



MESSAGE FROM THE NATIONAL CHAIR

Colleagues and Friends:

It is with great pleasure that I get to write to the men and women across this country who give tirelessly their time and energy for the benefit of others. I have one overriding goal when I communicate with members of our respective organizations; to remind and re-confirm that what you do each day is vitally important in saving lives on the water. Whether it is training, being on call, performing maintenance, or even looking after administration, these activities all ensure that when the need does arise, a boat and crew will be ready to respond. I remind you of this as I also know that sometimes it can become overwhelming, burdensome, and not as engaging as we hoped. However, the one thing that seems to be the key in retaining good people despite all the challenges is making sure they feel the service they provide is important. As such, please note that the service you provide directly impacts peoples' lives. The person in the water for certain is impacted by your efforts but so too is their spouse, children, parents, siblings, friends, employees, and their community. For every person we help, you can be sure there is actually another 100 or more on shore who are thankful as well. For my message this year, I wanted to focus on updating you on a few of the more interesting happenings of recent.

World Maritime Rescue Congress - Bremerhaven, Germany

Last June I had the distinct pleasure of attending the World Maritime Rescue Congress in Bremerhaven, Germany on behalf of CCGA National.



RANDY STRANDT, NATIONAL CHAIR

One of the key agreements for attending was that I would bring back and share any knowledge or learning with the group. As such, you will note we have included in this edition a very brief summary of the sessions attended with key messages and learnings that our crews can take away. In terms of a general message, if I could just implore upon all that you are actually part of something much bigger than your local station or unit, more than a regional or even national organization. There is a very large community around the world of similar people doing very much the same thing we do in our waters. They have a wealth of knowledge to share and likewise, we now provide learning and knowledge to other countries.

Charlottetown, PEI

I would be remiss if I didn't say a quick thanks to our friends from the Maritimes region and in particular the many members who showed up at the last SARSCENE in Charlottetown.

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They were excellent and friendly hosts, ensuring we all had a good time even when the rain tried to dampen our spirits on the back deck of the boat during the harbour tour.

Fair Winds

At our last board meeting, we had the unusual occasion of saying 'fair winds' to not one but two of our national board members who were retiring from regional president duties. If I could just share a few words on each of them with you to recognize their respective contributions.

Winston Pitcher – President CCGA Newfoundland

To sum up the service of Winston in a short paragraph or two is impossible. He was President of CCGA Newfoundland for 26 years which is much longer than most of us have even been volunteers in our organizations. I joked with Winston that he would have done less time for murder and it might have been easier. This length of service alone says a lot about the character and perseverance of Winston. When I joined the National Board, I was a bit worried about this guy from Newfoundland who had been on the National Board for 20 years. What I realized very quickly is that despite his time and experience in the organization, he is one of the most humble, unassuming people I have met. With Winston it doesn't matter if you disagreed in a meeting, as soon as the meeting was done he would be the first person to sit beside you at dinner and say 'Hows she getting on b'y' (how you doing).

In true Newfoundland fashion, he is one of the friendliest, most easy going people I have met and at the same time he doesn't take any nonsense. Perhaps the thing I appreciate most about Winston is that he was always showed a great concern for members and ensuring they are looked after. It has been a pleasure to get to know Winston and I know I speak for all us in saying he will be sorely missed at the table.

Jim Lee – President RCM-SAR

Jim is extremely passionate about the organization and mission but most importantly he reminds us constantly that we are nothing without the members and that we need to foster strong members to keep the organization moving forward. He understands that the organization is built on this strength and consistently pushes to build a positive culture at the local, regional and national level to ensure this continues. He has always championed the need to protect both the physical and mental health of our crews by ensuring they have the skills, training, and equipment they need but also the support and programs they need. Jim loves the North Coast of BC and is most happy when far away from civilization on his beloved sailboat. He has a strong connection to the North and the people that live there. He understands and appreciates the importance of their beliefs and traditions and adamantly shares their very strong concern for the lands and oceans across the coast.

In the Haida Language, they might say "Damxan hla agan king, Tlaana suu", which means "look after yourself and stop talking".

