand to make the presentation.

Messieurs Tucker and Baumann were presented with honorary memberships for their efforts in bringing to fruition the Memorandum of Understanding between the two Auxiliaries and for their continued support of the Canadian Coast Guard Auxiliary.

*Alison Kopelman, SAR Intern
CCG Headquarters*



Harry Strong, Chief Executive Officer, CCGA National Council is seen here with new CCGA honorary members, Klaus G.E. Baumann and Everette Tucker.



Letter to the Editor

September 28, 1999

Mr. Steve Daoust
Editor of the Auxiliary
Canadian Coast Guard
Search and Rescue
200 Kent Street, 5th floor
Ottawa, Ontario
K1A 0E6

SUBJECT: Comments on the Maritime Law section written by Steve Gaon in the *Auxiliarist*
[*The Law of the Water*, Volume 15]

Dear Sir:

I would like to thank you and the Coast Guard for sending me *The Auxiliarist*. However, after carefully reading the publication, I would like to comment on the Maritime Law section. The author, Steve Gaon, an Ottawa lawyer, clearly states that there is no good samaritan law in Canada.

I would like to qualify these comments and point out that one of the characteristics of the legal system in our country is that we operate under two separate legal traditions. In fact, Canada draws upon the two major legal systems of the Western world, Civil Law and Common Law.

Quebec is a Civil Law province, and while the article surely reflects the state of law at Common Law, the same cannot be said for the principles of civil law. I am writing to you since I know that the Canadian Coast Guard Auxiliary operates in Quebec with a large number of active volunteers who must participate in rescues on many occasions.

In fact, section 2 of the Quebec *Charter of Human Rights and Freedoms*, R.S.Q. c. C-12, states the rule that every human being whose life is in peril has a right to assistance and every person must come to the aid of anyone whose life is in peril by giving him or her the necessary and immediate physical assistance. The exception to this principle is where there is danger to the rescuer or another valid reason.

Thus, in Quebec, there is a good samaritan law and a duty to provide assistance.

In one of its working papers, the Law Reform Commission of Canada¹ noted that:

“Meanwhile, in Canada, more tolerance is to be seen in the law’s hostility to a rescue duty. The Québec *Charter* provides that every human being whose life is in peril has a right to assistance and that when someone’s life is in peril, everyone must come to his aid . . .”

I would also note that since the *Civil Code of Québec* was adopted and came into force, article 1471 provides that where a person comes to the assistance of another person, he or she is exempt from all liability for injury that may result from it, unless the injury is due to his intentional or gross fault.

(Letter to the Editor cont'd)

This article of the new law aims to encourage civic-mindedness so that those who come to the aid of another person are exempt from any liability that may result from lesser faults committed during a rescue operation.²

This article encourages every person to exercise the duty to assist another person in Quebec. As Claude Masse stated in his article on civil responsibility:

[TRANSLATION] "The new article 1471 C.C.Q. is the complement of section 2 of the Quebec *Charter of Human Rights and Freedoms*. The legislature wished to avoid any legalistic attitudes in a society that definitely needs to encourage mutual aid and human solidarity with the least fortunate or those temporarily in distress."³

I hope these comments will shed new light on the Maritime Law section and that you may publish them to take the legal situation in Quebec into consideration.

¹ Law Reform Commission, *Omissions, Negligence and Endangering*, Working Paper 46 (1985), p. 18.

² Commentaires du Ministre de la Justice, Tome I, Publications du Québec, 1993, p. 900.

³ Claude Masse, *La responsabilité civile dans la réforme du Code civil*, tome 2, Presses de l'Université Laval, 1993, p. 312.

Please feel free to contact me for more information about this topic or other topics of legal significance. You can reach me at (514) 939-8678.

Yours sincerely,
André A. Morin
Counsel
Federal Department of Justice

AAM/ar

This letter expresses the author's personal opinion, which should not be interpreted as the position or opinion of the Federal Department of Justice. The author is a member of the Canadian Coast Guard Auxiliary, Laurentian, Unit 48, Boucherville, Quebec.

c.c.: Mr. Michel Cormier
Commander, Unit 48

Editor's Note: We would like to thank Mr. Morin for taking the time to provide us with his comments and opinion.

