



MESSAGE FROM THE NATIONAL CHAIR

Colleagues around the country, it is my pleasure to communicate with each of you but first of all, I should introduce myself and provide a short background. I am the current Chair for the CCGA National Council and Past President of RCM-SAR (CCGA Pacific). I joined this organization 15 years ago while I was finishing University, signing up as a rescue crew member in a community based, dedicated response station. Over the years, I have learned a great deal and currently still serve as a Coxswain in my local station taking part in training, rescues, and community events on a regular basis. I live and volunteer on the North Shore of Vancouver. I am married with two children (15 and 12) and spend my days employed as the Director of Finance for a leading Real Estate company in Vancouver.

I have a strong passion for volunteer community service that was instilled in me at a young age. My father and older brother were both Volunteer Firefighters and my mom contributed 100's of hours each year to helping those less fortunate. Hence, it seems not only natural but expected in my family that you will give back to the community you live in if you are healthy and able. I don't see volunteering so much as a duty but an honour and privilege. Growing up I got to hear tales of the sea from my Grandfather who spent the majority of his career serving as an Engineer with the Canadian Coast Guard and hence I was thrilled when I learned of the opportunity to join the CCGA. It has been a great joy of mine to belong to this organization and connect with some of the finest people this country has to offer.



RANDY STRANDT, NATIONAL CHAIR

Everywhere we are, you find the same level of community minded, caring, first-class, and professional members who dedicate literally thousands of hours so that others may live. It truly is a pleasure to be associated with each of you. This organization has given me so much over the years in the way of training, knowledge, and experience that sometimes feel as though I get more than I give.

As a member of the National Council for the last four years, I have had the opportunity to work with colleagues from around the country and come to appreciate the hard work and commitment that is shown from Coast to Coast to Coast in this vast country. As well, I have seen new ideas and different approaches to solving problems and I truly appreciate learning from those in each region who bring a vast amount of experience, training, and devotion to the table locally, regionally, and Canada wide.

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Just over a year ago, I was asked to speak at the funeral service for two brave women who lost their lives in the service of others. I repeat a message to those assembled that day that while the people we see providing this volunteer service may look ordinary in every respect, they are not. Ordinary people do not give up their time to assist complete strangers. Ordinary people do not give up evenings and weekends so they can train and be ready to help others. Each of you has a similar choice whereby instead of volunteering your time, you could instead sleep in that day, relax in front of the TV, go for a walk, or spend more time with family. Instead you choose to help and pay a price for this service. The price might be calls away during holidays or birthdays. It may be long hours, thankless jobs, or late nights. In the worst case, it can be the Ultimate Price. I hope each of you knows how vital and important this contribution you make is to the safety of others and what a significant difference it makes. In this newsletter you will see some statistics that start to give a bit of a picture of how important this service is. As a group we have performed 1,913 rescue missions, 185,464 volunteer hours, and 3,079 training exercises.

Perhaps some days your small contribution of time and effort might not seem like it makes a difference but rest assured it is the only thing that does make a difference.

In this issue of the Auxiliarist, I have suggested to the Presidents that we change things a bit and asked each region to submit a story about their organization. The idea is to use this publication as a place to share information, successes, and just plain interesting stories such that we can learn about each other and appreciate some of the differences. To be certain, we operate in different ways across the country and while your regional presidents and board may be aware, we thought it was perhaps time to share with all members across the country some of the great stories that exist. It is my hope that this will be the start of something that builds camaraderie amongst regions and celebrates the ideal of sharing knowledge.

Again, it is my great privilege to serve each of you.