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National Progress

No this title is not an 'Oxymoron' and yes, the National organization does make progress even if it might seem slow and tedious at times. To be clear, we are an association of organizations with different models, backgrounds, and areas of operation but sometimes in our noting the differences, we overlook the overriding mission that we all share to 'Save lives on the Water'. We all do this with volunteer crews across a country that has more than three times the coastline of the next biggest country. We share many of the same challenges and issues. Recruiting and retention is a common theme across the country. Likewise, training, standards, safety, and funding are shared concerns. At a National level, we have tried to identify the key shared roles and focus our time and energy on these. To this end, we have been able to acquire and implement shared computer servers which will allow us to ensure quick access speeds and safe data storage for all regions. We are working together on identifying upgrades to the SMS system. We have continued to provide a very robust and comprehensive insurance coverage for all of our crews. Our bylaws have been updated and the governance model continues to be reviewed for further improvements. Finally, and most importantly we look for ways to recognize and celebrate volunteer contributions to the members of your organizations. In the end, we as a National council are keenly aware that the most important work and largest efforts are at the regional and local level and the best thing we can do is simply ensure you have the tools you need to carry that on.

Please continue to do what you do, your service is essential. As well though, please remember to teach others what you do so that this great tradition can carry on.

World Maritime Rescue Congress – Germany 2015 Summary of Presentations

“Water Safety Training for Children”

Andrew INGRAM – South Africa

Waterwise Academy Manager, National Sea Rescue Institute of South Africa

Andrew spoke of a program that had been put in place in South Africa focused in on children. The group has been going around educating children on what to do should they find themselves trying to help a friend or family member that is in trouble in the water. An example that was repeated is the common occurrence where a child will fall into the water and their friend or sibling doesn't know what to do, so they jump into help and they both end up drowning. They have been showing these groups how to utilize simple things such as rescue lines made from common easy to acquire products, a piece of line tied to an old plastic container to act as a safety line.

“IMRF's Mass Rescue Operations Project”

David JARDINE SMITH – UK

IMRF

Session highlighted the need for Planning and Practice for Mass Rescues. In analysis of incidents and exercises, identified that teams need to Coordinate with land based agencies and sharing of resources with other agencies is important. In particular, need to include shipping / commercial organizations in planning / exercises.

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Part of planning could be to consider technical assistance or support to prolong survival by keeping the boat afloat. Key is simply to be sure you are taking part in MRO exercises on a regular basis and ensuring that other agencies are involved. If you don't practice, for certain the response will be inadequate.

“Unconventional Solutions in Improving Mass Rescue Operations: The Pella Incident”
Samir Abd Elghany Megahed MAHADLY
Arab Academy for Science, Technology, & Maritime Transport

Described ferry fire in Gulf of Aqaba that was effectively responded to by many other commercial vessels who had procedures in place to be alerted to and respond including ferries from same company which were able to get on scene relatively quickly and take on large number of survivors quickly. As result, only one fatality. Key was to ensure commercial users are planning not only for disasters upon their vessels but for helping other vessels in their fleet or otherwise.

“Unmanned Aerial Vehicles”
Fredrik FALKMAN - Sweden
Swedish Sea Rescue Society

This project is an exploration of how the Swedish Sea Rescue Society and similar Search and Rescue organizations might use a system where a central operator could remotely launch and control small aircrafts housed in automatic launching boxes at rescue stations. The central pilot would be able to launch one or more aircrafts within a minute of an emergency call.

For the majority of callouts, there would be live video stream of the casualty playing when the rescue crew members arrive at the rescue station. A quick glance at live feed could give the crew a better idea of the situation. It could also help them decide on which boats to choose, what equipment to bring, and whether to wait for additional crew members. While the rescue boat is on its way, we can keep an eye on the situation, and during the actual rescue, the crew can take some comfort in the fact that someone else can see what's happening and can send for backup if needed, or better prepare the shore side response.