The Auxiliarist

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

News items and photographs should be sent to:

Steve Daoust, Editor,
The Auxiliarist
Canadian Coast Guard,
Search and Rescue
200 Kent St., 5th Floor
Mail Station S041,
Ottawa, Ontario K1A 0E6

or FAX us at (613) 996-8902

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

Fisheries and Oceans Canada

News Release

NR-HQ-99-56E

October 18, 1999

Search and Rescue: Signing of a Memorandum of Understanding Between Canada, The United States and The United Kingdom

OTTAWA — The Minister of Fisheries and Oceans, Herb Dhaliwal and the Minister of National Defence, Art Eggleton, today announced the signing of a Memorandum of Understanding (MOU) on Search and Rescue (SAR services) between Canada, the United States and the United Kingdom.

"This tripartite agreement is a world-first for the maritime and aeronautics communities. Canada will benefit greatly from this new co-operation with the United States and United Kingdom. It allows for increased support from the American and British Air Forces and Coast Guards in search and rescue operations in waters for which Canada is responsible," said Mr. Dhaliwal.

The United States Coast Guard, the United States Air Force, The United Kingdom Maritime and Coastguard Agency, the United Kingdom Civil Aviation Division of the Department of the Environment, Transport and the Regions, the United Kingdom Ministry of Defence, and Canada's Department of National Defence and Department of Fisheries and Oceans are the seven signatories from the three countries that have approved the MOU.

"The importance of this unprecedented co-operation toward the shared objective of reducing the number of incidents, and saving lives cannot be understated. The Memorandum of Understanding will create a forum for discussion on training, and research and development in the area of search and rescue. For example, the three countries' training institutions will work together to develop consistent teaching methods in connection with the search and rescue system," said Mr. Eggleton.

In addition, negotiations are under way to expand this co-operation to cover the North Atlantic. This initiative is a follow-up to a requirement by the International Maritime Organization (IMO), calling on member countries to agree amongst themselves to form Search and Rescue Regions in order to provide the most effective service possible for the next millennium.

FOR MORE INFORMATION:

Heather Bala
Minister's Office
Fisheries and Oceans Canada
Ottawa
(613) 996-0076

Ron Miller
Acting Director, Search and Rescue
Fisheries and Oceans Canada
Ottawa
(613) 990-3119

Internet: <http://www.dfo-mpo.gc.ca/communic/newsrel/newsrel.htm>



Government of Canada
Gouvernement du Canada

Canada

Captain Ron Miller Awarded CCG Exemplary Service Medal

Captain Ron Miller, acting Director, Search and Rescue was awarded the Canadian Coast Guard's Exemplary Service Medal on October 15th, 1999 during "Mariners Night" at the Crow's Nest, St. John's, Newfoundland.

Captain Miller was awarded the Exemplary Service Medal for his dedication to service and commitment to



John Adams, Commissioner, Canadian Coast Guard, presents Ron Miller with the Exemplary Service Medal for his dedication, service and commitment to the Canadian Coast Guard.

the Canadian Coast Guard. During a distinguished career at sea Captain Miller served on a variety of Coast Guard vessels, ultimately commanding the CCGS Provo Wallis. Since joining the CCG SAR Branch in headquarters, Captain Miller has been instrumental in a number of SAR accomplishments including increased harmonization of aeronautical and maritime SAR, completion of a trilateral MOU between Canada, the United States and the United Kingdom, the International Aeronautical Maritime SAR Manual, the new SAR Convention, and International Maritime Organization (IMO) and International Civil Aviation Organization (ICAO) activities.

The Crow's Nest was a fitting venue for the presentation of the medal to Ron. The Crow's Nest was established in 1941 during World War II as a sea-going officers club. The club's walls are decorated with colourful works of art and plaques from many navy ships from many countries that visited St. John's harbour. The club also has numerous artifacts that have since been given museum status.

Steve Daoust, Superintendent, CCGA CCG Headquarters

National SAR Skills Competition

The 1st National SAR Skills Competition will take place at SARScene 2000. For the first time the CCGA will be co-hosting SARScene with the National Search and Rescue Secretariat (NSS) in Montréal, Québec, October 12th - 15th, 2000. The following events have been approved by the National Council:

- Line Throwing
- Victim Recovery from Water
- Courtesy Examinations
- Mystery Event: Harry Strong, C.E.O. of the CCGA, and Steve Daoust, Superintendent of the CCGA, will be announcing this "wild card" event at the actual competition to prevent competitors from preparing/training for the event ahead of time.

