



MESSAGE FROM THE NATIONAL CHAIR

Value of Service

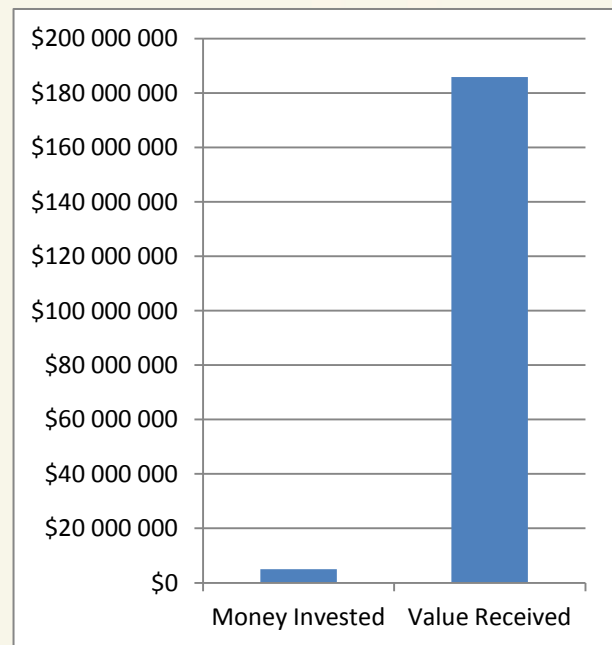
Imagine a MasterCard commercial for Search and Rescue. It might go something like this:

- First aid kit \$500;
- Fuel Bill \$2,000;
- Rescue Boat \$500,000;
- a life saved: Priceless.

Indeed, the value of a single life is beyond measure which is why it is so hard when we are asked to quantify the value of the service we provide. However, I spend a considerable portion of my working life considering how to measure performance and I got to thinking about measuring some of the value we provide. For example, did you know that the Government of Canada actually did a study on this many years ago and per their calculations, they determined that for every dollar invested in volunteer Search and Rescue, the Government received \$37 worth of equivalent value? Now this study is a bit old and we could debate that the amount is even higher but even with this conservative estimate, it equates to approximately \$185M (yes, that is million) of value that our volunteers provide to the Canadian public each and every year.



RANDY STRANDT, NATIONAL CHAIR



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I draw your attention to this for a few reasons. First, while the service you provide is priceless, it is important for crews to know they are providing a significant value to the people of this country in a very real sense. Second, it is important to note when talking to public officials, supporters, and funders the contribution back for the support they provide. In a world where the 'bang for the buck' is paramount, volunteer SAR teams are providing an explosive level of service. From my many interactions with volunteers across the country, I would say that it is not within our DNA to expound upon such things but if I could encourage each of you in your regions, stations, and communities to reach out and tell others what we do and the value we bring. This is not for praise or recognition but to build awareness and continuing support for volunteer SAR within our communities, industry, and all levels of government. There is a significant lack of awareness in the general population as to our existence and this actually ends up hurting us when it comes to discussions of continuing support.

Volunteer Tax Credit

Speaking of value, I am extremely happy to be able to report upon the granting of the Search and Rescue Volunteer Tax Credit to members of the Marine, Land, and Air SAR community. As I am sure many of you are aware, in February, the Federal Government announced the Search and Rescue Volunteers Tax Credit recognizing the important role played by SAR volunteers in contributing to the security and safety of Canadians.

We explained to the public that Canadians engaged in volunteer Marine Search and Rescue play a critical role in serving Canadian communities, both urban and rural. Each year, over 2,000 rescue missions are conducted and more than 200 lives are saved. These crews dedicate significant time to training and rescue calls each year taking on risk of personal injury and living by the motto "so others may live". This announcement is a nice recognition for the hard work, commitment and dedication that our brave volunteers provide. The Government has acknowledged the key role these crews play in search and rescue services. Each of these volunteers is providing an 'essential service' to their community as without them, the safety of those in danger on the water would be further in peril. They are often the first on scene and in many cases the only resource called upon. They are literally the difference between life and death in over 200 cases every year.

The awarding of this credit has been a long time coming and involved the work and pressure of many people and organizations, including our friends and colleagues in Land and Air SAR. Volunteer Firefighters received the credit back in 2011 and for many years before and since this time, we have been pushing and pressing our cause to all who would listen and it worked. We explained to the Government that our crews train relentlessly and live by the 'Safety First' motto but despite this commitment, the sea remains a daunting and unforgiving place to be.

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To compound the situation, as other vessels are racing for safe harbour; it is the rescue boat that is heading out. Training, preparation and culture ensure crews are diligent and safe as possible but by the nature of the rescue activity they perform and the environment they work in, volunteer search and rescue remains an activity with significant risk for those who chose to help.



When I took on this role, I made it an explicit and open goal that I wanted to ensure during my term that this credit was advanced to our crews, and again I am thrilled that we have been recognized in this way. To be certain, it is a small token of appreciation that probably isn't going to make a huge impact to any particular family but I do believe that each year, as members complete their tax return and see the question, 'Are you a member of a volunteer Search and Rescue team?', they will be reminded of the importance placed on their service. They will know that the Government and people of Canada appreciate the sacrifice.

The tax credit will allow crew who performed at least 200 hours of eligible volunteer search and rescue service to claim a 15-per-cent non-refundable tax credit based on an amount of \$3,000. This measure will apply to the 2014 and subsequent taxation years.