Regards,

Randy Strandt
Chair, CCGA National

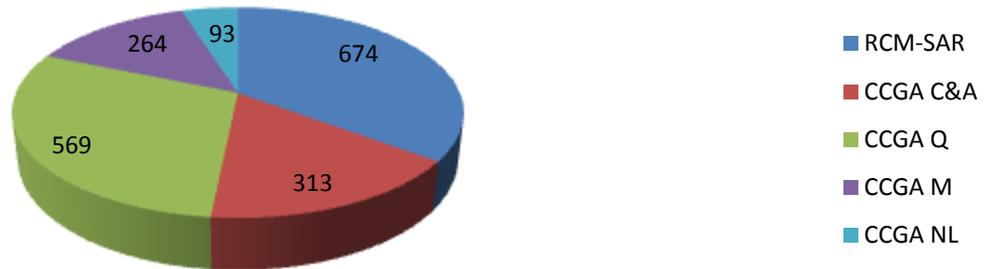
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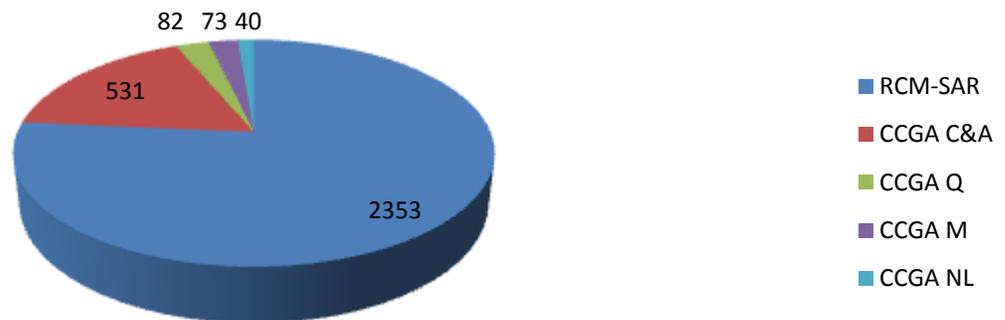
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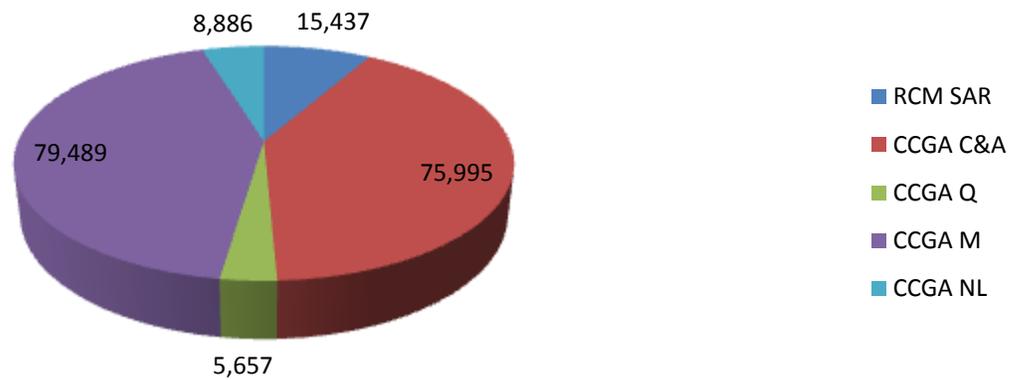
Taskings (2012)



Training Exercises (2012)



Volunteer Hours (2012)



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Friends and Colleagues from around the country, we are truly happy to have this opportunity to share with a bit about our organization and also hear stories from across the country. We are an organization that believes strongly in learning from others and sharing best practices. The Royal Canadian Marine Search and Rescue (RCM-SAR) has 42 SAR stations on the Pacific Coast of Canada. We operate almost entirely with community based, dedicated response boats.

Each Station can expect to respond to 10 to 100 calls per year and usually do so unassisted. We have developed a very high level of training, a rescue vessel simulator, and advanced rescue boats. Like the rest of the country, we have diverse geography covering the relatively sheltered waters near Vancouver with exceptionally high traffic use year round to isolated and remote communities with treacherous waters. Regardless of where they are, our crews live by the motto, "Volunteer Marine Rescue Crews, Unpaid Professionals".

Our Name

For the past year the Canadian Coast Guard Auxiliary- Pacific (CGA-P), has been operating under its new brand: Royal Canadian Marine Search and Rescue (RCM-SAR). There has been no change to operations, but our new name is really paying off in terms of media coverage and public awareness.

As we are communicating with our friends around the country for the first time, we thought it was probably an appropriate venue to perhaps explain our name change.

The prime motivation for changing name was to raise our profile with the British Columbia marine community so that we could tap additional sources of funds to deal with increasing operating costs and capital requirements. When we dealt with public, the general view was that we were part of the federal government service, and that we should not be asking for contributions. This is an easy misunderstanding to make because the names Canadian Coast Guard and Canadian Coast Guard Auxiliary are so similar. Basically very few people we talked to knew what the word 'auxiliary' means.

