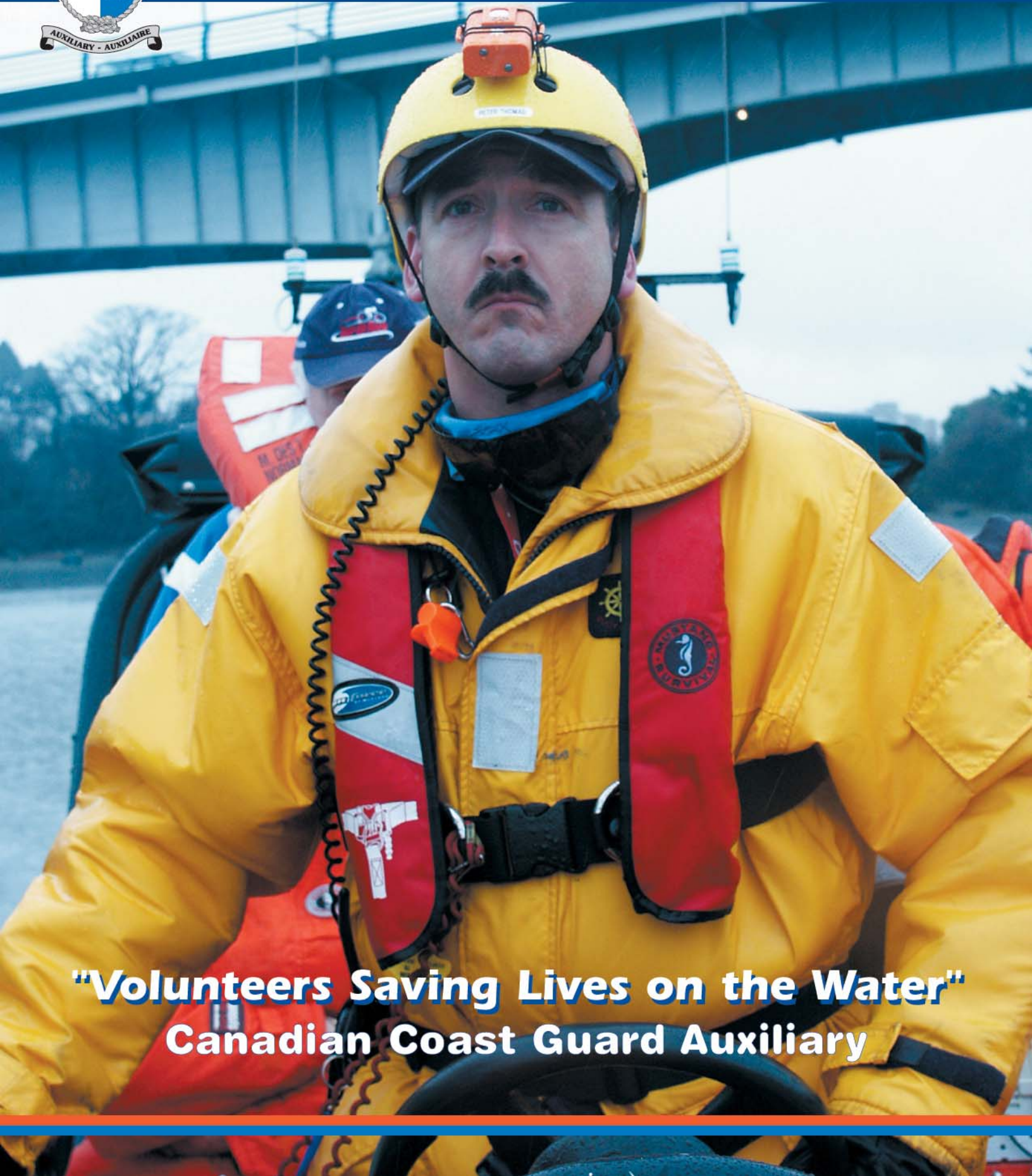




# Annual Review 2001



**"Volunteers Saving Lives on the Water"  
Canadian Coast Guard Auxiliary**



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## Mission Statement

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*The Canadian Coast Guard Auxiliary (CCGA) is a non-profit organization dedicated to Search and Rescue (SAR) and safe boating activities.*

*Our mission is to provide a National Volunteer Maritime Rescue Service.*

*To fulfill this mission, our objectives are to:*

- *Save 100% of lives at risk;*
- *Reduce the number and severity of SAR incidents;*
- *Promote maritime safety;*
- *Support the Canadian Coast Guard;*
- *Provide a humanitarian service;*
- *Maintain the highest professional standards;*
- *Promote dedication and pride of membership.*





# Message of the CEO

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Mr. John Adams  
Commissioner  
Canadian Coast Guard

Dear Sir:

The Canadian Coast Guard Auxiliary had a very successful year in 2001 with 2036 taskings to search and rescue incidents, the highest total since 1988 and the fourth highest total in the 24th year of existence of the organisation.