“The Application of Risk Identification and Black Spot Models Which Target Specific Behaviours That Place People at Risk and High Risk Locations”
Tony WAFER and Anthony BRADSTREET -
Royal National Lifeboat Institution

This topic focused on identifying and recognizing those people that were the greatest risk for drowning, either professionally or recreationally. The thought was to change the mindset of putting yourself at risk and the main example that was used was getting rock anglers to change from not wearing life preservers while fishing from the rocks. Need to identify those that are putting themselves in harm's way intentionally, and also educating those who are inadvertently putting themselves at risk because they maybe don't understand the risks involved in the activities that they are taking part in.

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“KNRM Helps: An Innovative Mobile App to Help Keep Boaters Safe”

Wilijan MEIJVOGEL - Holland

KNRM

KNRM has partnered with software developer to create a phone app that combines their organization app (i.e. Tides, weather, etc.) with a function that allows boaters to create float plan, identify people to call if trouble, notify if delayed, call for help and provide track data to JRCC. If communications lost, it will provide latitude and longitude of last known position. If no coverage, will keep tracking location and update as regain coverage again.

“Liferaft Exercise”

Mathew FADER - Sweden

Swedish Sea Rescue Society

This presentation was about a unique exercise with 12 people on a liferaft for 48 hours. The purpose was to study emergencies at sea, and elements of risk. On board the liferaft were only the emergency supplies that liferaft under current regulations are equipped with: 15 cups of water and 500 grams of biscuits per person. It was an interesting presentation, and a lot of valuable training was gained from doing this exercise. How do the participants' days in life raft physically, psychologically and cognitively? To sit trapped in a very confined space with strangers, hungry and probably seasick and not knowing when rescue comes, it is stressful for anyone.

The keys to success were found to be Teamwork, Support and help each other, Organize and assign tasks, Clear and confident leadership, Keep calm and positive.

“Research Results: Decision Making in Maritime SAR”

Thomas LUBCKE - Germany

DGzRS

Study of whether SAR crews rely on intuition more or decide rationally. Determined that have people on both ends of the spectrum. For rational decision makers, they trade off time for perhaps a better plan. Intuition focused is more prone to bias and affected by emotion, fear, etc. The deliberate rational approach will be slower but allow for input and outside information. Found that we tend to use intuitive for less complex calls and rational for more complex incidents. Key is that crews need to be aware of how they make decisions, their preferred style and the resulting impacts (not taking in third party info or chance of delaying action too long).

“Vessel Triage – A new method to Enhance Situational Awareness”

Jori NORDSTROM - Finland

Finnish Border Guard

This is a multi-national project that's aim is to develop a categorization and risk identification system for distress vessels in ship accidents. The goal is to rapidly identify a ships condition so the level of response to the incident is appropriate. Similar to a medical triage it is a color based program that through a few simple assessments can identify the level of risk to the vessel and crew onboard. The program would incorporate the use of common language between vessels and RCC controllers in order to decide the severity of the situation. If this becomes an international standard it would then have to be incorporated into all levels of training right down to the recreational boater.



“Mitigating the Effects of Whole Body Vibration on RNLi Lifeboats”

Holly PHILLIPS

RNLi

When operating in heavy weather, slamming impact can hurt crew and permanent disability is sadly not uncommon. Cumulative exposure to repeated mechanical shock for boat operators has long been suspected as a risk factor for spinal disorders but not enough long term data to prove it. Little is known about what levels of exposure are tolerable for a wide range of the population. The consensus of health effect studies indicate the lower back is primary target area for risk of damage, especially when the exposure includes shocks. Professional High Speed Craft operators are 5.5 times more likely than general boat operators to be hospitalized due to injury (US Navy).

After research, new seats have been provided on the Atlantic 85. Incorporates an inflatable bladder and Shown to give approximately 20% reduced shock levels compared with current seat.

The approach to the design of all-weather lifeboats are set for a review as part of a major study by Newcastle University and the RNLi, with support from Lloyds' Register. The four-year project has been set up to explore how new technology, materials and approaches can be used to improve the design, operation and maintenance practice of the RNLi's Severn Class lifeboat. The project will help to improve the performance of the craft while providing the safest possible environment for the RNLi's volunteer crews.

