



Canadian Coast  
Guard Auxiliary

# The Auxiliarist

www.ccgga-gcac.org

## "Tusker 914 helicopter has gone down."

**D**uring a night-time search and rescue exercise at sea, off Canso, Nova Scotia, four volunteer members of the Canadian Coast Guard Auxiliary were suddenly put to a real test of their skills and determination.

When the Canadian Forces helicopter with which these volunteers were exercising, suddenly crashed into the sea alongside their boat, the fishing vessel *FOUR SISTERS* No.1, the crew applied all they had learned in the Auxiliary and more. The Canadian Coast Guard MCTS Officers in Sydney, immediately received a detailed mayday message as the Captain threaded his way through fog and a sea strewn in jet fuel-soaked wreckage toward the cries for help from the aircrew. By jury-rigging a hoist on their stern they brought the four survivors aboard, rendered first-aid and stayed on-scene searching until other boats and ships arrived to assist.

The *FOUR SISTERS* No.1 is a fourteen metre vessel which is part of the Canadian Coast Guard Auxiliary Maritimes fleet. She and her crew are based in Canso, Nova Scotia, a tiny three-hundred year-old fishing port from which the *FOUR SISTERS* No.1 sails most days



■ The crew of the CCGA Vessel *Four Sisters* was presented with the CCGA Operational Merit Medal by National Chair Malcolm Dunderdale after the Rescue Challenge in Shediac.

in search of crab, lobster, groundfish, tuna - or whatever will make a living for them.

Tusker 914 was a Canadian Forces Cormorant search and rescue helicopter of 413 Squadron, 14 Wing, Greenwood, Nova Scotia. The Forces proudly took possession of her and fourteen others four years ago. Sorting out occasional operational and mechanical difficulties, 413 Squadron continued to operate and regularly called on the Canadian Coast Guard and Canadian Coast Guard Auxiliary to participate in joint exercises to sharpen skills.

On the night of 12/13 July 2006, the *FOUR SISTERS* No.1, with two extra Auxiliary members aboard sailed out of Canso at nightfall to rendez-vous with Tusker 914

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for a practical exercise in the darkness of Chedabucto Bay. They were to practice receiving search and rescue technicians (SARTECHS), lowered from the aircraft while the pilots, flight engineers and SARTECHS practiced the risky work of approaching and hovering over a small boat, underway and bobbing almost invisibly directly beneath them in the darkness, then lowering a SARTECH from and hoisting back into the helicopter. After several passes overhead to check radio communi-

Canadian Coast Guard's Marine Communications and Traffic Services Centre with "MAYDAY MAYDAY This is Coast Guard Auxiliary vessel FOUR SISTERS No.1" he gave their exact position from the GPS readout glowing in the darkened wheelhouse and relayed "Tusker 914 helicopter has gone down."

Like a heavy quilt, suddenly thick fog blanketed what had been a clear night. The two crewmembers out on deck of the FOUR SISTERS No.1 strained to see more than a few metres ahead of them. The overpowering stench of highly-flammable jet fuel was all around. Out of the night came the cries for help from the survivors of Tusker 914.

Shaken, but professional and determined, the CCGA members steeled themselves for what they might find. A blue glow showed through the haze revealing an aircraft door, floating among the debris and yes, two injured airmen clinging for life. Nearby loomed the capsized wreck of Tusker 914. The cockpit was smashed off at impact and two more injured airmen clung beaten and bleeding to the shards of aluminum and wires.

The crew on deck, Addison Underwood and Kenny Snow, urged the survivors to swim over to the boat and climb the man-overboard ladder

which they always kept over the stern, but they hadn't the strength. They fired lines over the side calling to the airmen to grab on, but even a few minutes in the cold Atlantic waters had rendered their hands useless stumps.

Resourcefulness and ingenuity are the everyday tools of fishermen. As CCGA members they had learned of the effects and dangers of hypothermia and knew time was racing against them. In a matter of a few more minutes they had made a stop, similar to the type used by the helicopter crew, to wrap under the arms of the men floating on the door. They jury-rigged the strop to the survivors. Having used the same method to rescue countless victims themselves, the airmen crawled into the strop. Dripping in jet fuel, salt water and their own blood, the airmen were gingerly lowered one-by-one to the afterdeck of the FOUR SISTERS No.1.