With 4,666 volunteers and 1,432 vessels (value of fleet is \$285 million), the resources made available to the Canadian Coast Guard are considerable and the contribution significant.

We're also reporting a very productive year with safe boating activities. Auxiliarists were present at 369 boat shows and public displays in 2001; they also conducted 3,292 courtesy checks on private vessels.

CCGA members are well trained. The adoption of National Training Standards and the Atlantic Canada SAR Training program funded by Exxon-Mobil Canada allowed Auxiliary units to conduct 1169 training exercises. We are also proud to report that 2,823 CCGA members (60% of total membership) have now obtained their Pleasure Craft Operator Card.

The Canadian Coast Guard Auxiliary is happy to say *mission accomplished for 2001*. We're looking forward to support Coast Guard activities in 2002 as you celebrate your 40<sup>th</sup> anniversary and hope you will be able to participate in some of our 25<sup>th</sup> anniversary celebrations next year.

On behalf of our members, we'd like to thank you and especially the CCG employees of the SAR branch at the national headquarters and in the regions for their continued support.

**Harry Strong**  
**Chief Executive Officer**  
**Canadian Coast Guard Auxiliary**



# 2001 At a Glance



# 2001 at a Glance

## February

CCGA Pacific holds its Annual General Meeting and regional SAR Competition in Richmond, BC.

A new uniform supplier is selected to provide CCGA members with improved service.

## March

CCGA Launches its Corporate Solicitation Campaign to secure sponsors for the SAR 2001 International Competition scheduled for October 20, 2001 in Vancouver.

CCGA Laurentian holds its Annual General Meeting in Chicoutimi, Quebec.

CCGA National Training Standards are adopted.

## April

A new graphic design is developed for *The Auxiliarist*, CCGA's national newsletter.

Harry Strong is honored at the *International Year of the Volunteers* Ceremony at DFO's Headquarters in Ottawa.

CCGA launches the National Web Site.

## May

CCGA launches a national awareness campaign with the publication of Public Service Announcements in newspapers and magazines across the country.

## August

CCGA Central & Arctic holds its regional SAR Competition in Burlington, Ontario.

CCGA Laurentian holds its regional SAR Competition in Rimouski, Quebec.

A CCGA delegation attends the National Convention of the United States Coast Guard Auxiliary in Portland, Oregon.

## September

Jeff Eggleton of CCGA C&A is awarded the Outstanding SAR Achievement Award.

CCGA Launches the SAR 2001 Television Advertisement Campaign in Vancouver, BC.

CCGA Maritimes holds its regional SAR Competition in Yarmouth, Nova Scotia.

Craig Dunn of CCGA Pacific is awarded a Certificate of Achievement at SARSCENE 2001.

## **October**

CCGA Newfoundland holds its Annual General Meeting and regional SAR Competition in Gander, Newfoundland.

CCGA hosts the Second International SAR Competition in Vancouver on October 20.

## **November**

CCGA Launches its National Awards Program

Renewal of Agreement with Exxon-Mobil Canada to fund the Atlantic Canada SAR Training Program

Negotiations are initiated to renew the Contribution Agreement between the CCG and CCGA.

## **December**

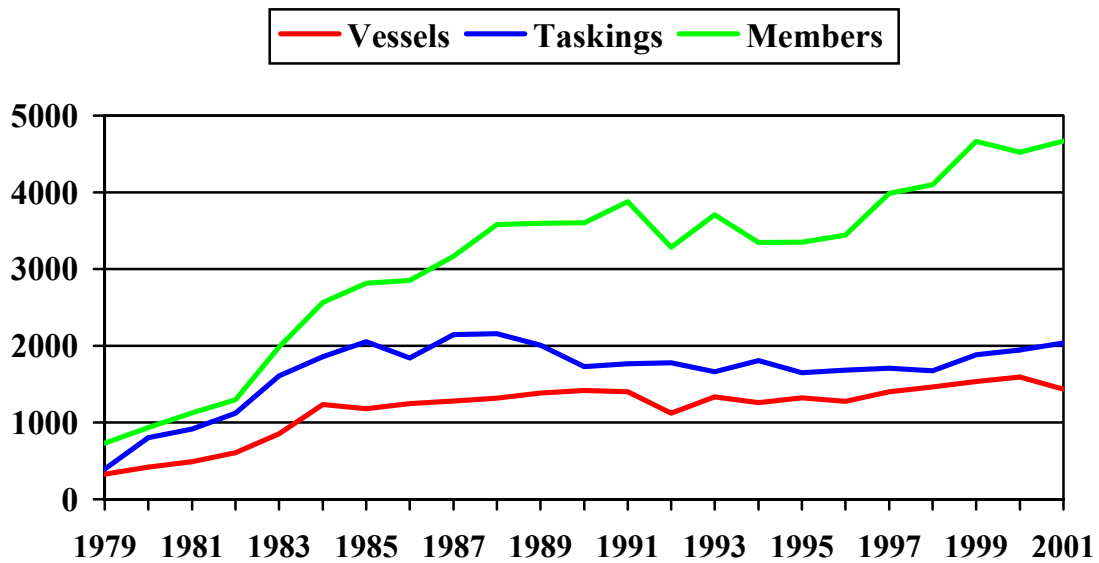
The first annual CCGA calendar is published and distributed to all members.