For more information on the tax credit, you can consult the CCGA National Web Site for:

[FAQs](#)

[Policy](#)

[Template Letter](#)

Goals

As an association of very different regions, we sometimes struggle to find common vision but at our most recent board meeting, I believe the regional presidents with the help of our friends in Coast Guard were able to identify some clear specific goals for this organization going forward that I thought appropriate to share as follows:

1. Insurance - Negotiate and maintain national insurance policy benefiting all regions through greater purchasing power and risk sharing.
2. National Standards - Maintain national training standards and national guidelines to serve as minimum baseline level of training / guidelines for all regions.

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3. Communicate with Coast Guard at National Level - To Discuss issues, concerns and agenda items that affect more than one region.
4. Attend SARScene - To learn, participate, share and receive knowledge and take back ideas to respective regions.
5. Build and maintain shared Data System - To ensure that we have a consistent, robust, reliable data management system employed across the country.

Admittedly it is a short list but it does provide a focus and ability to build upon going forward.

Final Word

Ladies and Gentleman, remember that you provide a life saving service to your fellow Canadians. By its very nature, it is a higher risk activity. We create policies, train, exercise, and take courses to ensure this risk is mitigated to an acceptable level. In addition, we watch out for each other to ensure every one of our crews is able to not only respond effectively but return home safely to their family. For my final word, I would ask you in this busy summer season to remain vigilant in ensuring each of your crews is kept safe from harm or accident.

'Be Safe out There'

Randy Strandt
National Chair

SAR Quadrennial Review

One of the goals of this publication is to share stories of common interest and also inform members on issues and strategies at a National level. In this regard, we wanted to give all members a short synopsis on the Federal Governments first ever 'SAR Quadrennial Review'. To explain first, this review was initiated by in 2013 by the Minister of National Defense and was organized by the National SAR Secretariat.

The purpose is to provide 'a comprehensive perspective of Canada's National SAR Program'. The review involved input from all agencies involved including Ground, Air, and Marine SAR, both paid and volunteer as well as related agencies and organizations.

Preliminary surveys were sent out and then the parties were brought together in Ottawa in July 2013 to identify the challenges, risks, and issues facing the SAR system as well as the opportunities available. The process was very rewarding with excellent input and feedback from across the country.

Certainly there were some differing challenges amongst regions and SAR groups but interestingly enough, we share many of the exact same challenges across all lines. Funding, recruitment, retention, training standards, recognition, consistency, communications were issues highlighted by each organization and region.

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Going forward, the Federal, Provincial, and Local partners in SAR across Canada will need to review the findings and continue to find ways to not only maintain but improve SAR delivery. One of the more interesting comments coming out was the challenge for us to reduce the level of 'Search' in SAR through the utilization of better and enhanced technology. Certainly we won't eliminate the need but there is a strong chance that we could speed up the location of victims and further minimize the harm to them. There are already many examples out there including personal emergency transponders, cell phone tracking, vessel AIS, EPIRBs, etc. but as technology continues to evolve, we need to consider how best to utilize it to assist those in need.

Specific recommendations included:

Volunteer Support – Much time was dedicated in this review to discussion and examining the concerns and issues with volunteer SAR crews.

It was noted throughout how important these crews are to the overall effectiveness of the SAR system in Canada. Due to the sheer size and relatively low population density, we need to have a strong volunteer contingent to make SAR work. Many concerns were raised about the lack of support in regards to adequate funding, training, coordination,

recruitment and recognition. As noted earlier in this publication, there is a general lack of awareness among the general public of the significant role played by volunteer SAR crews across this country and this relays into similar levels of understanding at various levels of government.

Standardized reporting and data management -

The one thing that is clear as you meet and talk to people about SAR is that we often lack good data to not only support our cause or mission but even to identify trends in incidents such that we could focus our efforts to mitigate these risks.

Prevention – We need a more nationally coordinated effort towards SAR prevention.

Coordination – Need to enhance coordination and interoperability across the system of various SAR responders such that we can communicate and effectively work together when it is most needed.

As noted, this is the first ever Quadrennial review and obviously plan is that this we will take part in another such exercise in four years time. We look forward to hearing of the progress made and in contributing to the ongoing development of one of the best SAR systems in the world.

To read the full report, follow [this link](#) to the website.

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Tales from around the World

The Story below has been republished from the February 2014 issue of 'Life Line', the Newsletter of the International Maritime Rescue Federation (IMRF). The CCGA is a member of this organization and many of us can personally attest to the great work this group does and their commitment to maritime SAR around the world. In addition to enjoying this story, we would strongly recommend that each member of the Auxiliary take a few minutes to check out their website at www.international-maritime-rescue.org, sign up to receive their electronic newsletters. They have several interesting and significant projects on the go to read about including Mass Rescue. When you think about Mass Rescue, do you consider the evacuation of people from land via the water. Consider that on 9/11, more than 1/2 a million people were evacuated from Manhattan via boats including every type of vessel you can imagine. Similarly, during the tragic events in Norway several years ago, hundreds of children were rescued from an Island by rescue services. In addition to our ferries, cruise ships, and aircraft potential, there are many other things to consider with Mass Rescue.



