



The Auxiliarist

www.ccg-a-gcac.org

Canada Takes Top Honours at ISAR 2002

It may have been held in a new country, but the result was the same at this year's International Search and Rescue Competition (ISAR).

ISAR 2002, held on October 5, marked the first time the United States has hosted the competition. The event brought Coast Guard Auxiliary members from Canada and the United States to Milwaukee, Wisconsin to strut their stuff in front of a crowd of fans, media and dignitaries.

Six teams from each country squared off in events that included chartwork, on-the-water location of a victim, operation of a dewatering pump and use of a heaving line. In a new twist, international teams comprised of American and Canadian spares also had a chance to compete together, with individual points going to their respective teams.

Once all the scores were tallied, the Canadian Coast Guard Auxiliary team from the Pacific Region was crowned the overall winner. This was the second year in a row that representatives from the Pacific Region have earned that honour, and the third year in a row that a Canadian team has won the competition.

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A Message from the CEO

A Remarkable Record for Our 25 Years!

Dear Friends:

The Canadian Coast Guard Auxiliary will soon pass another major milestone when it celebrates its 25th Anniversary in 2003.

Special events are already being prepared to properly mark this anniversary and recognize the contribution of many pioneers who helped build our organization.

A look back at the past shows us how much the CCGA has grown and evolved without losing sight of its primary objective of saving lives.

Across the country, volunteers have endorsed our objectives and contributed to the impressive record we have developed over a quarter of a century in operation.

There are visible achievements such as lives saved, vessels brought back safely and property losses prevented. But there are also the achievements that we do not see, such as the accidents prevented through courtesy examinations; the

physical after-effects prevented through the administration of first aid; and mariners made more responsible through the information received from our members at boat shows.

The year that is ending is no exception to the rule. In all of the regions, Auxiliarists have responded to requests for assistance and talked about water safety.

These efforts are now being duly recognized, with our membership receiving several honours in 2002, including the National Transportation Safety Week Award of Excellence, CASBAs (safe boating awards) and the National Search and Rescue Secretariat Certificate of Achievement.

In 2002, with the signing of a new Contribution Agreement, the publication of a new edition of our National Guidelines and the continuation of public activities such as our search and rescue competitions, the CCGA has continued to heighten its profile and its prestige. Implementation of our business plans and our communication and marketing programs is continuing, and increasingly closer ties are being forged with our colleagues in the United States Coast Guard Auxiliary.

The areas of volunteer involvement in the CCGA have never been so attractive and varied. Making use of highly diverse talents is necessary to continue our development. Mechanics, lawyers, managers, communicators—all are welcome to support our efforts.

My best wishes for the year that is ending and special wishes for a successful 2003 to all our partners and friends! As always it is a pleasure to serve you.

Harry Strong
Chief Executive Officer



Harry Strong, CEO of the CCGA.

Steve Daoust Receives Dual Honours

Steve Daoust, Superintendent of the Canadian Coast Guard Auxiliary, was awarded the Commissioner's Commendation and the CCGA Exemplary Service Medal at the CCGA Newfoundland Annual General Meeting on October 19, 2002.

Steve has been contributing to the success of the Canadian Coast Guard Search and Rescue Branch since 1978, and has been instrumental in the development and growth of the CCGA. He acts as a vital link between the CCG and CCGA, initiating and supporting many projects that supplement CCG programs through the recruitment, training and deployment of CCGA volunteers. He also played a central role in the signing of a Memorandum of Agreement between the United States Coast Guard Auxiliary and the Canadian Coast Guard Auxiliary in 1999.

Today, Steve juggles many responsibilities in his work with the CCGA. He collaborates closely with the Chief Executive Officer of the CCGA on matters such as Insurance Coverage, Uniform and Award Programs, Training Standards and Policy Development. He looks after the planning of all CCGA National Council Meetings and Strategic Policy Development Forums. He also ensures that volunteers receive proper recognition, preparing many nominations for Commendations by the CCG and the National Search and Rescue Secretariat.

Few individuals have had as much of a positive impact on Canadian Coast Guard programs as Steve, who is a truly deserving recipient of these two awards.

François Vézina
Business Manager, CCGA National



CCG Commissioner John Adams (left) presents Steve Daoust with the Commissioner's Commendation.



CCGA CEO Harry Strong (right) does likewise with the CCGA Exemplary Service Medal.