Four CCGA members are presented with Canadian Safe Boating Awards at the Toronto Boat Show (January 2002)



# CCGA National

## Fleet - Taskings - Volunteers



The CCGA currently has 4666 members and 1432 enrolled vessels. In 2001, the CCGA responded to 2036 SAR taskings.

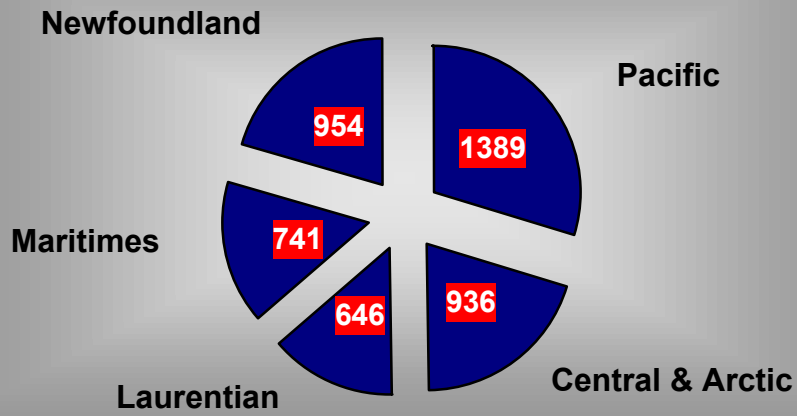


**Training - Boating Safety - Communication**

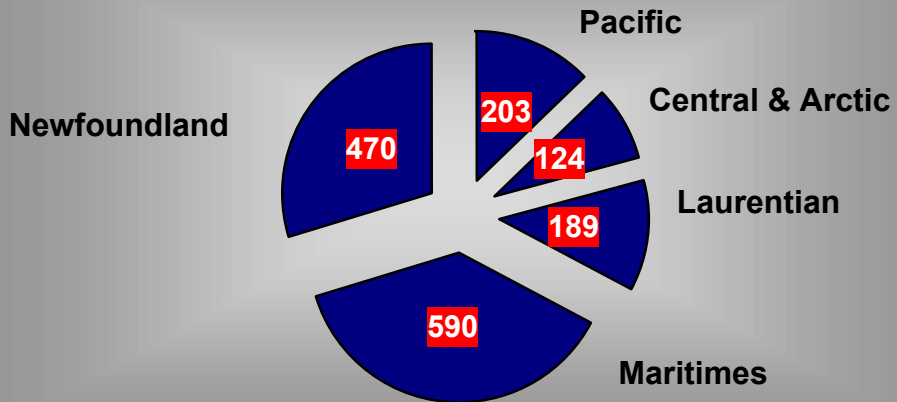


Auxiliarists participated in 1169 training exercises and 312 boat shows, exhibitions and displays to aid the boating safety program. They conducted 3292 courtesy checks on private vessels. Currently, 60% of the CCGA members have the Pleasure Craft Operator Card (PCOC).

