



Canadian Coast
Guard Auxiliary

The Auxiliarist

www.ccgga-gcac.org

Training our Members:

Balancing the Risks, the Costs and the Benefits

The last few weeks have been tough for the marine SAR community, especially in Newfoundland and especially for the Canadian Coast Guard Auxiliary.

While we were participating in the ISAR Competition in Toronto, we got word that a major SAR exercise (Ocean Guardian III) taking place in Newfoundland, had turned tragically into a real SAR case in which 23 ground SAR volunteers had to be taken to hospital for carbon monoxide poisoning. Although, the volunteers were later released, this is a stark reminder that SAR training has inherent risks, which have to be minimized while keeping value and realism to the exercise.

As it turns out, this was a sign of worst things to come. On November 4, while returning from a joint CCG-CCGA exercise, a CCGA Newfoundland & Labrador member, Mr. Dennis Chaulk was killed when his vessel, the Sea Urchin, capsized as it returned to port.

This was the first casualty of an auxiliary member while on tasking in almost 30 years for our organisation.

We have of course sent the family our deepest condolences and are making sure they are well taken care of.

We are also making sure that, if there are lessons to be learned, they will be properly identified. That is the mandate of the in-



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

vestigations being conducted by the Canadian Coast Guard, Transport Canada and the Transportation Safety Board.

Newfoundland is where we find some of our most experienced and talented sea mariners. The vast majority of our members in that province are commercial fishermen who have been fishing for years, sometimes in some of the toughest sea conditions imaginable.

Statistics show that commercial fishing is one of the most dangerous occupations in Canada. It is no surprise that our costliest incidents (both in terms of dollars and human lives) have taken place in that occupation.

This only shows that we cannot simply rely on our experience when tasked to a SAR case. The benefit and knowledge acquired from our training as CCGA members must kick in to minimize or even eliminate the factors that may contribute to an accident.

Accidents can and will happen while on taskings; they can and will happen during training. It is a risk that our members accept so that "others may live".

What we and our partners of the Canadian Coast Guard must ensure is that we get quality and realistic training while not putting anyone's safety at risk. It is a challenge we have to address every day.

Malcolm Dunderdale

Malcolm Dunderdale
President and Chair of the National Board of Directors

Inside...

ISAR 2007	p. 2-3
Canada Shipping Act	p. 5-7
Regional SAR Competitions.....	p. 8-10
Auxiliarist Dies after Training Exercise..	p. 12-13
SAR Management System	p. 15
Insurance FAQs	Special Insert





ISAR 2007 Concl on a High Note

The City of Toronto threw open her doors and offered a rousing welcome to the competitors of the International Search and Rescue (ISAR) Competitions of 2007.

Teams representing each of the Canadian and U.S. Auxiliary regions met once again to demonstrate their skills and share their knowledge of search and rescue tasks. Competition is always intense, yet, at the same time, respectful of the knowledge exhibited by other team members. ISAR provides the venue where these Auxiliarists can demonstrate the skills they have sharpened and honed in preparation for the event.

Months before ISAR, the Organizing Committee met, planned and critiqued the events that the competitors would be challenged with. Over 6,000 volunteer-hours went into the planning, preparation and hosting of the ISAR 2007.

Many behind the scenes personnel have worked diligently to make ISAR 2007 a success. The planners, plotters, transport and registration staff have spent many hours; all to make ISAR 2007 a wonderful event and to provide memories and friendships.

The International Search and Rescue (ISAR) competitions have been held on an annual basis since the year 2000. The event took place in several regions across Canada and the United States.

This year, the overall Champion is Team #10 Florida West Coast," said MC Canadian Auxiliarist Rodney Turcotte. "We did it," exclaimed National Commodore Steve Budar.

Amidst the rousing cheers of the hundreds in the Imperial Ball Room of the Royal York Hotel, the newly



■ The SAREX event of ISAR 2007 took place on Toronto's Waterfront.



■ A towing exercise was included in the competition.

udes

crowned champions accepted their trophy and just rewards. Team members Kevin McConn, Don Hoge, Jim Ryder and Max Garrison accepted congratulations from the dignitaries that included Rear Admiral John Crowley and Canadian Coast Guard Commissioner George DaPont.