The volunteers quickly went to work, settling the survivors on deck, wrapping them in their own sleeping bags and rendering first-aid. That left two frightened



■ *The crew of the CCGA Vessel Four Sisters was presented with a Commissioner's Commendation during a ceremony in Halifax.*

cations, bearings, procedure and to eyeball this vessel, which had never worked with a helicopter, the helicopter and boat set courses and speeds to intersect and begin the exercise. As Tusker 914 crawled up the wake of the FOUR SISTERS No.1 on the final approach, one of the Auxiliary members shouted above the din and the salt spray: "This is something we won't forget!" Prophetic words.

Suddenly the helicopter, about the size of an average city bus, hovering 12 metres above the stern of the fishing boat, veered aside, tilted, then dropped - crashing into the sea about 30 metres off, with a horrendous roaring boom, which could be heard in every home in Canso, though it was now 12:30 at night. The boat, still making way immediately turned hard over under the hand of Captain Fred Munroe. Billy Bond, the visiting skipper from the Auxiliary vessel MELISSA AND PAPA II, was in the wheelhouse with Fred. Instinctively he switched from the government calling radio channel 19, down to the emergency VHF channel 16 and called the

cockpit crew still clinging to the capsized wreck and unable to swim the gap to safety and the Auxiliary boat. Carefully Captain Munroe brought his vessel around until the boat's quarter was hard against the tail rotor, mangled and bobbing in the waves. Again, the strop and the hoist were used to recover two more survivors, including one with a badly fractured arm. Once aboard, they too were swathed in sleeping bags and given first-aid. Still in the darkness and fog could be heard cries for help but no-one was to be seen.



■ *The wreckage of the Cormorant helicopter is lifted on board of a Coast Guard Ship.*

Soon, other boats began arriving - alerted by Billy Bond's quick thinking daughter, Karen. Alerted by her dad via cell phone, she had started on her own call-out and eight more boats of the Canso fishing fleet roared out into the fog. Once they were on-scene, the FOUR SISTERS No.1 carefully threaded her way back into Canso. By now, still in the middle of the night, it seemed most of Canso was up and busy helping. An Emergency Health Services ambulance waited on the dock. Their paramedics evacuated the casualties. The fire hall was open and the Ladies' Auxiliary had coffee and sandwiches ready, the Canso Emergency Management Organization and RCMP co-ordinated and saw to safety and readied to receive potential casualties.

Uneasy at the thought of three airmen still missing, the FOUR SISTERS No.1 sailed again. At the crash scene, the CCGC BICKERTON was acting as On-Scene Co-ordinator. The search continued until it was determined that the three airmen had died and their remains were recovered. Only then did the Canadian Coast Guard Auxiliary members return to base. ⚓

# The Auxiliarist

www.ccg-gcac.org

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ISAR 2006:

# The Championship goes to Team

Excerpt from coverage by Mel Borofsky, Editor of SITREP, the USCG Auxiliary e-zine available at: <http://teamcoastguard.org/>

**T**he Elizabeth River and the City of Portsmouth welcomed the organizers, competitors and “cheer leading” contingencies of ISAR 2006. Auxiliarists from the United States and Canada once again met to exhibit their skills and share once again, the great bond of friendship and fellowship that exists between these two great organizations.

An event of this magnitude requires many talents and a tremendous amount of dedication. A successful event as complex an undertaking as ISAR requires that dedication. The efforts expended by the members of the Auxiliary’s ISAR Committee are a shining example of this skill and dedication.

This ISAR Committee, working together as a team, planned an event that drew the interest of the local public, as never before.

Planned during the event were a parade, a proclamation, a silent drill team, a book signing and many more attractions, too numerous to mention. “This is the culmination of eighteen months of work, by many people,” said Jennifer Fletcher, the media specialist of the ISAR Committee.

“There will be local TV, radio and newspaper presence at the competitions,” she said. “If you walk down High Street (a major street in Portsmouth) you will see ISAR signs in every store window.”

## Thursday, October 26

The day before ISAR is traditionally the day to attend briefings, settle in to hotel rooms and see friends and acquaintances once again. Some of the reunions have spanned many years and the hugs and shakes were plentiful.

The briefings were staggered throughout the day. Each one kicked off with a safety brief from the ISAR Chief Safety Officer USCG Auxiliarist Bill Herman. “As I look about this room I notice that all of you have all of your ‘body parts,’ let’s keep it that way over the entire weekend,” said Bill.