ISAR 2002 Partners



www.afras.org



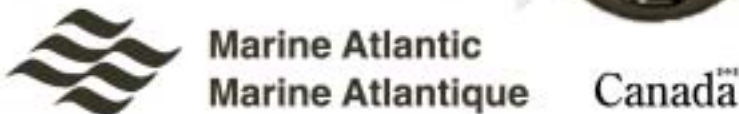
www.maritime-rescue-institute.org

Thanks to:

The Kare Foundation (On behalf of its USCG Auxiliary members Ashley Miller, Earl Miller and Jolyn Miller.)
Judd R. Herberger • Scottsdale, Arizona,
Juneau Park Paddleboats • National Past Commodores Association



weather.com



ISAR 2002 Competition

(continued from page 1)

While bragging rights were part of the fun, participants stressed that any rivalry between the Canadian and United States Coast Guard Auxiliaries is a friendly one. The real purpose of ISAR, they say, comes from the opportunity for Auxiliarists to interact with their peers and to help them improve their ability to assist those in need.

“Competition serves to keep us closer as a team,” said Canadian Coast Guard Commissioner John Adams. “We share the same waters on the east and west coasts, and here in the Great Lakes.”

“We do it to get better,” added Allan Saulnier of Nova Scotia. “You get to see different skills from different areas and see where your skills are weak.”

Next year, Canada will try to defend its title on home turf when ISAR 2003 comes to St. John’s, Newfoundland.

Brice Dare
CCG SAR Intern



The Auxiliarist

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



Awards

A Volunteer's Volunteer

Harry Strong Receives 2002 Award of Excellence

Harry Strong, Chief Executive Officer of the Canadian Coast Guard Auxiliary, was awarded the 2002 Award of Excellence during National Transportation Week (NTW), May 31-June 8, 2002. The NTW Committee presents the Award of Excellence annually to individuals who have made outstanding contributions in the field of transportation safety, sustainable development, education, policy or corporate involvement over the course of many years.

Mr. Strong received the award in recognition of his dedication and service to the CCGA. An Auxiliary member since 1979, and CCGA (National) CEO since 1992, he served previously in positions including President, 1st Vice President and Director of District Eight (CCGA Newfoundland). In 2002, he became the first Auxiliarist to be awarded the CCGA Exemplary Service Medal.



US Coast Guard Auxiliary Meritorious Award

Commodore Everette L. Tucker, Jr. received the United States Coast Guard Auxiliary (USCGA) Exceptional Meritorious Service Award at the USCGA National Conference in Orlando, Florida.

While serving as Immediate Past National Commodore, Auxiliary Director, International Affairs and Chair, Auxiliary Liaison Committee, Commodore Tucker participated in the planning and execution of ISAR 2001 and 2002 and is a very good friend of the CCGA. Congratulations Commodore Tucker!



Commodore Everette Tucker, Jr. (left) is presented his award by Rear Admiral David Belz, Assistant Commandant for Operations, United States Coast Guard.

CCGA Presents Awards

The Canadian Coast Guard Auxiliary Leadership Medal was awarded to Frank McLaughlin, President, CCGA Maritimes (right, with CCGA CEO Harry Strong) during the CCGA Maritimes Search and Rescue Skills Competition held in Cheticamp, NB on September 28, 2002.

Also at Cheticamp, Auxiliarist Eric Robicheau received the 2002 Director of Marine Programs Awards from Nancy McNeil, Director of Marine Programs, Canadian Coast Guard Maritimes.



CCGA Newfoundland Recognizes Volunteers

The Canadian Coast Guard Auxiliary awarded medals to eight of its volunteer rescuers from Newfoundland and Labrador.

The recipients were:

- Charles Roberts of St. John's, Administrative Excellence Medal;
- Aubrey Wells of Fortune, Operational Merit Medal;
- Arthur Pierce of Harbour Breton, Operational Merit Medal;
- Rodney Pierce of Harbour Breton, Operational Merit Medal;
- Wesley Snook Sr. of Harbour Breton, Operational Merit Medal;
- Winston Pitcher of Burin Bay Arm, Leadership Medal;
- Harry Strong of Old Perlican, Leadership Medal;
- Herbert Pittman of Englee, Exemplary Service Medal.

Medals were presented during an Awards Ceremony that concluded the Canadian Coast Guard Auxiliary annual Search and Rescue Skills Competition held in Burin on Saturday, October 19, 2002.

