



The Auxiliarist

www.ccg-a-gcac.org

Minister Thibault Signs Agreements

OTTAWA — The Honourable Robert G. Thibault, Minister of Fisheries and Oceans announced the signing of \$22.5 million funding agreements with the Canadian Coast Guard Auxiliary (CCGA).

The five-year Contribution Agreements signed by Minister Thibault will allow the Auxiliary to continue its valuable service to Canadians. These agreements authorize funding to the Auxiliary to enable it to carry out its mandate.

“Fisheries and Oceans Canada is very proud to be associated with the members of the Canadian Coast Guard Auxiliary,” said Minister Thibault. “We look forward to continuing to work with these dedicated group of volunteers who assist the Canadian Coast Guard in providing maritime safety and service to Canadians.”

CCGA members have been providing Search and Rescue (SAR) services and safe boating education programs to Canadians for the last twenty-four years. The Association consists of 4, 666 members who volunteer their time and vessels to assist their fellow mariners in distress.

“Auxiliary volunteers are often the first to arrive on the scene of a distress call and are credited with saving an average of 200 lives annually. The agreements signed today by Minister Thibault mean that the CCGA will continue to proudly work side by side with the Coast Guard on Canadian oceans and waterways,” said Mr. Harry Strong, Chief Executive Officer of the CCGA.

The announced funding will be used by the CCGA for SAR operations, SAR prevention and boating safety education expenditures; organizational and administrative costs; training and insurance. Auxiliarists contribute their services free of charge and are reimbursed only for out of pocket expenses when tasked to a SAR mission.



Back row: Frank Hudson, President of CCGA Pacific; John Levantis, President of CCGA Central & Arctic; Robert Petitpas, President of CCGA Quebec; Frank McLaughlin, President of CCGA Maritimes; Winston Pitcher, President of CCGA Newfoundland.

Front row: Harry Strong, CEO of CCGA National; and Robert Thibault, the Honourable Minister of Fisheries and Oceans.

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CCGA Insurance FAQs



A Message from the CEO

Coast Guard Shows its Confidence in the CCGA

Dear Fellow Auxiliarists:

I am pleased to announce that the Treasury Board has approved the renewal of our six Contribution Agreements for another five years from April 1, 2002 to March 31, 2007. In addition our funding has been stabilized.

Once again the Canadian Coast Guard has demonstrated its commitment to its Auxiliary by allocating funds to the Auxiliary despite the fact that the Coast Guard is facing very serious budget constraints.

The renewal of the Agreements sends a clear message that your volunteer hours spent on the water searching for lost mariners, the weekends away from loved ones staffing booths at boat shows and exhibitions, the hours walking the docks conducting pleasure craft courtesy checks; all these efforts are indeed fully recognized.

The announcement also means that we must continue with our fund raising efforts in order to continue to expand and grow as one of the premier volunteer lifesaving organizations in the world.

With the recent increase in insurance costs directly related to the tragic events of September 11th, growth in membership may become an issue. We know that the rising cost of operations and administration will have an effect on how we do our business. We will have to be more vigilant than ever on the use of funds and more efficient in managing our resources. One area that I see we have area for improvement is the cost of our administration versus what I call the “big three” — Operations, Prevention, and Training. We need to realign our resources so that more funding is targeted towards these three important areas.

We have recently completed the review of the business plans of the six CCGA associations. I must state that each of the business plans submitted was excellent and ambitious. Obviously a lot of hard work and thought went into the development of these business plans. It is reassuring to know that each of the Associations is in capable hands.

I am very optimistic about our future. I believe that we can grow and do more in the next five years than we accomplished in the past five years. A challenge it will be, considering what we have accomplished in the past five years. Here are a few of the achievements of our six Auxiliary Associations and CCGA members:

- We have saved approximately 1,000 lives;
- We responded to 9206 SAR taskings;
- We have conducted 14,143 pleasure craft courtesy checks;
- We were first on scene in the crash of Swissair 111 and participated in the recovery operation;
- Our members participated in 4122 training exercises;
- Our members staffed 1108 booths and prevention displays;
- We hosted the International SAR Skills Competitions;
- Each Regional association now holds annual SAR Skills Competitions;
- We increased membership by 680 members;
- On December 16th, 1997 we incorporated CCGA National;
- We have signed a Memorandum of Understanding between the United States Coast Guard Auxiliary and ourselves;
- We have established SAR units in the Arctic;

- We have developed and implemented the Sponsorship Codes of Ethics and a National Fundraising Policy;
- We have established Uniform Guidelines;
- We have developed a National Awards Program;
- We have hired regional and national business managers;
- We developed and are delivering a boating safety course for the general public;
- We have developed National Recruitment Guidelines;
- We developed and launched a National Website;
- We developed and distributed National Training Standards;
- We developed and aired Public Service Announcements;
- We developed and distributed a Promotional Video;
- Each Association developed and produced Annual Business Plans;
- We developed and distributed an Auxiliary Colouring Book;
- Jeff Eggleton (CCGA central & Arctic) and Harry Strong (CCGA National) received the Outstanding SAR Achievement Award from the National Search and Rescue Secretariat;
- Fundraising efforts were successful in many of the regions;
- Four CCGA members received Canadian Safe Boating Awards at the Toronto Boat Show;
- The Auxiliary was prominently honoured in 2001 The International Year of the Volunteer ceremonies in Ottawa;
- The Honourable David Anderson was made an Honourary Member of the Canadian Coast Guard Auxiliary (Pacific);
- Several new Community Owned/Operated vessels were launched in four of the five Auxiliary regions;
- The Auxiliary became a member of the International Lifeboat Federation;
- The Auxiliary launched a partnership promotional campaign with Festival Promotions;
- Theodore Tugboat was made an Honourary Member of the Canadian Coast Guard Auxiliary;



Harry Strong, CEO of the CCGA.

As you can see the Auxiliary and its members should stand proud for all the accomplishments of the past five years. But as always I know that each and every one of you is up to the challenge.

Yours respectfully,

Harry Strong
Chief Executive Officer

Congratulations

Kudos to a Dedicated Member of the CCGA — Craig Dunn

Congratulations to Russell Craig Dunn, a long-time member of the Canadian Coast Guard Auxiliary, who received a Commissioner's Commendation on February 23rd 2002. A native of Victoria, BC, Mr. Dunn has been involved in SAR for 17yrs. He has demonstrated extraordinary commitment to promoting maritime safety and has played a role in many search and rescue missions, helping first-hand to prevent loss of life and property.

Since first volunteering with the CCGA in 1986, Dunn has fulfilled many different roles. He has not only served as president and vice-president of the CCGA Pacific, but has also been a unit leader (CCGA Unit 35), a senior training coxswain (CCGA Unit 35), director of training (CCGA Pacific), and director of

Maritime Search and Rescue Operations (CCGA Pacific). He has seen the Victoria BC unit grow from only eight members to an astounding eighty-member team. Mr. Dunn was also a founding member of the Victoria Marine Rescue Society, which assists Unit 35 by providing administrative support and fundraising activities. Craig Dunn is presently holding the position of Director of International Strategic Alliances for CCGA-P. Dunn has performed ambassadorial tasks for several years, strengthening relations between the CCGA (Pacific) and other agencies, including the Canadian Coast Guard, the Department of National Defense, and the United States Coast Guard Auxiliary.

This award is not the first to acknowledge Mr. Dunn's significant contributions. He has been recognized by various organizations for his hard work and dedication. He has received merit certificates from the Joint Rescue Coordination Centre in Victoria and the Canadian Coast Guard, and was made a Canadian Coast Guard Auxiliary lifetime member in 1995. The Canadian Coast Guard Director of Search and Rescue Certificate of Merit for Volunteers was awarded to Dunn in 1994, and in 2001 he received the United States Coast Guard Commendation of Merit.

The Coast Guard Auxiliary is proud of Mr. Dunn's invaluable contributions to maritime safety and search and rescue, and we are delighted that he is part of our team. Let us take this opportunity to thank him for his commitment to saving lives and promoting maritime safety.