Team Florida West Coast was also declared the USCG Auxiliary Champion.

Team Central and Arctic were declared the Canadian Coast Guard Auxiliary Winner, with team members Derek Cartier, Patricia Pearsall, Jim Snow and Neil MacDonald accepting their trophies.

CAN-AM Team #15 with team members Pierre Addy (from Team Quebec), Ralph Fairbanks (from Team Great Lakes) and Neil MacDonald (from Team Central and Arctic) picked up the trophies in that category. ⚓



■ The CCGA C&A Honour Guard took part in the Opening Ceremonies.



■ Bobbie welcomed the children to the competition.

The Auxiliarist

www.ccg-gcac.org

Is published for members and friends of the Canadian Coast Guard Auxiliary.

News items and photographs should be sent to:

François Vézina, Editor
The Auxiliarist

47 Riverview Street, Gatineau, Quebec, J9H 4S7

Tel. & Fax - Toll free: 1 (866) MAYDAY2 (629-3292)

E-mail: vezinaf@videotron.ca
vezinaf@ccga-gcac.ca

Opinions expressed are those of the authors and may not always represent official CCGA policy.

The Auxiliarist is an excellent way to reach 5,000 CCGA members and 900 marinas across Canada.

Advertising material can be submitted on a CD-ROM, Zip disc, 3.5 Floppy Disc or via e-mail. Files must include related fonts and graphics and be coded in CMYK mode (colour ads).

Advertising inquiries should be sent to:

François Vézina,
National Business Manager

Canadian Coast Guard Auxiliary

47 Riverview Street, Gatineau, Quebec, J9H 4S7

Tel. & Fax - Toll free: 1 (866) MAYDAY2 (629-3292)

E-mail: vezinaf@videotron.ca
vezinaf@ccga-gcac.ca

or visit www.ccg-gcac.org for more details.

The Canadian Coast Guard Auxiliary is a Registered Charity (No. 87029 8494 RR0001). All advertisement must comply with the CCGA National Fundraising Policy. Revenues generated by this program are directed to the CCGA Volunteer Search and Rescue and Safe Boating Programs.

Merry Christmas and Happy New Year!

On behalf of the CCGA National Board of Directors, I'd like to take this opportunity to wish all the best to our members and their families, to our partners and friends and to the CCGA staff members across the country.

Christmas is and has always been an extraordinary time for sharing and giving. It is also a time for peace, love and goodwill among human kind. It is the season for celebration and for renewal. It is a time for us to forget the things that have divided us during the course of the year and to celebrate the things that binds us together as a community and people.