Need to consider restrictions to the allowable speed for a given sea state are due to the balancing requirements of optimum weight and structural strength together with the available propulsive power, the equipment functionality and the crew endurance and safety. The project aims to provide a set of guidelines embedding all these limiting criteria and will be tailored to the needs of the RNLi's design team as well as those of lifeboat operators and maintainers.

Key Take Away:

- Fitness reduces risk
- Need to look at seat selection
- Need to incorporate world leading design, analysis and research in our vessel design.

“Simulators”

Several presenters – Germany, Sweden, Transas

Simulators are now being commonly used by many European organizations but now expanding to simulate command and control (not just vessel handling / navigation). There is project ongoing to link European Vessel simulators in mission coordination and rescue simulation.

“Managing the Risks of High Speed Navigation During SAR Operations”

Paul DALY, UK, RNLi

Presentation by RNLi on managing the Risks of high speed navigation during SAR Operations. A few of the more common risks identified in this presentation were 'submerged or partially submerged objects, shipping, and overloading of the command team'.



Case studies from RNLI incidents were discussed, including a grounding of an all-weather lifeboat, and an inshore lifeboat striking an unlit object. None of these cases resulted in serious injury, however the outcome could have been very different. In both cases tasks had not been properly delegated, paper charts were not pulled out, and the Coxswain was not familiar with the electronics. Furthermore, the electronic charts had not been updated to the most recent Notices to Mariners. Position fixing is now required on all weather lifeboats, and it is imperative that charts are up to date and corrected.

Key messages include:

- High speed is above 25 knots,
- Don't overload crew of command vessel with tasks and also ask them to navigate hazard conditions
- Ensure role of Navigator always assigned, even on routine runs
- Risk significantly increases close to shore which we are almost always in

The biggest message to take from this presentation is to encourage members to report accidents/incidents and near misses. With these lessons can be learned and shared within the organization, and also the SAR Community.

"Drills Versus Reality: Stress Exposure Training"

Mario VITTONI, USA, USCG Retired

Mario shared a personal experience of an incident that he had been on with the USCG. He had many months of training but in this particular circumstance, with an 8 month old baby in the water, heavy weather, and a limited amount of fuel available, the stress heightened dramatically. The incident was filmed, and was used as a lessons learned training tool. It is to demonstrate how in heightened risk situations, regardless of your level of training, how people respond differently. This is something that you can't train for unless organizations practice stress exposure training. Need to teach people beforehand how their brain will react to significant stress, train them how to mitigate and reduce the stress, and drill with realistic pressures to increase the stress.

"Resuscitation for Rescue Craft"

Joost BIERENS, Holland, KNRM

Presentation suggesting new way to deal with a victim that is unconscious and not breathing after being suspected of ingesting water into the lungs. The idea is that when someone has drowned, you need to get the water out of the lungs before you can attempt to get oxygen into the lungs and pump it around the body by manual chest compressions. The thought is that if there is water in place of where the air and oxygen need to be, then there is no point in compressions because you are not introducing oxygenated blood to the body, you are in fact doing more harm because you are pumping deoxygenated blood to the major organs and brain.

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Presentation by volunteer based SSRS (Sweden) noting that it is critically important for organizations to inspire people if we are going to recruit and retain them.

Need to be clear on the commitment required, allow for some fun and laughter, and ensure that recognition is given on regular basis through sharing stories and formal appreciation. Retention is greatly assisted by ensuring we gives crews a purpose and providing mastery of skills.

“Safety – Get on Board”

Andrew Woods, UK, RNLI

Probably the most important session of conference focusing on safety culture. Explained that we need to be honest and open with identifying accidents and near misses. Need to figure out why crew have accidents. Safety needs to be bold and prominent in all stations and places of operation with signage and messaging. Need to change culture by leading, telling real stories, and making it relevant to crews.

The idea is simple, get the water out, get the air in and then begin the CPR. Other key message was that we need to need to continually practice in our environment which is not same as classroom.