Craig Dunn (left) with CCGA Pacific President Frank Hudson, after being awarded the Commissioner's Commendation.

A Significant Milestone

Celebrating the Canadian Coast Guard 40th Anniversary

On January 28th, 2002, the Canadian Coast Guard celebrated a significant milestone — its 40th anniversary. To mark the occasion, Coast Guard employees and others gathered in the lobby of the Department of Fisheries and Oceans headquarters for a special ceremony.

On this significant event it was important for the Coast Guard to recognize not only the hard work and success of the Coast Guard, but also of those that are affiliated with the Coast Guard and help them in achieving their goals and objectives. The Canadian Coast Guard Auxiliary undoubtedly is one of the Coast Guard's strongest associates and the significant contributions that Auxiliarists have made towards maritime safety and search and rescue were recognized throughout the ceremony. There to take part in the ceremony was Harry Strong, CEO of the CCGA. He presented the Commissioner, John Adams, with a display of the Auxiliary medals, and spoke briefly about the CCGA's role in promoting maritime safety.

Overall, the event went extremely well and was an excellent opportunity for the Coast Guard to recognize the valuable assistance rendered to them by CCGA members. The Coast Guard and the Auxiliary look forward to continuing a valuable partnership in the provision of superior SAR services and maritime safety promotion.

By Rachel Lander, CCG SAR Intern



Harry Strong, CEO of CCGA National, presents the Commissioner of the Canadian Coast Guard, John Adams, with a display set of the new CCGA medals.

The Auxiliarist

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

Setting a Standard

Establishing Nationwide Training Standards

Something new and exciting is coming to auxiliary units all across the country. Now is the perfect opportunity to learn about the National Training Standards. A copy of the National Training Standards will be distributed to all auxiliary units, and you can also check out this document on the CCGA website at www.ccgga-gcac.org/publications/NatStndrd_final_Ver1_e.pdf.

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 National Training Standards are a means of recognizing training and indicating a minimum national level of training. They will help to assess the abilities of CCGA members, to train members, and to ensure that personnel are qualified to fulfill their various roles. At the same time, these standards comply with all relevant regulations and existing guidelines and standards.

The process of arriving at a nation-wide standard of training brought together people from all of the regions to consult, discuss, and ultimately arrive at a consensus in regards to an acceptable level of training. Each region was asked to send candidates who could represent their region, and collectively, these representatives came up with a plan which became the National Training Standards.

The National Training Standards are there to help CCGA members who voluntarily go out of their way to assist fellow mariners in distress. They will assist the Auxiliary to fulfill their objectives of providing a maritime rescue serv-



The CCGA National Training Standards

Development Team: (Left to Right) Neil Peet, CCG Nfld; Ted Smith, CCGA Laurentian; Rudy Mulack, CCGA Central and Arctic; Charlie Roberts, CCGA Nfld; Joe Murhpy, CCG Maritimes; Jillian Carson-Jackson, CCG Facilitator; Bruce Falkins, CCGA Pacific; Chris Moller, CCG HQ; and Dave Dahlgren, CCG Pacific.

ice that saves lives, reducing the number and severity of SAR incidents, and promoting maritime safety. We would like to express our sincere thanks to the Canadian Coast Guard College and Jillian Carson-Jackson, the CCG facilitator, for their invaluable assistance in the formation of The National Training Standards.

Included with this issue of The Auxiliarist, you will receive your own Training Log. The training log is part of the new National Training Standards program and it will help you record the training that you receive.

By Rachel Lander, CCG SAR Intern

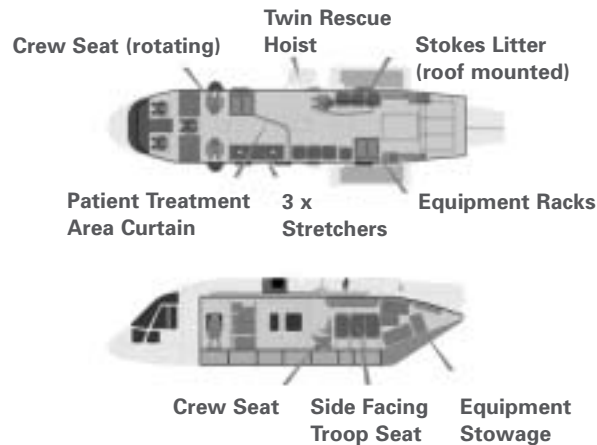
The Cormorant

New Helicopter Promises Superior SAR Capabilities

Canadian search and rescue crews begin every mission with the knowledge that Canada has the longest coastline and second largest landmass in the world. Oceans, lakes, coast, mountains and climate all make for dangerous, exacting and serious work in an environment that offers few second chances. Canada's new search and rescue helicopter the Cormorant, will no doubt, prove to be a vital tool in the battle to save lives.

Just as life evolves, so too does lifestyle. Canadians are much more active now than they were thirty years ago. More people enjoy recreational boating, mountaineering and related activities. Commercial fleets are also larger than they have previously been. All of which means that Canada's search and rescue needs and requirements have also changed.

In 1963, Canada purchased eighteen Boeing Vertol CH-113A Labrador SAR helicopters. Of the eighteen, eleven are still active but will be replaced by the new SAR Cormorants. Where a SAR Labrador does not have autopilot, a SAR Cormorant does. This means less physical and mental fatigue for the crew as well as a greater opportunity for the crew to plan and formulate their rescue plan while en route to an emergency. Canada uses fewer helicopters and fewer bases than many other countries. To cover



greater distances of varied terrain, our SAR helicopters must be highly flexible and robust in order to meet these requirements.

In a series of press releases supplied by Captain J. Manney, a public affairs officer with 19 Wing Comox, the differences between the Cormorant and Labrador are clearly outlined. Without a doubt the Cormorant will provide superior performance over the Labrador and also has enhanced capabilities to those currently available. Cormorant has a cruising speed of 150 knots versus 120 knots for the Labrador. The three engines of the Cormorant mean that it can recover from one engine failure at any height, not so the Labrador. The Cormorant will also be able to achieve better hovering performances than the Labrador. The Cormorant has auto hover as well as some 'in flight' de-icing ability. A larger, more functional cabin, greater range, (530 nm vs. 500 nm) and mobility are just some of the Cormorant's many attributes. Practical experience and training will lead to greater search and rescue capabilities than Canada's SAR professionals currently possess.

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What to Say About Seasickness?

Not Much When You're Seasick

The sport of yachting must have been invented by a Dutchman. According to a 1992 Forbes Magazine story on the America's Cup competition, the word "yacht" comes from the Dutch verb "jacht." The translation means "to throw up violently."

Seasickness is caused when the minute inner ear organs that enable a human to balance are disturbed by the motion of the boat swaying and pitching. This movement sets off alarm signals to the brain causing nausea, headache, dizziness, and sometimes vomiting. This condition can be intensified by the lack of fresh air and inactivity. It can also be a person's worst nightmare at sea.

Seasickness affects many people to varying degrees — even sailors with years of experience. Looking on the bright side, the body adapts after time.

Fortunately, several remedies can be taken before setting sail. Pills can be obtained over the counter which help most people by sedating the

balancing organs. The pills can cause drowsiness and should be taken with care. Some people find special wrist bands effective. There are also stick-on patches that can be worn on the skin behind the ear, but these are obtained by doctor's prescription only.

You can often avoid seasickness by staying busy and keeping your mind occupied by taking over the helm or any other activity that will keep you above decks. Look at the distant horizon rather than the water close at hand. Take deep breaths and drink plenty of water. The worst thing that a person can do is go below decks with no land or horizon to look at. Reading or staring at an object will assuredly bring on the affects of seasickness.

If you are seasick and can't bear it anymore, lie down on your back with your eyes closed. This will greatly reduce the affects.

Bottom line — if your eyes see what your ears are feeling, you will certainly have a better chance of a great day sailing.



Every year, the 5000 volunteers of the Canadian Coast Guard Auxiliary (CCGA) participate in more than 1700 search and rescue missions, resulting in over 200 lives saved.

To reach all those that need help, we need your financial support.