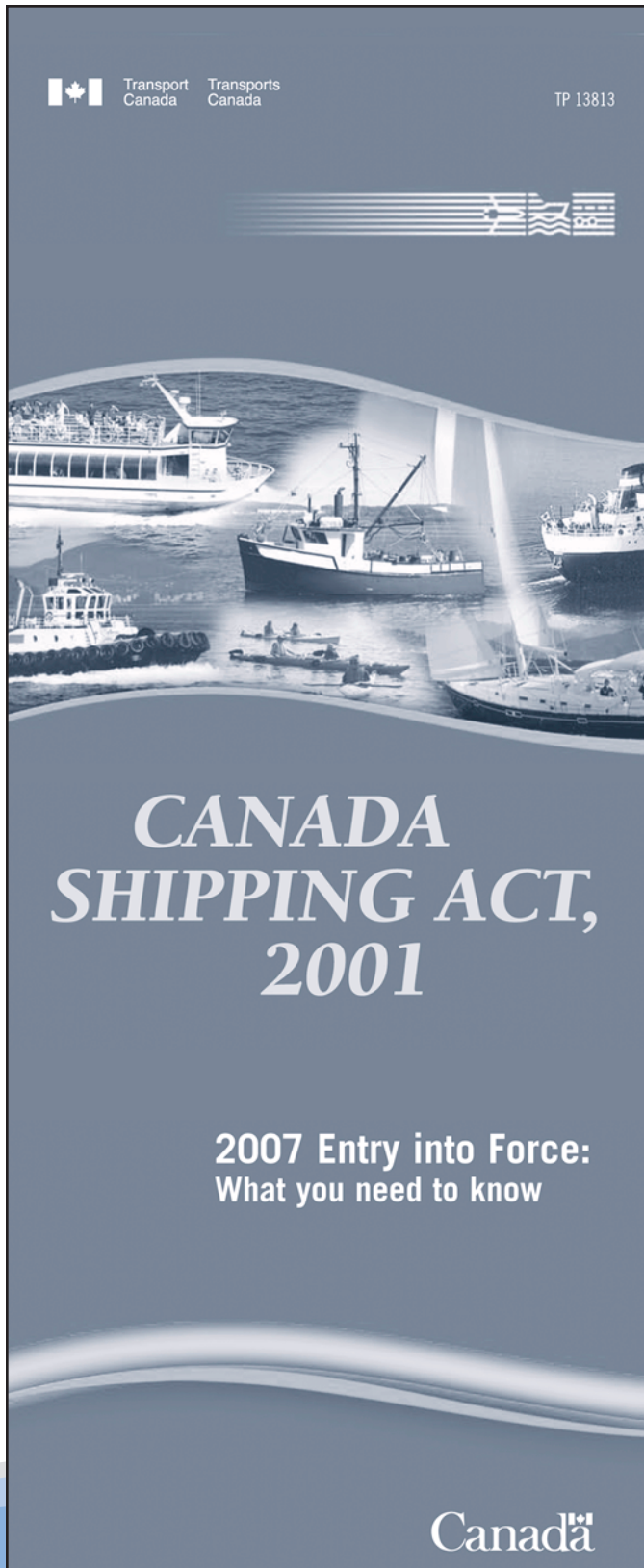
May this holiday season come to represent an oasis of warmth. Let it be a time for hope and renewed promise, of joyful expectation for young and old alike, a time for the giving and receiving of gifts, especially the greatest gifts of love and friendship.

Malcolm Dunderdale

Malcolm Dunderdale

President and Chair of the National Board of Directors
Canadian Coast Guard Auxiliary

The Canada Shipping Act, 2001



What is the Canada Shipping Act, 2001?

The new *Canada Shipping Act, 2001 (CSA 2001)* replaces the *Canada Shipping Act* as the principal legislation governing safety in marine transportation and recreational boating, as well as protection of the marine environment.

It applies to Canadian vessels operating in all waters and to foreign vessels operating in Canadian waters (i.e. all vessels from canoes and kayaks to cruise ships and tankers).

The *CSA 2001* promotes the sustainable growth of the shipping industry without compromising safety, and is responsive to the needs of Canadians in a global economy. It is the result of extensive consultations with a wide range of marine stakeholders over recent years.

What's new about the Canada Shipping Act, 2001?

The *CSA 2001* is less prescriptive and more performance-based.

Key Changes:

- Enhances safety and provides better protection for the marine environment
- Shifts from an inspection-based regime to a compliance based regime
- Introduces a new method of enforcement with the introduction of Administrative Monetary Penalties (AMPs)
- Replaces the Board of Steamship Inspection with the new Marine Technical Review Board
- Establishes a new set of voyage classifications

How will the CSA 2001 and its supporting regulations apply to six major vessel types?

Pleasure Craft



- All pleasure craft powered by 7.5 kilowatts (10 horsepower) motors or more are required to be licensed (As of April 2006, licensing is being handled by Service Canada.)
- It is no longer mandatory for pleasure craft over 15 gross tonnage to be registered
- Pleasure craft licences issued after the new regulations come into force will expire after 10 years. In addition, licence holders must report a change of name or address
- The Single Vessel Label Program will be discontinued and only the manufacturer's compliance notice program will be in effect
- Manufacturers continue to be held responsible for compliance notices for pleasure craft
- Stricter requirements for the boating safety test used to license operators of pleasure craft. This will be followed by the introduction of a new accreditation framework of private sector course providers who administer these tests on Transport Canada's behalf