All CCGA regions are encouraged to hold SAR Skill Competitions in their respective regions so that they may enter a competitive team in the National Competition. The competitions will be open to one team from each CCGA region, and the United States Coast Guard Auxiliary (USCGA) have been invited to participate as an honorary entry.

Alison Kopelman, SAR Intern, CCG Headquarters

- First Aid
- SAR and Chart Work
- Radio Communication
- Pump Operation With a Target

Regional Business Managers Update

To date, three regions have completed the hiring process for the new Regional Business Manager positions for the Auxiliary. In the Newfoundland region, Ed Bruce has been hired as Operations Of-

ficer for the duration of one year. Gary Masson has been chosen as the Business Manager for the Maritimes region, while Harris Backman is the Operations Officer for the region. Jacques Boily is the

new Laurentian Regional Business Manager. The Pacific Region has hired Stan Warlow as the Executive Officer, CCGA Pacific. It is hoped that CCGA, Central and Arctic will be hiring a business manager early in the year 2000.

National Training Standards for CCGA

All Auxiliarists undergo training of some sort or another - but how is this training decided upon? What governs the content/requirement for the training? Chapter 5 of the National Guidelines Respecting Canadian Coast Guard Auxiliary Activities is evidence that training is an integral part of the CCGA. In order to promote and maintain a professional service, the basic knowledge, skills and abilities of CCGA members must be stated and maintained. The creation of a National Training Standard for CCGA, which takes into consideration all aspects of training already carried out by and for the Auxiliary, is a means of formalising the training procedures and ensuring a safe, professional, quality based system. The National Training Standard will not take away from any training that is already in place. Rather, it will recognise the training and indicate a *minimum national level* of training, with the opportunity for further training as required throughout the Auxiliarist's career.

Objective of a National Training Standard

But why have a national standard of training? Well, basically, to make sure that the training you, as an Auxiliarist, get is the training you need - and it is recognised! The main objectives of the National Training Standard are:

1. provide a basis for training on the specific knowledge and skill requirements necessary for qualification in the various roles as a CCG Auxiliaryist;
2. maintain an effective and professional level of operational performance through the systematic provision

of refresher and/or advancement training for qualified personnel;

3. provide the CCGA with guidelines for recruiting potential CCG Auxiliaryists;
4. ensure that personnel are qualified to fulfil the various roles of the CCGA;
5. assess CCG Auxiliaryists' ability to perform to established and recognised standards;
6. support, as far as is practicable, the consistent application of operating standards and procedures by CCGA;
7. foster professionalism and pride in the CCGA.
8. foster a strong partnership between CCGA and CCG
9. provide the basis for future development of training for all aspects of marine Search and Rescue Operations and Prevention.

What's Happening

So, what's up, Doc? Well, the process is underway. The development team consists of both CCGA and CCG representatives to help get all aspects of the minimum training required from all of Canada. The focus is the actual role of the Auxiliarist, and the resulting National Training Standard will be a template to place any existing/new training programs against to ensure that the minimum standard is met, or exceeded.

The process involves a series of three workshops with ongoing, web-based discussions. The first step is to identify the different roles within the Auxiliary, and then concentrate on the two SAR roles - identified as 'crew'

(Training Standards cont'd)

and 'operator'. The group is carrying out a task analysis of these roles and will then identify basic performance objectives. The task analysis and performance objectives will provide the framework for 'competence tables', which will be part of the Training Standard.

Who's involved?

The development team consists of:

Jillian Carson-Jackson - Facilitator
 - Canadian Coast Guard College
 Charles (Charlie) Roberts - CCGA Nfld.
 Gary Masson - CCGA Maritimes

Ted Smith - CCGA Laurentian
 Rudolph (Rudy) Mulack - CCGA Central
 Bruce Falkins - CCGA Pacific
 Neil Peet - CCG Nfld.
 Joe Murphy - CCG Maritimes
 Dave Dahlgren - CCG Pacific
 Chris Moller - CCG HQ (RSER) - observer

If you want more information about the CCGA National Training Standards Project, please contact your regional representative.