“Development of an integrated approach to Casualty Care”

Richard Faulkner, UK, RNLI

Discussed a common methodology of patient assessment and intervention with multi agency involvement. Recommending standardized assessment methodology can better provide structure to patient care, increase performance of non-medical responders. Allows for better evacuation / transport options based on clinical reasoning and concise handover tool increases patient safety.



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Royal Canadian Marine Search and Rescue

Royal Canadian Marine Search and Rescue (RCM-SAR) continues to play a key role in the search and rescue system on Canada's west coast, handling about a third of all marine emergencies in the region. More than 1,100 volunteers provide year-round SAR coverage at more than 40 rescue stations on the British Columbia coast and in the Interior.

The past year has seen a number of significant developments for the organization, including two major personnel changes. At the annual general meeting in October, the organization elected a new president. Greg Miller, a 21-year member of RCM-SAR and immediate past vice president, was elected to take the place of outgoing president Jim Lee. At the end of December, Executive Officer Stan Warlow retired after 15 years with the organization. Stan left very big shoes to fill and after an exhaustive search the ideal candidate was found and is scheduled to start his new position on April 1.

New Chief Executive Officer Pat Quealey has extensive senior-level experience in emergency management and leadership with both the provincial government and the Canadian Armed Forces. The membership looks forward to Pat bringing his emergency management experience, engaging leadership style and strategic vision to RCM-SAR.

Training

Training remains a very high priority for RCM-SAR. The safety and effectiveness of our crews rest in large part on the continued provision of high-quality training programs.



Highlights from the past year include:

- **Training building:** Construction is almost complete on RCM-SAR's regional training building. Located on the new East Sooke training centre property, this three-storey building was designed by noted Canadian architect Paul Merrick. It will house the fast rescue craft simulator and includes instructional space, a ready room, shower and laundry facilities and offices. An official opening ceremony will take place in the near future.
- **Development of fitness standards:** RCM-SAR is partnering with the University of Victoria School of Exercise Science, Physical and Health Education to develop fitness testing requirements for RCM-SAR members. The main goal of the fitness testing program is to develop real-life standards that will enhance the safety and effectiveness of all our crews.

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- First aid committee: First established in 2014, RCM-SAR's first aid committee is working hard to improve training and equipment standards. Throughout the next year, they will be developing protocols and standards for each level of training.
- Joint training: Two major multi-station SARExs were held in 2015 in the northern and southern parts of the province. A number of multi-agency exercises were also conducted with Coast Guard, military, ground and air SAR and local police and fire departments.
- International training: Two RCM-SAR coxswains took part in the International Maritime Rescue Federation's lifeboat crew exchange program in late September. Both coxswains learned new practical skills and shared their knowledge with volunteer marine SAR crews from around the world.

Marketing and Communications

We are continually developing new resources and materials to increase public awareness about RCM-SAR at the local, regional, national and international levels. Resources have been developed to support stations with recruiting, fundraising, community recognition and local government initiatives, including:

- Website widget: RCM-SAR's home page now displays a taskings widget that tracks RCM-SAR rescue missions in near-real time (a delay was built in to ensure SAR operations are not hampered by calls from the public or media). The widget includes station number and station location, the date and time of the mission and the level of urgency.

Developed by RCM-SAR volunteer Kevin Robertson, the widget complements RCM-SAR's website, Facebook page, Twitter feed and the Compass online newsletter, which keep the public and members alike up to date on RCM-SAR's activities.

- New media handbook: A completely revamped media handbook was released in mid-2015. The handbook was developed for RCM-SAR members who are involved in communicating their station's activities to media and the public. It describes the media environment in which RCM-SAR operates, the needs of mainstream and social media, protocols during major incidents, key messages and tips for responding to reporters.
- 24-hour media line: RCM-SAR has created a 24-hour media line that reporters can call to find out about RCM-SAR missions and activities. The number can also be used by RCM-SAR members to report a major incident to the regional director of communications, freeing up crews to respond to the mission without any distractions, while still getting the message out to the public about the important work we do.

Boating Safety

Boating safety education remains a priority for RCM-SAR. Our four dedicated boating safety stations and many of our search and rescue stations continued to promote SAR prevention safety through public education, school visits, courtesy vessel safety checks and programs such as Kids Don't Float, which offers free loaner lifejackets at popular docks and marinas.