Large Commercial Vessels

- Regulatory changes resulting from the *CSA 2001* do not significantly affect large commercial vessels because these vessels are usually covered by the requirements set out in international conventions
- Commercial vessels engaged in international voyages will continue to have their certificates verified prior to departure from a port in Canada
- Fire Safety Regulations to be modernized based on the latest safety standards and International Maritime Organization convention requirements. This includes new requirements for certain cargo vessels between 150 and 500 gross tonnage

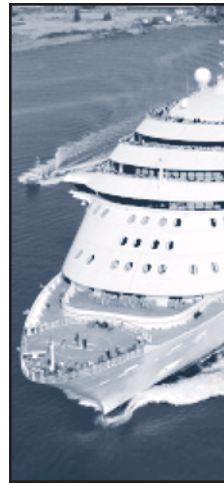


Small Commercial Vessels

- All small commercial vessels, including non-powered vessels and government vessels, are subject to mandatory registration
- The safety-critical components of the 2004 *Cons-*

truction Standards for Small Vessels apply to vessels less than 15 gross tonnage built before April 1, 2005

- New vessels, built after April 1, 2005 must meet the version of the construction standards that was in effect at the time of construction
- Builders of all commercial vessels will be responsible for certifying that their vessels meet construction standards by applying for, and attaching, a compliance notice (capacity or conformity label) to each vessel up to 15 gross tonnage
- Vessel operators must contact Transport Canada before a new vessel is placed into commercial service



Passenger Vessels

- Regulatory changes resulting from the *CSA 2001* do not significantly affect large passenger vessels because these vessels generally comply with requirements consistent with international conventions

The following changes apply to small passenger vessels:

- A small passenger vessel will now be required to report the number of passengers on board to a responsible person ashore prior to departure
- All vessels that do not carry life rafts must now make provisions to protect passengers from cold shock and hypothermia in the event of capsizing or swamping
- Changes listed under small commercial vessels also apply to small passenger vessels



Fishing Vessels

- New regulations pertaining to fishing vessel safety and construction will be developed when the *CSA 2001* comes into force.

What to Expect:

- New requirements for fishing vessels less than 24 metres to incorporate a risk-based approach for evaluation of stability, freeboard and load limits
- Requirements for lifesaving equipment to be based on risk (i.e. voyage classifications) rather than vessel length
- Requirements for fishing vessels over 24 metres to be harmonized with the Torremolinos International Convention for the Safety of Fishing Vessels



Tugs and Barges

- Lifesaving equipment requirements for small commercial vessels also apply to tugs
- Under the *CSA 2001*, barges over 15 gross tonnage, which were previously not inspected, will now be subject to inspection
- Tugs are expected to have separate construction standards developed after the *CSA 2001* comes into force

Other significant CSA 2001 Features

Registration/Licensing of Vessels

- All pleasure craft powered by 7.5 kilowatts (10 horsepower) motors or more are required to be licensed (As of April 2006, licensing is being handled by Service Canada.)
- It is no longer mandatory for pleasure craft over 15 gross tonnage to be registered, however pleasure craft may be voluntarily registered
- All non-pleasure craft, including all non-powered vessels, must be registered with Transport Canada
- A small vessel register has been established, which replaces the former vessel licensing system requirements for commercial vessels less than or equal to 15 gross tonnage
- Commercial vessels licensed under the *Canada Shipping Act* will automatically be transferred to the small vessel register
- The fee for a small commercial vessel registration is \$50, and registrations are valid for five years
- Owners of a fleet¹ of non-government commercial vessels will qualify for a \$50 flat fee

^{*1} A fleet consists of two or more vessels, five gross tonnage or less, with a common owner.

Administrative Monetary Penalties

- The *CSA 2001* creates a new enforcement tool to promote compliance: Administrative Monetary Penalties (AMPs)
- AMPs provide more flexibility since they use an administrative rather than a judicial means of enforcement
- An AMP can be appealed to the Transportation Appeal Tribunal of Canada (TATC)

Protection of the Marine Environment

The *CSA 2001* increases the maximum penalties for polluting and the powers available to Transport Canada Inspectors to deal with pollution issues.