Jillian Carson-Jackson, Project Manager

Report on CCGA National Council Meeting

On Wednesday, October 13th, 1999 members of the CCGA National Council and CCG representatives met in St. John's, Newfoundland prior to SARSCENE 99.

Members of the United States Coast Guard Auxiliary, Commodore Everette Tucker and Klaus Baumann, International Affairs Officer and his wife Brigitte attended the meeting and participated in some of the discussions. Their expertise and experience were very helpful to the meeting.

The meeting had a full agenda with progress made on many important issues. I will touch upon a few of them:

A "CCGA National Awards Program" was adopted. The policy is the result of 18 months of effort and is a major step in identifying the volunteer efforts of Auxiliarists. I personally

have always been a strong supporter of recognizing the efforts of volunteers. The National Awards Program identifies the different awards available to Auxiliarists, the nomination process, eligibility and award criteria. Of course there is more work to be done, we are now in the process of researching and developing the artwork for the medals and associated ribbons.

A "National Fundraising Policy" was adopted. This policy has been in the works now for some time and it is exciting to see it finally come to fruition. The collective objective of the Canadian Coast Guard Auxiliary Fundraising Policy is to support the mission of the organization. This is accomplished by maximizing, over the long term, useful financial support, and doing so in ways that brings credit and benefit to the CCGA, satisfaction to its donors/

sponsors, and fulfillment to its volunteers and staff. The policy is a comprehensive document that includes sections on: Statement of Ethical Principles, Authorities and Jurisdictions, Donor/Sponsor Bill of Rights, and Code of Professional Practice.

The Uniform Committee reported on a number of proposed amendments to the CCGA Uniform Guidelines including; positioning of badges, recognition of the Tilley hat as an optional part of the uniform, development of a women's hat and skirt, new colour of staff epaulettes, positioning of the name plate, etc. The proposal was accepted in principle by the National Council to be re-submitted in a formal proposal at the next National Council Meeting.

*Steve Daoust, Superintendent,
 Coast Guard Auxiliary
 CCG Headquarters*

Lessons Learned

From CCGA Maritime Member's Involvement with the Search and Rescue Operation of the Swissair Flight 111 Crash

The Maritime Auxiliaries' Business Manager, Gary Masson and their Operations Officer, Harris Backman, attended this year's SARSCENE in St. Johns, Newfoundland. They delivered a presentation on the lessons they learned and shared some of their own experiences, as well as that of the volunteers who selflessly gave of their time and expertise during a time of crisis. Both Mr. Masson and Mr. Backman are long time volunteers of the Auxiliary, who currently hold staff positions as well.

I do not think it is necessary to elaborate on the details surrounding the actual crash, as this tragedy has become known world wide; but rather, I would like to express some of the valuable lessons that were learned by having to deal with such a terrible event.

A total of 39 CCGA members and 24 vessels were used throughout the duration of the Swissair search and recovery operation. The most commonly used Auxiliary vessel was a 45' fishing boat. Due to the size of the vessel, it was found to be the most appropriate means for the gathering of debris surrounding the perimeter of the crash site. Also, the extensive knowledge of CCGA members who navigated for many years in the waters where the Swissair search was conducted proved to be an asset.

Some of the lessons that were learned from the Swissair disaster include:

- The need for members and their vessels and land vehicles to have better identification when engaged in a large-scale operation. Valuable time can be saved when proper identification marks are displayed, especially when you are entering a restricted area, such as was the case with the Swiss Air Flight 111 crash site.
- The necessity of having both secure and efficient communication channels available and the necessary equipment on hand to coordinate efforts with the other agencies involved. Confidential messages, or messages of a sensitive nature, had to be relayed on land telephone lines or by using communication equipment aboard Coast Guard ships, as the media were using scanners to monitor VHF radio and cellular telephone calls.
- It was found that by having one spokesperson responding to all media inquiries, the volunteers could then be left available to perform their job, rather than using up valuable time answering questions.
- We have learned the necessity of having an "Emergency Preparedness Kit" available to support the needs of the volunteers in the initial stages of a search and rescue/recovery operation. Being prepared for such unforeseen events will enhance the efforts of volunteers who are responding to emergency calls. At the initial stages of this extensive operation, all agencies were extremely busy setting up their own Command Centers, and therefore, could not be available to constantly give their full support to other agencies and organizations.
- The most valuable lesson that Auxiliary members learned from this tragic experience, was the need to be sensitive towards family and friends of the victims. Those who arrived at the crash site were in great need of compassion, understanding and emotional support for the loss of their loved ones.