The Cormorant Takes Flight

Testing the Limits of the New SAR Helicopter

In April, the **Auxiliarist** compared the capabilities of the new SAR Cormorant Helicopters to those of the outdated SAR Labradors. In this follow-up, David Watson reviews the results of the Flight and Category Testing of the Cormorant, which was recently conducted at Canadian Forces Base (CFB) Comox.

Canada's new Search and Rescue Helicopter, the Cormorant, will have a profound effect, both on individuals in need of rescue and on those attempting to make the rescue. People in harm's way will have a much better chance of surviving their crisis, especially now that preparation for full-time search and rescue duties and "flight and category" testing of the new Cormorant have been completed.

Canadian Forces pilots recently conducted a variety of flight-tests on the Cormorants to assess their potential and limits. Maneuvers that have been routinely performed with the old Labrador helicopters were adapted for the



more capable and effective Cormorant, which passed the tests with flying colours. Even the larger rotor wash of the Cormorant may prove to be beneficial, as a skilled pilot can use this energy to maneuver a "dead in the water" vessel.

The practical expertise and experience provided by these search and rescue pilots and crews will help the crews of the Cormorant to mesh more easily with SAR volunteers like the CCGA, and to adapt better to the needs of people in peril and to the unique challenges created by Canada's geography and climate.

The new helicopters have already had a chance to prove their worth in real-life SAR situations. Captain Dean Stanton of CFB Comox reports that a recent training exercise was cut short by a request for emergency assistance from a cruise ship. The Cormorant successfully hoisted a stricken passenger off the deck of the huge cruise ship.

The Cormorant will be called into action on many such rescues in the future. The superlative abilities of the Cormorant helicopters and their crews will do much to aid Canadians in distress.

David Stuart Watson



Changes to EPIRB Regulations

New Requirements for Commercial Vessels

Beginning April 1, 2002, all commercial vessels (including fishing vessels) that are 8 metres or more in length and are making Home Trade Class I, Home Trade Class II or Foreign voyages must carry a 406MHz EPIRB. While this EPIRB may be float-free or manually activated, the carriage of a float-free EPIRB is recommended where practicable.

As of April 1, 2001, all commercial vessels (including fishing vessels) that are less than 20 metres (65 feet) but 15 gross tonnage or more, and are making Home Class I, Home Class II or Foreign voyages were required to fit a float-free EPIRB.

To be effective, EPIRBs must be registered in the National SAR Secretariat's 406 MHz beacon registry (telephone 1 800 727-9414 and facsimile 1 613 996-3746). EPIRBs purchased outside Canada must be reprogrammed with a Canadian EPIRB identity.

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Historic Tasking

Anatomy of a Record-setting SAR Mission

If a mariner gets into trouble in the Arctic, help can sometimes be a long time in coming. The Canadian Coast Guard Auxiliary Vessel *Newfoundland Tradition* would discover that fact in the course of completing one of the most grueling taskings in CCGA history.

“At the time, winds were already blowing southeast at 40 knots with 4.5 m seas, and conditions would only get worse.”

The story begins on August 21, 2001, when Iqaluit Marine Communications and Traffic Services (MCTS) received a call from the fishing vessel *Royal Mariner*. The vessel was stranded on Baffin Bay due to transmission failure, and with gale and storm force winds headed its way, the ship needed immediate assistance.

The closest government resource, CCGS *Pierre Radisson*, was over 1000 nautical miles away. Fortunately, the *Newfoundland Tradition*

responded to Iqaluit MCTS’ General Marine Broadcast and agreed to tow the *Royal Mariner* to Nuuk, Greenland, the nearest safe haven.

The *Newfoundland Tradition* needed a full day just to reach the *Royal Mariner*. The ship began the tow at a speed of 6 knots, with their estimated time of arrival (ETA) in Nuuk set at 04:00 on August 24.

At the time, winds were already blowing southeast at 40 knots with 4.5 m seas, and conditions would only get worse. The vessels had to battle heavy swell conditions for the next two and a half days. At one point, the foul weather caused the towline to part, creating a half-hour delay. Later, conditions became so poor that the *Newfoundland Tradition* had to reduce its tow speed to two knots, and then later, to one knot.

On August 25, the *Newfoundland Tradition* finally brought the *Royal Mariner* safely into Nuuk—almost a full day after their initial ETA. By the time the *Newfoundland Tradition* returned to pre-task, the duration of this incident had soared to 113 hours. The reimbursement paid to the *Newfoundland Tradition* for this tasking was likely the highest ever paid to a single CCGA vessel for participation in a maritime SAR incident.