The following three regulations will significantly help to protect the marine environment:

- Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals
- Ballast Water Control and Management Regulations
- Environmental Response Regulations

For more information

For more information about the *CSA 2001* and its regulations, please visit:

<http://www.cmac-ccmc.gc.ca>.

You may also contact your local Transport Canada Centre, or call toll free:

1-866-879-9902 or

1-613-998-7764 in the National Capital Region.

Source: Transport Canada
Canada Shipping Act, 2001
2007 Entry into Force:
What you should know

TP Number: TP 13813
ISBN / ISSN: 978-0-662-05115-2
Publication Date: 2007-09-01

Regional Search and Rescue Competitions:

Great Training Opportunity

Every year, auxiliarists gather in each region to put their skills to the test. The regional Search and Rescue Competitions are a golden opportunity to join realistic SAR scenarios in the real environment.

Here is a photo report about the competitions held in 2007.

CCGA Quebec:

The competition was held in Lachine on August 25.



■ The Search Planning Exercise requires every participant to work with his team mates to identify the best way to locate the target.



■ The on-the-water SAREX is closely monitored by the judges.



■ The SAR Pump exercise requires speed, coordination and teamwork.



■ It takes concentration, persistence and good focus to scan the horizon and spot a victim in the water.

nities...

CCGA Maritimes:

The competition was held in Magdalen Islands on September 15.



■ Radio communication procedures are evaluated during the SAREX.



■ Bobbie the safety boat is always there to make friends.



■ The evacuation drill is a fun to watch event.



■ A team of auxiliarists is on its way to the SAREX.

Regional Search and Rescue Competitions:

...Great Training Opportunities

CCGA Newfoundland:

The competition was held in Cornerbrook on October 13.



■ *The pump operation event puts CCGA members to the test: assembly, operation and disassembly - the fastest team wins.*



■ *Putting on a "Gumby" suit is harder than it looks.*



■ *Using a dummy flare is part of the evacuation drill.*



■ *A helicopter from Gander's 103 Search and Rescue Squadron joined the CCGA Competition and performed a hoisting exercise.*

CCGA Quebec Headquarters Named after the Late Robert Petitpas

A special ceremony was held in Sorel on August 24, 2007. Several members and dignitaries joined President Ted Smith to officially name the CCGA-Q building after the late Robert Petitpas.

A special plaque was unveiled and will be placed in front of the building.

Robert was a founding member of the CCGA Unit in Sorel and President of CCGA-Q from 1993 to 2004. He was elected CCGA National Chair in 2004.

Robert passed away on June 20, 2006. †



■ *Ted Smith, President, CCGA Quebec presents Claudette Petitpas with a reproduction of the plaque that will be placed in front of the headquarters in Sorel.*

New Location for the CCGA National Office

The CCGA National Office has been relocated to this new Address:



**Canadian Coast Guard Auxiliary
(National Inc.)**

47 Riverview
Gatineau, Québec
J9H 4S7

Mailing Address:

Canadian Coast Guard Auxiliary (National Inc.)
Post Office Box 2367, Station D
Ottawa, Ontario, K1P 5W5

Phone & Fax (Toll Free):
1-866-629-3292 (1-866-Mayday2)

Phone & Fax (Local Land Line): 1-819-557-0541
Cellular: 1-819-743-2920

E-Mail: vezinaf@videotron.ca or
vezinaf@ccga-gcac.ca

Auxiliarist Dies after Training Mishap

A member of the Auxiliary has died after sustaining serious injuries during a training accident off a national park in eastern Newfoundland.

Dennis Chaulk was injured on November 4 after his 12-metre longliner, the Sea Urchin, capsized near the wharf at Saltons, in Terra Nova National Park.

Mr. Chaulk died the next day after being treated in the intensive care unit at the Health Sciences Centre in St. John's.

Mr. Chaulk, who was caught underwater in netting before he could be rescued by a crewman from a Coast Guard fast-rescue craft, was transported to the Health Sciences Centre in St. John's.

The Transportation Safety Board has started an investigation into the incident.