Two lifesaving stories for you: one in which, at first, there seemed little hope, and one in which, at first, there seemed little risk. In both cases knowledge and skill saved a life. We can learn a few lessons. In January a BBC documentary told the story of a young student who fell into the North Sea from a DFDS ferry one September night. "I just remember being near the barrier, looking out to sea and looking down," she said. "I don't know whether I leaned too far or the ferry moved or there was gust of wind, but the next thing I knew I was falling." She fell some 18 meters into a cold, rough sea. "My first memory is being above the water and seeing the ferry and it was already quite far away. It was the worst feeling I've ever had in my life – just being completely alone. I remember shouting after the ferry, asking for it to come back, and at once the sheer terror kicked in... I never gave up. I did definitely come to the realisation that my time was up, but I don't think even then I ever gave up, I was always going to try for that not to happen."

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The student had some luck on her side. She survived the fall; friends who had been with her on deck immediately raised the alarm; and the ferry had an excellent crew. Captain Andreas Kristensen takes up the story: “I was in my office when the 2nd Officer told me there was a man overboard. To be honest, I expected that it would be extremely difficult, perhaps impossible, to find anyone in the water, since it was already night-time and it was quite some sea. You feel a huge responsibility and urge to find her, but still you know that you are looking for that needle in a haystack.” The student had no detection aids.

Capt Kristensen turned his ship and launched his rescue boat. He also called for helicopter assistance, knowing that the aircraft was fitted with infrared cameras. And he told his passengers and crew what was happening. It was people on deck who first spotted the student in the water – it is possible that they heard her cries before they saw her – and a team of paramedics among the passengers made themselves known to ship’s staff. They treated the student after the rescue boat had recovered her and before she was airlifted to hospital as a precaution. She herself remembers nothing of her recovery from the sea: it is clear that she would not have survived much longer.

The lessons? The swift and thoroughly seamanlike response of the DFDS ferry’s crew was exemplary. To get back to the man-

overboard position requires navigational skill, and not all ships will launch rescue craft at night or in poor conditions. This crew was well-trained and ready. The use of passengers and crew as extra lookouts has been debated in the past – you have to be sure that over-excited passengers will not put themselves in danger while trying to help, and you have to have a system for dealing with their reports – but it proved its worth here. Keeping the passengers fully informed also produced important additional resource in the shape of the paramedic team. Capt Kristensen’s knowledge of the SAR services available to him locally, and his early alerting of them, provided a very effective ‘Plan B’. And, last but not least, the student’s own attitude helped save her life. She knew the danger, but she did not panic: she did not give up. That added time to her survival: just enough time...

We are grateful to Mario Vittone for our second story – see his blog at mariovittone.com. He tells of a skipper who dived fully-clothed into the sea to swim fast towards a couple splashing in the water between their anchored sportfisher and the beach.

“I think he thinks you’re drowning,” the husband said to his wife. “We’re fine, what is he doing?” she asked, a little annoyed. “We’re fine!” the husband yelled – but the skipper swam straight between them. Directly behind them, not ten feet away, their daughter was drowning.

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“Drowning doesn’t look like drowning,” says Mario. It’s not the violent splashing and cries for help that TV has taught us to expect. “Drowning is almost always a deceptively quiet event.” In this case the child did not utter a sound until the boat skipper pulled her from the water. Mario cites Dr Francesco A Pia’s description of the Instinctive Drowning Response, in the United States Coast Guard’s On Scene magazine (Fall 2006 edition – see www.uscg.mil/hq/cg5/cg534/onscene.asp):

Except in rare circumstances, drowning people are physiologically unable to call out for help. Breathing takes precedence. Drowning people’s mouths are not above the surface of the water long enough for them to exhale, inhale, and call out for help. Drowning people cannot control their arm movements. They cannot stop drowning and perform voluntary movements such as waving for help, moving toward a rescuer, or reaching out for a piece of rescue equipment. From beginning to end of the Instinctive Drowning Response people’s bodies remain upright in the water, with no evidence of a supporting kick. Unless rescued, they can only struggle on the surface of the water for 20 to 60 seconds before submersion occurs.

“Sometimes,” says Mario, “The most common indication that someone is drowning is that they don’t look like they’re drowning. They may just look like they are treading water. One way to be sure? Ask them, ‘Are you alright?’ If they can answer at all, they probably are. “But if they just return a blank stare, you may have less than 30 seconds to get to them.”



RCM-SAR Report–Auxiliarist 2014

Royal Canadian Marine Search and Rescue took some major steps forward last year with a big focus on training and member development. A long-time dream also became a reality when we established our own headquarters in East Sooke.

Glenairley Training Facility

The most significant accomplishment in the past year was our move from the Coast Guard property in Victoria to our new home at Glenairley in East Sooke. This historic 25-acre waterfront property currently houses our head office and will ultimately include a comprehensive training centre with two full-sized rescue craft simulators, a training vessel, dock and ready room, student accommodations and a nautical resource centre. Designs have been completed and we have broken ground on this project.



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Training

Training is a high priority for RCM-SAR and we continue to make great strides to ensure that our members are trained to the highest standards. The safety of our members is paramount and we will continue to maintain standards and to develop specialized in-house training to ensure our members are well prepared when they are tasked on a mission. The provision of Transport Canada-approved courses continues, including Small Vessel Operator Proficiency (SVOP), Simulated Electronic Navigation Limited (SEN-L), Emergency Duties A3 (MED A3) and most recently Marine Advanced First Aid (MAFA).