■ *Malcolm Dunderdale wished good luck to all participants at the opening ceremony of ISAR 2006.*

Brief descriptions of the competitions and questions and answers followed the safety briefing. Led by Chief Warrant Office Steve Cabral, USCG, the Chief of the Competition Events, the briefings were performed in both English and French for the benefit of the Canadian Auxiliarists.

## Friday, October 27

The cloudy sky could not dim the bright colors of the US Navy Fleet Band and 1776 Color Guard. The bright National flags of the United States and Canada blended beautifully with flags of the State of Virginia and the ISAR banner. Their vivid colors provided a patriotic backdrop for the proceedings.

Following the playing of the two national anthems and opening prayer, ISAR

Chairman, Commodore Jim Anderson, welcomed the team members, judges and observers.

Rear Admiral Larry L. Hereth, Commander, Fifth Coast Guard District welcomed all to Portsmouth. In his remarks the Admiral praised the men and of both Auxiliaries for the service they provide to their neighbors and their nation. “You serve without applause or reward and often your actions are unknown except to your units and those you have aided,” he said.

Vice Mayor Marlene W. Randall read a proclamation signed by the Mayor of the City of Portsmouth, praising the deeds of the Auxiliaries and declaring October 27 and 28, 2006 International Search and Rescue Days in the city. “Your message of safety is dear to me,” she said. “Boat safely and boat sober,” said the Vice Mayor.

Honorary Chairman, Linda Greenlaw, read greetings from the President and Mrs. George Bush.

Director General, Maritime Services, Fisheries and Oceans, Canada, Mr. Yves Villemaire brought greeting from his countrymen and wished all of the teams good fortune in the competitions.

National Commodore, Gene Seibert and President and Chair of the National Board of Directors, Canadian Coast Guard Auxiliary, Mr. Malcolm Dunderdale each welcomed the teams and observers. Each jokingly jibed each other on who was go-

# Newfoundland and Labrador



■ *Linda Greenlaw, Honorary Chairperson of ISAR 2006.*



■ *The Newfoundland and Labrador Team won the ISAR 2006 Competition.*

ing to bring home the hardware this year. As always, the spirit of fellowship prevailed. *In conclusion, Commodore Anderson declared, "Let the games begin!"*

## Saturday, October 28

On Friday afternoon and on Saturday, the teams were hard at work going through the various ISAR events that included SAR Planning, SAREX, SAR Pump, Marlinspike, Heaving Line, Communication and Pipe Patching. Once the competitions were over, it was time to announce and present awards to the victors at the ISAR banquet. A member of the USCG Pipe Band led in the head table and was formally

"paid" by ISAR Vice Chairman PNA-CO Everette Tucker.

Following opening remarks by Commodore Gene Seibert, President of the Canadian Coast Guard Auxiliary, Mr. Malcolm Dunderdale presented special awards as follows:

### **Honorary Membership in the Canadian Coast Guard Auxiliary**

National Commodore Gene Seibert  
National Commodore (elect) Steve Budar

### **Canadian Coast Guard Auxiliary Leadership Medal**

National Commodore Gene Seibert  
Past National Commodore Everette Tucker

Following remarks by Vice Admiral Vivian Crea, USCG, PNACO Tucker "got to the meat of the evening."

## ISAR 2006 Awards

### **Search and Rescue Planning**

Canada- Quebec (Team 4)  
United States - District 5-SR (Team 11)

### **Search and Rescue Exercise (SAREX)**

Canada- Pacific (Team 5)  
United States- District 7 (Team 8)

### **Search and Rescue Pump**

Canada- Newfoundland & Labrador (Team 6)  
United States- District 7 (Team 8)

### **Heaving Line 1**

Canada- Newfoundland & Labrador (Team 6)  
United States- District 7 (Team 8)

### **Marlinspike**

Canada- Team Canada (Team 1)  
United States- District 5-SR (Team 11)

*More on next page 6...*

## ISAR 2006 Awards

### Heaving Line 2

Canada- Newfoundland & Labrador  
(Team 6)

United States- District 11-NR (Team 9)

### Mystery Event

Canada- Newfoundland & Labrador  
(Team 6)

United States- District 5-SR (Team 11)