For more information, call
(613) 991-5714
or visit us at
www.ccg-a-gcac.org

Canadian Coast Guard Auxiliary
200 Kent St, 5th Floor, Ottawa, Ontario, K1A 0E6
Registered Charity 87029 8494 RR 0001

Strut Your Stuff at ISAR 2002

On Your Mark, Get Ready...

One of the year's most anticipated SAR events is quickly approaching: ISAR 2002. What exactly is ISAR 2002? The International Search & Rescue Competition is an annual event between Coast Guard Auxiliary teams from the United States and Canada competing in various SAR exercises. The US is entitled to six teams who will compete against six teams from across Canada. It is a golden opportunity to demonstrate our skills, a chance to represent the country and a chance to speak and mingle with SAR teams from all across the continent. Teams consist of three members with a fourth acting as backup. This year the backups will have a chance to compete in mixed teams with individually earned points helping the national scores.

The event will take place on October 5, 2002 at the Milwaukee USCG Base, and a rigorous day of competition will be followed by a banquet. This SAR competition is sure to be a highlight of the year, so whether you attend as a participant or a spectator or as a supporter of our Canadian teams, ISAR 2002 will provide fun and good times for all. See you in Milwaukee!



The Organizing Committee of ISAR 2002

The Cormorant

(con't from page 7)

I recently interviewed Captain Pierre Faucher C.D., a search and rescue pilot stationed at Canadian Forces Base Comox. Captain Faucher has over twenty years of experience as a military pilot and is one of the pilots currently conducting the flight-testing of the new helicopters. He is most impressed with all aspects of the helicopter's performance. The testing will ultimately determine the operational procedures and practices for the Cormorants, including the methods to be employed when working with other search and rescue vessels.

Subsequent, to the completion of the flight and category testing, the next edition of The Auxiliarist will feature the results of a second interview with Captain Faucher. The interview will concentrate on the actual procedures and mechanics of rescues involving both the Cormorant, CCG/CCGA vessels and their crews; as well as any new developments.

David S. Watson

Auxiliary Members Honoured at CASBA 2002

Three years ago, the Canadian Power and Sail Squadron (CPS) decided that they wanted a way to honour those people, organizations, programs and products that were making a difference in boating safety and the environment. They created the Canadian Safe Boating Awards (CASBAs for short), which continue to set new standards and benchmarks in courage, commitment and determination.

The awards honour the courage of people placed in tough situations, people who make choices that wind up saving lives. But they also honour people who work quietly in programs and organizations that promote boating safety.

This mix of courage and encouragement, adrenaline and stamina, quick thinking and careful long-term planning help set the scene for safer and more enjoyable recreational boating in Canada.

Organizations and individuals, marine professionals and volunteers, carefully planned campaigns and spontaneous acts of courage all combine to create the safe boating scene in Canada. Supported by some of the nation's most responsible organizations and corporations, the CASBAs are intended to bring stories and people (who might not otherwise receive public credit) into the spotlight.

The awards are decided by a panel of judges from across the spectrum of national boating safety, publishing and environmental concern. Selections are made from an open nomination process that gains increased participation every year. Winners are truly selected from a field of the best-qualified candidates.

The CASBA judges salute all the nominees and extend their appreciation for all nominations, while honouring those who came to the award podium this year. Among others, four members of the CCGA were honoured with their contributions to boating safety in Canada:

Boater of the Year Award

Norm Dyck and Robert Petitpas

In the world of volunteers, there are always some who stand out from the crowd, those who have done more for their sport, passion or focused area of involvement than many, many others. This is truly a hard category to judge, with lots of nominees.

This year, the judges decided to recognize two individuals, different in exactly what they have done in their efforts to promote safe boating, but similar in their extraordinary energy and commitment.

The first recipient, Norm Dyck of Vancouver, has been involved in boating since he was 12, owning and operating various types and sizes of boats in Manitoba, Ontario and, for the past 30 years, in British Columbia. Norm took a CPS Boating course in 1976 and joined Fraser Squadron. He served as program officer, training officer, executive officer and squadron commander. He authored *Fraser's guide to Radio Operation*, which was chosen as the official radio publication for the federal Department of Communications.

Dyck then went on to the district office of CPS for the Pacific Mainland. He served as training officer, executive officer and district commander. Then it was off to national: course director, general director, national administration officer and finally chief commander. Along the way, Norm authored the Canadian section of *Chapman Piloting*, 61st edition, and proved that he learned a few things as well by earning his full certificate with CPS.

The Coast Guard Auxiliary has also benefited, as Dyck was a founding member of the Pacific Region, served as unit leader, and spent countless hours on the water and teaching in the auxiliary.

noured



Robert Petitpas, recipient of the Boater of the Year award, and Zoltan Toth, recipient of the Top Individual Dedicated to Boating Safety award.

Norm was also chair of the Regional Recreational Advisory Council, an active member of the National Recreational advisory council and a member of the working group that helped establish the operator competency program and course standard. Dyck is a director of the United States Safe Boating Institute, director of the Canadian Safe Boating Council, and past commodore of the Royal City Yacht Club.

The second recipient, Robert Petitpas of Sorel, Que., has shown just as much dedication to boating safety and the boating lifestyle in his work as a busy volunteer. Based in Quebec, he has not only been active in his home region but at national levels as well.

As a member of the Canadian Coast Guard Auxiliary and maritime rescue for more than 20 years, he has held several top positions and for the past nine years has been the President of CCGA Laurentian and vice-chair of the CCGA National Council.

Petitpas has an interest in boating that goes back to age 15 when he joined the Navy League and became a sailing instructor a year later, and during university he worked for Canada Steamship Lines. A longtime CPS member, Petitpas instructed Power Squadron courses for 11 years, has held a variety of executive positions, including district commander, and received a lifetime membership six years ago.

A cancer diagnosis in 1987 didn't slow Robert down for long. After successful treatment, he has been able to continue with his busy volunteer schedule and pleasure boating. After retiring, he and his wife Claudette have completed numerous voyages in Canada and the U.S. on their 36-foot cruiser.

Very busy volunteers, Norm Dyck and Robert Petitpas are worthy recipients for this new CASBA category for 2002.

Top Individual Dedicated To Boating Safety Zoltan Toth, Toronto

Winner of the award for top individual dedicated to safe boating, also known as volunteer of the year, is Zoltan Toth, a member of the Canadian Coast Guard Auxiliary as well as several other organizations that contribute to safe boating efforts. Toth logs over 300 hours annually promoting boating safety at boat shows and other events.

A volunteer with the Canadian Power and Sail Squadrons (CPS), Toth has worked as a volunteer for St. John Ambulance and also at the Easter Seal Regatta in Toronto, based out of the Royal Canadian Yacht Club.

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CCGA Establishes Auxiliary Units in Nunavut

Increasing SAR Coverage in Canada's North

IQUALUIT, Nunavut (June 27, 2001) — Community Government and Transportation Minister Jack Anawak is pleased to announce that the Government of Nunavut has reached an agreement with the Canadian Coast Guard to establish Coast Guard auxiliary units throughout the territory.

“This partnership between the Canadian Coast Guard and the Government of Nunavut will enhance marine safety for all Nunavummiut,”

“This partnership between the Canadian Coast Guard and the Government of Nunavut will enhance marine safety for all Nunavummiut,” Minister Anawak said. “As Minister responsible for Nunavut Emergency Management, I would like to thank the honourable Herb Dhaliwal, Minister of Fisheries and Oceans, and his staff at the Canadian Coast Guard’s Central and Arctic Regional Office for their efforts.”

This agreement, worth \$645,000 over the next three years, will establish community-based marine response units across Nunavut and result in more effective marine search and rescue.



Team Iqualuit were eager participants in last year's national SAR competition in Burlington.

Program initiatives are underway that will provide for advanced training and more streamlined procedures. The agreement will also provide vessels and rescuers with required safety equipment and necessary response gear.

Officials from the Department of Community Government and Transportation will be contacting communities to begin working with them to implement the agreement.