Auxiliary members received a great deal of recognition and praise from families and friends of the victims of this event. In a letter from Mr. Gordon D. Giffin, the Ambassador of the United States, a line referring to Auxiliary volunteers and the residents of St. Margaret's Bay and Mahone Bay read as follows: "Their total disregard for their own welfare in the quest to help others will never be forgotten."

*Susan Pellerin, Editor of Navigator Newsletter
Coast Guard Auxiliary (Maritimes) Inc.*

Editor's Note: Gary Masson and Harris Backman were featured in the book "Flight 111: The Tragedy of the Swissair Crash" by Stephen Kimber.

Unit 35 Victoria Launches New Rescue Boat

After several years of fundraising, the Victoria Marine Rescue Society (VMRS) launched its new 450 Horsepower Zodiac H850 OB, which will replace an older RHIB (Rigid Hull Inflatable Boat) that was on loan from the Canadian Coast Guard. A large turnout of volunteers helped the boat to be successfully launched and dedicated on August 7th, 1999.

The new state-of-the art rescue boat built by Zodiac Hurricane of Richmond, B.C., is a larger, more versatile rescue platform better suited for the adverse weather conditions often encountered in the Strait of Juan de Fuca. The new Zodiac was taken for a shakedown cruise, which George Walker, a volunteer for the VMRS and Unit 35, found to be a "worthwhile event" that allowed him to increase his awareness of the

new vessel and it's equipment. After the shakedown cruise, Mr. Walker commented that he felt more confident with his ability to navigate the new Zodiac. "I feel that there will be no problems when I use the new vessel on my next crew rotation." The VMRS provides support for Victoria Unit 35 of the CCGA.

*Alison Kopelman, SAR Intern
CCG Headquarters*



Several years of fundraising finally paid off for CCGA Pacific with the launch of their new 450 Horsepower Zodiac H850 OB.

The Fry Guys of Richmond North

Do you ever get the feeling that someone is watching you? Think back to the last time that you were out on a Fast Rescue Craft. Are you *sure* you weren't being watched? We noticed that sensation, and we found a way to use the public's curiosity as a chance to do some on-the-water boating safety work.

During this past summer, Unit 6, Richmond North, undertook a project targeted at providing positive reinforcement for children wearing their PFD's. With the help of McDonald's Restaurants of Canada, we had a tool to allow us to approach the public. Attending major events such as the Canada Day fireworks, the "Sym-

(Fry Guys cont'd)

phony of Fire" series, and the North Fraser Workboat Parade, we had the opportunity to speak to the public on a boatload-by-boatload basis.

Opportunities also arose during other special events and training runs. In the past, we haven't done any more than smile and wave, but now we had the chance to interact. Think of it as a 'social call', but with the real purpose being to talk about boating safety.

What we did was this. We would approach a boat, and strike up a conversation. Eventually, after a few moments of safety related conversation with the adult boaters (who often appeared quite nervous) we would get around to the real reason for our visit. If there were children who were on deck who were wearing their PFD's, they were thanked, and, much to their excitement, they were given something from our secret stash: McDonald's fry coupons! The kids that we saw who weren't wearing their PFD's were extremely easy to convince to put them on. If we found out that a boat we had approached didn't have any children aboard, we explained the purpose of our visit, and still had an opportunity to discuss boating safety.

What were the results? We were able to interact with the public on the water on a much larger scale than we ever have before. We had the opportunity to discuss some key issues at the major events, such as

making sure a vessel has adequate PFD's aboard, proper navigation lights, and so on. We fielded many excellent questions, both regarding boating safety and the Auxiliary in general; we did some Courtesy Examinations; and we dispelled some myths about who we are and what we are doing as an Auxiliary. The effect the coupons had on the children were contagious: evidently, having French Fries might not be a big deal to you and me, but if you're a child and the coupon is given to you by the 'rescue people,' then it is a big deal. And we did experience one major unexpected side effect from this plan: the crews that were hand-

ing out the coupons had an absolute blast!