## CAN-AM AWARDS

### Communications Verbal

First Place - Team 14

### Communications Written Test

First Place - Team 15

### Marlinspike

First Place - Team 14

### Heaving Line 2

First Place - Team 13

### Pipe Patching Team

First Place - Team 14

### Mystery Event 2

First Place - Team 14

## CHAMPION TEAMS

### Can-AM Events Champion

Can-Am Team 14

### Canadian Competition Champion

Newfoundland & Labrador (Team 6)

### United States Competition Champion

District 5-SR (Team 11)

### ISAR 2006 Grand Champion

Newfoundland & Labrador (Team 6)

The next ISAR will take  
place in Toronto on  
September 28-29, 2007. ⚓

# They will spend Christmas with their families

**W**e are about to turn the page on the year 2006. Before we do, and before we start looking ahead to 2007, let's take a look back at the past year.

The last 12 months have been busy, even hectic at times. We have been looking at how we manage the CCGA; how others are managing similar organizations. We've been talking to governance experts. We have consulted our members in all regions. We sat and discussed with our partners in the Coast Guard and Transport Canada. All of these steps have been taken because we want to implement a culture of excellence and best practices inside the Canadian Coast Guard Auxiliary.

Sometimes, from a management point of view, we are overwhelmed by all the steps that need to be taken. We want to do this right, so we consult and discuss. We ask our Board members to share their views, identify the problems and give their opinions on the solutions. At the end of the day, we put everything together and identify trends and directions where we should go to make the CCGA a better organization.

That's our job, not an easy one, but that is why we are elected to sit on the Board of Directors or elected as Unit Leader. We're hoping for successes in the various initiatives that are taken to make the Auxiliary a better organization. Some victories come quickly, other come after a longer period of time. We know improvement is at the horizon but sometimes the journey seems so long.

How do we keep course? How do we maintain moral and hope when the final destination seems to elude us?

One answer comes to mind: This past year, because our volunteer members were there when needed, over 200 mariners were saved. These mariners will



■ *Malcolm Dunderdale, President and Chair of the National Board of Directors.*

get to spend Christmas and the New Year with their families and friends. Without these rescues, Christmas would be a time to mourn rather than a time to celebrate for these families. This is the rewarding part: children today still have their fathers or mothers because a volunteer was able to bring them back home safely.

For us, that's all the reward we need in order to try and make the CCGA better and to save no less than 100% of the lives at risk.

On behalf of our National Board of Directors, please accept my best wishes for a safe and happy holiday period and a prosperous year in 2007. ⚓

*Malcolm Dunderdale*

**Malcolm Dunderdale**  
President and Chair of the National Board of Directors

## CCGA Governance Review:

# A Progress Report



■ *Members of the CCGA National Board held meetings in Toronto, Montreal and Ottawa to discuss new governance policies for the CCGA.*

**The Governance study undertaken in 2006 by the Institute on Governance has led to a number of recommendations being adopted by the Canadian Coast Guard Auxiliary. In addition, several initiatives have been launched in order to develop policies and directives to improve the way the CCGA National Board conducts business.**

**Some of the recommendations agreed to by the National Board are:**

- National Council is renamed National Board
- CEO Position is renamed National Chair and accorded a vote. The Na-

tional Chair will have a two-year term of office, renewable for one additional term of up to two years.

**Some of the policies being developed include:**

- Development of a code of conduct & conflict of interest
- Development of an orientation program for new Board members
- Development of a communication policy

**The Board also agreed to set up committees to address several important issues:**

- Creation of a task force on Fundraising
  - Access to markets
  - Revenue Distribution
- Creation of a task force on CCGA vision and identity

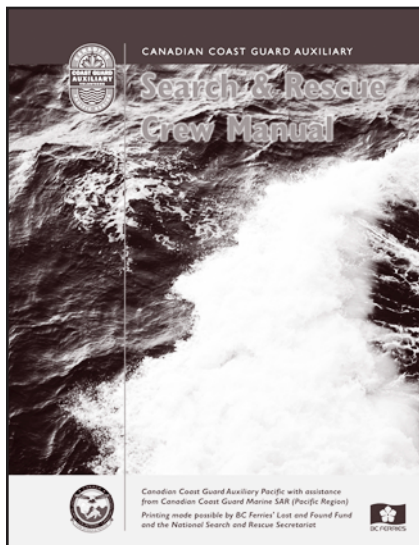
The Institute on Governance has also proposed the development of new governance policies to cover the following topics:

- Travel
- Funding Allocations
- Board Development
- Dispute Resolution
- Performance Assessment and Reporting

Finally, in order to favour exchanges and better communication between the CCGA regions and the National Office, the National Board has agreed to implement the following measures:

- Business Managers to meet annually to share best practices
- Strategic Planning Meeting held annually

The review process will continue in 2007 to allow the President in each region to consult with their Board. ⚓



## SAR Crew Manual Sent to CCGA Members

The second edition of the SAR Crew Manual developed by the volunteers of CCGA Pacific has been translated and is being distributed to all members of the CCGA (outside the Pacific region where it has already been distributed). The manual is being mailed along with this issue of The Auxiliarist for all members in the Central & Arctic, Quebec, Maritimes and Newfoundland regions.

The translation and printing of this second edition was made possible with funding from the SAR New Initiatives Fund (National Search and Rescue Secretariat). The manual is a welcomed addition to complete the training programs offered to all auxiliarists across Canada. ⚓

Tribute to a Man of Vision:

# Canadian Coast Guard Auxiliary Past National President Mr. Robert Petitpas 1935-2006

**Mr. Robert Petitpas, a man who is one of our own, possessed a sense of leadership and vision of the world of navigation that have left their mark on the CCGA and have given it direction. His exemplary dedication to and involvement in the cause that he had adopted—search and rescue services provided by volunteer maritime rescuers—was apparent to all.**

Robert came from a family of mariners and was himself an avid navigator. In February 1981, he joined the CCGA and became the founding commander of the 22nd Rescue Unit in Sorel. In 1983, Robert sat on the CCGA (Québec) board of directors as Prevention Vice-President. In 1987, he was diagnosed with untreatable cancer and told that he had two months to live. Despite this formidable challenge, he continued to pursue his volunteer work. Robert won his battle against the disease and retired in 1990. He then decided to go on a one-year cruise, with his wife Claudette, on board their 36-foot vessel, the *Petit-Pas III*. In 1991, Robert joined Claudette in publishing *Le Dauphin* (CCGA-Québec), which has since become a quarterly publication of some 50 pages. It is the primary source of information and communication for the CCGA family.

In 1993, he became President of the CCGA (Québec), a position he held until 2004. During that time, membership in the Québec Region went from 440 in 1993 to 654 in 2005, thanks to his contagious enthusiasm.

Sarscene 2000, the largest SAR conference in Canada, was held in Laval (Québec). Robert had organized a five-hour SAR exercise for it—the most extensive demonstration of its kind ever made in Québec. On the second day of the conference, a first-ever SAR competition (ISAR 2000) was held, which he had organized with the United States Coast Guard Auxiliary. The main objective of the event, which is now held annually, is to enable Auxiliarists to perfect their training in



■ *Robert Petitpas and his wife Claudette attending the CCGA-Q.*



■ *National Chair Malcolm Dunderdale and President Louis Arsenault presented the Canadian and CCGA flags to Claudette at the funeral.*

an atmosphere of friendly competition. The success of this activity is vibrant testimony to Robert's sense of vision and commitment to that vision.

Robert's patience, perseverance and negotiating skills also resulted in other accomplishments, including the transfer of the



## onal CEO



■ *The CCGA-C&A Honor Guard carries the casket at the funeral ceremony.*

former CCG building in Sorel (Québec) and several surplus rescue craft from the Canadian Coast Guard to the Coast Guard Auxiliary.

In August 2004, he became the Chief Executive Officer of the national organization, which has approximately 4,800 volunteer members across Canada. During his mandate, a tripartite memorandum of understanding between the CCG, Transport Canada's Marine Safety Directorate and the CCGA was signed.

During his time with the Auxiliary, Robert sat on many different committees and advisory boards, and participated in studies, projects and partnerships, devoting 40 to 50 volunteer hours a week to the CCGA, in addition to looking after, with Claudette, the Petits frères des pauvres. Need I say any more!

Recipient of a number of awards and recognitions between 1977 and 2004, on March 20, 2004, he was presented with the Commissioner's Commendation, the highest award attributed to volunteers by the Canadian Coast Guard.