J Levantis
Originally in *Shipmate*

Helicopter Makes Quick Rescue

Successful Medevac

At around noon on September 11, 2001, the staff from the Prince Rupert Coast Guard Station were pressed into action. The Coast Guard *Sikorsky S-61* helicopter (CG 253) and its crew were tasked by the Joint Rescue Coordination Centre in Victoria to perform a medical evacuation of a 65-year-old woman suffering from internal injuries on board the cruise ship *Ocean Princess*. The ship was about 100 nautical miles south of Prince Rupert, placing it over four hours away from the nearest military SAR base (Comox, B.C.), so the rescue hoist on the CCG helicopter was the only resource that would be able to perform the task quickly and safely.

One rescue specialist from the CCGC *Point Henry*, experienced with rescue hoist operations, was able to secure the ship's nurse, and then the patient to the rescue stretcher, allowing for a safe hoist by the CCG helicopter's operators. Another rescue specialist was onboard the helicopter to help with recovery and assist the nurse. The helicopter then departed for the Prince Rupert Hospital, a one-hour flight, where the patient was handed over to hospital staff and subsequently underwent emergency surgery. The pilot from the CCG helicopter, Mike Clarke, said that the conditions during the rescue were "Typical SAR weather, low ceilings, 1-2 miles visibility in drizzle and fog, southeast winds 15-20 knots."

Although the weather may have been typical, September 11 was far from being a typical day. At the time of this rescue, all commercial aircraft in Canadian and American airspace had been grounded. All emergency flights, including the flight of the CCG helicopter, had to receive authorization from the North American Aerospace Defense Command (NORAD) in order to fly on that day.

Sarah Booker and Philip Hasek

National Web Site Directory:

To order a new uniform:

http://www.ccg-gcac.org/store/store_e.asp

To submit a nomination for the CCGA National Awards Program:

http://www.ccg-gcac.org/publications/awardpro_e.pdf

To consult CCGA's new National Training Guidelines:

http://www.ccg-gcac.org/publications/NatStndrd_final_Ver1_e.pdf

CCGA in the news:

http://www.ccg-gcac.org/news/news_clips_e.asp

Previous Issues of The Auxiliarist:

http://www.ccg-gcac.org/publications/auxiliarist_index_e.asp

Images, Videos and Presentations about the CCGA:

http://www.ccg-gcac.org/gallery/gallery_e.asp

Links to other CCGA sites:

http://www.ccg-gcac.org/links/links_e.asp

How to make a donation to the CCGA:

http://www.ccg-gcac.org/donations/donations_e.asp

Visit CCGA's virtual store:

http://www.ccg-gcac.org/store/store_e.asp

Burgeo Cadets Win Award in First Aid Competition

BURGEO — A Sea Cadet team from Burgeo earned the Rescue Specialist Plaque at the second annual Darrell Cronin Memorial First Aid Competition held in Gander during the weekend of February 2-3, 2002.

The Canadian Coast Guard donated and awarded the plaque for top performance in a practical scenario in the Sea Cadet element. Team members are Melissa Ingram, Krystal Lee Hann and Glen Tucker, members of 157 Royal Canadian Sea Cadet Corps, and Bob Bartlett. Three other cadet teams from across Newfoundland will bring home impressive trophies. Cadet corps from Victoria and Mount Pearl each captured top prize in their element. The best overall performance was achieved by 857 Port Saunders, Royal Canadian Air Cadet Squadron. They received the Cronin Cup for their accomplishment. The first aid tournament is dedicated to MCpl. Darrell Cronin, a Newfoundlander serving with the Canadian Forces who lost his life while returning home from a search and rescue mission in Quebec on Oct. 2, 1998. The event also recognized the sacrifice of five other members of the crew who perished when their Labrador helicopter crashed. The tournament consisted of a written exam and two practical scenarios where the cadets received an opportunity to use their first aid skills in a simulated emergency.

The weekend event was also an opportunity for young Newfoundlanders to learn about the Smart Risk Foundation, the effects of cardiovascular disease, and a chance to review their CPR skills. The cadets were given an introduction on the importance of an automatic external defibrillator and its crucial importance in treating cardiac arrest.

A total of 90 cadets and their officers attended the weekend event from across the province.

Presentations on these subjects were provided by Search and Rescue personnel from the Canadian Forces and the Canadian Coast Guard.

A total of 90 cadets and their officers attended the weekend event from across the province. A rescue specialist with the Canadian Coast Guard, presented members of the Burgeo team with the Rescue Specialist Plaque following a competition in Gander during the weekend. The Burgeo cadets won the prize for the second straight year.

Celebrate with us CCGA's Silver Anniversary in 2003!

How should the Auxiliary celebrate its silver anniversary in 2003? Our National Organizing Committee is looking for your suggestions. Submit your ideas to us. **25 Years of Life Saving — Something to Celebrate!** Submit your suggestions to Vezinaf@dfm-mpo.gc.ca



Using Technology to Save Lives

Everything You Ever Wanted to Know About MMSI Numbers

WHAT is an MMSI?

Maritime Mobile Service Identities (MMSIs) are unique, nine-digit identity numbers assigned to vessels and coast stations. Just like a telephone number, MMSIs allow a station/vessel to identify itself and also to distinguish between other vessels and stations. MMSIs are a key component of the new VHF marine radios with the Digital Selective Calling (DSC) feature.



HOW it WORKS

When you register your new digital VHF marine radio, a MMSI number is provided to you and information about your vessel is entered into a database and is made available to the Canadian Coast Guard (CCG) for emergency use. If you find yourself in trouble, all you need to do is send a Distress Alert from your VHF DSC radio and the Coast Guard and other boaters in your area will be notified that you require immediate assistance. MMSIs also allow for selective calling to other vessels or stations equipped with MMSIs. One valuable feature of MMSIs is that, when your DSC radio is connected to a GPS (Global Positioning system) receiver, your position is automatically sent when a Distress Alert is transmitted. Rescuers will then immediately know your exact location and assistance will arrive sooner.

(IMPORTANT: DO NOT Test this Distress Alerting feature. There is no test feature, and in fact it is an offence under both the Canada Shipping Act and the Radiocommunication Act to send a false distress message.)

WHO is ELIGIBLE?

MMSIs may be issued to coast stations participating in digital radiocommunication systems and to ships which are fitted or will soon be fitted with a digital radiocommunications system, including ships fitted with a DSC radio.

(NOTE: It is not necessary that a ship have a radio licence in order to be issued an MMSI.)

GETTING an MMSI

The Coast Guard urges you to complete the MMSI application form, available at www.ccg-gcc.gc.ca/obs-bsn/mmsi/main_e.htm, or call Industry Canada at 1-800-667-3780 for more information. Your completed application form can be either faxed or emailed to your local Industry Canada Office. MMSIs are assigned by Industry Canada free of charge. It is the vessel owner's responsibility to ensure that the information in the National Maritime Information Database is current and valid. If not, rescue efforts in the event of an emergency could be compromised.

5 Reasons to get an MMSI

1. It is free.
2. It allows others to contact you if they are in distress.
3. By speeding up the search and rescue process, your MMSI may save your vessel from being damaged extensively or prevent the loss of your vessel in an emergency situation.
4. It could save the lives of others.
5. It could save your life.

By Rachel Lander, CCG SAR Intern

SARSCENE 2002

No Call Goes Unanswered

Welcome to Canada's search and rescue workshop!

Where and when will SARSCENE 2002 take place?

- Halifax, Nova Scotia, at the Sheraton Halifax Hotel
- September 11-14, 2002

What activities will there be at SARSCENE 2002?

- Presentations – on cutting-edge SAR technologies, policies and techniques.
- Trade Show – A marketplace for SAR exhibitors to showcase their products.
- SARSCENE Games – In the spirit of friendly competition, SAR providers go head-to-head testing their skills.
- Awards Banquet – The Outstanding SAR Achievement Award and Certificates are presented to honour accomplishments in the field of SAR.
- SAR Demonstrations – Live demonstrations of SAR techniques and technology.

Who will attend SARSCENE 2002?