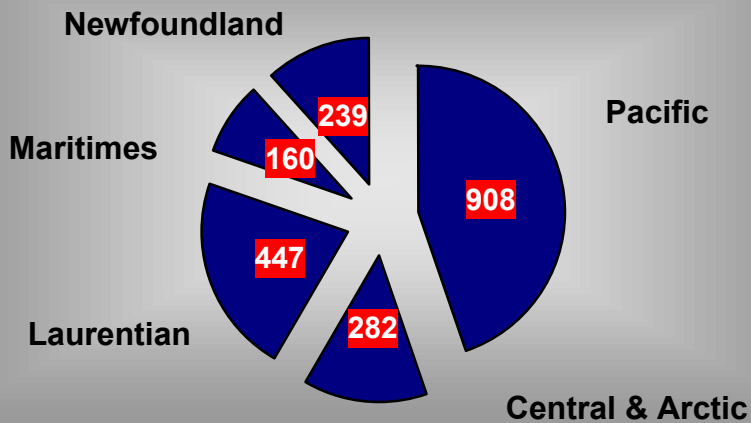
**CCGA Membership 2001**



**CCGA Vessels 2001**



**CCGA Taskings 2001**





# CCGA Pacific

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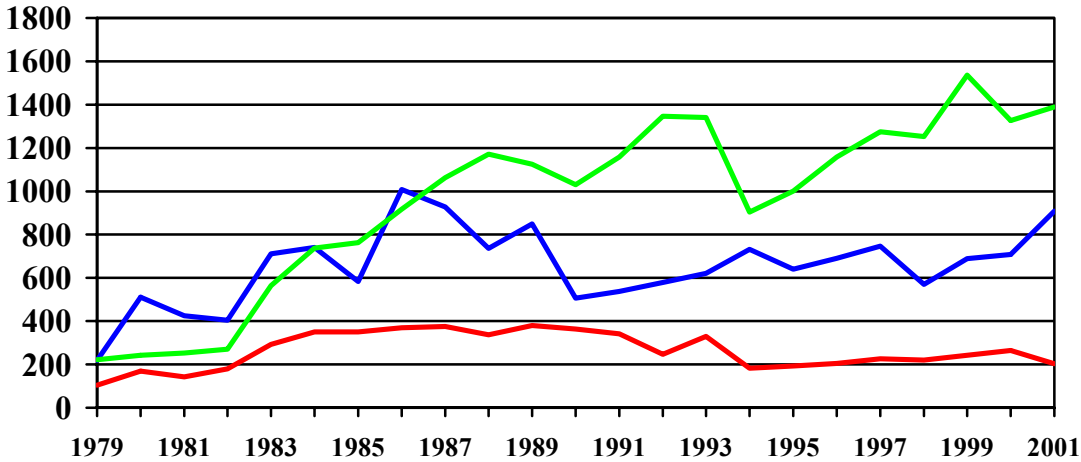


Frank Hudson  
President, CCGA Pacific

**Fleet - Taskings - Volunteers**



— Vessels — Taskings — Members



CCGA Pacific currently has 1389 members (47% have their PCOC Card) and 203 enrolled vessels. In 2001, CCGA Pacific responded to 908 SAR taskings.

**Training - Boating Safety - Communication**

In 2001, members of CCGA-P participated in 1,100 training exercises, 35 boat shows, exhibitions and displays. They also participate in the Marine Retail Awareness Program, whereby they maintain 185 display racks at commercial locations used for distributing safe boating literature.

Members organize demonstrations and displays and pleasure craft conduct courtesy checks year round (1200 in 2001). They also assist CCG at major boat shows and exhibitions and also provide VHF licensing courses for fishermen and participate in activities for youth.

CCGA Pacific has 1 CCG loaned vessel and 32 community owned/supported vessels.





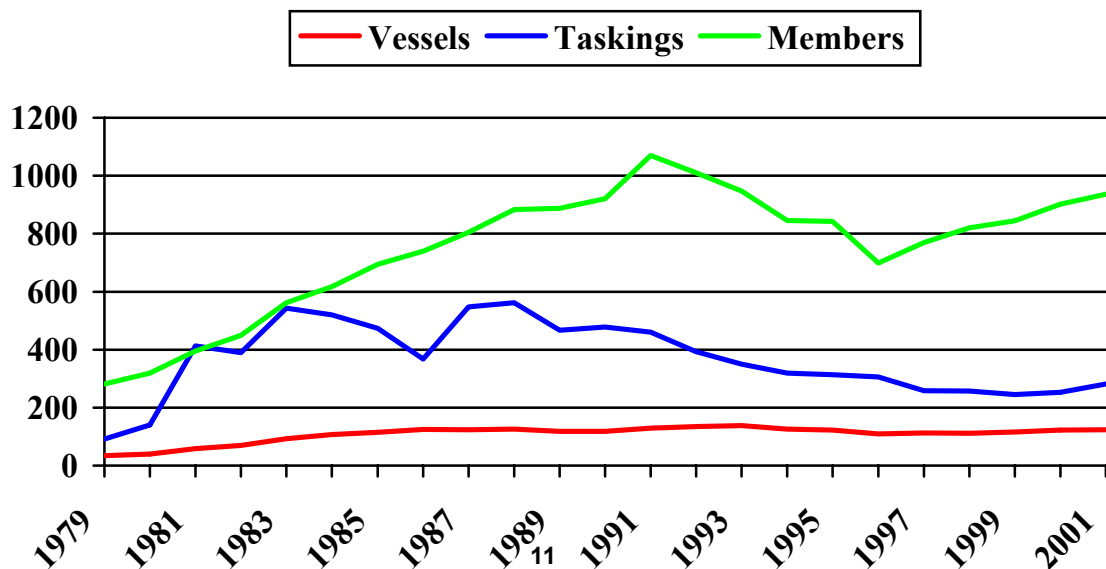


# CCGA Central and Arctic



John Levantis  
President, CCGA - Central & Arctic

## Fleet - Taskings - Volunteers



CCGA Central & Arctic currently has 936 members and 124 enrolled vessels. In 2001, the CCGA C&A responded to 282 SAR taskings.