We want to be very clear that we remain committed to participating in the National Council. We have brought the SAR Manual, Bobbie the Safety Boat, SMS System and general support to this Council and we would very much like to see a strong national organization which serves the regions needs and we will continue to belong, contribute, and share as we always have at the national level. When explaining to Coast Guard, we provided them with a few specific reasons for this choice as follows:

Fundraising - We needed to rebrand our organization to allow us to better fundraise in the community. The 42 stations with purpose built, fast response rescue boats, our advanced rescue simulator, crew and Coxswain training including commercial certifications of SVOP, SEN-L, and MED A3 is only possible because of the additional money we have been able to fundraise.

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Our goal of course is to continue increasing our abilities, achieving higher levels of training, providing additional resources.

Commercialization - We needed to rebrand to allow us to create additional revenue streams to offset our costs. We are wishing to commercialize some aspects of our operation such that we can offer training to other agencies (i.e. RCMP, Fire Departments, DND, Park Rangers, etc.). We have a significant level of experience as well as an excellent training program in place including a world-class simulator that could be utilized to raise funds and offset our costs. This is much easier to do under a brand separate from the Coast Guard.

Recognition - We wanted to rebrand such that our members can be recognized for their contributions and achievements. None of them volunteer for such recognition nor would they ask for it but it is nevertheless extremely important that their family, friends, and colleagues are aware of their contributions. Under the CCGA banner, it was a remote occurrence that the Auxiliary is mentioned. Furthermore, we have little chance to build awareness of who we are as a result which further impacts our ability to fundraise.

Differentiation – The use of the name CCGA has caused and will continue to cause issues for the Coast Guard as we moved to provide services outside the scope or locale of the Coast Guard. By differentiating ourselves, we remove the risk of this conflict and confusion.

Types of Vessels

We operate almost an entirely dedicated response vessel model, only using owner/operator vessels where conditions or demographics don't allow for anything else or as a backup resource. RCM-SAR has moved quickly from a model whereby 15 years ago we were using pleasure or commercial vessels and now we have a dedicated fleet of purpose built fast rescue craft. For much of this period, our vessel plan was based around the Coast Guard model of small, fast, rigid hull inflatables. These evolved to utilize aluminum construction and T-Top designs.

RHIB's - Example of T-Top RHIB



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Future

Our organization has always been proactive in looking around the world to identify the best practices for training, equipment and vessel design. As part of this philosophy, we soon learned that the best organizations around the world were using specialty designed and standardized fleets. We started a mission several years ago to develop standardized classes of vessels which would then serve as the basis of our fleet. To design the vessels, we looked to our partners around the world to assist and came up with a design incorporating the best practices for hull designs, engines, propulsion, etc. We are at the early stages of a fleet renewal program whereby all of our vessels will be eventually replaced with a standard class of vessel as follows:

Falkins Class Vessel (Type 2)

Our first Falkins Class vessel was launched in 2010. We have launched six other vessels since with plans for 3 further boats over the next couple of years. This vessel is a 33 foot, aluminum, diesel jet / powered, self righting, 40 knot fast rescue craft. It has been built using the highest standards of construction considering similar designs from the leading marine rescue organizations and has received rave reviews from not only our crews but also others around the world. These vessels are among the first jet powered rescue craft in service on our coast.



Type 1

After designing the cabin style jet boat above, the management team set out to design a standardized outboard powered RHIB vessel that will serve as the backbone of our fleet going forward. This vessel design was completed and first vessel launched in 2013. While it incorporates the proven and reliable performance of our existing RHIB's, it is also utilizes leading edge rescue craft design in a shock mitigating platform whereby the entire crew station moves on a shock absorbent platform. This will provide not only improved crew comfort but significant improvement in safety and reduced fatigue. Again, this is a first in Rescue Vessel technology for Canada.



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Simulator

In the mid 2000's we identified the need to have even higher levels of training and more experience with difficult situations. Scenario training was and continues to be a key method for increasing crew proficiency but unfortunately, it is nearly impossible and not very safe to create certain situations such as stormy, foggy night in a narrow channel with a Mayday call 30 minutes away. This is the type of situation that we wanted our crews to be experienced with (i.e. The Worst case scenario) but for which it truly is not safe to do in a regular training environment. The solution was an advanced simulator that could immerse crews in such situations where they could practice decision making, rescue planning, vessel helm control, communications, and navigation in the worst circumstances on a regular and safe basis. Hence, our SARNAV Simulator project was born and in 2009, the first students were taking classes. This project alone has been a significant milestone for our organization with literally hundreds of our advanced crew members earning a much higher degree of training and certification that had been previously been offered anywhere in Canada. This Simulator is now of interest to police, fire, defence, and civilian organizations both within and outside Canada.