Looking for the latest information on the Canadian Coast Guard Auxiliary?

Check out these Web sites:

CCGA National:

WWW.CCGA-GCAC.ORG

CCGA Maritimes:

WWW.CCGA-M.CA

CCGA Central & Arctic

WWW.CCGA-CA.COM

CCGA Pacific:

WWW.CCGA-PACIFIC.ORG

Carbon Monoxide Can Kill You

Boaters beware!

In the last year, the United States Coast Guard and the Canadian Coast Guard noted an alarming number of boating fatalities linked to carbon monoxide (CO) poisoning. These deaths are related to swimming or diving around platforms that are mounted on vessels or between the pontoons of houseboats, or from being in any other area where air circulation is poor and engine exhaust gases may accumulate.

The Office of Boating Safety (OBS) asks you to pay particular attention to the hazards of CO poisoning. Because CO is a toxic, odorless, tasteless and non-irritating gas, exposure to it can go unnoticed unless you have a detecting system or appliance to measure the CO concentration level in the air.

For this reason, OBS asks people to be aware of the hazards and take preventative measures to protect themselves and others. Boaters should use fuel-burning appliances under well-ventilated conditions. Cooking, heating or even leaving a motor on idle where there are enclosed spaces can result in a dangerous build-up of CO.

For more information on CO poisoning or to find all the boating safety information you will need for a safe and enjoyable time on the water, check the Canadian Coast Guard’s Office of Boating Safety Web site:

www.ccg-gcc.gc.ca/obs-bsn

Sylvie Bourgon
A/Chief Prevention Program
Office of Boating Safety, NCR

Symptoms of CO Poisoning

Level of Poisoning in Blood	Possible Symptoms
2-10 %	Shortness of breath Mild exertion Mild headaches Nausea
30 %	Vertigo Dizziness Mental confusion Severe headaches Nausea Fainting Tachycardia
50 % or more	Unconsciousness Coma Convulsions
70 % or more	Death

CCGA at SARSCENE 2002

Robert Petitpas Recognized for Dedication to Search and Rescue

On September 14th, Robert Petitpas, President of the Canadian Coast Guard Auxiliary (Quebec), was awarded a Certificate of Achievement in Halifax at SARSCENE, the annual search and rescue workshop sponsored by the National Search and Rescue Secretariat (NSS).

Mr. Petitpas, who lives in Sorel, Quebec, has spent his life dedicated to volunteer marine search and rescue and has worked closely with the CCGA, the Canadian Safe Boating Council, the St. Lawrence Waterway Committee, the Management Committee on the Pleasure Craft Operator's Card and the Canadian Power and Sail Squadron throughout his career.

NSS Executive Director Jean Murray said that "Mr. Petitpas should be commended for his tremendous efforts organizing the excellent and educational SAR demonstration cruise at SARSCENE 2000 in Laval, Quebec, and for his groundbreaking work planning the first ever international SAR skills competition, in Lachine, Quebec in 2000."

Ms. Monique Parent, who nominated Mr. Petitpas, commented that "Mr. Petitpas gives 100% of himself to his causes but still always has time to lend an ear to those in need, be they les Petits Frères des Pauvres or a zone director of the CCGA."

Mr. Petitpas was also awarded the 2001 Safe Boater of the Year award by the Canadian Safe Boating Council and a Medal for Leadership by the CCGA this year.



Robert Petitpas, recipient of the NSS' Certificate of Achievement.

Common Challenges for SAR Volunteers

Also at the SARSCENE 2002 Convention in Halifax, Harry Strong, Chief Executive Officer of the Canadian Coast Guard Auxiliary, made a joint presentation with John Davidson, President of the Civil Air Search and Rescue Association (CASARA).

Entitled “At Sea and in the Air: Common Challenges for SAR Volunteers,” the presentation focused on the vital role volunteer organizations play in the Search and Rescue world.

The CCGA and CASARA identified volunteer support, relationships with leading partners, public relations and funding as areas where the two organizations must excel, in order to remain leaders in maritime and aviation safety.



Harry Strong (right), CEO of CCGA National, with John Davidson, President of CASARA, at SARSCENE 2002.