The path taken by Robert is also the reflection of that taken by a couple who shared the same conviction and determination to save lives. Robert and Claudette made a real difference.

Mr. Robert Petitpas passed away on June 20, 2006. Let us pay tribute to this exceptional man who is one of our own! ⚓

**Louise Courtemanche**

Communications Director, CCGA (QC) Inc.

## Norm Lloyd 1931-2006



■ *Norm was presented with the CCGA Exemplary Service Medal in 2003.*

**Mr. Norm Lloyd, Past-President of the CCGA C&A passed away on November 20, 2006. Norm was awarded the CCGA Exemplary Service Medal in 2003.**

Norm served the Canadian Coast Guard Auxiliary for over 25 years as a unit owner, SAR instructor, Director and President of the C&A region.

He led the expansion of the region into the territory of Nunavut and contributed to the establishment of the Auxiliary in this area.

Norm also spent a lifetime in service to boating safety in Canada and due to his efforts, the Auxiliary was able to achieve its goals in saving lives across the region.

Norm's dedication, judgment and devotion to duty reflected the highest tradition of the Canadian Coast Guard Auxiliary.



## Charles Roberts 1937-2006



■ *Charlie was always involved in the CCGA-NL regional SAR competition.*

It is with great sadness we announce the sudden passing of Charles Roberts on November 15, 2006 at the age of 69 years. A fisherman for over 40 years, longtime member of the Canadian Coast Guard Auxiliary and President of the Fort Amherst Boat Basin Authority.



■ *Charlie was awarded the CCGA Administrative Excellence medal in 2002.*

In 2002, Charles was presented with the Canadian Coast Guard Auxiliary Administrative Excellence Medal for exceptional meritorious services to the CCGA Newfoundland.

As a member of the Auxiliary since 1986 and Secretary/Treasurer since 1991, he visited the CCGA (Newfoundland) office almost daily to verify and sign cheques for distribution to members involved in authorized activities. He always made himself available to see to business concerning the CCGA (Newfoundland) inc. ⚓

## The ISAR 2007 Organizing Committee at Work

The ISAR 2007 Organizing Committee is working hard at planning this important event which will be held in Toronto on September 28-29, 2007.

To keep yourself informed of the latest developments, consult the ISAR 2007 Web site at:

[www.internationalsar.com](http://www.internationalsar.com).



■ *The ISAR 2007 Organizing Committee: François Vézina, Carol Bond, Steve Daoust, Gary Endicott, Ferg Reid (seated), Rick Oldale, Mark Gagnon, Nancee Adams, Don Limoges, Dan Pellerin, Rodney Turcotte, Shannon Laird, Butch Dompierre and Dave Northmore.*



# Annual Review 2005

## Message of the Chief Executive Officer

Mr. George Da Pont  
Commissioner  
Canadian Coast Guard

Mr. Gerard McDonald  
Director General, Marine Safety  
Transport Canada

The Canadian Coast Guard Auxiliary is very proud to present you with its Annual Report of Activities for the year 2005.

This past year has kept the CCGA volunteers very busy with 1,649 taskings to 1,531 Search and Rescue incidents.

With 4,502 members and 1,295 vessels, the resources made available to the Canadian Coast Guard and Transport Canada are considerable and the contribution of our volunteers significant (over 167,221 volunteer hours in 2005).

We're also reporting a productive year with Safe Boating Activities. Auxiliarists attended 369 boat shows, exhibitions and displays in 2005. They also conducted 2,549 courtesy checks on pleasure craft. All five CCGA regions are learning to work with their new partner, Transport Canada, to develop an

efficient strategy and to continue delivering our Safe Boating Programs.

Our members took part in 1,108 training exercises, which permitted them to improve their skills. The results of these exercises translated into a strong performance at ISAR 2005 in Halifax, Nova Scotia, where Team Canada won the 6<sup>th</sup> annual competition.

As you know, the CCGA is currently conducting an important internal Governance Review Study. We are also involved in the process that is leading to the renewal of our Contribution Agreements that are due to expire in 2007.

On behalf of our 4,502 members, I would like to thank the Canadian Coast Guard and Transport Canada for their continued support.

