



**CANADIAN COAST
GUARD AUXILIARY**
CENTRAL AND ARCTIC REGION

*Canadian Coast Guard Auxiliary
(Central & Arctic) Inc.*

43rd Annual General Meeting

September 24, 2022

Tasking # 22TSK250



Presidents Message

It has been a very interesting 3 years as Covid 19 started shortly after my term started. I would like to thank Management Board for all the help in working through this very difficult time.

At the start we were forced to halt all training. We still carried out our mandate of saving lives on the water. This shows how well our Member's are trained.

The Executive along with CCG made it our top priority to protect our Member's and the public from Covid. I think we did this and still did a great job of responding to taskings in a safe manner. This was done with the great response and cooperation by our Member's. Thank You.

We do have to remember when we make decisions, we look at all Central & Arctic and not just our own unit or District.

I look forward the next 3 years as Past President and know we can accomplish great things with the cooperation of our Members and Management Board.

Notice of Annual General Meeting

Notice is hereby given in accordance with the bylaws of the Canadian Coast Guard Auxiliary (Central & Arctic) Inc. that the 43rd Annual General Meeting shall be held on Saturday September 24, 2022 commencing at 0900, at the DoubleTree by Hilton Toronto Airport West, 5444 Dixie Road, Mississauga, ON L4W 2L2.

At the Annual General Meeting, in addition to any other business that may be transacted, the report of the Directors, the Financial Statements and the report of the Auditors shall be presented; a Board of Directors shall be named; and the Auditors shall be appointed for the ensuing year.

Randall Roy, Secretary

Provided to all Members in accordance with the Auxiliary's bylaws.

Weekend Agenda

Friday Sept 23th

- | | | Room |
|--------------------------------|---------------|-------------|
| - Training Committee Meeting | 8:30am-4:00pm | Birch room |
| - Governance Committee Meeting | 1:00pm-5:00pm | Aspen room |

Saturday Sept 24th

- | | | |
|--------------------------------|-----------------|-------------------|
| - Registration | 7:45am – 8:45am | Hawthorn Entrance |
| - AGM | 9:00am – 4:00pm | Hawthorn A/B/C |
| - CCGA Thank You – Hospitality | 8:00pm –12:00am | Alderwood room |
- (3 drink tickets & hors d'oeuvres will be provided, cash bar after tickets are used)**

Sunday Sept 25th

- | | | |
|-----------------------------|------------------|-------------------|
| - Registration | 8:00am – 9:00am | Hawthorn Entrance |
| - GAR Training Presentation | 9:00am – 12:00pm | Hawthorn A/B |
| - CCG Presentation | | |
| - Management Board Meeting | 9:00am – 3:00pm | Hawthorn C |

ALL UNIT LEADERS/ UNIT LEADER PROXY HOLDERS MUST ATTEND AND SIGN IN ON SATURDAY AND SUNDAY TO BE REIMBURSED FOR AGM EXPENSES.

Agenda:

- 0745 Registration opens
- 0900 – 0910 Presentation of the Colors
- 0910 – 0915 *Call to Order – Wayne Spencer*
- 0915 – 0930 Introduction of Guests
- 0930 – 1015 *Business of the Auxiliary*
- Approval of Agenda
 - Approval of Minutes – 42nd AGM
 - Report of the Auditor
 - Financial update
 - Executive & Committee Reports
- 1015 – 1030 Election of Directors
- 1030 *AGM Adjourned*
- 1030 - 1045 Break
- 1045 – 1055 Regional Director, Incident Management, CCG – Keven Raymond
- 1055 – 1105 D/Superintendent, SAR CCG Arctic– Erin Pigott
- 1105 – 1115 Superintendent, SAR CCG Central – Jean Bourdon
- 1115 – 1125 Regional Supervisor, CCG JRCC – Chris Armour
- 1125 – 1200 Award Presentations
- Member Service Awards Presented by – CCGA President & CCG
 - Unit Service Awards Presented by – CCG& CCGA President
 - National Awards Presented by - CCGA National & CCGA President
- 1200 – 1300 Lunch Buffet,
- 1300 – 1430 Presentation of Operational/Coxwain Binders
- 1430 – 1445 Break
- 1445 – 1600 One-on-one help/information session with Staff.



Canadian Coast Guard Auxiliary (Central & Arctic) Inc.
Minutes of the 42nd Annual General Meeting

Virtual
November 27, 2021

Called to order – Philip Unger – Vice President

National Anthem

Moment of Silence

The President reported that the notice of the Annual General Meeting was given in accordance with the Auxiliary's bylaws and that a quorum was present.

Introductions – Virtual locations and Guests

The Director's and Office Staff were introduced.

- | | | |
|---------------------|--------|------------------------|
| - Gary Endicott | D1 | Belleville, ON |
| - Amber Chrastina | D2 | Hamilton, ON |
| - Jim Oakley | D3 | London, ON |
| - Robert Corrigan | D4 | Barrie, ON |
| - Phil Carlson | D5 | Manitoulin, ON |
| - Scott Walker | D6 | Sault Ste. Marie, ON |
| - Robert Kavanagh | D7 | |
| - Wally Fey | D8 | Selkirk, MB |
| - Brian McShane | Arctic | Yellowknife, NT |
| - Peggy Griffin | | Past President |
| - James Fraser | | Treasurer |
| - Randal Roy | | Secretary |
| - Juanita Armstrong | | Training Administrator |
| - Shannon Laird | | Executive Manager |
- Steve Thompson, SAR Superintendent, Canadian Coast Guard Arctic
 - Chris Armour, Regional Supervisor, Maritime SAR, JRCC Trenton
 - Mark Gagnon, Arctic Training Officer, Canadian Coast Guard
 - Graham Silcox, Central Training Officer, Canadian Coast Guard
 -

The agenda was approved as presented on a motion by G. Endicott and seconded by R. Kavanagh, carried.

A motion to dispense with the reading of the 40th (2018) Annual General Meeting minutes by R. Kavanagh, seconded by S. Walker was approved and carried.

The minutes of the 41st Annual General Meeting were approved as submitted by B. McShane, seconded by J. Oakley, carried.

No business arising from the previous minutes.

Officers Reports:

Report of the President

The President's report was included in the AGM package to all members.

Report of the Treasurer

Attached is a copy of the Audited Financial Statements for the Year Ended March 31, 2021, prepared by our Auditors Prentice, Yates and Clark.

The report of the Auditor for the fiscal ending March 31, 2021 was received. The report was received on a motion by G. Endicott, seconded by S. Walker, carried.

Prentice, Yates and Clark were approved as the Auxiliary's Auditors for the year ended March 31, 2022 on a motion by S. Walker, seconded by J. Oakley, carried.

A financial report on 2020/21 spending to November 5, 2021 was included in the AGM package.

Committee Reports:

The following reports were included in the AGM package;

- Central Training Manager
- Central Operations Manager
- Ethics Committee
- Human Resource Committee
- Membership Experience Committee (adhoc)
- Organization Structure Committee (adhoc)
- Leadership Committee (adhoc)

Amendments to the By-Laws:

Proposed By Law #1

Special resolution of general members, re: changes to their membership conditions

ARTICLE 2, SECTION 2.01, 2) General Members

2.01 MEMBERSHIP CLASSES AND CONDITIONS

2) General Members

- (i) Must be sponsored by and continue as a member of a Unit.
- (ii) Must be a Canadian Citizen or Permanent Resident of Canada.
- (iii) Must have a Pleasure Craft Operator Card or Transport Canada equivalent, with the exception of the Arctic or when the individual is not performing SAR operations.
- (iv) Must complete the Probationary Period for New Members which period may be extended or deemed satisfactorily completed in the discretion of their Unit Leader and District Director. For the purposes of terminating membership during the Probationary Period for New Members, the provisions of Article 12 of this By-law shall not apply.
- (v) Must have the requisite knowledge, skill and certification to serve in a safe and efficient manner, and must maintain their membership through participation which includes meeting and continuing to maintain either the SAR or Non-SAR training criteria set out in the SOPP.
- (vi) Must have obtained the provincial age of majority within the province or territory in which they reside.
- (vii) Must reside within the operational boundaries of their Unit or regional responsibility and, if applicable, be available for SAR in accordance with the SOPP.
- (viii) Subject to the Articles and this By-law, the term of membership of a General Member shall continue for so long as the General Member meets the requirements of this subsection.
- (ix) Is not entitled to vote at any meeting of the Members.
- (x) Is eligible to be a Unit Leader Member or Life Member provided the General Member meets the conditions of membership for such classes and is admitted to membership in such classes by the Board.

(xi) Is eligible for election to the Board or as an Executive Officer.

Moved by: Scott Walker, Seconded by: Wally Fey.

Motion to amend the proposed and moved motion as presented:

To remove sections (v) & (vii), moved by A. MacLean, seconded by I. Simokovic,
Carried.

Motion to accept as amended was carried.

Proposed By Law #2

ARTICLE 2, SECTION 2.01, 1) Unit Leader Members

2.01 MEMBERSHIP CLASSES AND CONDITIONS

1) Unit Leader Members

- i. Must be a Unit Leader.
- ii. Must be a Canadian Citizen or Permanent Resident of Canada.
- iii. Must have a Pleasure Craft Operator Card or Transport Canada equivalent, with the exception of the Arctic.
- iv. Must have the requisite knowledge, skill and certification to serve in a safe and efficient manner, and must maintain their membership through participation which includes meeting and continuing to maintain either the SAR or Non-SAR training criteria set out in the SOPP.
- v. Must have obtained the provincial age of majority within the province or territory in which they reside.
- vi. Must reside within the operational boundaries of their Unit and be available for SAR in accordance with the SOPP.
- vii. Subject to the Articles and this By-law, the term of membership of a Unit Leader Member shall continue for so long as the Unit Leader Member meets the requirements of this subsection.
- viii. Is entitled to receive notice of, attend and vote at all meetings of Members and each Unit Leader Member shall be entitled to one (1) vote on Auxiliary business at such meetings.

- ix. Is eligible to be a General Member or Life Member provided the Unit Leader Member meets the conditions of membership for such classes and is admitted to membership in such classes by the Board.
- x. Is eligible for election to the Board or as an Executive Officer.

Moved by: Brian McShane, Seconded by: Phil Carlson.

Motion to amend the proposed and moved motion as presented:

To remove sections (iv) & (vi), moved by I. Simokovic, seconded by J. Clarke, Defeated.

Motion to amend the proposed and moved motion as presented:

To remove sections (vi), moved by I. Barsby, seconded by I. Simokovic, Defeated.

The proposed motion was Carried.

Proposed By Law #3

Special resolution of unit leader members re: Absentee Voting

ARTICLE 3, SECTION 3.08, ABSENTEE VOTING

3.08 ABSENTEE VOTING

A Member entitled to vote at a meeting of Members may vote by proxy by appointing in writing a proxyholder, and one or more alternative proxyholders, who are not required to be members, to attend and act at the meeting in the manner and to the extent authorized by the proxy and with the authority conferred by it subject to the following requirements:

- a) A proxy is valid only at the meeting in respect of which it is given or at a continuation of that meeting after an adjournment provided it is delivered to the Secretary at least 72 hours before the start of that meeting or continuation thereof.
- b) A Member may revoke a proxy by depositing an instrument in writing signed by the Member or by his or her agent:
 - a. at the registered office of the Auxiliary no later than the last business day before the day of the meeting, or the day of the continuation of that meeting after an adjournment of that meeting, at which the proxy is to be used; or
 - b. with the Chair of the meeting on the day of the meeting or the day of the continuation of that meeting after an adjournment of that meeting.

- c) the proxyholder was appointed, including the right to speak at a special meeting of Members in respect of any matter, to vote by way of ballot at the meeting, to demand a ballot at the meeting and, except where the proxyholder or an alternative proxyholder has conflicting instructions from more than one Member, to vote at the meeting by way of a show of hands.
- d) A proxyholder or alternative proxyholder has the same rights as the Member by whom the proxyholder was appointed, including the right to speak at a special meeting of Members in respect of any matter, to vote by way of ballot at the meeting, to demand
- e) a ballot at the meeting and, except where the proxyholder or an alternative proxyholder has conflicting instructions from more than one Member, to vote at the meeting by way
- f) of a show of hands.
- g) If a form of proxy is created by a person other than the Member, the form of proxy will:
 - a. indicate in boldface type, (A) the meeting at which it is to be used; (B) that the Member may appoint a proxyholder, other than a person designated in the form of proxy, to attend and act on the Member's behalf at the meeting; and (C) instructions on the manner in which the Member may appoint the proxyholder;
 - b. contain a designated blank space for the date of the signature;
 - c. provide a means for the Member to designate some other person as proxyholder, if the form of proxy designates a person as proxyholder;
 - d. provide a means for the Member to specify that the membership registered in his or her name is to be voted for or against each matter, or group of related matters, identified in the notice of meeting, other than the appointment of an auditor and the election of Directors;
 - e. provide a means for the Member to specify that the membership registered in his or her name is to be voted or withheld from voting in respect of the appointment of an auditor or the election of Directors; and
 - f. state that the membership represented by the proxy is to be voted or withheld from voting, in accordance with the instructions of the Member, on any ballot that may be called for and that, if the Member specifies a choice under Section 3.08(d)(iv) or Section 3.08(d)(v) with respect to any matter to be acted on, the membership is to be voted accordingly.
- h) A form of proxy may include a statement that, when the proxy is signed, the Member confers authority with respect to matters for which a choice is not provided in accordance with Section 3.08 (d)(iv) only if the form of proxy

states, in boldface type, how the proxyholder is to vote the membership in respect of each matter or group of related matters.