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Some boating safety highlights include:

- **Bobbie the Safety Boat:** This popular robotic safety boat program continues to entertain and educate young boaters at various public events with eight Bobbies stationed throughout the region. In 2015, BC-based publisher Black Press donated funds for the purchase of more Bobbie colouring and activity books to be distributed during Bobbie's presentations.
- **Vessel Safety Survey Program:** Funding from Transport Canada for this highly popular on-water safety check program ended this year, but the program continued on with internal funding. In the summer months, crews offered voluntary safety and equipment checks to boaters out on the water, answering any questions about trip planning and safety preparedness. The response from the public was once again very positive.
- **Safe Boating App:** Developed by RCM-SAR member Adam Hyde in 2013 and downloaded over 7,000 times, the app has been updated and additional resources have been added. This highly-rated free app includes safe boating tools for the general public and SAR tools for SAR community members. It is available for download at the Google Play and Apple App stores.

Search and Rescue Operations



RCM-SAR operates more than 40 stations throughout the region, including four boating safety stations. We have a broad geographical reach with stations in both large urban centres and remote coastal communities. In many communities we are the first marine search and rescue responder.

Some operations highlights include:

- **Fleet plan development:** Volunteer Vessel Construction Manager Alistair Duncan has developed a 2015-2024 fleet plan that covers all active RCM-SAR vessels. Nearly all of our vessels are dedicated fast rescue craft whose sole purpose is search and rescue, and this plan helps ensure vessel standardization throughout the region. This improves SAR response, reduces costs and facilitates training. Stations have also been provided with a vessel purchase and refit guidelines document to assist stations and supporting

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- New vessel construction: Three Type I vessels are currently under construction and nearing completion. These state-of-the-art vessels are 9-metre self-righting rigid hull inflatables equipped with shock-absorbing consoles and all the equipment necessary to conduct search and rescue missions.
- Policy update: In 2014-15 work began on a major overhaul of the RCM-SAR's policy manual. RCM-SAR member Nathan Leung undertook a four-month contract to update and streamline the policies that underpin our operations. Policies are key to ensuring crew safety and effective services.

Future Directions

RCM-SAR's priorities for the near future include enhancing the safety of our crew members and those they serve through continuing support for SAR operations, expansion of our training programs and the continued development of medical and fitness standards for our SAR crew members.

We will also continue to improve our support for stations in remote communities including the northern BC coast and develop planning tools and communications kits to help stations access local government support and boost community recognition.

For more information on RCM-SAR, please visit our website at www.rcmsar.com.

Canadian Coast Guard Auxiliary (Quebec)

ORGANIZATION

The CCGA (Q) has some 600 members and 55 units spread over five (5) areas along the waterways in Quebec, both shores of the St. Lawrence River, the Baie des Chaleurs, and the Saguenay, Richelieu and Ottawa rivers. The organization has 103 SAR vessels including 17 community boats. The headquarters of the organization are located in the Robert Petitpas building at 17 rue Prince, Sorel-Tracy, Quebec.

The Board has new directors; Michel Denis, President, Ted L. Savage, Director of communications, André Audet, Director of operations, Chantal D'Allaire, Director of human resources and Me Christian Leblanc, legal counsel. Nominations of experienced members were received to fill the remaining positions: Director of training, Treasurer and Secretary at the AGM.



Michel Denis, President, CCGA(Q)

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OPERATIONS

The Quebec region has been very active in 2015, with a good increase in SAR taskings (528 in 2015 compared with 425 in 2014), inter-zone training that has seen another beautiful success on August 15 in Québec, two new community boats deployed to the Île d'Orléans and Lachine, and a new boat operated in PDD mode in Laval.

The region received a mandate from Fisheries and Oceans Canada to deploy units in the far north of Quebec. The Director of operations André Audet will meet with the leaders of local northern communities with the goal of implementing of several new units.