EPIRB

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A list of EPIRBs approved for use in Canada is available on the Internet at:

<http://www.tc.gc.ca/MarineSafety/Ships-and-operations-standards/nav-saf-rad-com/gmdss-equipment.htm>

Other Requirements

- Float-free EPIRBs must not be fitted under ledges or structures that would impede their ability to float free.
- Both manually activated and float-free EPIRBs must be readily accessible so that in the event of an emergency, it is available for immediate use.
- EPIRBs must be tested, using the “TEST” button, by the operator every 6 months. This test must be recorded in the radio log.
- EPIRB battery packs and hydrostatic release units must be replaced per the manufacturer’s recommendations.

In Memoriam

It is with great sorrow that we report that Captain John Hanbidge passed away on October 29, 2002. Captain Hanbidge was a founding member of the Canadian Coast Guard Auxiliary and contributed an exceptional amount of time and expertise to the organisation.

“He was the founding president of CCGA Central and Arctic and founding Chairman of the CCGA National Council.”

For 23 years, Captain Hanbidge filled many roles with the CCGA. He was the founding president of CCGA Central and Arctic and founding Chairman of the CCGA National Council. He was Secretary of CCGA Central and Arctic and co-wrote many of the training manuals for the region. In addition, Captain Hanbidge wrote the first insurance summary for the CCGA Insurance Program. He also served as Director of CCGA District 1 for many years and participated in numerous rescues with the Pickering Auxiliary Rescue



Captain John Hanbidge (left), receiving his National Honourary CCGA Membership from CCGA CEO Harry Strong in 2001.

Unit (PARU), actively conducting courtesy examinations and recruiting members and vessels for CCGA Central and Arctic.

Captain Hanbidge was a recipient of the CCG Commissioner's Commendation and the Manager SAR's Certificate of Achievement for Volunteers. He was also awarded a national honorary membership in the Canadian Coast Guard Auxiliary. Both the Canadian Coast Guard and the Auxiliary have benefited from his invaluable dedication to maritime search and rescue in Canada. Captain Hanbidge will forever remain a member of "Team SAR" and "Team Coast Guard" and will be missed by many friends and colleagues.

Steve Daoust
Editor

CCG Crest Now Protected

Logo Registered

The Canadian Coast Guard crest is now an official trade-mark.

The action was undertaken to protect the integrity of the CCG crest. It is an important symbol of the authority that CCG has developed because of the hard work and dedicated service of its employees. Unfortunately, unauthorized use of the CCG crest by private organizations has led members of the public to believe that CCG had approved some products when it had not. In one incident, an organization used a logo that looked similar enough to the CCG crest to cause confusion.

Now that the crest is registered, no one will be allowed to adopt it or create anything closely resembling it without permission. Any individual wishing to use the crest will have to set up a licensing agreement or similar arrangement with the CCG.

The next step is to develop a policy on the ways the crest can be used. This policy will guide the decisions relating to future requests for the use of the crest. Along with the policy, licensing agreements will probably be negotiated for certain specific situations.

More information will be available on this subject in the near future.

Sophie Bouffard
Originally in *Echo*



What Does the CCG Crest Represent?

The CCG crest has been in use since 1962 when it was approved by the Queen. Oval in shape, the crest is divided vertically into a blue section symbolizing water, and a white section symbolizing ice.

On the white half there is a red maple leaf, the emblem of Canada. Two golden dolphins, one facing inward and the other outward, are displayed on the blue half. They are symbols of the CCG ships that operate on the coasts of Canada. The dolphin, long known as a friend to mariners, is considered to be an appropriate symbol for our organization, whose primary concern is ensuring safety in Canadian waters.

Because ropes are an important part of life at sea, the crest is enclosed within a rope frame tied at the base. To indicate that CCG ships are in the service of the Queen in right of Canada, the crest is topped by the Royal Crown.

Originally in *Echo*

Mailbox

CCGA Mailbox

Thank You for Acts of Kindness During Family Tragedy

On behalf of my family, I would like to extend a sincere “Thank you” to all employees of Coast Guard / Department of Fisheries and Oceans whose thoughts, prayers, support, visits, floral tributes and acts of kindness were conveyed to us during our recent family tragedy.

A special “Thank you” is extended to Search and Rescue, CCGS Jackman and Coast Guard Auxiliary Newfoundland for all their expertise and efforts in conducting the search and bringing our brothers home.