- i) If a form of proxy is sent in electronic form, the requirements that certain information is to be set out in boldface type are satisfied if that information is set out in some other manner so as to draw the addressee's attention to the information.
- j) A form of proxy that, if signed, has the effect of conferring a discretionary authority in respect of amendments to matters identified in the notice of meeting or other matters that may properly come before the meeting must contain a specific statement to that effect.

Moved by: Brian McShane, Seconded by: Phil Carlson, Carried.

Proposed By Law #4

ARTICLE 2, SECTION 2.04, Termination of Members

2.04 TERMINATION OF MEMBERS

A membership in the Auxiliary is terminated when:

- 1) the Member dies;
- 2) the Member resigns;
- 3) a General Member is found unsuitable for continued membership during, or at the end of, the Probationary Period for New Members in accordance with the SOPP;
- 4) the Member fails to comply with the conditions of membership;
- 5) the Member's membership is Revoked in accordance with Article 12; or
- 6) the Auxiliary is liquidated or dissolved under the Act.

Subject to the Articles, upon any termination of membership, the rights of the Member, including ty of the Auxiliary, automatically cease to exist.

Moved by: Brian McShane, Seconded by: Phil Carlson, Carried.

Proposed By Law #5

ARTICLE 12 DISCIPLINE

12.01 GROUNDS FOR DISCIPLINE

The Board shall set a policy for discipline procedure and process, and shall establish an Ethics and Review Committee (“**ERC**”). The Executive Management Committee (“**EMC**”) and/or the Board (as applicable) shall have authority to discipline any Member for the following grounds (“**Grounds for Discipline**”):

- 1) Inactivity where exhibited by insufficient interest or no apparent desire to continue participation;
- 2) breach of any rule of the Auxiliary including but not limited to the Articles, this By-Law, the membership memorandum of understanding, or the SOPP;
- 3) conduct which brings discredit to, or is considered detrimental to the character and interests of, the Auxiliary, the CCG, or the Government of Canada;
- 4) failure to comply with statutory legislation and the regulations pursuant thereof; or,
- 5) conviction of a criminal offence or commission of an offence which, in the opinion of the Board of Directors, is serious enough to warrant discipline.

The Board has the right to delegate its discipline powers to the EMC.

12.02 DISCIPLINE PROCEDURE

A Complainant may file a complaint by completing a Complaint Submission Form and submitting the Complaint Submission Form to the Past-President or the Past-President’s delegate (the “**Complaint**”).

Upon review of a Complaint, after determining whether it is captured by the Grounds for Discipline, the Past-President, or the Past-President’s delegate, may:

- i. Dismiss the Complaint; or
- ii. Escalate the Complaint by notifying the ERC of the Complaint. The ERC shall appoint an investigator or investigators to commence an investigation into the Complaint.

12.03 INVESTIGATION

Upon review of the Complaint Submission Form, the investigator(s) may:

- i. **Immediate Suspension Where Risk to the Auxiliary or Community.** Immediately request that the Board make an interim order suspending the right of the Member to engage in the activities of the Auxiliary where the investigator(s) has/(have) reason to believe that a Member's conduct exposes or is likely to expose members of the public or other Members of the Auxiliary to physical harm or injury. Where the Board makes an interim order, the Board shall inform the person affected forthwith and give reasons for the interim order and the facts upon which the interim order is based and provide the Member affected with five (5) days to make a written submission to the Board with reasons why the interim order should be modified or revoked. The Board shall make a decision within five (5) days of receipt of a written submission from the Member.
- ii. **Mediation.** Present the option of Mediation to the Complainant and Respondent and, where both the Complainant and Respondent consent, they will work with the ERC to select a neutral mediator and schedule mediation proceedings.
- iii. **Investigation.** The investigator(s) will have 14 days from the receipt of the Complaint to commence the investigation, including scheduling interviews, the collection and review of evidence and, within 7 days of receipt of the Complaint, shall send a letter to both the Complainant and the Respondent outlining the investigation process, in accordance with the SOPP, giving the Respondent 14 days from the date of receipt of the letter to make written submissions to the investigator(s) in response to the Complaint.

The investigator(s) along with the ERC will have a maximum of 3 months from the commencement of the investigation to draft a report containing the investigator's findings and recommendations, (the "**Investigator's Report**") and to submit the Investigator's Report to the EMC.

12.04 THE EMC'S DECISION

- (a) **The EMC's Decision Period.** Upon receipt of the Investigator's Report, the EMC, excluding the Past-President, will have 14 days (the "**Decision Period**") to review the Investigator's Report and make a decision regarding the Complaint and Disciplinary Action, as defined below, to be taken (if any) (the "**EMC's Decision**").

(b) **Action In Response to The Complaint.** The EMC may choose from the following options as it relates to possible action in response to the Complaint following the Decision Period:

- i. Send a letter to the ERC providing further instructions to conduct additional review or to collect further evidence;
- ii. Have the ERC appoint a new investigator(s) to conduct a new investigation;
- iii. Obtain further evidence;
- iv. Dismiss the Complaint; or
- v. Accept the Complaint, in full or in part, and decide on Disciplinary Action.

(c) **Options for Disciplinary Action.** Where the EMC's Decision involves taking Disciplinary Action as a response to the Complaint, the EMC shall choose from the following options (the "**Disciplinary Action**"):

- i. revoke the Member's membership in the Auxiliary;
- ii. suspend the Member's membership in the Auxiliary for a specified period of time;
- iii. impose specified terms, conditions and limitations on the Member's membership for a specified or indefinite period of time;
- iv. require the Member to appear before the EMC/Board to be cautioned or, in the alternative, send a letter of caution to the Member;
- v. require the Member to appear before the EMC/Board to be reprimanded or, in the alternative, send a letter of reprimand to the Member; or,
- vi. impose such other penalty as the EMC/Board considers appropriate in its sole discretion including but not limited to counselling and training.

(d) **Decision Letters.** Following the EMC's Decision, the EMC shall send decision letters to the Respondent, the Complainant, and the applicable Unit Leader (the "**EMC Decision Letter**") which shall attach the Investigator's Report.

12.05 RIGHT OF APPEAL TO THE BOARD

The Complainant and Respondent shall have the right to appeal the EMC Decision to the Board in accordance with the SOPP. Any appeal of the EMC's Decision shall be limited to the following grounds:

- i. An error of fact in the EMC's Decision;
- ii. New evidence that was not available during the investigation;
- iii. evidence that either the investigator(s)/ERC or the EMC did not follow due process, or otherwise breached the principles of fairness and natural justice; or
- iv. the Disciplinary Action chosen by the EMC (if applicable).

There are three possible outcomes which may result from an appeal of the EMC's Decision to the Board:

- i. An affirmation of the EMC's decision, in which case the EMC's decision is upheld;
- ii. Order a new investigation of the Complaint; or
- iii. Render a new decision and/or new Disciplinary Action if applicable.

There is no appeal from the appeal decision of the Board. The Board's appeal decision is final.

12.06 GENERAL.

- (a) **SOPP.** All Members shall follow the Discipline Procedure in the SOPP adopted by the Board.
- (b) **Criteria associated with reinstatement of membership.** The Board may specify criteria to be satisfied for the removal of suspension or removal of terms, conditions and limitations imposed on a Member's membership or for reinstatement of membership.
- (c) **Implications of a Suspension.** While suspended, whether by way of an immediate suspension or pursuant to the Discipline Procedure, Members are not considered to be in good standing with the Auxiliary and lose all rights and privileges normally exercised by Members who are in good standing. Suspended members are not eligible participate in any Auxiliary activities.
- (d) **Implications of a Revocation** Any Member whose membership in the Auxiliary has been revoked shall be forever thereafter ineligible for re-admission as a Member of the Auxiliary and shall be required to surrender their identity card and return all CCG/ Auxiliary equipment and material in their possession to the applicable Unit Leader.
- (e) **Confidentiality.** All Board members and any committees established hereunder, all members of the Auxiliary and all employees, agents, or consultants of the Auxiliary having knowledge of or involved with the

keeping of any records relating to, or the conduct of, any disciplinary proceeding shall maintain confidentiality except where disclosure is required in the course of carrying out their duties, by law or by this By-law, or for consultation with legal counsel.

- (f) **Extensions.** Any request for an extension of the time periods set out herein must be made to the EMC or the Board, as applicable, at least 7 days' prior to the expiration of the time period, and three days prior to the expiration of the time period for an Immediate Suspension. All requests must be made in writing and must include reasons for the request. Time extensions may be granted at the discretion of the EMC or the Board, as applicable.
- (g) **Authority of the Board, the EMC and their delegates.** For the purposes of carrying out its duties, the EMC, the Board and any delegate established hereunder may take such action as each considers appropriate and that is not inconsistent with this By-law.

Moved by: Brian McShane, Seconded by: Phil Carlson, Carried.

Proposed By Law #6

ARTICLE 4 BOARD OF DIRECTORS

4.01 COMPOSITION OF THE BOARD

The affairs of the Auxiliary shall be managed by a Board of Directors which shall consist of nine

(9) elected District Directors. Where more than one (1) candidate in a District stands for nomination to the Board then the selection of that District's nominee shall be conducted by secret ballot in accordance with the Auxiliary's SOPP or Roberts Rules if the SOPP is silent.

4.02 MANAGEMENT

Subject to the Act, the Articles and this By-law, the Board shall manage or supervise the management of the activities and affairs of the Auxiliary. The Board shall set the SOPP of the Auxiliary.

4.03 ELECTION

District Directors shall be nominated and elected based on geographic divisions of the Region as may be determined by the Board and which may be amended from time to time. Districts shall be uniquely identified in accordance with a system approved by the Board and which may be amended from time to time.

Each District will be made up of one or more Units.

Only voting Members of Units located in a given District shall be entitled to vote for a candidate to be nominated as a District Director to represent that District and such District vote shall be by ballot. The Nominating Committee will present a slate of all such candidates at each Annual General Meeting for approval. Only voting Members in good standing may vote.

4.04 NOMINATIONS

No later than six (6) weeks before the date of a scheduled Annual General Meeting, the Auxiliary shall make a call for nominations for the position of District Director to all the Members in that District eligible to vote. The name of any Member wishing to be considered together with the qualifications of that Member in less than 200 words, must be sent to the Head Office of the Auxiliary not later than four (4) weeks before the scheduled date for the Annual General Meeting of the Auxiliary. All completed nomination forms shall be reviewed by the Nominating Committee to confirm that the candidate for District Director meets all applicable qualifications.

No later than two (2) weeks before the scheduled date for the Annual General Meeting of the Auxiliary, the Auxiliary, shall send to each Member in the District eligible to vote a copy of all the names and qualifications thus received and approved by the Nominating Committee. Where a single nomination for the position is received by the Auxiliary, and the Nominating Committee has not identified any other candidate for election to the position, that nominee shall be selected by acclamation and shall be presented by the Nominating Committee as the District's candidate for the Board.

4.05 TERM

Each District Director shall serve a term of two (2) years from the date of the conclusion of the Annual General Meeting when he or she is elected. Directors for odd number Districts will stand for election in odd numbered years while Directors for even numbered Districts will stand for election in even numbered years. The District known as the Arctic shall be considered an odd numbered District. A Director shall not stand for election or hold office on the Board for more than three (3) consecutive two (2) year terms; provided that a Director may serve an additional term or terms if the Nominating Committee has not been able to identify another qualified candidate.

4.06 REMOVAL OF A DIRECTOR

The Members may, by Ordinary Resolution passed at a special meeting of Members, remove a District Director, in accordance with the Act, before the expiration of the Director's term of office. A copy of the resolution will be submitted to the Secretary of the Auxiliary who shall verify that the Members are eligible to vote and that the necessary majority has been achieved. Following that the Secretary will then forthwith:

- 1) Inform the President and the Board of the outcome; and
- 2) Inform the Director that he or she has been removed from office by the wishes of the Members eligible to remove the Director as per this section of the By-law.

4.07 VACANCIES

District vacancies on the Board, however caused, shall be filled by the Board at the earliest opportunity with a nominee from the appropriate District or, if a nominee from the appropriate District is not provided to the Board within 60 days of the vacancy, the Board shall appoint a Director to fill the vacancy. Such appointment will have a term that expires at the next Annual General Meeting of the Members.

Moved by: Brian McShane, Seconded by: Phil Carlson, Carried.

Proposed By Law #7

Administrative Amendments

The attached document shows all proposed administrative changes to the current Bylaws.