## Training - Boating Safety - Communication

Auxiliarists participated in 20 training exercises and 200 boat shows, exhibitions and displays to aid the boating safety program. They conducted 906 courtesy checks on private vessels. Currently, 55% of CCGA C&A members have the Pleasure Craft Operator Card. The association has 3 loaned vessels and 26 community owned/supported vessels.



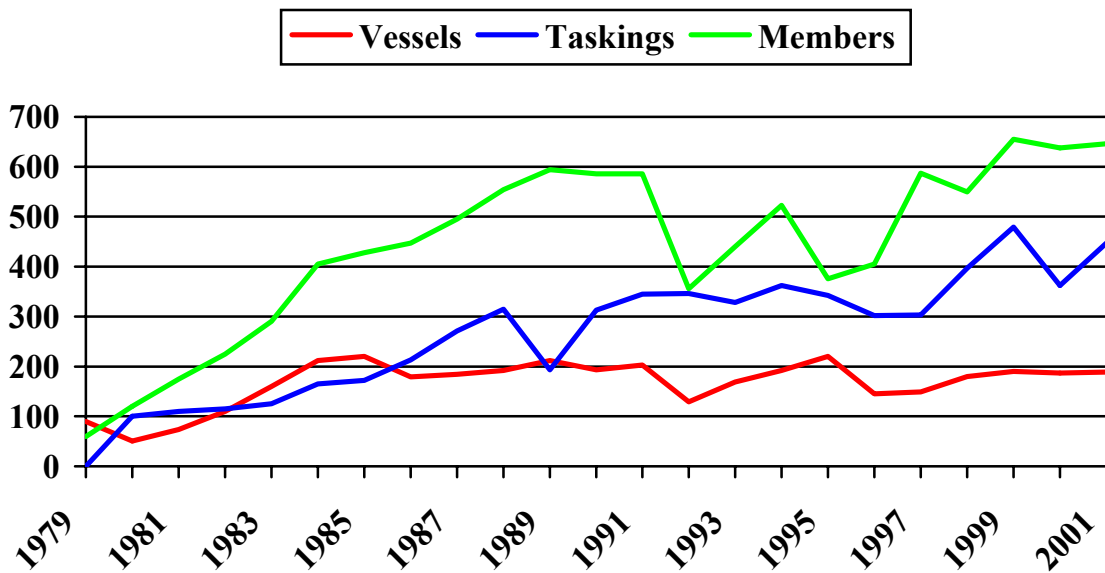


# CCGA Laurentian



Robert Petitpas  
President, CCGA - Laurentian

## Fleet - Taskings - Volunteers



CCGA Laurentian currently has 646 members and 189 enrolled vessels. In 2001, the CCGA-L responded to 447 SAR taskings.

## Training - Boating Safety - Communication

Auxiliarists participated in 36 training exercises and 99 boat shows, exhibitions and displays to aid the boating safety program. They conducted 790 courtesy checks on private vessels. Currently, 90% of CCGA-L members have the Pleasure Craft Operator Card. CCGA Laurentian is active as a course provider for the PCOC program.