Some of last year's training highlights include:

- Upgrades to our fast rescue craft simulator, allowing us to provide increasingly realistic scenarios to our members. The simulator's proven success has prompted outside agencies to contact RCM-SAR requesting custom-developed courses.



- In-house course development, including Marine Advanced First Aid (MAFA). This 44-hour course is designed for those who need a higher level of training to respond to medical emergencies in a marine setting and provides successful candidates with a Transport Canada Marine Advanced First Aid certificate and a Red Cross First Responder certificate. RCM-SAR's goal is to have at least one member on every crew throughout the region trained in MAFA.



- Establishment of in-house training with certified instructors. This currently applies to MAFA, Standard First Aid, SVOP, SEN-L, MED A3 and ROC-M. Certified training will also be made available to other organizations, including all CCGA regions.

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- Establishment of a first aid committee to oversee training protocols for first aid, advise on standards for first aid on vessels and ensure proper procedures are in place for recording, submitting and storing medical records.
- Joint training exercises between RCM-SAR stations and with other agencies, including Coast Guard, military, local police and fire departments and ground and air SAR. Two major RCM-SAR SARExs were held this year involving multiple stations—one in the north and one in the south.



- International training through the European Lifeboat Crew Exchange Programme. Two RCM-SAR coxswains travelled to Europe in September to exchange ideas and experience the training which allows marine SAR organizations to share practical experience and best practices.

Marketing and Communications

RCM-SAR's new brand really took hold with the public during the past year. Within months of our branding in 2013, most media outlets were correctly referring to our new name and taking care to distinguish us from the Coast Guard and other public safety agencies. This recognition as a distinct organization will serve us well for fundraising and recruiting.

RCM-SAR recently launched a fully revamped public website: www.rcmsar.com. It features brand-new content, a new layout, easier navigation, new videos, mission summaries, latest stats, links to individual stations and other features. It is currently attracting around 2,000 users per month. RCM-SAR's online presence also includes Twitter and Facebook pages and a YouTube channel, which includes a dynamic new video about RCM-SAR that was produced in house. Visit and have a look:

<https://www.youtube.com/watch?v=V0r-gWWd180>.

RCM-SAR's online newsletter *Compass*, which features more in-depth rescue stories, member profiles and more, can also be downloaded from the website:

<http://rcmsar.com/category/compass-newsletter/>.

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Boating Safety

This year RCM-SAR crews were able to extend their boating safety activities to include on-water voluntary safety checks under the Vessel Safety Survey (VSS) Program supported by Transport Canada. The VSS program is the on-the-water extension of our land-based SAR prevention program. Crews came alongside more than 250 recreational boaters during the summer to offer voluntary safety and equipment checks.

The survey is a short checklist looking for basic safety equipment on board and allowing members to answer questions on trip planning and safety preparedness. We received a great response from the people we approached on the water and were very pleased to see the high level of safety awareness among boaters.

Also in boating safety, the RCM-SAR safe boating iPhone app was developed by member Adam Hyde and is available on iTunes. It has a range of resources to help boaters with voyage planning, weather, communication and emergencies.

Search and Rescue Operations

RCM-SAR operates marine rescue stations in 42 communities. We are mostly on the coast; however, we also have a rescue station on Shuswap Lake and boating safety stations in Vancouver, the Fraser Valley and the Okanagan. We're a key part of the marine rescue system on the coast, along with the Canadian Coast Guard and other public safety agencies.

Some operations highlights include:

- Vessel standardization. The small rigid hull inflatables that were used by many of our stations are being replaced with our custom-designed Type I (rigid hull inflatable with shock-absorbing console) and Type II (enclosed cabin jet powered) vessels. They're meeting our specific needs on the BC coast, making it safer for our crews and giving them better platforms for their search and rescue missions.



- We have to date launched six of our Type II vessels, with a seventh nearing completion. These will be the workhorse for our operations for the future. You can view these designs at <http://rcmsar.com/rescue-stations/our-vessels/>.

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- RCM-SAR's Annual Safety Inspection Program. Regional safety representatives have been carrying out vessel inspections throughout the province to satisfy Transport Canada requirements and internal policies. 2014 will be the first year an inspection is carried out at every RCM-SAR station, standardizing a more safety-conscious approach to operations.

Future Directions

Training will continue to be a priority for RCM-SAR as we work towards establishing our new training facility in the East Sooke Basin. The new location will offer new training opportunities and will provide a centralized location for classroom and on-water training.

RCM-SAR will continue to develop our team of Transport Canada-certified instructors so that we will be able to provide a greater range of in-house courses to our members.

RCM-SAR is a truly dynamic organization made up of dedicated and professional volunteers. The year 2014-2015 is going to be an exciting time and we look forward to the new opportunities ahead.

Cheryl Caldwell

RCM-SAR Director of Training and Operations

Editors Note: Cheryl Caldwell is the full time Director of Training for RCM-SAR, leading in all training related matters for the organization. She is a Master Mariner and previously served as ships officer with the Canadian Coast Guard.



Canadian Coast Guard Auxiliary Central & Arctic

We are pleased to highlight the rich history of our units that belong to Central and Arctic Auxiliary, showcasing a community and a private unit.

Hamilton Beach Rescue Unit is located at 316 Beach Boulevard Hamilton Ontario.

In 1939 our fore fathers started a volunteer A.R.P. (Air Raid Patrol) along the shores of Lake Ontario from the Hamilton Canal to Van Wagners Beach.