Various sections that pertain directly to Proposed Bylaw amendments 1 – 6 are included but should be ignored for this proposal.

For this proposal the following sections should be ignored;

1. Article 2, section 2.01, 1) Unit Leader Members
2. Article 2, section 2.01, 2) General Members
3. Article 3, section 3.08, Absentee Voting
4. Article 2, section 2.04, Termination of Members
5. Article 12, Discipline
6. Article 4, Board of Directors

Moved by: Brian McShane, Seconded by: Phil Carlson, Carried.

Election of Directors:

District 1: Gary Endicott - Acclaimed

District 3: Jim Oakley - Acclaimed

District 5: no candidates

District 7: no candidates

Arctic Region: Brian McShane – Acclaimed

The 42nd AGM was adjourned on a motion by B. McShane.

DRAFT

Financial Statements
Canadian Coast Guard Auxiliary
(Central & Arctic) Inc.
Toronto, Ontario
March 31, 2022

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Independent Auditors' Report

To the Members of Canadian Coast Guard Auxiliary (Central & Arctic) Inc.:

Report on the Audit of the Financial Statements

Opinion

We have audited the financial statements of Canadian Coast Guard Auxiliary (Central & Arctic) Inc., which comprise the financial position as at March 31, 2022 and the statements of operations and accumulated surplus and cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, the financial statements present fairly, in all material respects, the financial position of Canadian Coast Guard Auxiliary (Central & Arctic) Inc. as at March 31, 2022, and the results of its operations and cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are independent of Canadian Coast Guard Auxiliary (Central & Arctic) Inc. in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Canadian accounting standards for not-for-profit organizations, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing Canadian Coast Guard Auxiliary (Central & Arctic) Inc.'s ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Corporation or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing Canadian Coast Guard Auxiliary (Central & Arctic) Inc.'s financial reporting process.

Independent Auditors' Report - continued

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Canadian Coast Guard Auxiliary (Central & Arctic) Inc.'s internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on Canadian Coast Guard Auxiliary (Central & Arctic) Inc.'s ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors' report. However, future events or conditions may cause the Corporation to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

Independent Auditors' Report - continued

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Toronto, Ontario
August 19, 2022

A handwritten signature in black ink that reads "Prentice Yates & Clark". The signature is written in a cursive, flowing style.

Chartered Professional Accountants, Licensed Public Accountants

Canadian Coast Guard Auxiliary (Central & Arctic) Inc.

March 31, 2022

Statement of Financial Position			2022	2021
	Restricted	Unrestricted	Total	Total
Current Assets				
Cash	\$ 390,781	\$ 311,936	\$ 702,717	\$ 481,707
Temporary investments	0	30,249	30,249	30,249
Accounts receivable	0	0	0	7,000
HST receivable	96,434	0	96,434	90,100
Prepaid expenses	34,661	0	34,661	33,436
Interfund balance	250,077	0	250,077	206,018
Total Current	771,953	342,185	1,114,138	848,510
Capital Assets, Note 3	13,268	135,333	148,601	20,565
	785,221	477,518	1,262,739	869,075
Current Liabilities				
Accounts payable and accrued liabilities	391,638	0	391,638	42,366
Interfund balance	0	250,077	250,077	206,018
Total Current	391,638	250,077	641,715	248,384
Deferred Contributions Related to Capital Assets, Note 4	0	135,333	135,333	0
Net Assets				
<i>Unrestricted</i>				
Accumulated surplus, per statement	393,583	92,108	485,691	620,691
	785,221	477,518	1,262,739	869,075

Approved by The Board

Director: James Oakley

Director: Scott Walker

The notes on pages 9 through 12 form an integral part of these financial statements.

Canadian Coast Guard Auxiliary (Central & Arctic) Inc.

Year ended March 31, 2022

Statement of Operations and Accumulated Surplus			2022	2021
	Restricted	Unrestricted	Total	Total
Revenues				
Funding from the Department of Fisheries and Oceans, Note 6	\$ 1,635,249	\$ 0	\$ 1,635,249	\$ 1,490,701
Gain on sale of capital assets	0	14,000	14,000	0
Interest	0	153	153	193
Other income	0	2,528	2,528	0
Donations	0	3,900	3,900	5,500
Reimbursed expenses	0	0	0	0
Amortization of deferred contributions	4,667	0	4,667	0
Total Revenues	1,639,916	20,581	1,660,497	1,496,394
Expenses				
Members	101,570	0	101,570	68,881
Search and rescue operations	158,326	0	158,326	110,646
Insurance claims	10,966	0	10,966	2,130
Support to SAR operations	676,490	9,732	686,222	593,540
SAR awareness	7,133	0	7,133	3,174
Administration	352,704	100	352,804	296,359
Training	466,512	0	466,512	239,261
Amortization	11,964	0	11,964	7,855
Total Expenses	1,785,665	9,832	1,795,497	1,321,846
Surplus (Deficit)	(145,749)	10,749	(135,000)	174,548
Accumulated surplus, beginning of year	539,332	81,359	620,691	446,143
Accumulated Surplus, end of year	393,583	92,108	485,691	620,691

Canadian Coast Guard Auxiliary (Central & Arctic) Inc.

Year ended March 31, 2022

Statement of Cash Flows	2022	2021
Operating Activities		
Surplus (deficit)	\$ (135,000) \$	174,548
Adjusted for changes not requiring a current cash payment		
Amortization of deferred contributions	(4,667)	0
Amortization of capital assets	11,964	7,855
	<u>(127,703)</u>	<u>182,403</u>
Add (deduct) changes in non-cash working capital components		
Accounts receivable	7,000	0
HST	(6,334)	(45,856)
Prepaid expenses	(1,225)	(1,280)
Accounts payable and accrued liabilities	349,272	(242,658)
	<u>221,010</u>	<u>(107,391)</u>
Cash Provided By (Used In) Operating Activities	221,010	(107,391)
Net cash increase (decrease) during the year	221,010	(107,391)
Cash position beginning of year	481,707	589,098
Cash Position End of Year	702,717	481,707

Canadian Coast Guard Auxiliary (Central & Arctic) Inc.

March 31, 2022

Notes to Financial Statements

Status and Nature of Activities

The Canadian Coast Guard Auxiliary (Central & Arctic) Inc. was incorporated in December 1978 under the sponsorship of the federal government for the purpose of providing organized voluntary maritime search and rescue and the promotion of safety afloat, in an auxiliary support role to the Canadian Coast Guard. The Corporation receives funding from the Department of Fisheries and Oceans and is dependent on this funding for its continued operation.

The Corporation is a registered charity and is exempt from income tax under paragraph 149(1)(f) of the Income Tax Act.

Note 1

Significant Accounting Policies

Basis of Accounting

These financial statements have been prepared in accordance with Canadian accounting standards for not-for-profit organizations.

Revenue Recognition

The Corporation follows the deferral method of accounting for contributions. Restricted contributions are recognized as revenue in the year in which the related expenses are incurred. Unrestricted contributions are recognized as revenue when received or receivable if the amount to be received can be reasonably estimated and collection is reasonably assured.

The amortization of deferred contributions for the purchase of capital assets is recognized as revenue on the same basis as the amortization of the acquired capital assets.

Interest income consists of interest earned from bank accounts. Revenue is recognized on an accrual basis.

Use of Estimates

The preparation of financial statements requires management to make assumptions about future events that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from these estimates.

Note 1 Significant Accounting Policies - continued

Capital Assets

Capital assets are accounted for at cost.

Contributed capital assets are accounted for at their fair value at the date of the donation.

Capital assets are amortized on a straight-line method over their estimated useful lives as follows:

Rescue equipment	5 years
Office equipment	6 years
SAR equipment	15 years

Financial Instruments

(a) Measurement of Financial Instruments

The Corporation initially measures its financial assets and financial liabilities at fair value.

The Corporation subsequently measures all its financial assets and financial liabilities at amortized cost.

Financial assets measured at amortized cost include cash and accounts receivable.

Financial liabilities measured at amortized cost includes accounts payable.

(b) Impairment

Financial assets measured at cost are tested for impairment when there are indicators of impairment. The amount of the write-down is recognized in surplus. The previously recognized impairment loss may be reversed to the extent of the improvement, directly or by adjusting the allowance account, provided it is no greater than the amount that would have been reported at the date of the reversal had the impairment not been recognized previously. The amount of the reversal is recognized in income.

Canadian Coast Guard Auxiliary (Central & Arctic) Inc.

March 31, 2022

Note 2 Financial Instruments

Risk Management Policy

The Corporation is exposed to various risks through its financial instruments. The following analysis provides a measure of the risks at March 31, 2022:

Credit Risk

Credit risk is the risk that one party to a financial instrument will fail to discharge an obligation and cause the other party to incur a loss.

The Corporation is subject to concentrations of credit risk through its cash accounts. The Corporation maintains all of its cash at a single Canadian financial institution. Cash, in excess of \$100,000, not insured through Canada Deposit Insurance Corporation, is exposed to credit risk. The maximum credit risk is equivalent to the carrying value.

Liquidity Risk

Liquidity risk is the risk that the Corporation will encounter difficulty in meeting obligations associated with financial liabilities. The Corporation is exposed to this risk mainly in respect of its short-term debt. This risk is reduced because of considerable sums in their cash accounts.

Note 3 Capital Assets

			2022		2021
	Cost	Accumulated Amortization	Net Assets		Net Assets
Rescue equipment	\$ 36,486	\$ (23,218)	\$ 13,268	\$	20,565
SAR equipment	140,000	(4,667)	135,333		0
	176,486	(27,885)	148,601		20,565

Note 4 Deferred Contributions Related to Capital Assets

During the fiscal year, Canadian Coast Guard Auxiliary Inc. was donated a vessel worth \$140,000 for use in its operations.

Deferred contributions remaining at year-end:

		2022		2021
Deferred contributions	\$	140,000	\$	0
Accumulated amortization		(4,667)		0
Deferred contributions, ending balance		135,333		0

Canadian Coast Guard Auxiliary (Central & Arctic) Inc.

March 31, 2022

Note 5 Funding Agreement

In 2013, there was a change in CCGA bylaws which also affected the funding structure. Starting April 1, 2013, the five regional CCGA corporations equally share the financing of CCGA National. The funding provided will be determined on an annual basis and will correspond to the budget of CCGA National approved jointly by the CCGA National Board and the Canadian Coast Guard (CCG). CCGA (Central & Arctic) total contribution to CCGA National for the year was \$181,500 (2021 - \$169,700).

Note 6 Restriction on Funding

The funding received from the Department of Fisheries & Oceans is restricted solely for the purpose of providing organized maritime search and rescue operations and the promotion of safety afloat.

Note 7 Future Uncertainty Resulting from the Pandemic

There is significant uncertainty around the long-term economic and business consequences of COVID-19. It is not possible to estimate the actual financial effects at this time.

CENTRAL Budget vs Actual - September 9, 2022

		Equipment	General Training	Training on water	District Ops	Totals
1	<i>Budget</i>	\$0.00	\$5,000.00	\$52,000.00	\$3,000.00	\$60,000.00
	<i>Spent</i>	\$0.00	\$0.00	\$28,787.03	\$2,205.06	\$30,992.09
balance		\$0.00	\$5,000.00	\$23,212.97	\$794.94	\$29,007.91
2	<i>Budget</i>	\$0.00	\$3,000.00	\$32,000.00	\$5,000.00	\$40,000.00
	<i>Spent</i>	\$0.00	\$0.00	\$7,259.08	\$1,709.59	\$8,968.67
balance		\$0.00	\$3,000.00	\$24,740.92	\$3,290.41	\$31,031.33
3	<i>Budget</i>	\$0.00	\$0.00	\$19,900.00	\$3,000.00	\$22,900.00
	<i>Spent</i>	\$0.00	\$0.00	\$8,838.81	\$1,016.51	\$9,855.32
balance		\$0.00	\$0.00	\$11,061.19	\$1,983.49	\$13,044.68
4	<i>Budget</i>	\$0.00	\$3,000.00	\$14,000.00	\$4,000.00	\$21,000.00
	<i>Spent</i>	\$0.00	\$0.00	\$11,626.33	\$408.55	\$12,034.88
balance		\$0.00	\$3,000.00	\$2,373.67	\$3,591.45	\$8,965.12
5	<i>Budget</i>	\$0.00	\$3,000.00	\$10,000.00	\$1,500.00	\$14,500.00
	<i>Spent</i>	\$0.00	\$0.00	\$1,573.85	\$188.78	\$1,762.63
balance		\$0.00	\$3,000.00	\$8,426.15	\$1,311.22	\$12,737.37
6	<i>Budget</i>	\$0.00	\$1,300.00	\$16,950.00	\$1,900.00	\$20,150.00
	<i>Spent</i>	\$0.00	\$0.00	\$589.42	\$0.00	\$589.42
balance		\$0.00	\$1,300.00	\$16,360.58	\$1,900.00	\$19,560.58
7	<i>Budget</i>	\$0.00	\$1,000.00	\$15,000.00	\$0.00	\$16,000.00
	<i>Spent</i>	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
balance		\$0.00	\$1,000.00	\$15,000.00	\$0.00	\$16,000.00
8	<i>Budget</i>	\$0.00	\$1,000.00	\$10,000.00	\$1,500.00	\$12,500.00
	<i>Spent</i>	\$0.00	\$0.00	\$6,427.65	\$965.72	\$7,393.37
balance		\$0.00	\$1,000.00	\$3,572.35	\$534.28	\$5,106.63
SUB TOTALS	<i>Budget</i>	\$0.00	\$17,300.00	\$169,850.00	\$19,900.00	\$207,050.00
***	<i>Spent</i>	\$0.00	\$0.00	\$65,102.17	\$6,494.21	\$71,596.38
balance		\$0.00	\$17,300.00	\$104,747.83	\$13,405.79	\$135,453.62