Robert Petitpas, Chief Executive Officer  
Canadian Coast Guard Auxiliary (May 2006)



## Volunteers Saving Lives on the Water

# 2005 at a Glance

## January

CCGA Central & Arctic holds its Annual General Meeting in Mississauga. Jack Kruger is elected as President of the C & A region marking the end of Mr. John Levantis' term at the same position.

CCGA members and staff receive a United States Coast Guard Auxiliary Team Commendation for their involvement in ISAR 2004, in Portsmouth Virginia.

A brand new ISAR 2005 Web site goes on-line.

CCGA National signs a Memorandum of Agreement with Transport Canada.

## February

CCGA Pacific holds its Annual General Meeting in Richmond, BC. The region elects to move from a Management Board to a Governance Model for the future direction of CCGA-Pacific.

## March

CCGA Quebec holds its Annual General Meeting in Sorel. Louis Arsenault is officially elected as President of the Region.

## April

CCGA presented with "Partnership for the Future" proposal by the Canadian Coast Guard.

## May

CCGA Pacific hosts its regional SAR competition in Steveston, BC.

CCGA National joins the Canadian Safe Boating Council for the annual Safe Boating Campaign.

## July

A totally redesigned CCGA National Web site goes on-line.

## August

CCGA Central & Arctic hosts its regional SAR competition in Penetanguishene, ON.

CCGA Quebec hosts its regional SAR competition in Lévis.

Harry Strong, Past Chief Executive Officer of the Canadian Coast Guard Auxiliary, attends the International Lifeboat Federation's 2005 Intermediate Conference in Poole, England.

## September

CCGA NL hosts its regional SAR competition in L'Anse-au-Loup, Labrador.

A CCGA delegation attends the US Coast Guard Auxiliary National Conference (NACON) in Orlando, Florida.

## October

Team Canada captures first place at the 6th International Search and Rescue Competition in Halifax, Nova Scotia. The sponsorship efforts for the competition resulted in \$65,000 worth of in-kind and financial contributions.

A CCGA delegation attends the National Search and Rescue Secretariat's **SARSCENE 2005** conference held in Charlottetown, PEI. The CCGA is presented with a special recognition from the National Search and Rescue Secretariat.

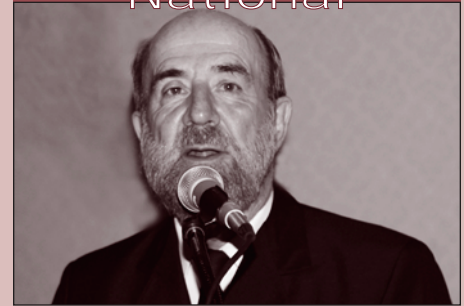
## November

Out of 1,369 entries, the Canadian Coast Guard Auxiliary (National) wins an International Communicator Award of Excellence for their series of radio Public Service Announcements.

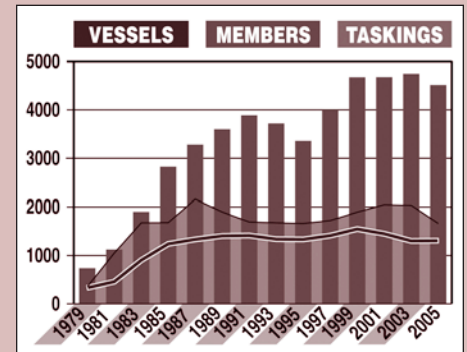
## December

Raiser's Edge is selected as fundraising Software for CCGA National Office. CCGA E-Commerce initiative launched.

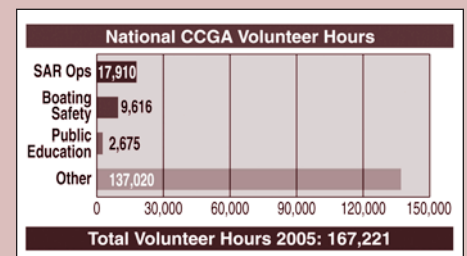
# CCGA National



**Robert Petitpas, CEO**



The CCGA National currently has 4,502 members and 1,295 enrolled vessels. In 2005, Auxiliary vessels were tasked 1,649 times to assist mariners involved in 1,531 SAR incidents.



Across Canada, Auxiliarists participated in 1,108 training exercises and 369 boat shows, exhibitions and displays. They also conducted 2,549 courtesy checks on pleasure craft.



The CCGA signed a Memorandum of agreement with Transport Canada on January 28th, 2005.