Federal Fisheries Minister Loyola Hearn said Chaulk had earned the respect of colleagues during the years he volunteered on marine safety programs. "He



was a dedicated member of the Canadian Coast Guard Auxiliary who was always willing to assist in working to improve safety for all mariners," Hearn said in a statement. "We were truly fortunate to have such a dedicated individual as Mr. Chaulk offer his time and expertise. He will be deeply missed."

The Coast Guard and Transport Canada will also be conducting investigations into what happened. ⚓

Message from the Commissioner

Many of you are probably already aware of the death of Mr. Dennis Chaulk, a Canadian Coast Guard Auxiliarist who died after sustaining injuries following a training exercise in Clode Sound, Newfoundland and Labrador.

Mr. Chaulk was a valued and well-respected member of our Auxiliary family. He responded to search and rescue cases with great dedication and professionalism. It was in this capacity as a



dedicated volunteer that he lost his life. His presence and service to others will be strongly missed by all who had the privilege of knowing him.

On November 9, he was laid to rest. I know you join me in thinking of his family on this difficult moment. ⚓

**George Da Pont,
Commissioner
Canadian Coast Guard**

Letter from the President and National Chair of the CCGA

Ms. Jennie Chaulk
Charlottetown
Newfoundland and Labrador

Dear Jennie:

On behalf of the Canadian Coast Guard Auxiliary National Board of Directors, I'd like to convey our most sincere condolences. We are deeply saddened by your loss.

I'm sure that most will remember Dennis for his commitment to others. His volunteering with the CCGA leaves a timeless message for us to reach higher, stretch further and respect humanitarian values.

Just like Dennis, many members of the Auxiliary believe that if you can envision a safer livelihood at sea, then each of us can play our part to make it so.

When someone like Dennis joins others and becomes a volunteer to help his community, then we owe him for his dedication. He stands before us as an example of what is possible. Our debt to Dennis begins to be repaid when we remind our fellow volunteers, friends and co-workers that his example stands before each of us.

As you gather strength to deal with the days ahead, be comforted by the knowledge that Dennis' fellow members of the Canadian Coast Guard Auxiliary and the Canadian Coast Guard understand and appreciate his contribution.

Please extend our condolences to your entire family and know that you are in our prayers. My thoughts will be with you on this day.



Malcolm Dunderdale
President and Chair of the National Board of Directors
Canadian Coast Guard Auxiliary

In Memory of Dennis Chaulk

The Canadian Coast Guard Auxiliary in the Newfoundland and Labrador region and across Canada has lost a dedicated member who showed an exemplary service to his local community and to the SAR community as well.

The passing of Dennis Chaulk who was engaged in a joint exercise with the Canadian Coast Guard marks the first time in the nearly 30-year history of our organisation that a volunteer of our organisation has lost their life while on tasking.

On behalf of the CCGA-NL Board or Directors, I want to express our deepest condolences to the family. Many of us were very saddened by this terrible tragedy.

We can find some comfort in the fact that Dennis did not pass away in vain; he was the victim of an accident that occurred while he was training to assist and save others. There lies all the significance of volunteering for an organisation such as the CCGA.

Our members may not be involved every day in intense SAR missions. They are often involved in low profile activities such as training or basic operations. At the end of the day; however, our volunteers do what is expected from them and, in many cases, they go above and beyond the call of duty.

Dennis was such a member. Doing the small things that made him ready for the more challenging assignments.

We are proud to have members like Dennis as part of the Auxiliary.

To honour his memory, we can do one thing: Follow his example.



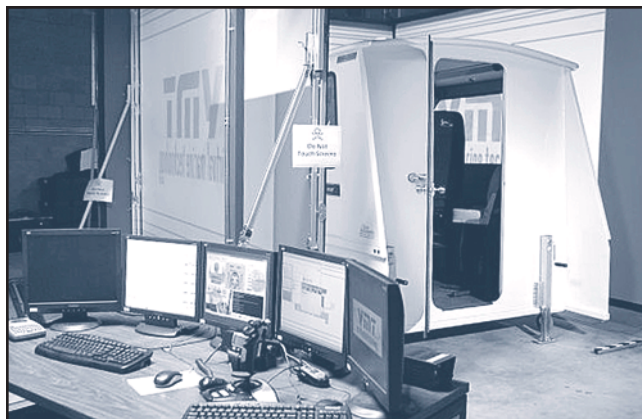
Winston Pitcher
President,
CCGA Newfoundland and Labrador

CCGA-Pacific Fast Rescue Craft Simulator

The wait is finally over for the Canadian Coast Guard Auxiliary - Pacific's fast rescue craft simulator (FRCsim), which was officially unveiled on October 18th, 2007 in Victoria BC at SARSCENE, Canada's annual search and rescue conference.