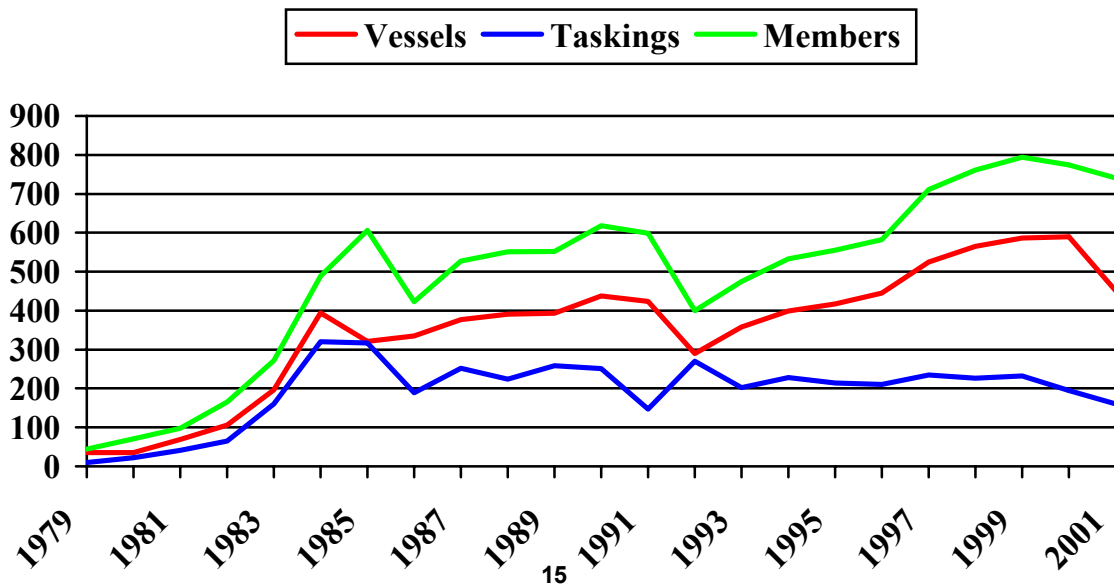


# CCGA Maritimes



Frank McLaughlin  
President, CCGA - Maritimes

## Fleet - Taskings - Volunteers



CCGA Maritimes currently has 741 members and 451 enrolled vessels. In 2001, the CCGA-M responded to 160 SAR taskings.

## Training - Boating Safety - Communication

Auxiliarists participated in 5 training exercises and 35 boat shows, exhibitions and displays to aid the boating safety program. They conducted 396 courtesy checks on private vessels. Currently, 73% of CCGA-M members have the Pleasure Craft Operator Card. CCGA Maritimes has 1 CG loaned vessel and 5 community owned/supported vessels.



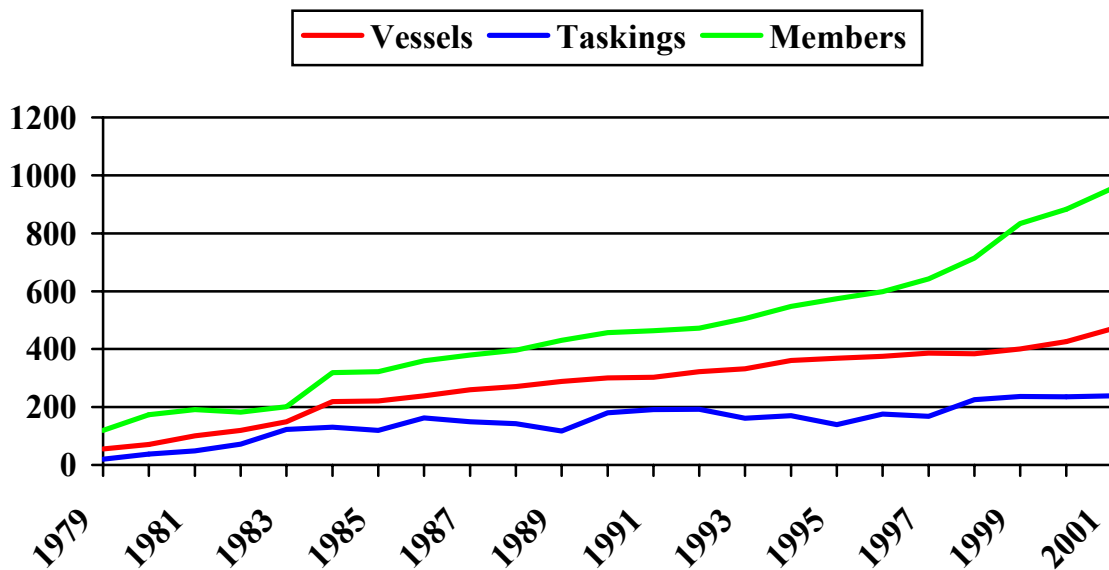


# CCGA Newfoundland



Winston Pitcher  
President, CCGA - Newfoundland

## Fleet - Taskings - Volunteers



CCGA Newfoundland currently has 954 members and 470 enrolled vessels. In 2001, CCGA Newfoundland responded to 239 SAR taskings.

## Training - Boating Safety - Communication

Auxiliarists participated in 8 training exercises and 6 boat shows, exhibitions and displays to aid the boating safety program. Currently, 55% of CCGA-Nfld members have the Pleasure Craft Operator Card.