	Budgeted	Spent	
SAR OPS	\$ 120,000.00	\$ 77,996.97	
Insurance Ded.	\$ 5,000.00	\$ -	
PRES.	\$ 37,800.00	\$ 8,340.72	
EXEC. MEETINGS	\$ -	\$ -	
MBOD MEETINGS	\$ 20,000.00	\$ 4,521.10	
Promotion & Newsletter	\$ 6,600.00	\$ -	
REGION TRAIN	\$ 40,400.00	\$ 6,924.63	
Honour Guard	\$ 1,000.00	\$ -	
Training Committee	\$ 4,500.00	\$ -	
R2MR Training	\$ 35,000.00	\$ -	New funding
Major SAR Ex	\$ -	\$ -	
OPS MGR	\$ 500.00	\$ -	
OFFICE	\$ 180,000.00	\$ 86,838.43	
AGM	\$ 36,000.00	\$ 8,523.00	
Legal fees	\$ 10,000.00	\$ 5,325.00	
Governance Committee	\$ 8,000.00	\$ -	
Ethics Committee	\$ 2,500.00	\$ -	
HR Committee	\$ -	\$ -	
Recognition Committee	\$ -	\$ -	
SAR Equipment	\$ 401,050.00	\$ -	new money \$361,100
Membership Recogn. Committee	\$ 3,000.00	\$ -	
Organ.overview Committee	\$ 8,000.00	\$ -	
Leadership Committee	\$ 2,200.00	\$ -	
Manager of Development	\$ -	\$ -	

National Budget Allocation	\$	167,800.00	\$	154,742.00
PPE	\$	10,000.00	\$	325.10
HST/GST	\$	-	\$	-
Sub Total	\$	1,099,350.00	\$	353,536.95
Grand total Budget	\$	1,306,400.00	\$	425,133.33
Contribution amount	\$	1,305,900.00		
Balance to spend	\$	881,266.67		
Surplus/Shortfall				

ARCTIC Budget vs Actual - September 9, 2022

	<u>Budgeted</u>	<u>Spent</u>
SAR OPS	\$ 12,000.00	\$ 423.94
Insurance Ded.	\$ 2,000.00	\$ -
Members insignia/branding	\$ 3,065.00	\$ -
MBOD MEETINGS	\$ 5,000.00	\$ 1,805.30
Promtion/recruitment	\$ 5,505.00	\$ -
On Water Training	\$ 81,345.40	\$ 38,215.47
Classroom training	\$ 7,500.00	\$ -
Catering	\$ 8,000.00	\$ 845.30
District meetings	\$ 15,680.50	\$ 3,250.00
OPS MGR	\$ 2,120.50	\$ 655.28
OFFICE	\$ 171,173.98	\$ 29,407.24
AGM	\$ 5,500.00	\$ 2,150.00
Boatshows	\$ 2,060.00	\$ -
Patrols	\$ 8,671.00	\$ 2,159.87
SAT Phones/SPOT/Inreach	\$ 29,956.25	\$ 18,580.60
Equipment Maintenance	\$ 2,542.50	\$ -
Shipping	\$ 5,030.00	\$ 1,288.53
Training supplies	\$ 7,850.65	\$ -
National Budget Allocation	\$ 25,000.00	\$ 25,000.00
Sub Total	\$ 400,000.78	\$ 123,781.53
Grand total Budget	\$ 400,000.78	\$ 123,781.53
Contribution amount	\$ 400,000.00	
Balance to spend Surplus/Shortfall	\$ 276,219.25	

Ind. Community Boats North & South

Budgeted

Spent

Balance

\$ 242,950.25 \$ 38,034.69 \$ 204,915.56



CENTRAL MANAGER of TRAINING

AGM REPORT

With the easing of Covid Restrictions, the Central Region saw a renewal of in person training sessions.

Summary of Phase 1 and Phase 2 training courses run in Districts since last November:

District 1

P1 Theory = 2
P1 Practical = 3
P2 Theory = 2
P2 Practical = 3

District 2

P1 Theory = 2
P1 Practical = 3
P2 Theory = 1
P2 Practical = 0

District 3

P1 Theory = 1 - Online
P1 Practical = 0
P2 Theory = 1
P2 Practical = 1

District 4

P1 Theory = 1 – joined by members of D5
P1 Practical = 1 - joined by members of D5
P2 Theory = 1
P2 Practical = 1

District 5

P1 Theory = 1
P1 Practical = 0
P2 Theory = 1
P2 Practical = 0

District 6

P1 Theory = 0
P1 Practical = 0
P2 Theory = 0
P2 Practical = 0

District 7

P1 Theory = 0
P1 Practical = 0
P2 Theory = 0
P2 Practical = 0

District 8

P1 Theory = 1
P1 Practical = 1
P2 Theory = 1
P2 Practical = 1

P1 and P2 Certificates issued

P1 = 14

P2 = 11

The Central region plans to hold Instructor's Training Course in April 2023 to get back onto the timeframe when the course was held pre-Covid. Notification will be sent in the upcoming months.

Initiatives:

Small Vessel Domestic Safety Course Upgrade

Our organization is required to upgrade from the Marine Emergency Duties A3 Level (MEDA3) to Small Vessel Domestic Safety (SVD-BS) course for continued member certification with Transport Canada. Through consultation with Transport Canada, it was decided that the CCGA would create an addendum module with the necessary additional learning material to avoid making any changes to the current Phase 1 and Phase 2 manuals. To this end, we obtained the SVD-BS Curriculum from Quebec Region that has already been approved by Transport Canada. We thank the Quebec Region for their willingness to share with Central and Arctic.

The Training Committee is currently working in conjunction with Juanita Armstrong to review the curriculum and eliminate areas of learning that are already in our Phase 1 and Phase 2 programs and focus specifically on the additional material required to upgrade our course. The goal is a completion of the curriculum for submission to Transport Canada this fall. For the additional training, immersion suits are required to practice donning and doffing. These suits have been purchased and will be distributed.

Immersion Suits Purchased

55 Universal suits – 1 for each unit in Central
8 Small suits – 1 for each district to be shared
8 Oversized suits – 1 for each district to be shared

Command and Control Course

A sub-committee, which reports to the standing Training Committee, was formed to advance the development of the Command-and-Control Course.

An outline of the proposed course was submitted to the CCGA Board of Directors for review and was approved.

The sub-committee is currently working on curriculum development and progress reports will be made available

Coxswain's SAR Operations and Safety Binder

As an additional measure, a Coxswain's SAR Operations and Safety Manual is being developed as a reference guide and is expected to launch at the AGM in September.

Throughout its existence, the Canadian Coast Guard Auxiliary has created necessary information and policies for Coxswains to perform Search and Rescue operations effectively, while ensuring the safety of crew and vessel. The goal of this manual is to compile that information into one resource for ease of reference to be kept onboard the Search and Rescue Vessel.

TOGETHER, SAVING LIVES AT RISK

Respectfully

Ralph FitzGerald

Central Manager of Training 2022

Manager of Operations (Central) Report to 43rd Annual General Meeting

Our “Business”

Today we meet for the 43rd AGM of the corporation which was incorporated 44 years ago, in September 1978. The AGM is a statutory requirement, and is an opportunity for stakeholders to review and transact the business of the corporation. As such much focus typically is paid to appointments, elections, and financials. I would respectfully submit, though, that while these necessary corporate concerns are required, we do well to remember the *raison d’etre* – the reason that the Canadian Coast Guard Auxiliary Central and Arctic was stood up in the first place, as expressed in the corporation’s Mission Statement:

“...to provide a permanent day and night search and rescue service to cover marine requirements in Canada and prevent the loss of life and injury.”

To fulfill this mission, our objectives are:

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

Here, in our mission and our objectives, we find our purpose as a self-organized group of concerned Canadians: the corporation exists to support achieving an important mission through 7 stated objectives, and these operational objectives are the true business of the corporation. It is what the corporation was stood up to deliver. These should remain the guiding principles of the corporation. We all do well to retain this important perspective, and to remain a mission-oriented organization with a clear and consistent requirement to support “the pointy end”.

In our objective of supporting the Canadian Coast Guard in the delivery of search and rescue service, it is appropriate to understand the stated mission of the Canadian Coast Guard Search and Rescue Program, which is to “...save and protect lives in the maritime environment.” No supporting organization can provide effective support without knowing and embracing the overall mission. It is appropriate also to understand their stated objectives (with highlighted objectives specific to CCGA):

- Save 100% of lives at risk.
- Reduce the number and severity of SAR incidents.
- Minimize loss of life, injury, property damage and risk to the environment.
- **Support and involve the Canadian Coast Guard Auxiliary.**
- Maintain the highest professional standards.
- Provide national leadership and effective SAR Program management.
- Provide international SAR leadership.
- Maximize SAR system efficiency through innovation.
- **Promote volunteerism.**

- Increase awareness of the SAR Program.
- Assist in the development of the National SAR Program.
- Foster co-operative SAR agreements.
- Provide humanitarian aid and civil assistance where possible.

These objectives are relevant to the CCGA(C&A) in that they can serve as aspirations as to how to more fully support the CCG.

Therefore, as we meet today further to a statutory requirement for a non-profit corporation's business, I would like to remind and emphasize the true business of the CCGA C&A.

“How Well are We Doing”

While not specific to Central and Arctic, I feel that an initial top-down look at our participation and performance as a region is an important item to report upon. I will therefore highlight some information drawn from the March 24, 2022 report “*Evaluation of the Search and Rescue Program (SAR): Canadian Coast Guard Auxiliary (CCGA)*.” This evaluation was conducted by DFO and the CCG between March to November 2021, in order to determine the relevance of the CCGA in terms of effectiveness and the use of resources between 2016 and 2021.

The CCG characterizes Central and Arctic as:

Covers 2 provinces and 2 territories with 14 SAR areas. About 60% of vessels are private (commercial, recreational, pleasure boats) whose owners are auxiliary members. Volunteers from communities operate community vessels (20%) or CCGA-owned vessels (20%). The region has the greatest involvement with Arctic expansion and has participated in the ICBV program since 2016-17. Developed a regional 3-phase auxiliary training program, approved by Transport Canada.

Further, it characterizes the CCGA Area of Responsibility as:

The CCG funds the CCGA to carry-out authorized activities on its behalf, in support of the CCG's mandate for maritime search and rescue. The auxiliaries are tasked for maritime missions by one of the three JRCCs. An auxiliary unit may be tasked as a sole responder when there are no primary (e.g., CCG) resources better situated for timely reaction, usually for incidents in M3, M4, and M5 class. It also may be tasked to provide support as one of several responders, even in missions for distress incidents (M1 and M2 class), provided that the training, expertise, and operational capabilities (e.g., vessel, SAR equipment) of the unit are appropriate for the required operations. The decision on what actions to take, and by which responder, is made by the JRCC based on many factors (e.g., emergency level, weather conditions, location, timing, readiness of resources) and in compliance with strict operational protocols. Upon receiving a call from a JRCC, auxiliary units use a Green-Amber-Red risk-assessment tool to decide whether they are ready to participate safely and effectively in a mission. The decision is based on factors such as weather and water conditions, vessel type and equipment, and qualification of crew members.

This is an interesting perspective, and several significant points should be brought to our attention:

- The CCGA's use of GAR nationally by each unit as a means to determine what is within the unit's operational capabilities when called out by JRCC;

- The citing of the nature of the “usual incident” being M3, M4, and M5; with distress (M1) and near-distress (M2) being a possible employment “in support as one of several responders” provided that training, expertise, and operational capabilities are sufficient for the mission; and,
- Some additional factors that JRCC uses, in addition to proximity of a resource to an incident, to determine the actions to be taken and the resource to be utilized.

In measuring and reporting upon the effectiveness of the CCGA nationally, this report found that the CCGA is effective in responding to maritime SAR incidents, having been involved in almost one-quarter of overall incidents, **and maintaining a level of service comparable to the ones established for CCG primary SAR units**. Since 2016 the CCGA has responded to 24% of maritime SAR taskings, and participated in 23% of distress taskings (M1 and M2). CCGA reaction time compared favorably to the CCG. The CCG’s primary maritime SAR assets are on stand-by 24 hours a day, 7 days a week, all year. As per the reaction time standards, they are expected to depart from the station within 30 minutes or less from being tasked, 99% of the time. As volunteers, the CCGA is not held to the same standard, but this was evaluated in the study. Another important metric of performance was percentage of lives at risk that were saved, where the performance target of the CCG is 90%. A region by region comparison of these performance standards is illustrated below. The answer, then, to how well we are doing on the operational front is that we are doing well, with room for improvement.