Work on the FRCsim began in 2005 as a partnership between the Canadian Coast Guard Auxiliary - Pacific and Memorial University in Newfoundland. The goal of the partnership was to create a training simulator for small search and rescue vessels capable of speeds up to 40 knots. There are over 50 such vessels currently in operation in the Pacific region crewed exclusively by the volunteers of the CCGA-P.

Recognizing the risks involved in navigating these vessels in all weather conditions, the CCGA-P looked to enhance their existing training program with something that would help crews learn the specialized skills associated with blind pilotage (navigating in thick fog for example).



A team consisting of Simulator Project Coordinator Thomas Kerr, CCGA-P volunteers, and a Canadian Coast Guard officer designed the requirements for what the team at Memorial University in Newfoundland was to create. The overall design represents a 'mock-up' of a real fast rescue craft (FRC) in every respect, enabling search and rescue (SAR) crews to train in and experience never before possible scenarios which, in real life, might otherwise put their lives at risk. Sample scenarios include navigating in thick fog with other vessels, navigating narrow channels, experiencing critical system failures or various vessel emergencies, and operating in demanding search and rescue scenarios; any of these they may some day be tasked to face for real.

After varied resources were pulled together for this project from grants and donations, the concept of the FRCsim began to take real shape into a prototype of what is now the first of its kind in the world. At Memorial University an instructor station was designed and linked to electronics inside of the FRCsim cabin, matching those of a real vessel. Through numerous trials, specific details were finalized all relating to how the operational FRCs in our local waters work and perform.

In October 2006 an initial factory acceptance test was completed by the CCGA-P team, followed by some improvements prior to the second factory acceptance test in February 2007. A final factory acceptance test was completed in September 2007, prior to the FRCsim being packaged and transported home to Victoria BC.

The CCGA-P and Memorial teams jointly completed a final re-check of all components of the simulator after its transport to its new location. This site acceptance test demonstrated that the FRCsim was truly complete and proved the project's success overall.

The FRCsim is a revolutionary evaluative navigation training tool. While many simulators exist for big ships, it is the only one specifically designed to train crews in safe and effective navigation of FRCs. The CCGA-P has created a full four day navigation and blind pilotage course for its SAR volunteers in the FRCsim. Prior to attending the course members complete an on-line prerequisite package of home training including a new web-based simulator called NETsim.

The crew inside the FRCsim has the standard equipment used on their own vessels including two marine radios, radar, GPS, chart plotter, charts, and the computer projection environment that can be set for any condition of sun, cloud, rain, snow, and day/night scale. Surround sound adds a realistic accompaniment to the simulations while inside the FRCsim.

Simulations may include a variety of events including vessel (targets) with preset and variable speeds and routes in any number of locations. The instructor station is located outside of the FRCsim. It provides complete control of the simulation environment and includes redesigned and multi-use scenarios, a marine radio, a birds-eye view, tracking system, video monitoring of the simulator crew, and much more.

The FRCsim is designed to help evaluate the competency of the SAR crews in the CCGA-P at a regional level and to provide a new and higher level of training.

Members of the CCGA-P may take this four day course after completing the Rigid Hull Inflatable Operators Training course and the on-line SAR Learning System Workbook 1.

Initially all existing coxswains working to certify at the advanced crew level will be given priority placement. Courses are tentatively scheduled to begin in 2008.