- Canadian Forces members
- federal government representatives (including Canadian Coast Guard, Parks Canada, Environment Canada)
- federal, provincial and municipal police force members
- firefighters

- search and rescue volunteers for ground, air and marine search and rescue, and
- representatives from the international search and rescue community.

Who is helping the National Search and Rescue Secretariat present SARSCENE 2002?

- Nova Scotia Ground Search And Rescue Association
- Nova Scotia Emergency Measures Organization

Who should I contact to talk about SARSCENE?

- Tina Bouchard, National Search and Rescue Secretariat

1-800-727-9414 or **(613) 992-8215**

Fax: (613) 996-3746;

e-mail: tbouchard@nss.gc.ca

Where do I find more information?

- Visit our Web site at www.nss.gc.ca



SARSCENE 2002

Halifax, Nova Scotia, September 11-14, 2002

The National Search and Rescue Secretariat with the help of the Nova Scotia Ground Search and Rescue Association will present the 11th Annual Search and Rescue Workshop, SARSCENE 2002

Workshop Registration

Name

Organization

Address

City

Prov.

Country

Postal Code

Phone

Fax

E-mail

- I authorize SARSCENE 2002 to disclose contact information obtained from my registration for mailing, faxing, and e-mailing purposes by commercial enterprises to assist with the funding of SARSCENE 2002.

Awards Banquet

- I will attend the Awards Banquet
- I will have guest(s) accompanying me to the Banquet
- Vegetarian
- Allergic to seafood/shellfish/fish*

* (For planning purposes only, you are still responsible for ensuring your dinner is suitable for you.)

SARSCENE Games

Team name:

Team members: (4 per team)

1

2

3

4

(all members are required to register)

Name and Contact Information for the Games

Name

Address

City Prov.

Country

Postal Code

Phone

Fax

E-mail

- Please send me more info on the games

Registration Fees

Workshop	Fee	#	Total
Until Aug. 9/02	\$90 x	.....	.....
After Aug. 9/02	\$125 x	.....	.....
	Workshop Total	..... (1)	.....
Banquet	\$40 x	.....	.....
	Banquet Total	..... (2)	.....
	Total Amount Due (1+2)		=====

Method of Payment

Cheques/money orders must be made payable to SARSCENE and mailed to NSS with this form. Payments must be received before August 31, 2002. No reimbursement for cancellations after September 1, 2002. All cancellations must be received in writing.

I will pay by: Cheque/money order (enclosed)

MC Visa

Card # exp. date

Name of card holder

Signature

Preworkshop

- Please send me more information on pre-workshop courses. Fees and payment will be handled by course instructors.

Please Return Form to:

Lynn Tremblay

SARSCENE 2002 Registrar
National Search and Rescue Secretariat
275 Slater Street, 4th Floor
Ottawa, ON K1A 0K2
Fax: (613) 996-3746

For more information call 1 800-727-9414, or contact:

Awards/Trade show	Tina Bouchard	(613) 992-8215	Tbouchard@nss.gc.ca
Inquiries/Presentations	Louise Pilloud	(613) 996-2642	Louise@nss.gc.ca
Registration	Lynn Tremblay	(613) 996-4737	Ltremblay@nss.gc.ca
Games	John Chaffey	(613) 996-3727	Jchaffey@nss.gc.ca

Introducing CCGA Québec Inc.

For One Region, With the New Year Comes a New Name

With a unanimous vote at their Annual General Meeting, the members of CCGA Laurentian officially renamed their association **CCGA Québec inc.** The name change was one of the highlights of the AGM that took place in Laval on March 16.

The meeting provided a good opportunity to recognize the great work done by auxiliarians in 2001 when CCGA members in Quebec were tasked to 447 SAR cases, a 24% increase over the previous year, conducted 790 courtesy checks, a 12% increase and attended over 100 boat shows and public events, twice the number of last year.

President Robert Petitpas also announced that CCGA Quebec inc. was going to move its headquarters to a new auxiliary-owned building in Sorel. Official inauguration of the building will take place later this year.



Robert Petitpas, President, Marie-France Lavoie, treasurer, and Nicole Laplante, past director of Prevention.

Enter our Photo Contest and Win a SAR 2002 Jacket!

Do you have a great picture of an Auxiliary vessel taken during the winter period?

Send it to us and get a chance to **win the Official SAR 2002 jacket and ball cap** that will be used by all CCGA Teams at the next International Search and Rescue Competition on October 5-6 in Milwaukee.

The winning pictures will be used to produce the CCGA 2002 Christmas card set. The set will be put on sale in November and advertised on the CCGA on-line store (www.ccg-gcac.org) and in The Auxiliarist magazine.

Send your original print or a high-resolution digital file before June 1st, 2002 to:

Canadian Coast Guard Auxiliary
c/o François Vézina
National Business Manager
200 Kent, 5th floor
Ottawa, ON K1A 0E6

For more information,
 contact us at (613) 991-5714

or: Vezinaf@dfo-mpo.gc.ca

Central & Arctic AGM

Remarkable Auxiliarists

This year's C&A AGM took place over the weekend of January 18, at the Stage West Hotel in Mississauga. Close to 110 members attended making it one of our most successful meetings ever. We were also joined by Harry Strong, C.E.O. CCGA National, Winston Pitcher, President of CCGA Newfoundland and Labrador and Frank Hudson, President of CCGA Pacific.

Awards were presented to our long service volunteers. The recipients are listed in the latest "Shipmate". Marion Hunter received the medal for Administrative Excellence in recognition of her dedication to the Auxiliary. Marion is retiring after having effectively run the Auxiliary, with the occasional help from the Board and Sarnia. She will be missed but her lifetime membership ensures she will keep in touch.

Three Directors retired. They are John Parsonage, a Past President and Director for District 3. Don Mertes, Director District 6 and Peter Graham, Secretary of the Board and Director District 2. I want to thank them for their dedication to the work of the Auxiliary.

Leslie Reading, Hugh Wyatt and Austin Gilbert were elected as the new Directors for their respective regions. Welcome aboard.

John Levantis,
President CCGA Central & Arctic



John Levantis, President



Marion Hunter, the CCGA Central & Arctic secretary for many years, has announced her retirement. For her tireless dedication and commitment, she has been awarded the Administrative Excellence award.

Auxiliarists Providing Police Assistance

In January 2002, the board of directors for the Pacific region met and discussed the Joint Rescue Co-ordination Centre's (JRCC) new tasking policy regarding assistance of law enforcement officials. John Palliser, Superintendent of Marine SAR was in attendance and discussed this new policy with us. Palliser emphasized that the CCGA-P's role is to observe, record, and report during any police incidents, but not to enforce.

Humanitarian calls are still officially considered taskings, but any incidents involving law enforcement should not involve the CCGA-P. A policy for the CCGA-P is being drafted by Operations Director Ryan Woodward.

Originally printed in *Dolphin*.

CCGA Pacific Welcomes Special Guests

Among Them, a Blinking, Spinning, Bright-eyed Boat

Members of CCGA Pacific were treated to a very special and intense three-day Annual General Meeting in Victoria on February 22-24. The overall event included the regional SAR competition, a number of training and information sessions, and of course, the AGM and Awards Banquet.

With such a elaborated program, the meeting also welcomed very special guests representing the federal, provincial and municipal governments, the United States Coast Guard Auxiliary and Royal National Lifeboat Institution, in addition to representatives of the Canadian Coast Guard and National Defense.

Another very special guest also joined the event as the newest addition to the CCGA-P Fleet: the small remote-control boat known as *Bobee* in the United States will join the CCGA-P Safe Boating Program for kids.



Barbara Sands, the Vice-National Commodore of the United States Coast Guard Auxiliary (USCGA), and a young future member of the Canadian Coast Guard Auxiliary greet Bobee. Bobee, the newest member of the CCGA-Pacific, is a talking, moving, blinking robotic miniature boat who will be used to educate kids about boating safety.



A presentation was made to the representatives of the United States Coast Guard Auxiliary (USCGA) to mark the co-operation and friendship between the USCGA and the CCGA Pacific.