Immediate Actions in Central

General Assessment of Risk – Green-Amber-Red

It has been mentioned in the annual reports of my predecessors for several years now that our risk management tool, the General Assessment of Risk, Green Amber Red, or GAR, is yet to be fully integrated into our practices. This is obvious on several fronts: they are either just plain missing from reports; they are assessed and recorded once, in spite of changing circumstances and complexities, in spite of the fact that items such as crew fatigue and deteriorating conditions are mentioned in the reports; or they are optimistically and unrealistically low. In reviewing tasking reports it is often clear that a realistic assessment of risk, and therefore the opportunity to mitigate risk, is not being universally implemented. You see in this study how significant an assumption it is that GAR is being conducted universally and effectively. You will recall from the

Transportation Safety Board investigation into the *Spirit of Sooke* incident that, amongst other things, the GAR score was a point of observation:

To keep volunteer members safe, RCMSAR's SMS requires crew to conduct an operational risk assessment before each trip and continuously assess and communicate risks throughout a trip so that the crew will make sound, safe decisions. This risk assessment is done with the risk calculation worksheet, which incorporates the Green, Amber, Red (GAR) model. The GAR model is a risk assessment method that results in the following risk ratings for a given voyage: green (low risk: 1–23 points), amber (medium risk: 24–44 points), or red (high risk: 45–60 points). Crew members receive training on the GAR model and must demonstrate they understand it before they can become new crew members. However, the risk calculation worksheet is subjective.

It included amongst the findings concerning contributing circumstances that, “..the GAR model risk calculation worksheet must be used properly to evaluate both short- and long-term risks, in order to ensure the safety of the crew and the vessel.” We do have to do better. It's a simple tool, it's not foolproof, but integrated into the culture of our operations it will give our crews the chance to give consistent and regular thought to the risk present in the various phases of an operation, and to recognize when risks are becoming overwhelming. Additionally, a proven and consistent application within Central will establish our units as leaders in effective risk assessment, and increasingly provide confidence to JRCC that our claims of operational capabilities can be relied upon.

Tasking by JRCC

I have upon occasion received reports from “the pointy end” that reflected frustration at varying levels concerning incidents that occurred within a unit's area of operations, but to which the unit was not tasked. I understand the frustration, but I would encourage units to remember that JRCC makes the decision as to actions to be taken, and by which responder, based upon many factors, some of which it is fair to say we are not aware of; and in compliance with *strict operational protocols*. That being said it is fair to assume that JRCC has a reason and rationale. The professional standard we seek as one of our objectives should guide us to understanding that of the many ways JRCC has to approach a situation they are seeking quickest and most effective resolution, even if from our perspective it seems less than optimal. A good operational relationship requires trust and understanding both ways. We can earn trust through an accumulated record of effective missions, and demonstrated readiness. It is fair to say though that understanding requires some degree of elevated interaction between Central Operations and JRCC, establishing the means to allow JRCC controllers to understand the full and differing levels of operational capabilities and limitations on a unit by unit basis.

MARBS

While addressing Tasking by JRCC it is important to reiterate the policy that CCGA units deployed are not to respond to Maritime Assistance Radio Broadcasts upon hearing them. There have been several instances this season where units in Central have radioed in upon hearing a MARB, indicating that they were available to assist. This is contrary to policy and training. Apparently this is significant enough of an issue that in the past senior CCG officers have raised the it to our attention at our AGM. MARBs are promulgated once a disabled vessel requiring assistance, and unable to arrange that assistance, is determined to be a non-distress situation. They are targeted to commercial services and to other mariners, who have a general

obligation to assist their fellow boaters. The intention is to not encumber SAR resources in non-distress situations; and to not discourage the targeted responders from offering their assistance. It has been found that CCGA units failing to observe the MARB window do both, to varying degrees. A deployed CCGA vessel that has communicated properly through a Status Report is already known to JRCC, and if equipped with AIS its current position and proximity may also be known. Deployed CCGA units are not to initiate communications to MCTS or JRCC as to their availability to respond. They may, however, always make a Sitrep through MCTS as to their present position and employment.

Safety Management

On the broader issue of safety, I wish to point out that in May 2021 Policy 13.35.02 was promulgated, and in November 2021 was revised, calling for the designation in every unit of a Unit Safety Officer. The reason for this policy was, "...to protect and provide the best safety culture for members and ensure safe operations of our vessels." There are some specific requirements and terms of reference for this position laid out in this policy. I have called three times for these nominations to be formalized, and to date 17 of 55 units have complied. Amongst those named as USOs there is a fantastic base of experience, and real enthusiasm for sharing ideas and best safety practices. I will also take this opportunity to point out that the trend at Transport Canada, at the insistence of the TSB, is that formalized safety management plans for vessels are increasingly being demanded. I would point out, again, that TSB investigations into incidents such as *Spirit of Sooke* look not only at the safety practices of the vessel involved, but of the entire organization. Whether or not Safety Management Systems become a statutory requirement for some or all CCGA vessels under the Canada Shipping Act, the establishment of a body of unit safety procedures, and the training of all crew on those vessel-specific procedures, will serve us well in increasing our operational effectiveness and demonstrating our professionalism. If, on the other hand, we are ever subjected to a TSB incident investigation and it is a finding that we had an organizational policy concerning the establishment of safety regulations and promotion of a safety culture, but that it was not fully implemented and enforced, this would reflect poorly on our organization.

Joint Operations

On a number of occasions this year Central units have had occasion to operate on exercises and missions with assets of 424 Squadron. It is my experience that Joint Ops represent occasions that produce both challenges and opportunities: challenges, such as communications and procedural differences, can inhibit effective operations, and even escalate risk; learning from these challenges, and sharing lessons learned, is the potential "fruit to harvest". By developing a process of discussing challenges encountered, and agreeing on improved ways to overcome these challenges, we can improve our operational preparedness to work effectively with RCAF assets. These opportunities are relatively few and far between, so the relative importance of learning from each opportunity is high. To this end I will continue to attempt to develop a closer working relationship with 424 Squadron in order to formalize the means and method of improving joint operations.

Longer Term Considerations of “Our Business”

Evolution

Consider the circumstances of our mission in 1978: no internet, no email, no cellular phones, no GPS, few personal computers – still largely a novelty, even the fax machine was 4 or 5 years away from becoming a popular information tool; navigation by chart and compass; operational communications exclusively by VHF or, perhaps, HF; paperwork by post; SARSAT in its infancy, EPIRBS and PLBs still a good 12 years away from conceptualization; the personal watercraft just entering the market; recreational boating in a high period of growth as baby boomers with increasing leisure time sought new experiences. This is an inherently evolving business.

The mission has therefore changed significantly in scope and nature; the means to accomplish it has evolved as new technologies emerged and were embraced; and even the ability to report on operations, and to analyze these reports to extract important lessons and trends has become an important aspect of the mission. As greater numbers of newer and faster recreational boats, not always in the hands of well-trained or well prepared boaters, operated from a growing number of marinas and boat launches; as new recreational activities such as paddle-boarding, windsurfing and kayaking became increasingly popular; as commercial air routes and regional airports increased the air traffic over our waters, with the potential for ditching; and as the cruising industry has recently undergone explosive growth on the Great Lakes, the scope and nature of what we need to be prepared to do in order, “...**to provide a permanent day and night search and rescue service to cover marine requirements in Canada,**” has changed, and continues to evolve. We, therefore, need to remain flexible and adaptive; to embrace and test new technology, and to share how to become proficient with the new technology we choose to put into service. We need to record our missions completely and fully and to use these records to identify trends in the requirement for SAR; to develop and share best practices and operational procedures that increase mission capabilities and mitigate against the risks of what is, after all, an inherently risky business.

Consider if we continued to attempt our mission, by adopting a “this is how we have always done it” attitude with the tools and experiences of 1978 as the major influences on our operational readiness.

Diversity and Differences, But “Still in the Same Boat”

We are a remarkable organization, if one considers our composition and our mission. We, as individual members, hold a wide range of skills, experiences, and achievements from professional trades to the executive suite, united in the recognition of the importance of our mission. We have professional mariners and we have novice boaters. We have long-serving members, and are joined on a continual basis by fresh members attracted by the prospect of service. We are volunteers, but we have amongst our objectives the obligation to maintain the highest professional standards. Our units are also uniquely individualized, having been recruited from private boaters, community organizations, and commercial marine enterprises. Our districts reflect different levels of activity when it comes to delivering a day and night rescue service, and experience a divergent nature of what that rescue service is likely to require. Not

only are we composed of a wide-range of individuals from many unique walks of life, we are – owing to the vastness of the region and unique circumstances and challenges that different geographies and demographics present – composed of a number of dissimilar units. But we have information to share, and need to be concerned with the challenges that each other face in order for our mission to be met. This is an inherently challenging business.

“Oh – Not the Paperwork. Does Anyone Actually Read This Stuff?”

Lessons learned on the delivery of safe and effective search and rescue are going to be learned at the “pointy end”: that is where they have been learned so far, and where they will continue to be learned. The ordinary practice of seaman, which is a term we all recognize from Collision Regulations, is a term used to categorize a vast body of knowledge unique to the mariner and accumulated over hundreds of years. It represents that as shipping changed in response to technology, and as distinctly different rules applying to different maritime nations began to interface, there was at the very basis a body of knowledge common to all mariners. We have the means of developing best practices by recording our missions thoroughly and accurately; of recording what worked well, and what was tried but did not work; even thoughts about what could have been tried, or should have been tried. Some units make wonderfully detailed reports. Other units make accurate but “minimalist” reports. Some units make poor reports, full of errors and omissions. We are not, as an organization, collecting reports for the sake of collecting reports. They are vetted, they are reviewed, and they are archived. If, during this process, there is a lesson to be learned and disseminated, then they will be published as best practices; they may, ultimately, form the basis of additional training, standard operating procedures, or form the justification for the purchase of equipment. I would, therefore, like to stress the importance of these reports and to promote across all units an emphasis upon full and complete reports.

Logistics, Economy, and Enhanced Operational Capability

My final issue which I wish to bring to your attention is in the matter of equipment. Over the past two years additional funds have from time to time been identified and a call has been made for “wish lists” of eligible SAR equipment. In addition to these projects, there are several units who have purchased specific items of equipment with their own financial resources. We have, as a result, within our fleet several cutting edge pieces of equipment, such as thermal imaging cameras and handsfree headsets, to name a couple. Different units have purchased different chartplotters, satellite compasses, high performance radars, and underwater sensors. There are even units which have undergone major refits and new vessel construction. There is an opportunity here.

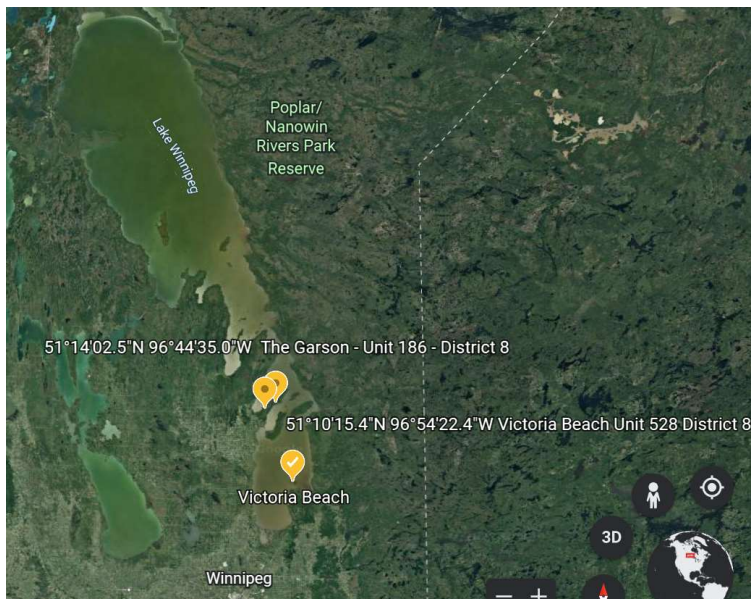
Since 1978, when we would have been united by the use of a CHS chart and proficiency with using a magnetic compass, consider how many times individual units have experimented with new technology to advance the operational effectiveness of their unit. Consider how many of these worked wonderfully well and became integral to operations; and compare that to how many of these presented challenges on research, comparison, engineering, operations, and – regretfully were costly mistakes. Consider how many times, in unit by unit experiences, time and money was spent in design, testing and trialing, against the experience of acquiring and refitting vessels, retrofitting systems, and bringing vessels and systems into the service of delivering search and rescue. Now consider how beneficial it would be to have a unit share those lessons across the organization, who had already learned through expending time and

money what equipment, and which shipyard, proved to be satisfactory and which were regrettable decisions, mistakes to be avoided.