The sea was BJ’s (Brian) and Jewey’s (Julian) life. Too often, we underestimate the power of the sea and this is one time it showed us just how controlling and calculating it can be. In a

matter of minutes, she had the potential and power to break the links of our family chain and turn our lives around and change them forever. Fortunately, BJ and Jewey were wearing their lifejackets, which allowed rescuers to find their bodies.

Be assured that all your kind words, listening ears and acts of caring have left us with a feeling of comfort that has helped tremendously in alleviating the pain and sorrow this tragedy has brought us and that we as a family are struggling to live with and accept.

Again, a sincere thank you to one and all.

Fred Jarvis

CCGA Vessel Lends a Helping Hand

I am writing to say thank you for rescuing me and my family last Fall. I had gone out in a houseboat that I had just purchased, and I was not aware that the gas gauge did not work. I ran out of gasoline near Hamilton Island, close to Summerstown, Ontario.

Luckily, I was able to reach the Coast Guard by radio. In a matter of minutes, one of your members, Roger Lalonde, came to our rescue and towed us back to Adam’s Marina in Snye, Quebec. Even though it was a cold day and a very cold ride for him, he was very pleasant and capable. He would not take any money.

We appreciate what the CCGA did for us and have been telling everyone we encounter what a great service you are providing. Roger Lalonde should be commended.

Bonnie T. Davey

SAR Competition an Eye-Opening Experience

Thanks for inviting me to the [Newfoundland region's] SAR competition. I had a great weekend!! The competition was a very enjoyable learning experience. I've attended many seminars and training courses with other organizations and I can truly say that this past weekend was one of the best.

I can't recall when I had so much fun while learning new things. The competition made me aware of just how unfamiliar I am with some of the equipment. I also realized my need for training in areas such as organising a search, and on the information we should be calling in or filling in on the reports.

I did and saw many things for the first time in my life on Saturday. Many of these things were probably taken for granted by most of the competitors because they see or use them on a regular basis. But until Saturday, I never had the opportunity to get a good close look at a cold water immersion suit, let alone wear one, swim in it and try climbing into a life raft in it. By the way, I think that was one of the best events.

Thanks again. It was a great weekend. If you ever need someone to fill in again, have training courses or need some help in organising or setting up for similar events, give me a call. I'll be only too glad to take part.

Lloyd Pretty

CCGA's National Guidelines Published

A new edition of the National Guidelines of the Canadian Coast Guard Auxiliary has been published and distributed to all members of the CCGA. The 178-page document includes all major policies and programs including the National Guidelines, Bylaws, Award Program, Insurance Summary, Uniform Guidelines and Memorandum of Agreement with the United States Coast Guard Auxiliary.



Burin, Nfld, site of CCGA Newfoundland's skills competition, which was held on October 12, 2002.

CCGA Pacific Launches Kids Don't Float Program

This past summer, Canadian Coast Guard Auxiliary Pacific members launched a marine safety program named “Kids Don’t Float”, which loans personal flotation devices (PFDs) to children free of charge. Six units took part in the pilot program, with each unit displaying a Kids Don’t Float station in areas with high marine traffic. Each station consists of a display sign that reinforces the CCGA-P boating safety message, as well as a number of child-sized PFDs.

The Kids Don’t Float program began in 1996 in Homer, Alaska, as a response to the high number of drowning deaths in the state. While the program was designed to educate the public about water safety, its primary purpose was to reduce the number of water fatalities. Displays that held children’s PFDs were built at lakesides and harbours with high water traffic, so that any child involved in water activities would have access to floatation gear.

The success of the display in Homer prompted the development of other stations in Alaska,

and within a few short years, the program was put in place state-wide. There are currently over 250 PFD loaner stations throughout Alaska and over 115 communities participating in the project throughout the state.

The Kids Don’t Float program has two main goals: to provide loaner floatation devices to kids at strategic locations, and to educate people who care for children, such as parents, teachers and older siblings. The CCGA-P is currently in the developmental stages of the program, and units involved in the pilot project have launched PFD loaner stations in Port Alberni, Cultus Lake, the Okanagan, Prince Rupert, Kitimat, and the Queen Charlottes. The program will be officially launched in the summer of 2004, with a number of new units participating.

Children’s PFDs were generously donated for this project by Buoy-O-Boy Marine Safety Wear.

Originally in Dolphin

PFD Loaner Station

Kids Don't Float!

Remember, if you're playing in or near the water, always wear a PFD.