They are (Left to Right): Frank Hudson, CCGA Pacific President; Craig Forest, Commodore of District 17 of the USCGA; Barbara Sands, Vice-National Commodore of the USCGA; and Malcolm Dunderdale, Vice-President of the CCGA Pacific.

to its AGM



The winners of the CCGA Pacific competition receive their just reward for demonstrating excellent SAR skills, teamwork, and sportsmanship.



Iona Campagnolo, Lieutenant-Governor of BC, came to share her thoughts with members of CCGA Pacific.

CASBA 2002

(con't from page 11)

A member of Toronto's Harbourside Sailing School, Toth conducts pleasure craft courtesy checks, helping individual boaters ensure that their equipment meets regulations. Also, Toth teaches boating safety with the CPS. "I do it gladly and I enjoy what I am doing," said Toth at the awards presentation.

Special Recognition Award Mike Kerkmann and Adrian Lee

This is a special judges award, which gives the judges the ability to make a special award each year, based upon their knowledge of what is happening in the safe boating area. The award this year has been given to Mike Kerkmann and Adrian Lee.

Racing in dragon boats, those long boats very similar to war canoes, which have appeared on the waterfronts of many Canadian cities, are becoming very popular. With that popularity comes a new boating safety challenge. Mike Kerkmann, in Toronto, and Adrian Lee, based in Vancouver and an active member of the Canadian Coast Guard Auxiliary in the Pacific region, have addressed that challenge, offering day-long safety seminars at dragon boat festivals. For this important work, with many people who might not traditionally be seen as boaters, the CASBA committee offers this special recognition award.

Ted Rankine

Reprinted with permission by *Boats & Places* magazine.

CCGA Insurance FAQs

Questions regularly arise regarding the CCGA insurance coverage for Auxiliarists in order to protect them and their vessels. Since this is a complex agreement, we consider it important for Auxiliarists to be fully informed on the CCGA insurance policy.

These Frequently Asked Questions (FAQs) are provided in order that you may know exactly what the insurance policy does and does not cover and we suggest that you keep them for future reference. If you have any other questions, please contact the person in charge of insurance at your regional CCGA association.

1 Are Canadian Coast Guard Auxiliary (CCGA) Community Owned vessels or dedicated response vessels insured while they are secured at the dock?

No. Since there is no CCGA authorized activity then community owned vessels and dedicated response vessels must retain their own insurance coverage while secured at the dock.

2 Are CCGA owned vessels insured while they are secured at the dock?

Yes. Vessels owned by the regional CCGA Associations are insured while they are secured at the dock.

3 Are CCGA members covered by the Group Accident insurance while conducting boating safety activities?

Yes, CCGA members are covered by the Group Accident insurance while conducting boating safety activities.

4 Are CCGA members covered by the Group Accident insurance while attending meetings?

Yes, CCGA members are covered by the Group Accident insurance while attending meetings.

5 Are CCGA vessels insured while participating in oil spill response activities?

Yes, CCGA vessels are insured while participating in oil spill response activities. But

cleaning of the hulls resulting from participation in the activity is not covered. The polluter would be responsible for the costs associated with cleaning the vessels.

6 Are CCGA vehicles owned by the CCGA Association covered by the CCGA insurance policies?

Yes in Quebec, Newfoundland, New Brunswick and Nova Scotia. CCGA vehicles owned by the CCGA Association are covered by the CCGA insurance policies. Any additional vehicles should be reported to your insurance broker.

7 Are Coast Guard loaned vessels insured while they are secured at the dock?

Yes, Coast Guard loaned vessels are insured while they are secured at the dock. However, Canadian Coast Guard (CCG) policy is to no longer loan Coast Guard vessels to the CCGA and is only done in exceptional circumstances.

8 Is damage to a tasked Auxiliary vessel covered while being slung via helicopter?

Yes coverage is provided.

9 Does the Liability for Board of Directors extend outside the CCGA National and Regional Boards and include Boards of community vessels?

No, The Director and Officers policy coverage only extends to Auxiliary members serving on the CCGA National Board and/or any CCGA Regional Boards. Auxiliary insurance coverage

nce FAQs

would not extend to Auxiliary members serving on another organization's board of directors. It would be up to that organization to insure its own board members.

- 10 Is the board covered for due diligence if a member is tasked and it is discovered that a problem and liability has occurred and it is later proved that the member is negligent because of lack of training?**

Yes, the CCGA insurance policy for Directors and Officers would respond in an incident of this nature to defend Board Members. This policy is for financial loss and excludes bodily injury and property damage.

- 11 If a member is retired how is compensation covered if it can't be tied to earnings?**

For retired or unemployed members, a flat benefit of \$250.00 per week will be paid if a member is disabled because of an accident, and is unable to perform all activities of daily living.

Note: Persons receiving employment insurance benefits are considered unemployed.

- 12 Would a member have to use their sick days first from their employer-provided benefits, before CCGA insurance kicks in?**

No.

- 13 If I have to drop my nets (fish catch) to proceed to a SAR case, will I be reimbursed for my loss under the CCGA insurance coverage?**

No, there is no coverage for this type of occurrence. This type of insurance is not available.

- 14 Whose responsibility is it to report damage to a CCGA vessel as a result of a SAR tasking and when?**

It is up to the CCGA owner/operator to report any damage or suspected damage to your regional Coast Guard representative immediately following the conclusion of the SAR

case. In addition, if damage occurs during a SAR case every effort should be made to notify JRCC or MRSC of the damage, especially if the damage might jeopardize the safety of the CCGA vessel and its crew. JRCC or MRSC must be notified so that they can monitor the progress of the CCGA vessel to ensure it reaches port safely.

- 15 Are CCGA members' vessels and trailers covered by the CCGA insurance policies while towing with their own vehicle during an authorized activity?**

CCGA members' vessels are covered by the CCGA insurance policies while towing with their own vehicle during an authorized activity. However, the vehicle and trailer are not covered.

- 16 Are CCGA members' personal vehicles covered while towing a CCGA vessel during an authorized activity?**

No, CCGA members' vehicles are not covered by the CCGA insurance policies while towing a CCGA vessel during an authorized activity. Members are required to have their own personal vehicle insurance. At no time are CCGA members' personal vehicles or personal trailers covered by the CCGA insurance policies.

- 17 During an authorized activity a CCGA vessel and/or trailer while being towed strikes another vehicle, building, etc. Is this covered by the CCGA insurance policies?**

No, (1) damage to a building – the liability rests with the owner of the vehicle that is towing the trailer. However, if the vehicle were owned by the CCGA, the CCGA automobile policy would respond to this claim, otherwise it would be the policy of the owner of the vehicle.

(2) damage to another vehicle, CCGA member is at fault – depending on the province where the accident occurred the insurance policy of the owner of the damaged vehicle will respond but no deductible would be imposed on the settlement of the claim (QC and ON).

18 Does insurance coverage include recreational fishing vessels or all vessels engaged in fishing?

CCGA insurance coverage extends to CCGA commercial vessels only. It is not extended to CCGA recreational fishing vessels.

19 Are CCGA members insured to fire pyrotechnic distress flares during flare demonstrations?

No, CCGA members are not insured to fire pyrotechnic distress flares during flare demonstrations. However, CCGA members may assist Canadian Coast Guard personnel with flare demonstrations, but the CCGA's involvement is limited to logistical support such as crowd control, literature distribution etc.

20 Are CCGA members covered to use night illumination flares during a SAR incident?

Yes. The use of night illumination flares is a necessary tool for use during SAR incidents therefore CCGA members are covered to use them.

21 How many fingers are covered by the group accident insurance policies?

The plan will pay 1/3 of the principal sum for the loss of the thumb and index finger of the same hand.

The plan will pay 1/3 of the principal sum for the loss of 4 fingers of the same hand.

The plan will pay 1/8 of the principal sum for the loss of all toes of one foot.

22 Is the equipment such as night vision goggles, personal floatation devices, pumps, etc., purchased through the New SAR Initiatives Fund insured for fire, theft or loss?

There is no insurance coverage at this time. Property insurance is being investigated.

23 When does a member's insurance begin?

A CCGA member's insurance begins once the member has been enrolled and accepted as a member of an Auxiliary association and has signed the Memorandum of Understanding between the CCGA and the CCGA member.