As the summer has drawn to a close, we have distributed in excess of *three hundred* fry coupons. We hope to be able to expand the program to invite the rest of Zone One to join us next year, and we are eagerly awaiting the polar bear swim. *Stay tuned...*

**Ryan Woodward, Unit Leader
Unit 6, Richmond North
CCGA Pacific Region**

Reprinted from Dolphin (CCGA Pacific Newsletter) Autumn 1999, Volume 9, Number 3

Second Annual Laurentian SAR Skills Competition a Success

Fifteen teams, consisting of three participants each, participated in this year's Search and Rescue (SAR) Skills Competition in CCGA Laurentian region. The event was held in Sillery, Québec on September 18, 1999.

SAR Skills Competitions provide CCGA members with the opportunity to practice skills that they will actually be put to use in real life missions. They are expected to complete a simulated SAR mission as realistically as possible and a team of judges looks at how well the mission is completed, as well as how long it takes them.

This year, members tested their aptitude for first aid, line throwing, pump operation, radio communications, and courtesy inspections.

**Alison Kopelman, SAR Intern
CCG Headquarters**

(SAR Skills cont'd)



A team is seen here competing in the first aid portion of the competition.

The champions of this year's competition! The winning team consisted of (left to right): Jacques Gagnon, Madame Lisette Pouliot-Tremblay, and Joël Gagné.



CCGA Maritimes SAR Skills Competition a Success

They proved their mettle in the aftermath of the crash of Swissair Flight 111, but the men and women of the Canadian Coast Guard Auxiliary (CCGA) still jump at the chance to hone their skills.

This weekend, three dozen of the volunteers from Nova Scotia, New Brunswick, Prince Edward Island and Îles de la Madeleine congregated in Dartmouth, Nova Scotia to pit themselves against each other in a one-day competition.

"Including everything from a full-scale search and rescue operation to lifeline throwing and vessel safety checks, the competition is a valuable training tool," says Paul Kendrick, supervisor of the Canadian Coast Guard Maritimes Search and Rescue Program.

While the CCGA has been around for many years, last year's plane crash off Peggys Cove proved to many that the Auxiliary is worth every penny of taxpayers' dollars they get from the Coast Guard.

"Swissair is a good example, because we pre-trained them and we had been partners all along so they fit right into the system without a hitch. There were virtually no problems, and for a volunteer group to do that in the middle of something so big, it proved their value to us immensely," said Mr. Kendrick.

"With government downsizing everywhere, they're becoming more and more important every day," he added.

The more than 800 volunteer fishermen and pleasure boaters that make up the Maritimes contingent of the Auxiliary handle a little more than 25 per cent of the marine search and rescue cases in the region, usually involving missing sailors and small boats in distress.

And many Auxiliary members became involved because they know what it's like to be in trouble. Gary Masson of Quispamsis, New Brunswick has been involved in the CCGA for more than 19 years.

"Back then, there was really no search and rescue around, especially where I lived, and being out there you're bound to break down sooner or later. I did, and it's a pretty lonely feeling when you're out there all by yourself," he recalled.

"That's the way most boaters start - by being in that situation and knowing what it's like," said Mr. Masson, who is now business manager for the Maritimes auxiliary and who spent two months helping in the difficult Swissair recovery operation.

Mr. Kendrick pointed out that the Auxiliary's knowledge of local shorelines is invaluable, as is the way they help carry boating safety messages into the fishing and pleasure boating communities.

Donna-Marie Sonnichsen

*Reprinted from The Halifax Herald Limited,
October 4, 1999*

Coast Guard Auxiliary Works Hard To Have Fun

There's got to be a reason other than those 3 a.m. call-outs in gale force winds and freezing rain that keeps the members of the Coast Guard Auxiliary coming back year after year. One reason is the training they get, and the chance to test it while having a bit of fun at the same time. That chance comes every year for the teams selected for the annual Rescue Challenge competitions. This year's CCGA-M Rescue Chal-

lenge was held on the second of October at the Dartmouth Yacht Club in Nova Scotia.

Since 1987 Auxiliary members in the Maritimes have picked teams of three to represent each of their sixteen zones in vying for the Coast Guard trophy, which symbolizes the overall champions of the Rescue Challenge. The challenge pits teams against each other to accumulate as

many points as they can in six events: Lifeline Throwing, Rescue Pump Operation, Courtesy Vessel Exams, VHF Communications, Search and Rescue (SAR) Planning and Operations, and First Aid. Winners are declared for each event, as well as for the overall competition.