# Rescue Stories

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## SAR Case 208 – Recovery of PIW near Bell Island, Conception Bay –

27 June 2001

TIME (Local)	COMMENTS
27/1550	MRSC St. John's was advised by the Canadian Coast Guard Auxiliary (CCGA) Vessel "Ocean Quest", via St. John's Marine Communications and Traffic Services (MCTS), that they have just recovered a person from the water in the area of Little Bell Island, Conception Bay, Newfoundland. The casualty was reported to be suffering from moderate to severe hypothermia.
27/1553	Inshore Rescue Boat (IRB) Conception Bay was tasked to assist. ETA on scene 15 minutes.
27/1607	IRB Conception Bay arrived on scene and boarded the "Ocean Quest" and assisted in the provision of first-aid to the hypothermic casualty. Weather on scene: wind SW 25 knots, moderate sea, water temperature + 8 Celsius.
27/1617	The casualty was transferred from the "Ocean Quest" to the Inshore Rescue Boat for medical evacuation to shore.
27/1643	The casualty was transferred from IRB Conception Bay to a waiting ambulance and evacuated to hospital. Case closed.

### **SAR Case Follow-up:**

The individual involved in this case had left Long Pond, Conception Bay earlier in the morning with the intention of sea kayaking in the area of Kelly's Island. When the wind picked up mid morning, the individual's kayak was swamped and capsized by the large waves. The individual was unable to right his kayak and even though he wore some thermal protection, was quickly disabled by the effects of cold water immersion.

At the time of his rescue, the individual had been in the water for several hours and was quickly losing the ability to stay with the overturned kayak. Were it not for the keen eyes of the crew of "Ocean Quest" who spotted the individual, effected a quick rescue and performed life saving first-aid, there is little doubt that this individual would have later succumbed to the effects of hypothermia.

**SAR Case 210 - Crew of Sinking F/V Eastern Harvester Rescued by CCGA Vessel**

**28 June 2001**

<b>TIME (UTC)</b>	<b>COMMENTS</b>
28/0846	Fishing Vessel (F/V) "Gulf Clipper" advised St. Anthony Marine Communications and Traffic Services (MCTS) that the F/V "Eastern Harvester" was taking on water and sinking 80 miles north west of St. Anthony, Newfoundland. In addition to the "Gulf Clipper", the "Nakita Ann II" and the CCGA Vessel "DME II" were in the area and proceeding to assist. All four vessels were engaged in the shrimp fishery at the time of the incident.
28/0854	The "Gulf Clipper" and "DME II" were two miles away from the "Eastern Harvester" and witnessed the crew of the vessel abandoning to their lifeboat.
28/0921	The "DME II" was alongside the lifeboat and the crew of the "Eastern Harvester" was taken aboard the "DME II". The lifeboat was recovered as well.
28/1100	The "DME II" departed the rescue scene enroute to Cooks Harbour, Newfoundland with the five-person crew of "Eastern Harvester" on board.
28/1615	The "Eastern Harvester" sank.
28/2331	The "DME II" arrived at Cooks Harbour. Case closed.

**SAR Case Follow-up:**

At the time of the incident, a crewmember of the "Eastern Harvester" noticed the engine room rapidly filling with water. The source of the flooding could not be determined and the bilge pumping capacity of the "Eastern Harvester" was soon overwhelmed, making it necessary to abandon the vessel.

As this incident occurred during the annual shrimp fishery in the St. Anthony Basin, several of the vessels in the immediate area proved to be members of the Coast Guard Auxiliary. Their close proximity, seamanship skills and CCGA training allowed for a timely rescue effort with little or no risk of loss of life.

**SAR Case 310 - Crew of Sinking F/V Sherry & Elizabeth Rescued by CCGA Vessel**

**31 July 2001**

<b>TIME (UTC)</b>	<b>COMMENTS</b>
31/0138	Fishing Vessel (F/V) "Sherry & Elizabeth" advised Placentia Marine Communications and Traffic Services (MCTS) that they had a fire onboard and even though the fire had been extinguished, the vessel was now taking on water and in danger of sinking. A general marine broadcast was issued and it was soon determined that there were no vessels in the immediate area.
31/0140	The CCGA Vessel "Adventure 1" was tasked to the incident.
31/0145	The CCGA Vessel "Matthew & Lisa" was tasked to the incident.
31/0200	The "Sherry & Elizabeth" attempted to launch their liferaft, but upon inflation, the liferaft exploded. Due to the loss of power, the crew began to bail the water out of the vessel using buckets. It was estimated that the vessel would sink in less than 30 minutes. Labrador Helicopter "Rescue 76" and Provincial Ferry "Northern Seal" were tasked to the incident.
31/0228	The "Sherry & Elizabeth" set off a marine distress flare that was seen by the "Matthew & Lisa" and the "Northern Seal".
31/0255	The "Sherry & Elizabeth" heard the sound of boat in the area and set off another marine distress flare.
31/0312	The CCGA Vessels "Matthew & Lisa" and "Adventure 1" located the sinking "Sherry & Elizabeth" in the darkness and the "Adventure 1" took the stricken vessel in tow.
31/0520	The crew of the "Sherry & Elizabeth" were transferred to the "Adventure 1".
31/0535	The "Sherry & Elizabeth" sank.
31/0615	The "Adventure 1" secured in St. Bernards with the crew of the "Sherry & Elizabeth" onboard. Case closed.