Come Visit

We truly look forward to having any and all of you come see us in the near future. It is indeed a great comraderie that exists amongst those who volunteer to save lives on the water.

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CCGA C&A

CCGA Central & Arctic Training Program – 2013

In 2012 the Regional Training committee embarked on a vision to redevelop and re-write our current training program that was already in use by developing two courses that would be run back to back over a 3 year/season time frame. These new courses would include an equal amount of in-class time and On-water or practical training/certification time, and are now known as Phase 01 & Phase 02. The course content was also derived from the Transport Canada SVOP/MED A3 certifications and also the current SAR Basic and SAR Operations courses from CCGA Central & Arctic Region. The Phase 03 course has been developed based on the auspice of a coxswain certification for vessels that exceed 30kts and are primarily open cabin design. Also, the intent of the Phase 01 & Phase 02 is designed for new members joining the CCGA C & A and will educate thee members in the required safety concerns of operating a vessel, minimum personal protective equipment, basic vessel handling and many other categories.

The training committee used the existing manuals from the SAR Basic & SAR Ops courses, the SAR Seamanship manual, Small Vessel Training Manual, Commercial Small Vessel Guide and other nautical resources to create a new an updated version of our manuals. These manuals are broken out into chapters which coincide with the power point presentations, and each chapter ends with the expected Practical Testing/Certification that the student can expect when the course moves from the classroom to on-water competencies.

Part of the redevelopment allowed us to recreate and reproduce our manuals using updated photos and illustrations, along with brining consistency to the look of the manuals and power point presentations.

As the ambitions of the committee grew and tasks were divided amongst the committee members, the redevelopment of the training program became a complete, professional looking, and useful tool that will serve our members well by allowing them to train in class and on the water. The redevelopment will be rolled out to the instructors in the fall of 2013 where every instructor will attend a “Train the Trainer” session, then the actual phases will commence after that for new members and existing members.

CCGA – C&A District 2 held the 2013 Regional SAR Exercise for Lake Ontario on Saturday, May 25th and Lake Erie, Sunday, May 26th.

The Lake Ontario Exercise included four CCGA vessels; TOWARF, Hamilton Beach and two from GAMARU. CCG Cutter Cape Storm was OSC. Four Naval Reservists from the HMS York were also in attendance to observe the exercise.

Lake Erie included five CCGA vessels; Southwind III, Sandman and two vessels from POCOMAR. Dirt Water Kit was scheduled to join, unfortunately they experienced a mechanical issue that required them to RTB. CCG Thunder Cape provided OSC for the Port Colborne and the Long Point IRB participated with Southwind in Port Dover.

CASARA Unit 11, CARES Niagara participated on both days with two aircraft, PJOTES.

424 (TIGER) Search and Rescue Squadron out of Trenton provided additional air support with, a C-130 Hercules - TIGER 407 and, a CH-146 Griffon Helicopter - TIGER 419.

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The scenario for both days was an overdue vessel with an unknown number of people on board. Each CCGA vessel deployed debris fields in the morning for the CASARA aircrews to practice their spotting techniques. The two Cutters and IRB deployed PFD's within the search areas for each of the CCGA vessels to locate while carrying out a Parallel Search. A medical scenario was attached to each PFD and the Crews practiced PIW recovery using mannequins and completed the medical upon finding their respective targets.

A Coordinated Search between CASARA and the CCGA was completed with Hamilton Beach providing the search target vessel on both days. Upon sighting the scenario vessel, TIGER 407 was brought in to deploy four SKAD's.

TIGER 419 was then brought on scene and two SAR Tech's and a litter were deployed onto the deck of each Cutter for the CCGA Crews to observe. In addition, on Saturday the Lake Ontario group had two TIGER 419 SAR Tech's dropped in the water and TOWARF and GAMARU vessels brought them on board. They reentered the water and then were lifted back on to 419. On Sunday, two TIGER 407 SAR Tech's parachuted to the target vessel's stern and were then recovered from the water by TIGER 419. The CCGA's crews completed the recovery of the four SKADs and the parachute gear of the two SAR Tech's on Sunday.