A virtual tour of the FRCsim and an introductory video are available now at: <http://www.smallvesselsimulation.com>

Kellei Baker, Simulator Team Member ⚓

SAR Management System to be Implemented in Quebec and Central & Arctic Regions

After its initial implementation in the CCGA Pacific region, the SMS (SAR Management System) will be gradually introduced in the Quebec and Central and Arctic regions. To find out more about the SMS, read the following press release:

After a year of research and development Sechelt BC based web development firm PawPrint.net is pleased to announce the launch of innovative web-based *marine search and rescue (SAR) management software*. Initially developed for the Canadian Coast Guard Auxiliary - Pacific (CCGA-P) this extensive tracking tool will change the face of marine SAR on the Pacific Coast of Canada.

Until now, the rescue volunteers of the CCGA-P had to complete a paper form after every SAR mission and training exercise. This form would then be faxed to various individuals to complete the required authorization and sign-off process. The new web-based system allows SAR crews to complete the form on-line and all authorizations are completed via digital signatures within the system. Everything is stored in the central database and a myriad of never-before possible reports can be produced on-demand at both the individual, unit, and region-wide levels. The new system combines individual logs, training records, membership records, request forms, and expense claims into a single web accessible system that is highly scalable. In the case of the CCGA-P it will replace over 12 distinct systems and processes.

The SAR Management System was officially placed into production for the CCGA-P during their AGM in Vancouver on February 25th 2006 after 3 months of beta testing by members across the region. The launch was received with rave reviews from everyone present. “[It] brings a new dimension to our organization in allowing us to track and record data in a centralized system” said Stan Warlow, Executive Officer of CCGA-P.

Members of the United States Coast Guard Auxiliary (USCGA), Canadian Coast Guard (CCG), BC Provincial Emergency Program (BCPEP), and other emergency response groups have already expressed interest in the system. “We have 3 different systems that attempt to do what some of this one does - but they don’t work very well” said a representative of the USCGA at the CCGA-P AGM. “I wish we had something like this!”

In addition to speeding along the overall workflow the software communicates with the Joint Rescue Coordination Centre (JRCC), the group that oversees all marine and air SAR,

to correlate tracking of missions between the CCGA and JRCC as well as providing JRCC with up-to-date information about CCGA resources. The design of the system was spearheaded by PawPrint.net president Scott Baker, a volunteer coxswain with the CCGA and a member of their regional Advanced Rescue Trainer Evaluator (ARTE) team.

“Without question, this is the most extensive system we have ever developed” said Baker, “When I first joined the CCGA-P the need for something like this was clear and I am thrilled to have been able to see this through. The positive impact it should have for search and rescue in our region is very exciting.”

The SAR Management System is a component module of PawPrint.net’s flagship eXtensible Database Environment (XDe) - a modular web development platform that provides a multitude of affordable and extensible modules to deliver all manner of functions. It currently encompasses over 35 modules including everything from web site content management and web-based tests to restaurant menu management and accommodations property management. For more information about the *SAR Management System* or other components of the XDe visit the PawPrint.net web site at <http://www.pawprint.net/>

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, 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

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

E-Mail: vezinaf@videotron.ca

Canadian Coast Guard Auxiliary Associate Membership & Donor Form

CCGA SEARCH & RESCUE CALENDAR 2008

I wish to purchase:

___ copy(ies) of the CCGA calendar at \$20 each.

I wish to make a contribution to the CCGA

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

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

Please send me information on:

The CCGA Planned Giving Program

Send me a donation receipt

© GRIZZLY Communications / 12-2007 / Memb. 02 / B&E N° 97386

TOTAL AMOUNT		\$
Please print.		Signature:
Name:		
Address:		
City:	Prov:	
Postal Code:	Phone: ()	
E-Mail:		
<input type="checkbox"/> American Express <input type="checkbox"/> Mastercard <input type="checkbox"/> Visa <input type="checkbox"/> Cheque <input type="checkbox"/> Postal money order		
CARD N°:	EXPIRY DATE:	
By cheque or postal money order, please make it payable to: > Canadian Coast Guard Auxiliary (National) Inc. > And please return this form with your payment to the: Canadian Coast Guard Auxiliary (National) Inc. P.O. Box 2367, Station D, Ottawa, Ontario K1P 5W5		