24 When does an Owner Operator Vessel's insurance begin?

A CCGA owner operator's insurance begins once the vessel has been enrolled and accepted by the Canadian Coast Guard as a vessel of an Auxiliary association and the owner/operator has been enrolled and accepted as a member of an Auxiliary association and has signed the Memorandum of Understanding between the CCGA and the CCGA member.

25 How often is it necessary to renew vessel insurance, and how is this done?

Coverage is continuous with an anniversary date of April 1st. CCGA vessels may be subjected to re-examination on a periodic basis that should not exceed twenty-four months. The examination may be subject to verification by an authorized CCG officer. It is up to the individual Auxiliary member to advise the appropriate Coast Guard representative of any additions and/or alterations to their vessel that may affect the value of the CCGA vessel.

26 Are CCGA members insured whilst traveling to and from "Authorized Activities or Taskings" in their own personal vehicles?

Yes, CCGA members are covered while travelling to and from Authorized activities in their personal vehicles. However, the vehicle is not insured. Members are legally

required to have their own vehicle insurance. Members are encouraged to inform their vehicle insurers that they use their vehicles for CCGA business.

27 Does the underwriter cover replacement or depreciated value in case of a total loss?

This policy covers fair market value.

28 Does the underwriter cover replacement or depreciated value in cases of damage or equipment loss?

This policy covers fair market value.

29 What limits are on permanent and long-term disability in case of personal injury?

The Permanent Total Disability benefit will pay up to \$1,000,000, if, because of accidental bodily injuries, a member is prevented from performing all substantial and material duties of their occupation; and, the condition is continuous and of indefinite duration; and, requires the continuous care of a physician, unless the insured has reached his/her maximum point of recovery; and, prevent the insured person from engaging in any gainful occupation for which the insured person is qualified, or could be qualified, by reason of education, training, experience, or skill. The elimination (waiting) period is 104 weeks.

30 Is it possible that the underwriters can make available a standard port insurance policy for our Dedicated Response Vessel's?

The costs of purchasing port risk insurance for Dedicated Response Vessels is against CCG and CCGA policy on insuring CCGA vessels.

31 Is the underwriter able to make available an insurance package for owner operators for their personal use?

At this time no program is available, the brokers will advise should something become available.

32 Can the insurance brokers describe the navigation limits on their policy for the West Coast CCGA coverage?

The policy reads as follows for the West Coast: (1) Warranted no navigation North of 55 degrees North latitude, except for Western Canada where navigation is permitted to 60 degrees North latitude.

33 Are CCGA members covered by the insurance policies while co-crewing onboard Canadian Coast Guard vessels?

Since co-crewing onboard a CCG vessel is an authorized activity CCGA members are covered by the insurance policies.

34 Are guests of the CCGA covered for personal injury while on board CCGA vessels?

Guests such as media personnel are covered for personal injury while on board CCGA vessels only if they are invited and the activity is authorized. Guests are not covered while travelling to and from an authorized activity. The limit of coverage for accidental death or dismemberment for guests is \$500,000. It is important to note that guests are not to be confused with persons who volunteer to crew for an authorized activity if a CCGA vessel is short of crewmembers.

35 What is the coverage on both the office space and the storage?

Currently the CCGA does not have an insurance policy for office space and storage or the equipment in those spaces, this is being investigated.

36 What is the coverage on the equipment and supplies? (including theft and liability.)

Currently the CCGA does not have an insurance policy for office space and storage or the equipment in those spaces, this is being investigated.

- 37** Currently the CCGA (C&A) has rental storage. What is the coverage on the unit and its contents? (including liability)

Currently the CCGA does not have an insurance policy for office space and storage or the equipment in those spaces, this is being investigated. However, commercial general liability extends to those premises.

- 38** What is the coverage for CCGA volunteers who are charged/tasked with inventory, stocking, cleaning, shipping, receiving, etc..?

If it is an authorized activity then the CCGA member is covered by the insurance policies.

- 39** Is it possible to purchase insurance coverage for members personal vehicles whilst travelling on authorized CCGA business?

No it is not. This type of coverage is not normally purchased by volunteer organizations.

- 40** Could you check the availability of insurance coverage for distress flares demonstration to our members of CCGA and to the public? If this insurance is expensive for yearly coverage, could we get some coverage on a per time basis and make this expense as part of our operating costs per training session. The person giving this demonstration is certified and licensed as a Pyrotechnician as per the requirements of Explosives Regulatory Division of Natural Resources Canada.

Insurance coverage for the firing of pyrotechnic distress flares during flare demonstrations is available for purchase. However, current CCGA policy does not include the firing of pyrotechnic distress flares during flare demonstrations as an authorized activity. It was unanimously agreed at past National Council meetings not to authorize this type of activity due to the dangers involved.

- 41** What is the insurance coverage if a CCGA member is authorized to participate in a SAR tasking or Prevention activity and tows

- a CCGA owned vessel with his own personal trailer and own personal vehicle?

The liability of the CCGA member is covered. The CCGA owned vessel is insured. However, neither the CCGA member's own personal trailer or the member's own personal vehicle are insured.

- 42** What is the insurance coverage if a CCGA member is authorized to participate in a SAR tasking or Prevention activity and tows a CCGA owned vessel with his own personal trailer and own personal vehicle?

The liability for the activity where the CCGA member is involved is covered. The CCGA owned vessel is insured. The liability from the operation of the member's own vehicle and trailer as well as damages to the vehicle and trailer are not insured by CCGA and are the responsibility of the member.

- 43** What is the insurance coverage if a CCGA member is authorized to participate in a SAR tasking or Prevention activity and tows HIS own CCGA vessel with his own personal trailer and own personal vehicle?

The liability for the activity where the CCGA member is involved is covered. The member's enrolled personal vessel is insured. The liability from the operation of the member's own vehicle and trailer as well as damages to the vehicle and trailer are not insured by CCGA and are the responsibility of the member.

- 44** If a CCGA member offers his services to JRCC or MRSC but is not officially tasked to the SAR incident is the vessel and the CCGA member's onboard insured?

No insurance coverage is in place for the vessel or the members since there is no authorized activity.

45 During an authorized SAR tasking are passengers onboard a CCGA vessel insured if JRCC or MRSC is advised?

Normally, JRCC or MRSC would not task a CCGA vessel to a SAR tasking if passengers are on board. If an exceptional circumstance occurs and the passenger volunteers to assist if the vessel is short of crewmembers then their liability would be covered.

46 Are CCGA members insured as occasional drivers if they drive CCGA owned or leased vehicles?

Yes, CCGA members are insured as occasional drivers as long as they have a valid drivers license (not suspended etc.).

47 Are there any restrictions on CCGA owned or leased vehicles when carrying pyrotechnic distress flares?

There are no restrictions on the automobile and the Comprehensive General Liability for the storage or transportation of flares.

48 Are CCGA members covered by the group accident policies as spotters on aircraft?

Yes CCGA members are covered as spotters on aircraft, but NOT as pilot(s) or crew.

49 What is insured if a member is hauling a CCGA boat and trailer with their personal auto, and the particularity with the Québec experience with auto insurance?

Only the boat is covered once tasked.

50 What is the time limit to submit a claim?

Each policy have their own requirement but in general the rules are that a claim should be reported as soon as possible after an incident has occurred, e.g. if a boat suffered damaged during an SAR mission the damages should be reported immediately. If someone is being sued for something he or she did while doing an activity for CCGA, then it is as soon as they become aware of the potential claim the insurer should be put on notice.

51 If a member is a trainer, and has his own equipment, or CCGA borrowed equipment and it is lost. Is there coverage?

Currently there is no other coverage afforded by CCGA on property, equipment and assets. There is however limited coverage provided under the Hull & Machinery policy for personal effects, but there must be a claim on the boat itself before coverage is provided for personal effects.

52 Are CCGA members insured for diving activities during SAR Operations?

No. CCGA members are not insured for any diving activities.

53 Can we define personal effects?

Personal effects are not defined in the Hull & Machinery policy, however the policy but would normally refer to the belongings of a member.