A highlight this year was a visit to the site by the Arun lifeboat CCGC *Sambro*. Even that was surpassed



In this exercise, two team members are treating a hypothermia victim in the first aid portion of the challenge.

(Coast Guard Auxiliary Works Hard cont'd)

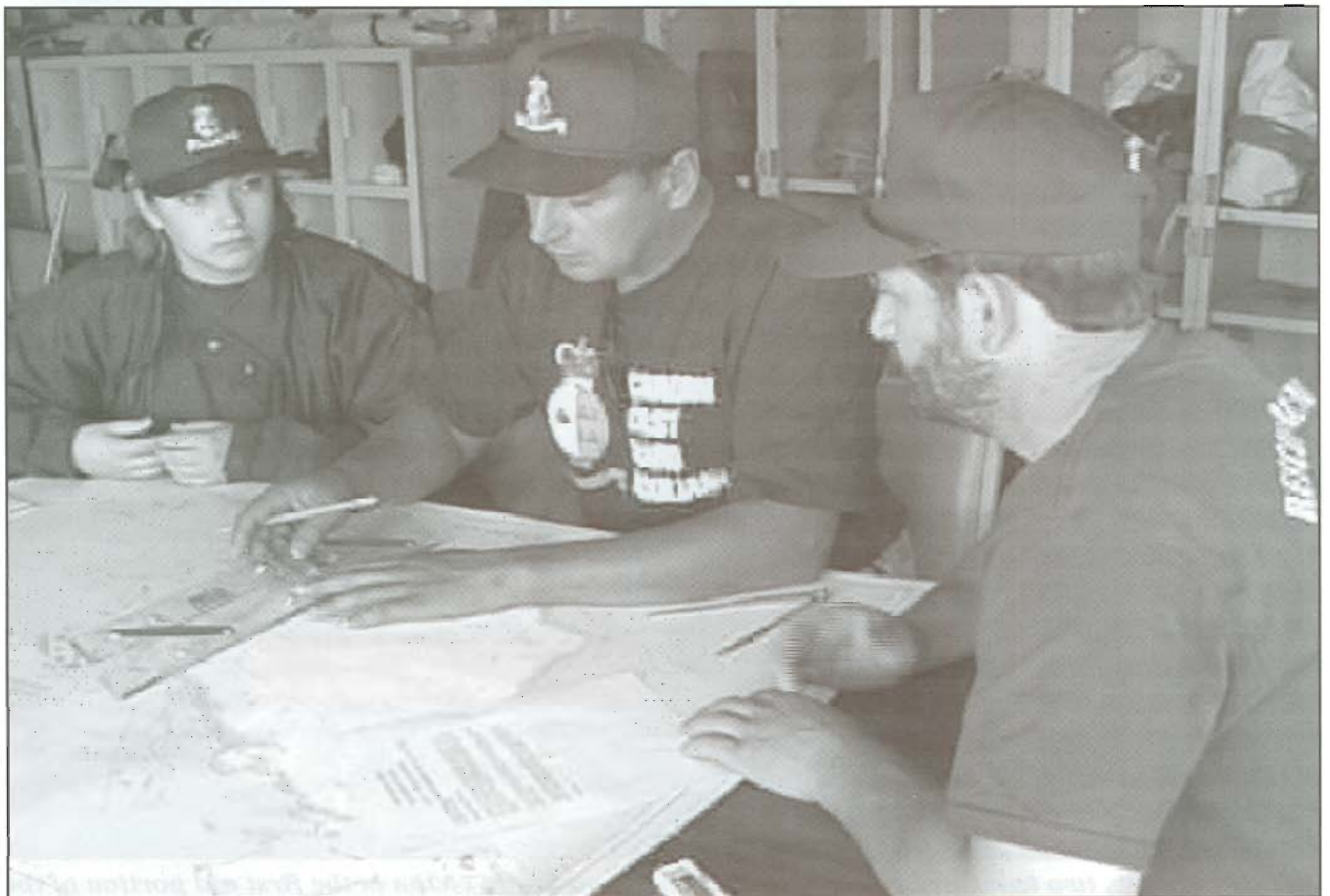
though, when a real SAR call came in. Two teenage girls had capsized their sailboat out in the Bedford Basin. One of the teams, already performing a search as part of their Search and Rescue exercise (SAREX), had to divert their attention to go to the girls' assistance. Everything turned out well as the Auxiliary team recovered them and their boat. The team came back in and restarted the SAREX since the on-water judge had stopped the clock when they had become diverted.