In 1941, the A.R.P. was disbanded and the Burlington Beach Volunteer Fire Department was born. The Fire Marshall's Office in Toronto officially recognized this volunteer fire department in 1941. In those years the beach strip was a separate community that was managed by the "Beach Commission". This group was comprised of a manager, secretary, and seven volunteer commissionaires who would oversee their own Police Department, Fire Department, and Public Works Department. The Beach Commission reported and answered directly to the Ontario Provincial Politicians in Toronto. The beach strip was a closely-knit community in those days and still is today.

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In 1956, the City of Hamilton annexed the beach strip and we became part of the City of Hamilton. The City Fire Department took over our volunteer fire department and the active volunteers still wanting to stay together decided to form the Hamilton Beach Rescue Unit. They were all trained in first aid, water rescue, and used two twelve foot dinghy's to rescue swimmers in the summer and ice bank rescues in the winter.

In May of 1957, the Hamilton Beach Rescue Unit was founded and started with one borrowed and one rented boat and motor. They patrolled every Saturday, Sunday and Monday holidays from May until September, but were on call to answer any emergency 24 hours a day, 365 days a year. As the years past, they were able to purchase bigger and better boats capable of handling the storms and rough waters of Lake Ontario.

Those dedicated Volunteers ran a small carnival, sold tickets, ran ham and turkey raffles and raised money to cover the expenses of the unit. Sometimes the members had to dig into their own pockets and donate money to cover the outstanding bills.

Somehow we survived those lean days and in 1965, we approached the City of Hamilton and asked for some financial assistance to help cover our operating expenses. The City agreed but the unit was still responsible for raising their own capital funds for purchasing new boats, equipment, and a vehicle to tow the boats to the launch area.

Only with a lot of hard work and dedication by these volunteers, have we been able to build and progress the unit to meet today's standards and community's requirements.

Over the past 50 years we have saved many lives and have assisted hundreds of boaters in trouble on the Lake and in Hamilton Bay.

In order to expand our training, better serve the boating community and other water recreational public, we joined forces with the Canadian Coast Guard Auxiliary. For over 15 years our volunteers have worked in co-operation with the Canadian Coast Guard to receive training in such courses as C.P.R, First Aid, Hypothermia, Boating, Boat Inspections, Search and Rescue Tactics, V.H.F Radio, Radar, Towing, and G.P.S. operation.

Although we receive an operating grant and some capital monies, we still have to raise additional funds to meet the capital project needs of the organization. The City of Hamilton and the Ontario Trillium Foundation have both donated funds toward some of our recent major capital projects. We are very grateful for their support, which has enabled us to purchase a new boat, towing vehicle, and commence renovations of our training hall.

In 2004 with great assistance from The City of Hamilton and the Ontario Trillium Foundation we were able to purchase a new 22 foot Limestone to help us keep up to date with the current rescue needs and assist in keeping our volunteers safe while performing rescues.

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Early in 2008 we were able to complete our new boat storage facility including computer and radio contact with the Coastguard and Hamilton Marine Police. We replaced our 1950's dinghy trailer with a new trailer constructed with 2008 standards along with two 9.9 Honda outboard motors. We replaced a aged, leaking Zodiac with a new 18' Zodiac to assist with training and rescues on the Lake, in the Bay and surrounding waters of Hamilton.

In September of 2008 we celebrated our 50th Anniversary of The Hamilton Beach Rescue Unit with an open house where we showcased all of our equipment to the community, local Politicians, and other Rescue Units in our area.

The members of The Hamilton Beach Rescue Unit Inc. are a group of well-trained, dedicated volunteers who risk their lives on a regular basis to save lives of fellow citizens using our community waters in the Hamilton Area.



Thunder Spirit

The privately owned CCGA unit based in Penetanguishene, ON started operations in 1979 and covered South-Eastern Georgian Bay. The original membership was made up of members from the local Power Squadron. Family members were added as they reached age of majority (18). Currently, 8 of the 12 crew members are family. Five of these have worked with the CCG IRB summer program and have RHOT training. The unit can boast that it has three generations within the CCGA, one of only two units in the Region. We have seen only three (3) crew retire from the organization.

The original vessel (Spar – Key) was a 1977 21 foot Grew and operated for over 20 years. She was replaced in 2002 with a 26 foot 1978 twin engine vessel (Thunder Spirit) which was fully refurbished and has now been in operation for 12 years. The early years were very active for the unit with 15 to 20 calls per season. More current years see the unit responding to less than 10 taskings per season. Commercial operations have reduced the strain on SAR resources in this area. Towing a disabled vessel is now a rare event. The unit has responded to over 300 taskings during our years of service.

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It seems as though privately owned facilities are becoming less of an integral part of the regional SAR scene. Although the need for resources still exists new volunteers are a rare breed! It has been a pleasure and honour for our crew to work with other SAR resources over the past 35 years.



Don Limoges far right and family



Jack Kruger our Auxiliary District Director for the Arctic passed away on Thursday June 19, 2014. We will miss him dearly.

S/Sgt Raymond John (JACK) Kruger



It is with unspeakable sadness that we announce the untimely death of Retired SI Sgt Raymond John (JACK) Kruger. Jack was at the University of Alberta Hospital, in Edmonton with his wife, Marny, when he suddenly and unexpectedly passed away on Thursday, June 19th, 2014.