INTERZONE TRAINING

The 2015 Interzone Training event was organized in the sector of the Louise cove in Quebec City. Just like previous years, the event was a resounding success for participants. On Saturday, August 15, the CCGA-Q had decided that, regardless of the weather, there would be distress in the world! The goal of course, was to give an opportunity to establish contact with volunteers representing the five (5) areas of the Quebec region. Through various practical simulations, the organizers had two goals:

- Demonstrate the principles acquired during in-class training of the last year;
- Allow members of five zones to work together and thus observe the different methods based on each specific approach.



Some 45 candidates from as far as Sept-îles, Gaspé, including the greater Montreal region, participated along with organizers, judges and observers. It took about fifteen boats to perform exercises on the water and ensure safety. Logistics were complex for the organizers but the satisfaction of all participants made it all worthwhile.

In the coming months, the Board of Directors will receive proposals to repeat this activity in 2016. A discussion will take place to select the date, place and activities.

UNIT OF THE YEAR

The success of a voluntary organization relies heavily on teamwork. The CCGA (Q) considers that the efficient operation of its units is a key element in the realization of its mission. In this spirit, a competition for the Unit of the year was created in 2013. Unit 16 (Bas-Richelieu) was the first winner.

For its second year, five (5) applications were made for 2014 Unit of the year. The finalists were;

- Unit 43, Lake St. Louis East
- Unit 49 Batiscan
- Unit 4, Quebec
- Unit 3, Repentigny, and
- Unit (04) Québec

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Unit (04) Québec won the title of Unit of the year for 2014. The new Unit Leader Claude Fortin took up the challenge to keep the unit afloat. A 21-member team was formed and three BSA are now operated by the unit. All members have completed the Rescuer 1 program and obtained a First Aid Certificate.

For the third year of the competition, the Committee received four nominations;

- Unit 01 (Chicoutimi)
- Unit 03 (Repentigny)
- Unit 14 (Rimouski) and
- Unit 43 (Lachine)

Unit 43 (Lac-Saint-Louis-East) has 28 members and operates in 24/7 mode. Under the command of Robert Fleury, this unit has carried out 48 SAR missions and 40 security patrols in 2015 along with several courtesy check blitzes at their local Marina and the Lachine locks in addition to on-water training exercises. All members except the four (4) who are still on probation are qualified with Rescuer 1 and First Aid 1. The unit continues to improve its response time and meets the highest standards of the CCGA (Q).

PARTNERSHIPS

To achieve its mission, the CCGA (Q) enters in agreements with partners at various levels. For the financing of its operations, a major contribution agreement with the CCG, its main partner, is updated periodically. In addition, some municipalities have become important partners by contributing with equipment and services. Companies and other organizations also provide support to the organization.

JOINT EXERCISES

In recent years, agencies involved in SAR operations, including the Sûreté du Québec (SQ) the Royal Canadian Mounted Police (RCMP), the Naval Reserve along with police and firefighters have become important partners. They engage in joint training activities on the water. In April of 2015, a joint activity with the participation of the Rimouski unit, the RCMP, the Naval Reserve and the firefighters of Rimouski and Métis took place in Rimouski. Some 75 participants and 12 boats joined in numerous activities including search and rescue, evacuation, transport of crews, recovery of persons in the water, towing of boats, etc.



Crews of different organizations work together during the joint exercise in Rimouski in April of 2015.

On water exercises were also organized in the Baie des Chaleurs, Carleton sector, between the Québec and Maritimes CCGA regions along with participants from RCMP, and local police and fire services.

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The crews of two privately owned SAR vessels and a unit of the RCMP stop in the Bay des Chaleur to discuss their strategy.

TRAINING

A joint meeting between operations and training services took place to discuss the needs and desirable improvements to the training of members involved in SAR operations.

HUMAN RESOURCES (HR)

The CCGA-Q Human Resources policy is currently under revision. The objective is to encourage a periodic evaluation of the members and to prepare a form to confirm their interest. HR service assistants are now ad hoc members of the Awards and recognition Committee.