54 Are CCGA members insured while driving Crown owned vehicles on authorized CCGA activity?

CCGA members are covered while driving crown vehicles as long as the activity is authorized. Third party liability coverage is also in place. Please note that the vehicles are NOT covered. Also please note that CCGA members are not permitted to use government of Canada credit cards.

Age Exclusions for CCGA Insurance Coverage

All CCGA members should note that there are two benefits in the CCGA's Group Accident Insurance Policy that have age exclusions.

(A) The first exclusion falls under the **Heart or Circulatory Malfunction Coverage**.

This applies to Class I only – All Members, Volunteers and Volunteer Members of the CCGA.

For the Heart or Circulatory Malfunction this coverage applies only if the following conditions are met:

- 1) the Heart or Circulatory Malfunction of the Insured Person occurs within twenty-four (24) hours of participating in a tasking authorized by the Policy Holder; and
- 2) the Insured Person is **under sixty-five (65) years of age** on the date of such Heart or Circulatory Malfunction; and
- 3) the first symptom of Heart or Circulatory Malfunction is medically diagnosed within twenty-four (24) hours of such participation; and
- 4) Within two (2) years prior to the date of such participation, the Insured Person:
 - i) has not been medically diagnosed with a Heart or Circulatory Malfunction; or
 - ii) has not been receiving any medication or treatment for a Heart or Circulatory Malfunction.

What this means is that CCGA members over the age of 65 are not covered by the CCGA insurance policies if they suffer a Heart or Circulatory Malfunction during an authorized activity.

(B) The second exclusion is under the **Permanent Total Disability Lump Sum Coverage**.

Permanent Total Disability means that the Accidental Bodily Injuries sustained in a covered Accident solely and directly:

- 1) prevent the Insured Person from performing all the substantial and material duties of the Insured Person's occupation; and
- 2) cause a condition which is medically determined, by a Physician approved by the Company, to be of continuous and indefinite duration; and
- 3) require the continuous care of a Physician, unless the Insured Person has reached his/her maximum point of recovery; and
- 4) prevent the Insured Person from engaging in any gainful occupation for which the Insured Person is qualified, or could be qualified, by reason of education, training, experience, or skill during and immediately after the Elimination Period.

This insurance does not apply to persons age seventy (70) or older.

Benefit Amount

\$1,000,000

Elimination Period

104 Weeks

The insurer will pay the lump sum Benefit Amount less any Benefit Amount paid or payable due to the same Accident.

If the Insured person has multiple losses as a result of one Accident, they will pay only the single largest Benefits Amount applicable to the Losses suffered.

What this means is that CCGA members age 70 or older are not covered by the Permanent Total Disability benefit if they become totally and permanently disabled during an authorized CCGA activity.

CCGA members must take this into consideration before responding to any authorized activity including SAR Operations.

It is also important to note that these age exclusions are only for these two benefits and that all members regardless of age are insured by the other CCGA insurance coverages.

Support the Canadian Coast Guard Auxiliary

Our volunteers face blizzards, gales and freezing temperatures to help others. Will you help them?

As a responsible mariner, you will hopefully never need to call on the services of the Canadian Coast Guard Auxiliary (CCGA). But disaster can strike at any moment when you're at sea. Your vessel could spring a leak, suffer engine failure or catch fire. Even if you take every possible precaution, you could still find yourself in trouble.

When that happens, you can always depend on the Canadian Coast Guard Auxiliary.

The men and women who make up the Auxiliary seek no reward for their lifesaving work. All they ask is the best equipment and training - which depends on voluntary contributions - to carry out their vital task of saving lives. They are prepared to give their best...

Will you give them your support?

Year after year, the number of people who call on the CCGA for assistance continues to rise.



The dedication and devotion of our volunteer life-savers has resulted in 4,000 lives saved since 1978. Each year, Coast Guard Auxiliaries are called out 1,700 times, saving over 200 men, women and children from life-threatening situations.

Now you can help the CCGA save more lives. Make a **tax-deductible contribution** today and start saving lives with us. Each donor also gets a free subscription to our national search and rescue newsletter "The Auxiliarist".



Search and Rescue

Registered Charity: N° 87029 8494 RR 0001

Check our online Store at: www.ccg-gcac.org / E-Mail: vezinaf@df-mo.gc.ca

Canadian Coast Guard Auxiliary Membership Application & Donor Form for 2002-2003

**I wish to make a contribution to the:
Canadian Coast Guard Auxiliary**
I have included my annual contribution for the membership status indicated below:

INDIVIDUAL : indicate your choice

Kids Club (Safety Whistle)	\$10	<input type="checkbox"/>
Associate Member (Lapel Pin) . . .	\$30	<input type="checkbox"/>
Donor Member (Mouse Pad)	\$100	<input type="checkbox"/>
Benefactor Member (Ball Cap) . . .	\$500	<input type="checkbox"/>

CORPORATE : indicate your choice

Associate Member (Certificate) . .	\$750	<input type="checkbox"/>
Benefactor Member (Plaque)	\$2000	<input type="checkbox"/>

Send me information on the CCGA
Planned Giving Program

Send me a donation receipt

Please print.

Name: _____

Address: _____

City: _____

Province: _____ Postal Code: _____

Phone: () _____

Please make your cheque or postal money order payable to:

> Canadian Coast Guard Auxiliary (National) Inc.

> Please return this form with your payment to the:
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Awards / Mérite

The CCGA National Awards Program

Programme national de reconnaissance au mérite de la GCAC

Harry Strong is awarded the first ever Exemplary Service Medal.

Harry Strong a reçu la toute première médaille de Service Exemplaire de la GCAC.



From left to right / De gauche à droite :
 Winston Pitcher, President of CCGA Newfoundland / Président, GCAC Terre-Neuve; Frank Hudson, President of CCGA Pacific / Président, GCAC Pacifique;
 Harry Strong, CEO of CCGA National / Chef de la Direction, GCAC; Robert Petitpas, President of CCGA Quebec / Président, GCAC Québec; Frank McLaughlin, President of CCGA Maritimes / Président, GCAC Maritimes; John Levantis, President of CCGA Central & Arctic / Président, GCAC C&A.

Central & Arctic / Centre et Arctique

Jim Gram is presented with the Leadership medal by Harry Strong.

Jim Gram reçoit la médaille de Leadership des mains de Harry Strong.



Harry Strong awards Jeff Eggleton with the Leadership medal.

Harry Strong présente la médaille de Leadership à Jeff Eggleton.



Marion Hunter receives the Medal of Administrative Excellence.

Marion Hunter reçoit la médaille d'Excellence Administrative.



Quebec / Québec

Harry Strong awards Sylvain Gallant, Réjean Lefrançois, and Jean-Marie Houle with Certificates of Appreciation.

Harry Strong présente des Certificats d'appréciation à Sylvain Gallant, Réjean Lefrançois et Jean-Marie Houle.



Marie-France Lavoie receives the Medal of Administrative Excellence.

Marie-France Lavoie a reçu une médaille d'Excellence Administrative.



Hermel Lavoie is awarded the Leadership Medal by Harry Strong.

Harry Strong a présenté à Hermel Lavoie une médaille de Leadership.



Claudette Petitpas is presented with the Medal of Administrative Excellence.

Une médaille d'Excellence Administrative a été présentée à Claudette Petitpas.



Harry Strong awards Robert Petitpas, President of CCGA Quebec, with the Leadership Medal.

Le Président de la GCAC Québec, Robert Petitpas, a reçu la médaille de Leadership.

Pacific / Pacifique

Barry Hastings is awarded the Leadership Medal.

Barry Hastings a reçu la médaille de Leadership de la GCAC.



From left to right: / De gauche à droite :

Iona Campagnolo, Lieutenant-Governor of BC / Lieutenant Gouverneur de la Colombie Britannique; Barry Hastings, medal recipient / récipiendaire, Harry Strong, CEO of CCGA National / Chef de la Direction de la GCAC; Frank Hudson, President of CCGA Pacific / Président, GCAC Pacifique.