Born January 16th, 1946 in Ottawa, Jack was raised in Eganville, Ontario, the only child of Gladys Iona (McDonald) & Raymond Joseph Kruger. After graduation in 1964 he joined the 2nd Battalion Black Watch (Royal Highland Regiment) but left to join the R.C.M.P. on May 13th, 1966. After training in Depot (Regina), his service began in "E" Division, (B.C.) followed by "A" Division (Ottawa) and "O" Division (Ontario) before transferring to "G" Division (NWT) in 1982. In 1992 he served on the UN Mission in former Yugoslavia and returned to "G" Division in 1993. Jack's northern service included Rankin Inlet, Hay River, Yellowknife, Iqaluit and a return to Hay River where he lived and worked up to his death. Jack retired from the RCMP May 31, 2003, only to return as a Civilian Member the next day, and continually served the RCMP for a total of 48 years.

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Jack's life took him many places and he had many adventures, but the biggest adventure was moving "north of 60" 32 years ago.

Jack was a straight-shooting, competent, respectful, loyal, decisive, reliable leader. He loved the RCMP and what it stood for. Jack's career with the Force was long and varied, but the end of his career, after "retirement" was probably the most rewarding. He served as the S.A.R. Co-ordinator and Training Officer for "G" Division. He was passionate about Search & Rescue and he loved what he did. He was actively engaged at the national leadership level of the Canadian Coast Guard Auxiliary. His volunteer work with the-CCGA was the perfect fit, as he seamlessly melded the two worlds (CCGA and RCMP) for the betterment of both. Jack was most concerned with "getting the job done"... and preferably done right! His presence will be missed on many fronts. Jack was definitely one-of-a-kind.. it's doubtful any one person could fill all his empty shoes.

Predeceased by his parents, Jack has left to mourn his passing, his wife Marny, daughters Jacky, Natacha, Paige and Meg; sons Reiss and Chad;. sons-in-law Brent Babiuk and Kris Rewega; grandson Cash and granddaughters Daphnee, Avianna and Nola.

A Memorial service took place Saturday, August 2, 2014 in Hay River, followed that evening with Fish Fry1BBQ to 'Celebrate a Life Well Lived.

In lieu of flowers, the family asks that donations be made in Jack's name to the Canadian Coast Guard Auxiliary, (Central & Arctic Region), 577 Kingston Rd, suite 206, Toronto, ON M4E 1R3 office@ccga.ca.com 1.866429.7283, the University Hospital Foundation, Donor Office - Room IHI.91, WMC 8440 - 112 Street, N.W. Edmonton, AB T6G 2B7 uhfoundation@albertahealthservices.ca (780) 407-7007, or any charity of the donor's choice.



Quebec

CCGA – Quebec Region

The members of CCGA (Q) held their Annual General Meeting on March 15 in the city of Rimouski. Over one hundred members, unit leaders and Board members participated in this important event. It is one also an important opportunity to recognize our members. The weekend always includes a training session for the directors, assistants and unit leaders. The president took the opportunity to take stock of the past year and announce priorities for what will be the last year of his second and final term. In order to improve internal communications and promote a better knowledge of the way the Association operates, the President announced a new course, orientation to the organization, which will be held as a first step to current and new members.

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Mr Béchette also announced that, on August 23, an important training activity will be held in Québec City where members from all across the region will be invited. The event aims at recognizing the efforts of the volunteers who will be selected each year. We already know that we can count on the collaboration of the Canadian Coast Guard to help with the logistics of this event.

Meanwhile, the Standing Committee on appointments and recognitions chaired by Louis Arsenault announced the creation of a new award which will be presented to the unit of the year. Every year, this award will be presented to the unit that illustrated itself with operations, involvement of each of its members on training, prevention, communications and the management of his unit. This year, this award went to unit 16 (Vallée du Richelieu). Ms. Monique Parent, the unit leader received this honour at the closing banquet. The "green jacket" was in the spotlight!

During her speech to the members, Ms Sylvie Pelletier, Regional Director of the CCG, announced that MRSC Quebec would remain open. This news was greeted with relief on the part of all members of the CCGA-Quebec who are in regular contact with the staff of the Rescue Centre.

At the beginning of May, CCGA (Québec) was welcoming in Quebec City the members of the CCGA National Board and representatives of the Canadian Coast Guard to a joint meeting to discuss the major issues facing our organization. Mr Béchette was pleased to welcome colleagues and discuss the hottest issues such as procedures for budgetary planning, relations with Ottawa HQ as well as the development of the SMS system. The president of the National Council, Randy Strandt took the lead on this file.

We conclude by commending the many volunteer maritime rescuers of the country who, just like in Quebec, contribute to making our waterways safer and better protected. We are convinced that the contribution of all makes all the difference.

Greetings from CCGA Quebec



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Board of Directors

The Annual General Assembly of CCGA (Q) was held in Rimouski on March 15, 2014. The terms of some members of the Board of Directors have been renewed.

The current Board of Directors includes the following persons;

From left to right :

Louis Melançon, General Manager, Louis Arsenault, General Counsel, Daniel Cooper, Director, Lyne Soulard, Director, Prevention, Pierre Lefebvre, Director, Training, Léopold Béchette, President, François Désy, Director, Communications, Marc Lestage, Secretary, Denis Labonté, Treasurer.