Efficiencies and economies of scale; integrated logistics and management; tests and trials of new equipment: these drive the purchase of equipment in organizations like the CCG, the RCN, and commercial fleets. Acquiring spares, designing planned maintenance, and developing a skill at first-line maintenance and repair: these are skills that could be shared, once developed in one unit, with other units. At the bottom line, doing more with less resources, in the field of equipping and training on equipment, could be accomplished with a more systematic approach to testing, trialing, and procurement. In spite of the various types of vessels, and divergent nature of geography and nature of SAR across the region, there is still a clear opportunity to improve operational effectiveness, and to exercise good stewardship of finite financial resources and time, through supporting each other through a centralized approach to equipment. This, I feel, will become more important – even necessary – as technology continues to advance.

2022 in Review (18 Aug 22)

The following maps and amplifying information illustrate the disposition of “In Service” units by District.

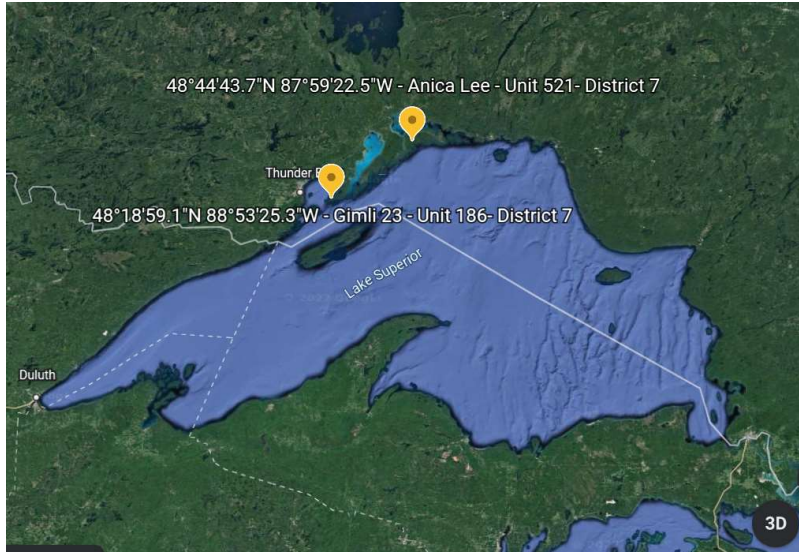


District 8: 6 units

Effective Strength 2022: 2 units with 17 members

The Garson – 8 Crew/1 Non-crew – 9 members

Victoria Beach – 8 Crew – 8 members

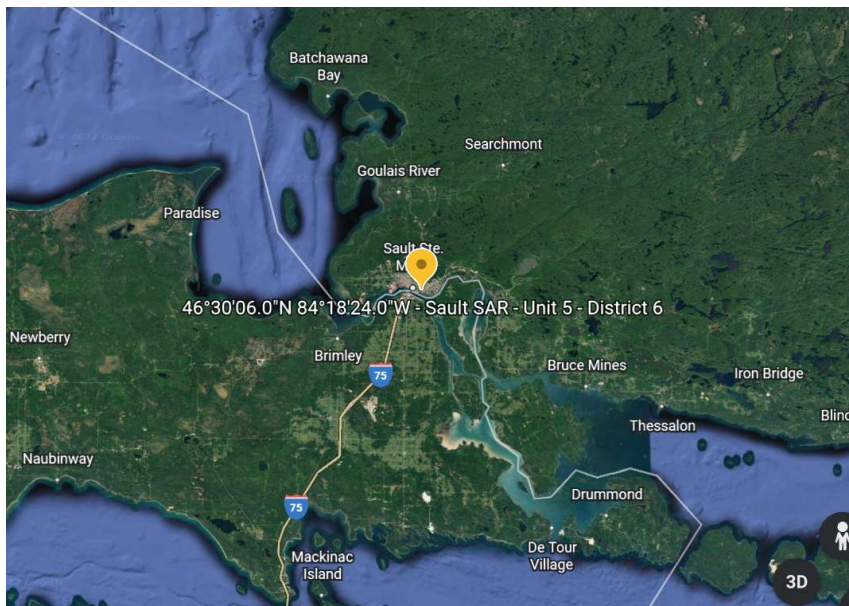


District 7: 10 units

Effective Strength 2022: 2 units with 7 members

Gimli 23 – 2 Crew – 2 members

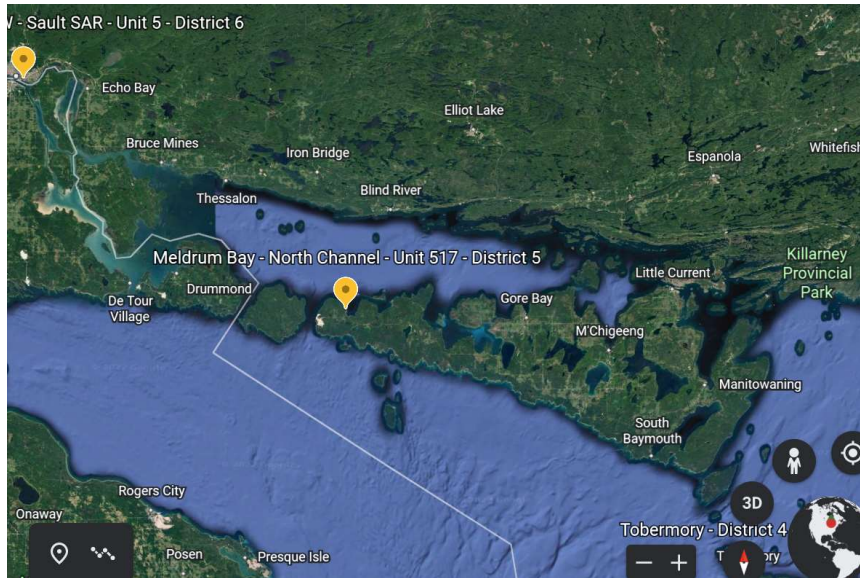
Anica Lee – 5 Crew – 5 members



District 6: 4 units

Effective Strength 2022: 1 unit with 19 members

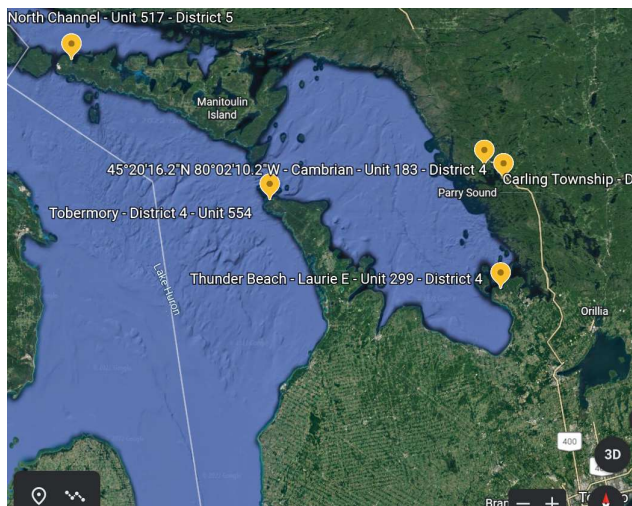
SaultSAR – 16 Crew/3 Non-crew – 19 members



District 5: 8 units

Effective Strength 2022: 1 unit with 4 members

North Channel – 4 Crew – 4 members



District 4: 7 units

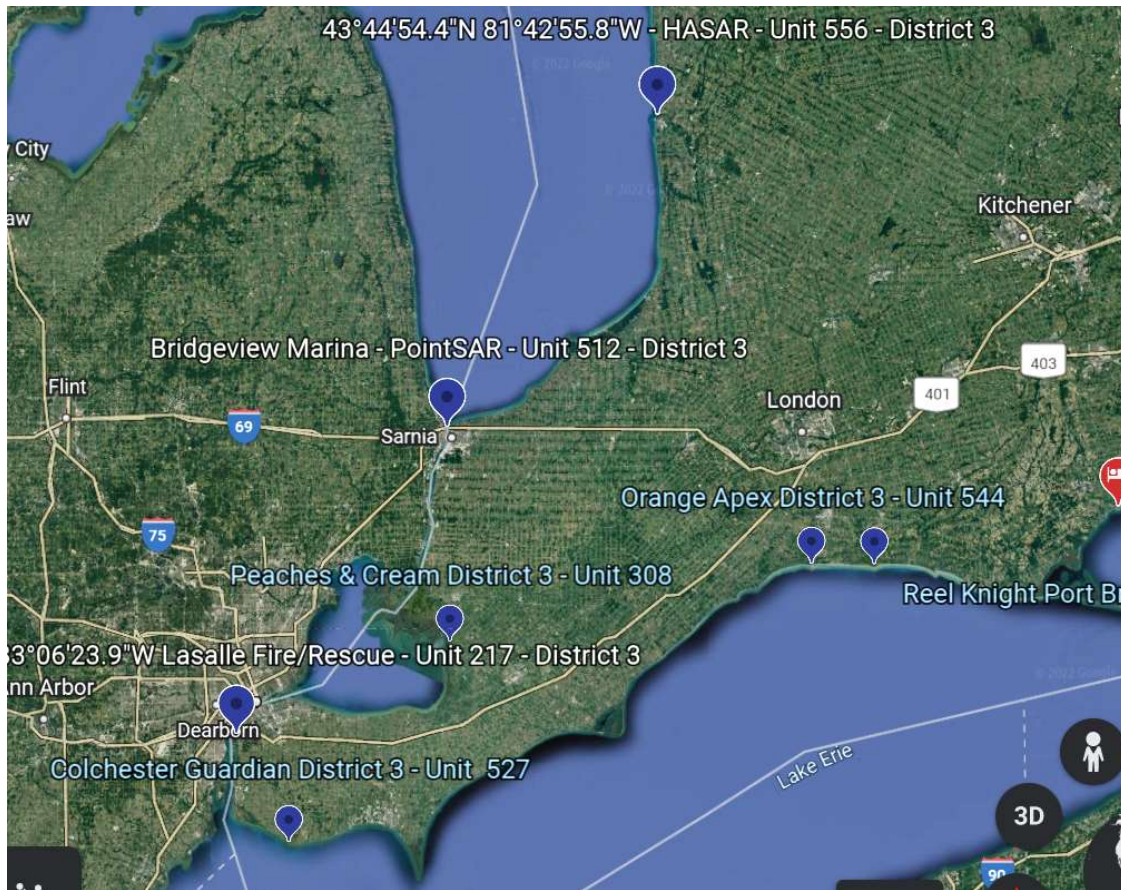
Effective Strength 2022: 4 units with 27 members