**SAR Case Follow-up:**

At the time of this incident, there were no vessels of opportunity in the area of the distress. Due to the fact that the liferaft onboard the "Sherry & Elizabeth" failed, had it not been for the rapid response and search and rescue efforts of the Auxiliary vessels "Adventure 1" and "Matthew & Lisa" it is likely that the three person crew of the distressed vessel would have been forced into the water. As the water temperature of Placentia Bay was approximately + 8 Celsius at the time, the crew would have quickly suffered the effects of immersion hypothermia.

The efforts of the Auxiliarists in this case no doubt resulted in the saving of three lives.

**SAR Case – 2001/1660 – F/V Royal Mariner Disabled in  
Baffin Bay and Towed by CCGA Vessel Newfoundland  
Tradition for 80 Hours – 21 August 2001**

<b>TIME (UTC)</b>	<b>COMMENTS</b>
21/1329	Fishing Vessel (F/V) “Royal Mariner” advised Iqaluit Marine Communications and Traffic Services (MCTS) that they are disabled in Baffin Bay with transmission failure and due to the impending gale and storm force winds, that they require immediate assistance.
21/1345	Joint Rescue Coordination Center (JRCC) Halifax was advised of the situation.
21/1433	A General Marine Broadcast (GMB) was issued by Iqaluit MCTS. The closest Government resource was CCGS “Pierre Radisson”, 1000 nautical miles away.
21/1442	The Canadian Coast Guard Auxiliary (CCGA) Vessel “Newfoundland Tradition” answered the GMB and accepted the SAR tasking to tow the “Royal Mariner” to Nuuk, Greenland, the closest safe haven. The “Newfoundland Tradition” estimated that he would reach the “Royal Mariner” in approximately 24 hours.
22/1640	The “Newfoundland Tradition” reached the “Royal Mariner” and commenced the tow. Weather on scene: south east winds at 40 knots with 15-foot seas. The estimated time of arrival (ETA) at Nuuk, Greenland was 24/0400 UTC.
22/2230	The “Royal Mariner” was under tow by the “Newfoundland Tradition”, at a speed of 5 knots.
23/0627	The tow continued at a speed of 6 knots. ETA 24/0530 UTC.
23/1550	The towline parted due to heavy sea conditions. The towline was re-attached after 30 minutes and the tow continued.
23/2120	The tow speed was reduced to 2 knots due to heavy swell conditions.
24/0538	The tow speed was further reduced to 1 knot due to the heavy swell conditions. ETA 25/0400 UTC.
24/1915	The tow continued at a speed of 2.7 knots. ETA 25/0800 UTC.
25/0300	Both vessels entered Nuuk Fiord. Tow speed 4 knots.
25/0500	Both vessels secured in Nuuk, Greenland. Case closed.

**SAR Case Follow-up:**

Including the time that was required for the “Newfoundland Tradition” to return to pre-task, the total duration of this incident was 113 hours. The total reimbursement paid to the “Newfoundland Tradition” for this incident was over \$20,000.

It is believed that this is the highest compensation ever paid to a single CCGA vessel for participation in a maritime SAR incident.



# CCGA Offices

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## National

200 Kent, 5th Floor, Ottawa, Ontario, K1A 0E6  
Phone: (613) 991-5714  
Fax: (613) 996-8902

## Pacific

25 Huron Street, Victoria, British Columbia, V8V 4V9  
Telephone: (250) 480-2798  
Fax: (250) 480-2742

## Central & Arctic

Port of Toronto, Warehouse 52  
8 Unwin Avenue Toronto, Ontario M5A 1A1  
Telephone: (416) 463-7283 - 1-866-392-7283  
Fax: (416) 463-7285 - 1-866-429-7285

## Laurentian

15 rue Prince, Sorel, (Québec), G3P 4J4  
Telephone: (450) 746-4385  
Fax: (418) 746-4386

## Maritimes

22 Ocean View Drive, Halifax, Nova Scotia, B3P 2H3  
Telephone: (902) 475-1842  
Fax: (902) 479-3222

## Newfoundland

P.O. Box 938, St. John's, Newfoundland, A1C 5M3  
Telephone: (709) 772-4074  
Fax: (709) 772-4066