Absents :

Robert Desfonds, Director, Human Resources, Michel Denis, Director, Operations.



SAR Unit of the Year A new Recognition for 2013

The success of a volunteer organization like ours depends largely on teamwork. The members being grouped into unit, it is important for the success of the organization that its members learn to work as a team in their respective units. The most meritorious unit is that overall, meets the needs of the organization.

Four (4) applications were received:

Unit 11 (Baie-Comeau) Under the leadership of its new Unit Leader, Clermont Harrison, this unit developed a cohesion and a remarkable solidarity among its members who, together, have achieved their goals in recruitment, training and prevention.

Unit 04 (Québec) Under the leadership of Unit Leader Claude Fortin, the unit experienced an exceptional recovery in terms of recruitment, mobilization, prevention, presence and visibility at the local boat shows and in the marinas of the sector during blitz checks.

Unité 49 (Batiscan) Within this small unit, members are very engaged in training, maintenance of their vessel. The unit has collaborated with the local media and participated in the production of a video with Radio-Canada aired a few times locally.

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Unit 16 (Vallée du Richelieu) This unit has been particularly active in all areas related to the CCGA mission: management of human resources, financial and material resources, training, prevention with Bobbie and attendance at boat shows. The unit is available 24/7 and provides a quick response. Its relationship with the municipalities, recognition in the community and collaboration with other SAR agencies is exemplary.

Bravo to these four units that stood out in 2013. The winning unit is:

Unit 16, Vallée du Richelieu

In the picture, our president, Léopold Béchette presents to the leader of Unit 16, Monique Parent, and Denis Labonté, member of the same unit, the award for Unit of the year in 2013. A jacket was presented to each member with the identification, "Unit of the year – 2013".



NFLD

Turr Hunters Attribute White Star I Crew to Saving their Lives



By Adam Randell, Northern Pen
November 22, 2013

Thanks to the efforts of three Randell brothers - Ralph, Kevin and Keith - from Bide Arm, Graham Hancock and Tom Fillier are safely back on shore and able to share a few laughs about their experience on the water.

But everyone involved certainly appreciated the seriousness of the situation, last Monday, when Hancock and Fillier failed to return to home after a day of turr hunting.

On Sunday, Hancock left his 19-foot fiberglass speedboat in Conche, returning the following day to make his way back to Bide Arm and do some turring along the way. The day was shaping up nicely when he and Fillier headed out at 11 a.m. but things would quickly go awry.

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An hour and a half later and a couple of miles offshore, Hancock put the boats inboard outboard motor into reverse but didn't get a response - he had lost the gear box.

"It was good out, so there wasn't much cause for concern," he said. "I didn't think it would be too long before someone found us because there were other people out turring ."

He tried texting a message but there was no service.

Without a means of manoeuvring the vessel, Hancock and Fillier were left to drift. The swells started getting bigger, driving them towards land.

Amongst the rugged shoreline there was some hope, Bioutiou - locally pronounced Buddy Too - three miles north of Englee had an accessible inlet and shelter.

So they tried reaching it on manpower, using the boat's only paddle to try and reach Buddy Too. But it soon cracked off and, as they drifted past the opening towards Conche, hopes of a warm cabin were dashed.

"We couldn't do anything because the wind changed to fair on the land and it started to push us up into the rocks," Hancock said . "We couldn't even abandon the boat and try for shore because it was too rough."

So the two implemented their last line of defense, throwing out a small grapple that was on board. "We didn't think it was going to hold, but it did ," Hancock said.

With darkness setting in, the two could see the lights of Conche in the distance. They decided to try and get the residents attention. A spare lifejacket was set on fire and put afloat. Hancock's lunch pale was cut down and filled with gas.

"We took a five gallon can, cut the side out of it, set it adrift and caught that on fire, which was about 20 feet wide on the water when it burned down," Fillier said. It all burned unnoticed, so they shot off four boxes of shells. "Every shell we had we shot off," he said. "I had the 12 gauge hot."

Hancock even got a bulb from underneath the dash, wired it to a battery and started cupping his hand over the bulb to signal distress. "We done everything we could, we prayed and everything, trying to get someone's attention ," he said. "After a while I put my lifejacket on and said this is it."

As the hours passed by, in worsening seas, Hancock felt like he was slowly creeping closer towards the cliffs. Adding they would have to sit in the back of the boat because the lop was causing the head to dip and water was coming into the vessel at times.

"I was scared, but I wouldn't let Tom know, because if the grapple had let go it would have been over for us." As the two rode the waves pondering life and mortality, little did they know a rescue mission was getting underway back home.

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To the rescue

Ralph Randell had been keeping an eye out for Hancock's boat from his window throughout the day.

When darkness set in and Hancock's boat wasn't at the wharf it started playing on his mind. He was watching the evening news when his wife answered the phone, Hancock and Fillier hadn't returned home.

"And I knew right away what it was about, I said they've got trouble somewhere," Ralph recalled. He was informed the Coast Guard has been notified. Still he couldn't help but pace the floor.

So he made his own phone call to the St. Anthony Coast Guard. He even called friends in Conche and Englee to see if they had spotted the hunters.

"They couldn't do anything for us in St. Anthony so I had to call Halifax," he said. "I asked for a case number and volunteered to go searching because I didn't want to wait too long."

He called up his brothers, the crew of the White Star I, and by 7 p.m. the family enterprise let go from the wharf with three of the five crewmembers. Two of the brothers were unable to take part in the search.