Carling Township – 8 Crew – 8 members

Cambrian – 10 Crew/1 Non-crew – 11 members

Laurie E – 2 Crew – 2 members

Tobermory – 6 Crew – 6 members



District 3: 7 units

Effective Strength 2022: 7 units with 102 members

PointSAR – 18 Crew/1 Non-crew – 19 members

Port Bruce – 11 Crew – 11 members

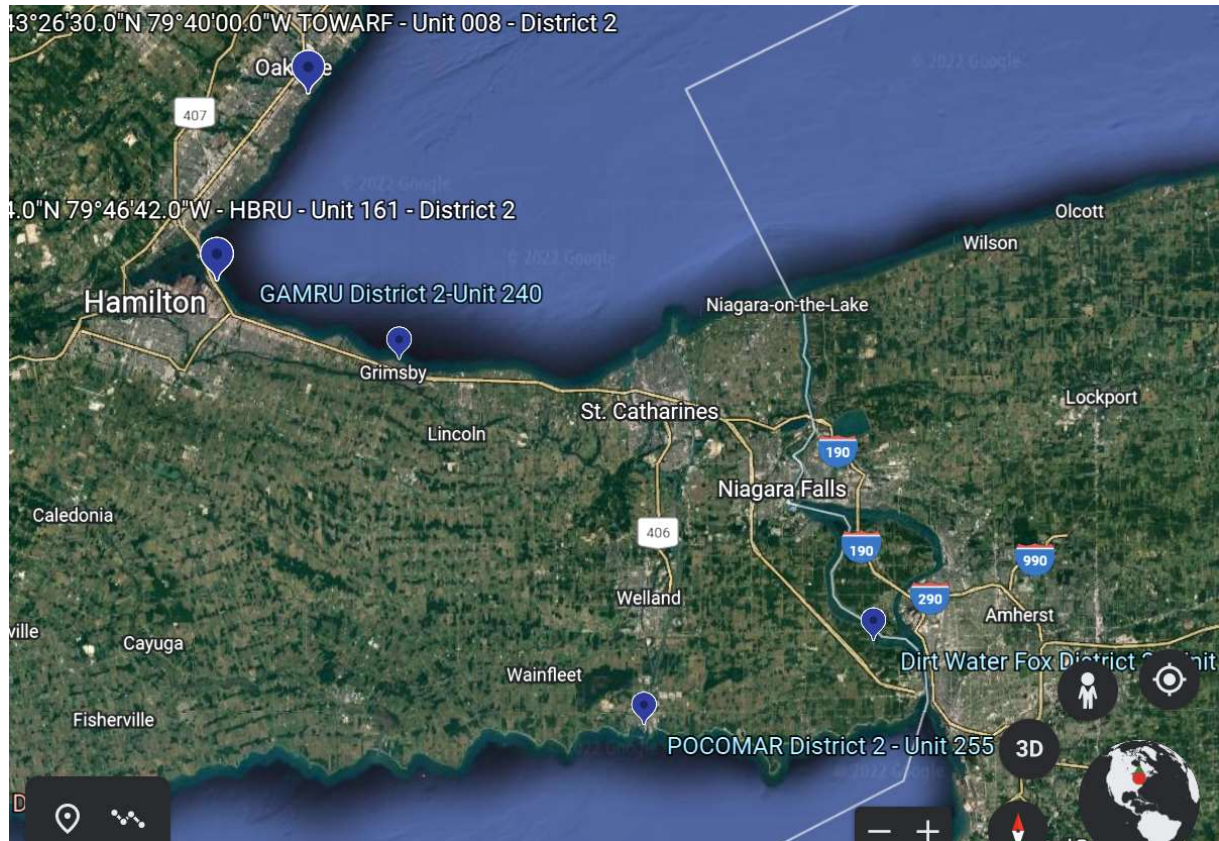
HASAR – 15 Crew/1 Non-crew – 16 members

Lasalle Fire/Rescue – 19 Crew – 19 members

Peaches & Cream – 9 Crew – 9 members

Colchester Guardian – 14 Crew/2 Non-crew – 16 members

Port Stanley – 12 Crew – 12 members



District 2: 5 units

Effective Strength 2022: 5 units with 155 members

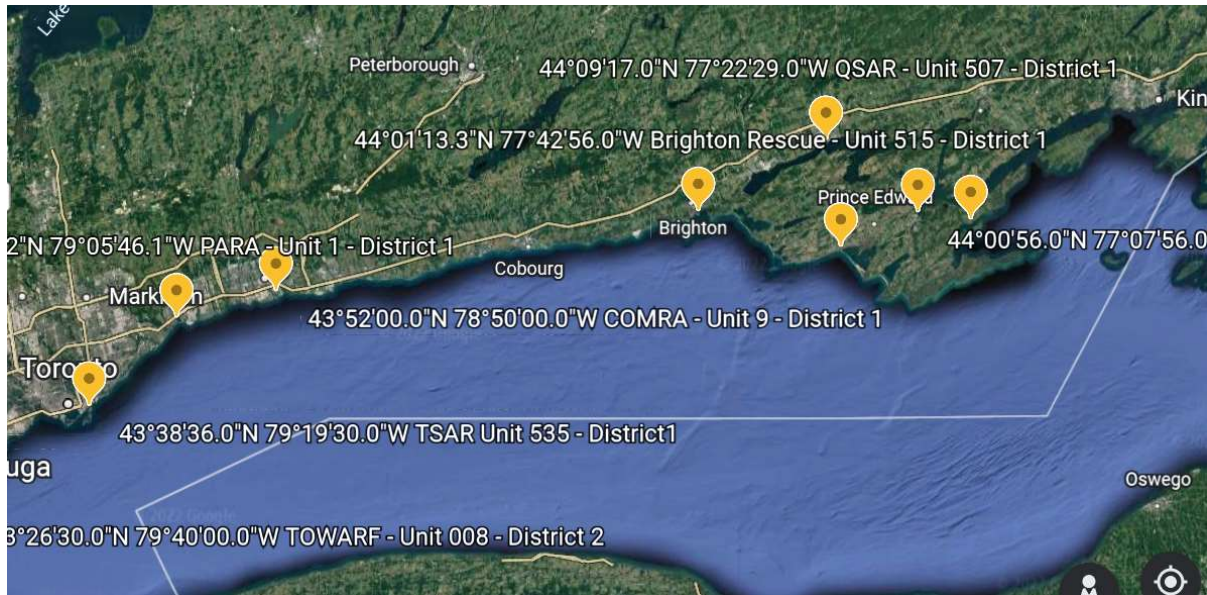
GAMRU – 37 Crew/5 Non-crew – 42 members

TOWARF – 45 Crew/3 Non-crew – 48 members

Dirt Water Fox – 4 Crew – 4 members

HBRU – 28 Crew/6 Non-crew – 34 members

POCOMAR – 26 Crew/1 Non-crew – 27 members

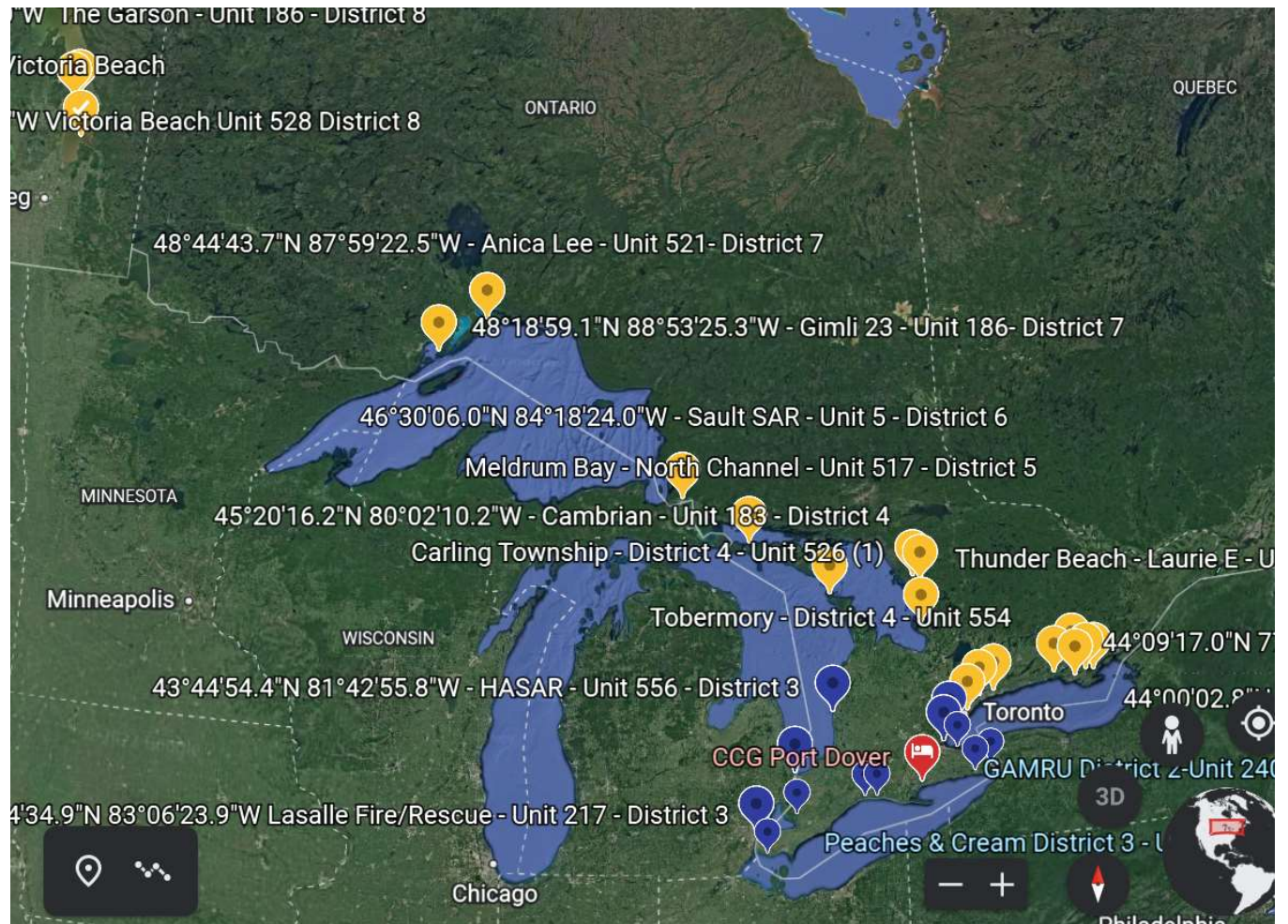


District 1: 8 units

Effective Strength 2022: 8 units with 195 members

- Quinte SAR – 20 Crew – 20 members
- Waupoos SAR – 12 Crew – 12 members
- PARA Marine – 39 Crew/8 Non-crew – 47 members
- COMRA – 27 Crew – 27 members
- Avalon – 11 Crew – 11 members
- Wellington Rescue – 20 Crew – 20 members
- Brighton Rescue – 21 Crew/2 Non-crew – 23 members
- Toronto SAR – 26 Crew/9 Non-crew – 35 members

Central Overall



Coverage: CCGA (C&A) comprised of 73 units: Arctic 18; and Central 55.

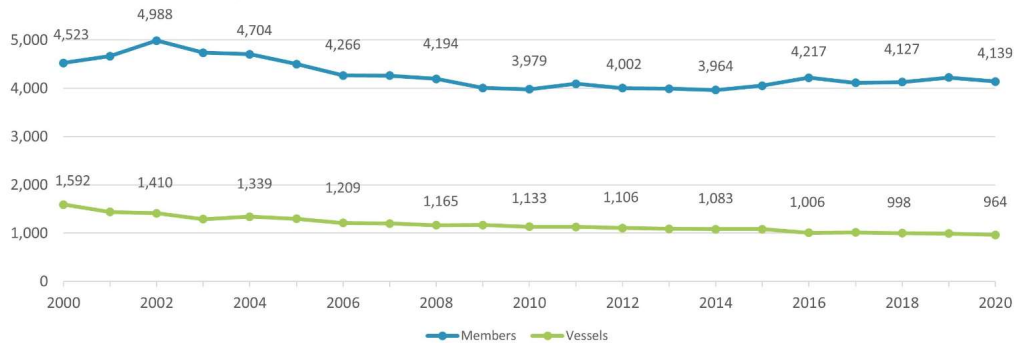
Effective Strength: Of 55 units in Central, only 30 are presently in service during 2022, representing 500 active members. This illustrates the location of in service units.

Of the 55 units with a membership of 591 reflected as being part of CCGA Central, it is important to note that a significant number of units and members have not been active in service this year.

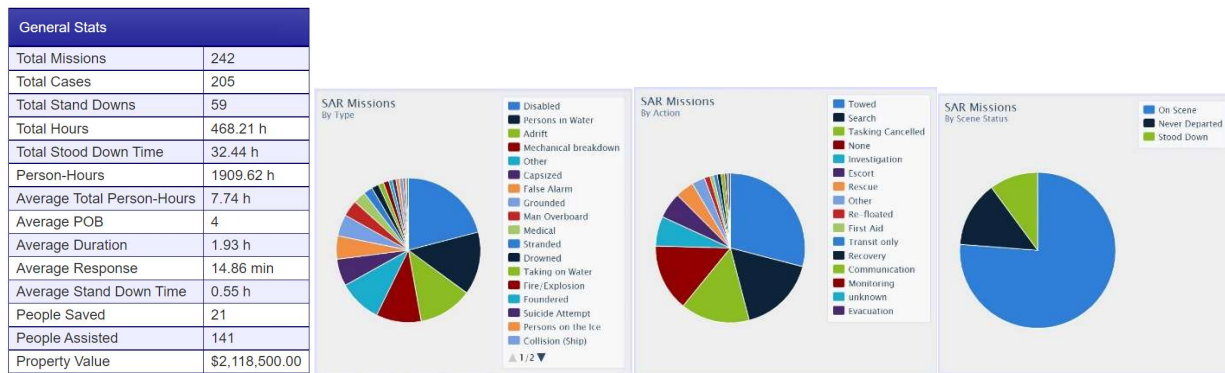
With a general decline in membership and number of vessels across the CCG, as noted in the March 24, 2022 report "*Evaluation of the Search and Rescue Program (SAR): Canadian Coast Guard Auxiliary (CCGA)*" (chart below), this is an issue which requires attention and

determination as to the underlying reasons, in order to determine the best means of correcting this situation.

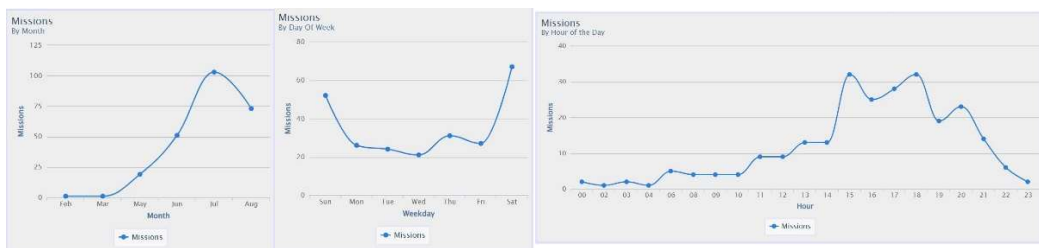
Figure 9: CCGA membership and vessels (2000-2020)



Source: CCGA National Statistics and internal CCGA documentation.