PFD Dolphin wants kids to stay safe in the water. If you need a PFD, borrow one here! Please return it when you're through for other kids to use.
Parents, please make sure that the PFD fits your child — read the sizing instructions on the inside of the PFD.

This Kids Personal Flotation Device Loaner Station is brought to you by...

The Canadian Coast Guard Auxiliary Pacific Region Volunteers in partnership with Buoy-O-Boy Marine Safety Wear

Support the Canadian Coast Guard Auxiliary

When Someone's in Trouble, We're Never Far Away!

Last year, volunteers of the Canadian Coast Guard Auxiliary (CCGA) saved over 200 mariners in distress. Auxiliary members were tasked over 2,000 times to provide assistance: That's 25% of all maritime Search and Rescue missions conducted in Canada. For various reasons, pleasure boaters and fishermen got into trouble that they couldn't get out of - without the aid of a Coast Guard Auxiliary crew.

Volunteers of the CCGA work from 1,500 units located on Canada's coasts and main waterways, and they're ready to drop everything to rescue anybody who's in trouble, at any time, 365 days a year.

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

As a regular water user, you never know when you might need the assistance of a Coast Guard Auxiliary crew - dedicated professionals who are always on call. If the worst should happen,

Check our online Store at: www.ccg-gcac.org



Purchase our Calendar

your contribution will help ensure they'll be there.

You can help the CCGA save more lives. Purchase our Calendar, or join as an Associate Member by making 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".



Volunteers Saving Lives on the Water

Registered Charity: N° 87029 8494 RR 0001

E-Mail: vezinaf@dfo-mpo.gc.ca

Canadian Coast Guard Auxiliary Associate Membership & Donor Form

CCGA SEARCH & RESCUE CALENDAR

I wish to purchase:

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I wish to make a contribution to the CCGA

I have included my annual contribution for the membership status indicated below:

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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 :	Your free gift:		✓
Associate Member	(Certificate)	\$750	<input type="checkbox"/>
Benefactor Member	(Plaque)	\$2000	<input type="checkbox"/>

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 200 Kent St. 5th Floor, Ottawa, Ontario, K1A 0E6

Recent SAR Competitions

Central and Arctic Region – August 10th

The C&A competition in Burlington, Ontario featured events such as (from left to right) first aid; on-water dead reckoning and search patterns; line toss; and dewatering pump operations.

Région du Centre et de l'Arctique – le 10 août

Le concours de la Région C et A, à Burlington (Ontario), comprenait des épreuves telles que : (dans le sens des aiguilles d'une montre, à partir du haut, à droite) les premiers soins; la navigation et les circuits de recherche; le lancer de la ligne d'attrape; l'opération d'une pompe.



Quebec Region – September 14th

In Valleyfield, Quebec, 16 teams tested their skills in events that included (from left to right) courtesy checks, SAR planning, first aid and pump operation.

Région du Québec – le 14 septembre

À Valleyfield (Québec), 16 équipes ont mis leurs aptitudes à l'épreuve relativement aux aspects suivants : (dans le sens des aiguilles d'une montre, à partir du haut, à droite) les inspections de courtoisie, la planification SAR, les premiers soins et l'opération d'une pompe.



Récentes compétitions SAR

Maritimes Region – September 28th

Torrential downpours brought on by Hurricane Isidore didn't dampen the mood too much for Auxiliarists in Cheticamp, New Brunswick. Events included (from left to right): SAR operations, line throwing, pump operation and first aid.

Région des Maritimes – le 28 septembre

Les pluies diluviennes causées par l'ouragan Isidore n'ont pas réussi à refroidir l'ardeur des auxiliaires, à Cheticamp, au Nouveau-Brunswick. Les épreuves comprenaient : (dans le sens des aiguilles d'une montre, à partir du haut, à droite) les opérations SAR, le lancer de la ligne d'attrape, l'opération d'une pompe et les premiers soins.



Newfoundland Region – October 12th

Conditions were considerably more temperate in Burin, Newfoundland. The competition featured (from left to right) line throwing, search and rescue exercises, pump operation and a mystery event.

Région de Terre-Neuve – le 12 octobre

Les conditions météorologiques étaient de beaucoup meilleures à Burin (Terre-Neuve). Les épreuves comprenaient : (dans le sens des aiguilles d'une montre, à partir du haut, à droite) le lancer de la ligne d'attrape, les exercices de recherche et de sauvetage, l'opération d'une pompe et une activités mystère.