Taking their time, because Hancock and Fillier might have broke down close to home, the White Star I crew picked their way along the shoreline until reaching Englee. With no results the brothers agreed to extend the search.

"So we let down the stabilizers, because there was a big sea on, and agreed to search around Canada Bay and head toward Buddy Too," Ralph said. Heading north, past Englee, Kevin, who had been on watch at the head of the boat, saw a light flickering.

He went into the wheelhouse to tell his brothers.

There was a lot of debate about whether or not it was shining from Conche, because the town's lights were visible at the time. "I went out again and I couldn't stop looking at it because it kept going in and out," Kevin said. "I went back in and said it has to be a boat, so we steamed on down until we knew for sure it was them."

But locating the two stranded hunters was only half the battle. The boat was nearly on the rocks. Ralph, who had been manning the wheel of the 65-foot vessel, said they weren't sure if they'd be able to get close enough for a rescue.

"They were so close to land that the foam from the sea was right on the back of her," he said. He made contact with the Coast Guard suggesting a helicopter extraction would be the best option.

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"One was getting ready for dispatch, but it never showed up," he said.

Meanwhile, Hancock and Fillier were having a rough go of it. Ralph noticed the boat was dipping its head at times. Action was required, so the brothers rigged up a 60-inch float with rope to tie to the stranded boat.

Kevin went to the head of the boat and cast it out. "It tangled up solid," he said. Another throw landed in the boat but the float bounced out. "After the third or fourth time they were able to grab the line." Kevin said. "I told them to make sure the rope was tied on good. I didn't say it to them, because I didn't want to make them nervous, but I was thinking this is the only shot they've got, because if that rope lets go we mightn't be able to get to them again."

Because they had been so close to the cliffs, Ralph pointed out they had to maneuver the vessel towards the speedboat head-on. "We couldn't circle around them because the room wasn't there," he said. "So, once tied on, we had to back out off the land with them, get them out far enough where we could get in position to get them aboard our boat.

"We were about 15 minutes trying to get them into place."

Kevin and Keith were waiting on deck, ready to make the extraction. As the speedboat was being drawn closer, Kevin was timing waves. "You know what it's like when it's rough. She was steady up and down, up and down, so I waited," he said.

"Graham was sort of turned towards me, and the next time his boat came up I grabbed him right by the two shoulders, gave the yank and put him right up on the deck."

Fillier was next to come aboard. "When I got the time right I grabbed him by the shoulders and brought him to the rail, at this point the boat was gone from under his feet," Kevin said. "So Keith got him by the (seat) of the pants and gave the yank and the three of us come down on the deck." With the two safely aboard, and the speedboat in tow, the White Star I steamed into Bide Arm, five hours after the search had begun.

Looking back

Hancock and Fillier remember it as a scary situation, that took a couple of days to get over. And when Hancock saw the White Star I cutting through the water it was the same as someone giving him a million bucks.

"Once I hit the deck I told Ralph if he was a woman I'd a kissed him, perhaps I should of done it anyways," he quipped. "But there is no doubt they saved our lives, if they didn't come out it a been the end of us."

Fillier agrees, "It would be a completely different story if they hadn't shown up. "They're heroes."

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A Memorial.....Gerard Lacey

In 1977 a young man by the name of Gerard Lacey began his employment with Search and Rescue's Boating Safety Department of the Canadian Coast Guard. Gerard was employed as a Boating Safety Officer. For many, many years he travelled around Newfoundland and Labrador instilling safe boating practices in children and adults alike by visiting schools throughout the Province conducting lectures. He has travelled to communities by car, boat, and plane—lugging his safety equipment behind him.

Gerard was first introduced to the Canadian Coast Guard Auxiliary (Newfoundland & Labrador) Incorporated in 1978 when he attended the first ever annual general meeting in Grand Falls. Back then we were known as the Canadian Marine Rescue Auxiliary. In 1997 Gerard left the Boating Safety division of the Canadian Coast Guard and took on the position of Coast Guard Training officer for the Canadian Coast Guard Auxiliary.

As a Transport Canada certified Limited Powers Inspector Gerard was first tasked with visiting all of our boats under 15 Gross Registered Tons to ensure compliance with the Small Vessel and Small Fishing Vessel Regulations. That began a career that would take him to his retirement on December 18, 2013.

Amongst the members of the Canadian Coast Guard Auxiliary, Gerard Lacey became a household name. He has been onboard many of our boats and has enjoyed a cup of tea in many households throughout Newfoundland & Labrador. He not only knew the member's name, but also the name of the spouse and any children that were in the family, and of course the family dog.

Between and between the friendly rivalries with the 'townies' versus the 'baymen' - many would ask Gerard what part of town he hailed from. His response was always 'I lives between the ridge runners and the hay shakers'. Gerard was the type of unforgettable person that everyone knew and loved. He had a tremendous amount of respect for the Canadian Coast Guard Auxiliary. He poured his heart and soul into this organization on a daily basis.

Sadly on April 4th, 2014 Gerard passed away after a brief illness. To say he is going to be missed is an understatement. His knowledge and expertise and love of his job will not be forgotten. His passion for Search and Rescue and the Canadian Coast Guard Auxiliary helped to keep mariners safer as they ply our waters. Gerard—may you find Peace In Christ. So long old friend, until we meet again.