The first Rescue Challenge was held in Baddeck, N.S. a dozen years ago.

Statistics show that Auxiliary members, on average, each get only one SAR call every two years. Of course, some are tasked several times every season while others can go for years without getting a call. When the Auxiliary was approaching its tenth anniversary, it was becoming obvious that in order to maintain skill levels and even the interest in belonging to the CCGA there had to be something more than classroom sessions and simulated SAR exercises. The year before, at EXPO 86 in Vancouver, there had been rescue competitions as part of the Transportation Year celebrations. The Coast Guard

was, at the time, part of the Department of Transportation, which was celebrating its fiftieth anniversary.

So, Joe Murphy who was the Maritimes region's Auxiliary training officer at the time, suggested organizing a similar event to be held here between Auxiliary zones. Making suggestions can be a dangerous thing. It's usually met with a chorus of "Great idea. Why don't YOU do that!" With a team of volunteers in the Baddeck unit Mr. Murphy organized the first Rescue Challenge which was held at the Bras d'Or Yacht Club. It was such a success



Before venturing to the water all search plans had to first be plotted and checked.

that members insisted it become an annual event. It's now easily the most popular and well-attended function on the Auxiliary calendar.

This year the Coast Guard Trophy went to zone fourteen, whose team consisted of two men and one woman from those parts of Nova Scotia usually called the French shore and the Fundy shore. The zone runs from Yarmouth, up along the Bay of Fundy side of the province.

The woman on the team is part of a growing crowd of second generation Auxiliarists. Her dad is still fishing, is still active in the Auxiliary, and was there to see his daughter and her teammates walk away from the banquet that evening with arms full of silverware. Not too proud, of course!

Although all of the teams put forth their best efforts, many were also sharpening their skills for a future

test. Next year, one team will be chosen to represent the Maritimes region at the first Canadian Coast Guard Auxiliary National SAR Skills Competition to be held in Montréal. And of course, there are always those 3 a.m. calls - the most important tests of all.

Scott Verret
*Communications Manager,
Coast Guard
Maritimes Region*

A Family Effort

On the evening of October 25, 1999, the Rescue Coordination Centre in Halifax received a call from CCGA member Moyle Tumblin of West Dublin, Nova Scotia that two young men were reported overdue in a 16-ft. power boat. The men had departed the LaHave Islands on Nova Scotia's south shore for a short fishing trip just before lunch that day in very high winds and rough seas and had not been seen since. When the men did not return by dark, one of the fathers contacted Mr. Tumblin in West Dublin and the search began.

Both Moyle Tumblin and his son Randall Tumblin are Coast Guard Auxiliary members and immediately offered up their boats, the *Rose Krista* and the *Foggy Foam*, to assist in the search for the missing men. Moyle Tumblin carried the father of one of the missing men with him on the *Rose Krista* as a lookout.

From the outset of the incident Moyle Tumblin's wife, Rosalita, proved a valuable source of information and a great help in the investigative part of the incident. Mrs. Tumblin was able to contact local people who could provide details of the boat, information regarding the families of the missing men and the local weather con-

ditions for the entire day. Rosalita also maintained radio contact with her husband and son while they were searching and provided accurate and timely situation reports the entire evening.

During the night four CCGA members assisted with the search, the CCGC Sambro, three CCG ships and DND Hercules, Labrador and Aurora aircraft. At 6am the following morning the Labrador Helicopter located the capsized boat with the two men underneath. Tragically, neither man survived the night in the seven degrees Celsius water.

Although the case ended in tragedy, the actions of the entire Tumblin family were extraordinary and worthy of an honourable mention. In particular Rosalita Tumblin, who is not a trained Auxiliary member and who provided so much assistance in this incident. It was truly a family effort and shining example of the professionalism and dedication of our Coast Guard Auxiliary members and their families.

Peter Stow, Marine Controller
RCC Halifax

Festival PROMOTIONS

*Official supplier of
Canadian Coast Guard Auxiliary
merchandise*



*Come on board
and check out
the cargo!*



www.festival.net/ccga