CCGA Newfoundland and Labrador

President Winston Pitcher Retires

Mr. Winston Pitcher was born on 07 December, 1948 in a small community on the Burin Peninsula known as Whale Cove. At the age of 5 Winston's family moved from Whale Cove to Burin proper. There were only 3 – 4 houses located in Whale Cove at the time. Burin Bay Arm is approximately 6.4 kilometers north of Whale Cove.

The Burin Peninsula is nicknamed 'The Boot' and Burin is located in the heel of the boot.

Winston and his wife Agnes make their home in Burin Bay Arm. Burin Bay Arm is situated between Beazley's Point and Connor's Point. Landmarks in the area include Whale Cove and Pats Cove. Winston and Agnes recently celebrated their 45th wedding anniversary.

In 1982/83 Winston built his second longliner, the 41' Kealey Agnes. The Kealey Agnes was launched in the spring of 1983. In 1986 Winston made application to the Canadian Coast Guard Auxiliary (Newfoundland & Labrador) Incorporated and was accepted as a member on 07 July, 1986.

In the fall of 1986 Winston was elected as Director for District 5, which encompasses the Burin Peninsula.

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Winston has been elected as Director of District 5, continually since 1986.

In 2015 he was elected as Director for District 5 by acclamation.

Winston was elected to the Executive Committee of the Coast Guard Auxiliary at the AGM in November of 1988 as 2nd Vice-President.

In November of 1989 Winston Pitcher was elected as President of the Coast Guard Auxiliary, and has been continuously elected as President each year thereafter until his retirement from the Presidency at the AGM held in September of 2015.



Marcel O'Brien, 2014 Recipient of the Atlantic Canada Marine Industries Hall of Fame Award in the Category of Mariner.

Marcel O'Brien of L'Anse au Loup has had a long and successful career as a fish harvester and innovator particularly in the development of the Labrador fishing industry.

A fisherman in his early years with his older brother Eric, Marcel began his professional career as a Marine Diesel Mechanic Engineer with Puddister's Trading. After graduation from the College of Fisheries in St. John's in the early 1970's he went to work with Puddister's as engineer on various ferries on the Strait of Belle Isle ferry service. This career lasted a few years but the call of the fishery was too strong.

He bought a 55' boat in 1979 and embarked on a 35 year career. Marcel was an innovator and not one to feel as if his lot in life was well enough. The first year fishing in 1979 was a gillnetting season fishing turbot out of St Anthony and cod from Black Tickle and Smokey but the prospects were far greater in a newly developing otter trawl fishery in the Gulf. Marcel lobbied government tirelessly and was successful in obtaining an otter trawl license in 1980. This was the first otter trawl license issued and fished by a Labrador based fisher. At that time most of the vessels in the Labrador based fleet were small 35-50' vessels, and Marcel's boat was huge in comparison. And he carried on his fishing activity from the Strait of Belle Isle to the Burgeo Bank.

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Marcel added to his suite of licenses later when he obtained a Gulf Shrimp license and became the first inshore shrimp harvester from Labrador fishing out of Port aux Choix.

Soon after this the concept of the Labrador Fishermen's Union Shrimp Company came to life and Marcel was front and center in the formation of this Company and was one of the founding Directors and guided the Labrador Shrimp Company as a Director for many years. He served as the Company's President from 1983-1986, and is still one of only two Labrador fishermen ever to serve as President of the Labrador Shrimp Company.

Marcel was appointed Harbor Master of L'Anse au Loup in the early 1980's by the Minister of Fisheries and Oceans, and by 1990 saw the DFO Small Craft Harbours initiative of establishing Harbour Authorities as a positive development for his home port. He took the initiative to set up a Harbour Authority in L'Anse au Loup, the first of its kind in Labrador and served as the Harbour Authority's President for 20 years. In addition to the L'Anse au Loup Harbour Authority Marcel served as the Chairman of the L'Anse au Loup Fishermen's Committee for nearly 15 years.

After completing his Fishing Masters Class 2 in the late 1990's Marcel began instructing for the Marine Institute School of Fisheries as a FM 4 and 3 instructor and continues to do so each year.

Marcel has served as the Labrador District Director for the Canadian Coast Guard Auxiliary and served many years as 1st vice-president of that organization.