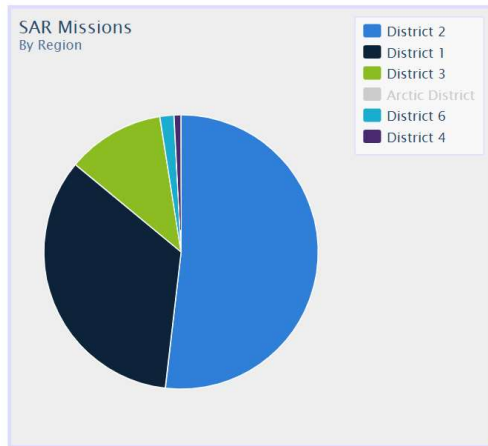
This represents 2022 missions as of 18 Aug 22 (242), with August cases at 73. In 2021 August was the busiest month, ending with 136 cases. As with 2021 Saturday represents the busiest day, followed by Sunday. Time of day, late afternoon and early evening as the busiest, is also consistent year-over-year (see below). Most frequent Mission by Type was disabled vessels, resulting in the most common action of towing. As with 2021 CCGA Central taskings resulted in On Scene 76% of the time, with roughly equal occurrences of being stood down before and after deploying.



One could conclude that on any given Saturday, but particularly July and August, during the 5 hour window between 1500 and 2000, we should be prepared to deploy to tow whatever disabled boats have

not been assisted by Good Samaritans. While that may be our most frequent mission, that is not representative of what we need to be prepared for operationally in providing a permanent day and night search and rescue service. This year we have encountered a requirement for multi-unit sustained operations in searches for overdue boaters; we have rendered assistance in a submerged vehicle; we have responded to suicides; and we have encountered medical emergencies. While these may be lost amongst the slivers in a pie chart, these often are the more trying and impactful missions that our crews encounter. To meet these situations we need to be prepared, equipped, and trained – not only as individuals, but as cohesive crews under competent command, capable of working effectively.

The chart below indicates the distribution of 2022 taskings by District:



It has been my pleasure to serve as the Central Manager of Operations. On behalf of membership of CCGA Central I would like to thank Juanita Armstrong and Jennifer Stone for their diligence in the administrative side of Operations.

Sincerely,

James Fraser, Central Manager of Operations

Arctic Training Managers Report Sept 2022

This year we held our first Arctic Instructors training course in Yellowknife with 5 new instructors for the Arctic and another from District 8.

Various phase 1 courses were held in Yellowknife for the local Unit.

A complete phase 1 training course was held in Inuvik for the new CGA members that joined in recent months.

Coast Guard assisted various communities with new vessel arrival acceptance and on water training

David Northmore

Arctic Training Manager

HR report:

Good Morning All,

The HR committee has been busy this year working with the board. It was deemed that there was an increasing workload especially in training and confirming SAR timings, etc which led to this initiative. The HR committee examined the current job descriptions and with the assistance of the executive manager and training administrator began to build a job description for a new employee.

This currently in front of the board and the hope is that our organization can move toward screening applicants and hiring within the next couple months.

I would like to thank Clint Scott, Larry Wolner, and Peggy Griffin for their time and participation within the HR committee over the last three years.

Philip Unger
Vice President



Governance Committee
Annual Report

Over the last couple of years, the Governance Committee has been working diligently with office staff and the lawyer to rewrite our bylaws and SOPP's. These documents were passed last year and are now one of the guiding documents for our operation.

Since then, the Governance team has worked with the training committee to provide a series of policies to enhance the safety of our operations. These documents were included in the new SOPP's, and they included the job description for the Unit Safety Officer and a Helmet policy. In addition to this an injury management protocol policy was written and passed by the Board to give members a guideline on how to proceed when an injury occurs. One of the most important documents provided to the board in 2022 was the Incident Investigation and Review form. This form which has been passed by the Board is a document that is to be filled out if there is an incident of any kind aboard the vessel.

In addition to this, the Probation Policy was revised with regards to the notification to the office from every new member. Management Board members are now required to provide a police check for any position or position change after the date of March 26. Updates to the Nominating Committee documents as well as revisions to the Overnight Accommodations policy and Director sign off for tasking authorizations were completed.

These are a few of the policies that the Governance Team has worked on. This team is a truly dedicated and involved team and I am proud of the work they have done and the team work that that makes all of this happen.

Randall Roy

Secretary
CCGA C&A

Ethics Committee Report 43rd AGM 2022

Over the past 10 months the Ethics and Review Committee have not dealt with any complaints.

This being my last year as Past President I wish to thank the Ethics and Review Committee for there support and guidance over the past 3 years. These members are extremely qualified and supportive of each other when complaints do come in.

I wish to say Thank You to Al McCambridge, Ian Casey, Paul Jomm and Rodney Turcotte for their dedication and commitment to this committee and the members of CCGA C&A.

Respectfully submitted,

Peggy Griffin

Chair Ethics and Review Committee

Honour Guard Report 43 AGM 2022

Due to Covid this committee has not attended any parades or other activities. We will be doing the Colours for the 43 AGM.

Hopefully in the future the Honour Guard can become more active and attend more functions and parades. I wish them all the best.

Respectfully submitted

Peggy Griffin

Chair Honour Guard

Member Experience Committee Report

Since our last AGM, the Member Experience Committee thankfully had some new members come forward and be approved, resulting in obtaining representation across our Region. The committee Chair was delayed in getting things started with this new group due to medical issues. Further, geographic differences and busy schedules have precluded the committee from meeting even virtually however, despite this, these dedicated volunteers worked remotely and collaborated by way of email to make some progress on the committee mandate.

The committee's first task is to conduct a survey of members on their membership experience. At the time of the writing of this report, this survey has been drafted and is currently in the testing phase. It should have been circulated to the membership by the time you are reading this in the AGM package.

The Member Experience Committee remains committed to fulfilling its mandate and looks forward to continued reporting on future progress. We greatly appreciate your patience and participation. Thank you.

Respectfully submitted,

Amber Chrastina
Committee Chair

Proper Leadership Model Committee

Committee Report – August 2022

Committee Members: Gary Endicott – Chair
Mike Walz
Derek Niles
Pamela Naylor

Early this year, a survey was sent out to all members of the CCGA C&A, requesting input regarding member experience with all levels of leadership within the organization. We sought to identify areas that are working well, and more importantly, areas that are unsatisfactory to members. We specifically sought ideas from members about how to improve and what opportunities for improvement members would like to see.

We received 101 responses to the survey. The large majority of the responses were extremely informative, robust, and consistent in sentiment pointing to a need for change in the culture of the organization. The complete raw data has been compiled into a 49 page, easy to read document. A summary of the themes emerging from the responses, including possible suggestions for improvement has been prepared by the committee. Both the raw data from the survey responses and the summary of themes with suggestions for improvement will be provided to the Board of Directors and the Executive, together with a Request for Discussion, in anticipation that it will be reviewed and discussed at the Board of Directors meeting following the AGM.

The committee looks forward to moving ahead in the coming year to work with the Board of Directors, and perhaps the other Ad Hoc committees, i.e. the Organizational Structure Committee and the Improving Membership Experience Committee, for the betterment of the CCGA.

The committee would specifically like to thank the membership who responded to the survey and took the time to provide meaningful feedback. You can be confident that we hear you, and that we want to use your experience and comments to help guide the organization through positive change.

As you know, as token of the CCGA's appreciation to those who responded to the survey, the respondents were entered into a draw for prizes. The winners were as follows:

winner of Salus PFD: Diego Montoya D1 Toronto Search and Rescue (TSAR)

winner of \$100.00 gift certificate: Mskwoka McGregor D5 Whitefish River First Nation (WFRFN)

winner of \$50.00 gift certificate: Jason Tearle D4 Tobermory

winner of \$25.00 gift certificate: John Stanga Arctic District Hay River

District 2 AGM Report

Greetings from District 2! It's fair to say that fuel prices have not been a deterrent to folks getting out on the water in D2 this season, with the Units in this District handling more than half (116/227) of the calls across Central & Arctic (as at August 18, 2022). On top of this, these extraordinarily busy members remain diligent, logging an incredible amount of training; nearly 800 hours and more than 3,300 person hours so far this season (as at August 21, 2022). Please give the men and women serving this area a pat on the back when you see them!

To all of our members, in District 2 and across C & A, thank you for all you do. Bravo Zulu!

Respectfully Submitted

Amber Chrastina
District 2 Director

First and foremost, I would like to take this opportunity to thank our incredible staff, Shannon, Juanita, Jen and Darlene who have worked tirelessly to make sure this organization has run smoothly and professionally.

I would also like to thank two members who stand out to me as incredible, outstanding and committed members.

The first one is Randell Roy, our secretary, who works day and night on CCGA business. He will be greatly missed this next term and has left some big shoes to fill.

The second one is Don Limoges who works the thankless job of assigning tasking numbers and approving reports.

You guys are awesome!!!

I would also like to offer a huge thank you to Wayne Spencer for all the work you have done to represent our organization as the President. The incoming President will also have some big shoes to fill.

D3 has had a busy year including some recent very long searches performed by Port Stanley and Port Bruce.

Hasar in Goderich is hard at work trying to prepare a recently approved second vessel.

PointSAR has added a lot of new members and have been doing an incredible amount of training.

The Colchester Guardian crew recently brought a new CCGA vessel from Kincardine to Belle River. The "Alida" aka "Lakeshore Rescue" which will be a second asset under the Colchester Guardian Rescue organization but will operate in Belle River. The vessel is just undergoing some upgrades to get it SAR ready. Once it is done, the crew will be able to protect the western basin of Lake Erie and Lake St. Clair.

A special thank you to D1, specifically, Gary Endicott and Colin Thompson, Clint Scott, Rob Anderson and the Arctic Training Manager, Dave Northmore for helping with the training that was greatly needed in D3.

I wish all the Central & Arctic members and staff a wonderful 2022/2023 season and all the best to you and your families.

Sincerely,

Jim Oakley

D3 District Director

Canadian Coast Guard Auxiliary, Central and Arctic Region

43 AGM

September 24th, 2022

Slate of members running for District Directors in even numbered Districts endorsed by the Nominating Committee.

SLATE OF DISTRICT DIRECTORS:

District 2: Amber Chrastina, pending police check

District 4: no candidates

District 6: Randall Roy

District 8: Wally Fay

District 2 Director Resume

Greetings,

In response to the Notice of Annual General Meeting recently circulated, I'd like to put my name forward for consideration of a second term as the Director for District Two.

While there has certainly been a learning curve during the current term, I believe I have fulfilled my duties with care and diligence and look forward to continuing to serve in this role in the coming two years.

As always, I'm happy to discuss or answer any questions regarding this nomination. Thank you.

Respectfully submitted,

Amber Chrastina

Proof of Police Check applied for

District 6 Director resume:

Nominating Committee Randall Roy 3982

CCGA C&A Secretary CCG C&A

Email randyandvickyroy@gmail.com

Nominating Committee:

I would like to submit my name for the position of Director for District 6 for the CGA C&A.

I have been involved in the CCGA C&A since October 2008 and I have been Secretary during the Presidential terms of Jim Coolen, Peggy Griffin and Wayne Spencer. My involvement as Secretary has put me in the position of chair of the Governance Committee and co-chair of the Training Committee. Through these committees and my position as Secretary I have worked on the SOPP's and the bylaws and have an extensive knowledge of these documents and the operations of the CCGA C&A. This knowledge is a valuable asset to the position of Director. I am committed to working with the management team and staff to ensure the continued success of this great organization.

Please feel free to contact me if you have any questions or concerns.

I have attached my Police Check for your review.

Thank you for your time.

Randall Roy

District 8 Director: intent to run for Director position, pending Police Check

Hi Shannon and Peggy

Sorry I didn't get it in sooner got busy and forgot about it. I'm running for Director. I Will try to get my police check in as soon as possible.

Regards,

Wally DD

Respectfully Submitted

CCGA C&A Nominating Committee

Al McCambridge, John Levantis, Nigel Spink, Rodney Turcotte

Peggy Griffin, Chair Nominating Committee

2022 Nominating Committee Report for the Board of Directors Meeting

Executive and Manager elections will be held by the Directors on Sunday September 25, 2022 at the Management Board meeting.

Nominations vetted by the Nominating Committee for the upcoming election for the Canadian Coast Guard Auxiliary, Central and Arctic Region (CCGA C&A) for the following positions:

EXECUTIVE POSITION CANDIDATES:

Vice President: two candidates:

Brian McShane

Norm Dashwood

Secretary: one candidate

John Levantis

Dr. Mark Poray -Withdrew his nomination

Managers:

Manager of Training South: two candidates:

Ralph Fitzgerald

Ian McKillop

Arctic Manager of Operations: one candidate

Rob Wilkins

Respectfully Submitted

CCGA C&A Nominating Committee

Al McCambridge, John Levantis, Nigel Spink, Rodney Turcotte

Peggy Griffin, Chair Nominating Committee

The awards will be Presented at the Conclusion of the AGM