This year's exercise was a great opportunity to experience an interagency event and was very successful and rewarding for the forty members who participated.



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CCGA NL

A training seminar was held at the Coast Guard Lifeboat Station in Burin on October 13th, 2012. Members travelled to the Lifeboat Station in Burin to partake of a full day of training. Training sessions consisted of Search and Rescue Planning, first aid practical, emergency abandonment, and line throwing accuracy.

Members were given an opportunity to properly put on an immersion suit, get in the water to get the feel for the suit, and enter and exit a liferaft. A first aid station was set up and members were given an opportunity to do 'hands on' first aid. Line throwing was held on the wharf. Search and Rescue Planning concentrated on an overview of chart work and search patterns. A marlin splice event was held as well.

The CCGA (NL) fishing vessel 'Burin Tradition', owned/operated by Mr. Winston Pitcher Jr. was utilized for the emergency abandonment event, as well as an exercise with 103 Rescue Squadron from Gander.

At the end of the day attendees noted that the training seminar was a huge success!!



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CCGA Maritimes

First Aid Training and Instincts Keys to Saving Lives

David Amadio is a member of the Canadian Coast Guard Auxiliary Maritime Region and director of zone 9. On the evening of August 11th 2012, David was on his way home from attending a Coast Guard 50 year celebration in Louisburg, Nova Scotia.

On his way home, he came across a woman in her seventys who was stopped on the side of the road. David stopped to check if there was something wrong. The woman said that she believed the breaks had given out on her car. David got into her car to move it further off the road and found that there was nothing wrong with the vehicle. He asked her about this and she told him that she wasn't feeling very well, that she had chest pains and hard time breathing. He wanted to call 911 but she just wanted to go home. And then, another elderly couple stopped and the man from this vehicle said that he would drive with her to get her home. David did not feel comfortable about the situation so he told them that he would follow them and if they ran into a problem, to stop at the Port Morien Fire Hall. Sure enough, when they got to Port Morien, they pulled into the fire hall. David then called 911 and told dispatch the situation and location. Dispatch informed him to give her an aspirin and wait for E.M.S.

E.M.S. arrived and took the woman to the hospital and David continued on his way.

A couple of weeks later, David received a letter from the woman thanking him for his help. She did in fact have a heart attack and had been in the Halifax hospital having a stint put in.

David was glad that he had first aid training and this is why you should always follow your instincts. Many times, people will push away any help when they truly need it.

In March 2013, David received a National award for his persistence and help in this matter, because without it, the outcome would likely have been much different.



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CCGA Quebec

The members of the CCGA (Q) held their Annual General Assembly on March 16. Over one hundred members, unit leaders, zone directors as well as Board members took part in this important annual event. It was of course, the occasion for the Board of directors to submit a report of its financial management and its plans for the future. All members had the opportunity to ask questions and voice their opinion.

The AGM also makes it possible to motivate the troops for next season. The directors for Training, Prevention, Communications, Operations, Human Resources as well as zone directors have the opportunity to meet members and plan activities to come. Last year, CCGA-Q carried out 569 SAR taskings. The organisation relies on 670 active members and a fleet of 108 boats of which 16 are the owned by the organization.

Following an important reform of our training program, starting on April 1, 2013, all the members who carry out SAR operations must have completed and passed Rescuer 1 (Level 1).

It is no longer sufficient to take part in training courses; members must be able to show they have assimilated the content of the course. The rate of success of our members was more than satisfactory. The planning and the exercises were key to the success. Our members have become more confident of their abilities to intervene in often hostile marine environments.

During the review of our bylaws last year, we set up a new department of human resources in order to improve our recruitment and evaluation process. We already started to see the benefits by recruiting new members whose profile is more targeted to our needs. This department is led by a director who sits on the Board. She can rely on the support of five (5) members in each zone.

During the summer we organize important on water training activities in each zone. These training events make it possible to put in practice the theoretical concepts presented during winter training. A proposal is being studied to bring back a new formula of "SAR Competition" which would bring members of all zones together. Our ultimate goal is to encourage more members to take part in our on-water training exercises.

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In closing, we'd like to greet all colleagues and members in the other regions of Canada. Our region will always be happy to contribute positively to our national organization.

