
The NAVIGATOR

February 2001

THE NEWSLETTER OF THE CANADIAN COAST GUARD AUX. (M) INC.

CANADIAN COAST GUARD AUXILIARY TRAINING, EQUIPMENT & DEDICATION PAYS OFF!!!

The Southwest Nova Lobster Fishery involves approximately 1700 vessels that operate out of dozens of ports all the way from Halifax along the coast to Digby, Nova Scotia in the Bay of Fundy. In preparation for this fishery the Canadian Coast Guard Auxiliary (CCGA), Coast Guard Cutter Westport, DND aircraft from 413 Squadron in Greenwood, Nova Scotia and personnel from the Rescue Coordination Centre (RCC) in Halifax, participated in a night exercise simulating a man overboard from a fishing vessel. The exercise was almost cancelled due to heavy seas and high winds but CCGA members were determined to continue, stating that fisherman still operate in these conditions so they should still complete the exercise. One of those members was Mr. Henry Surrette of Pinkney's Point, Nova Scotia.



On December 7, 2000, Henry Surrette aboard his vessel the *Sister Ann*, advised RCC Halifax that the F/V *Brett & Dylan*, with three people aboard, was taking on water 16 nautical miles south west of Yarmouth Nova Scotia. RCC Halifax instructed the crew of the distressed vessel to ready their life raft and put on immersion suits or lifejackets. The Coast Guard cutters at Clarks Harbour and Westport, both more than an hour from the distressed boat, were tasked. Weather at the time was almost identical to the weather the night of the exercise with three metre seas, thirty knots of wind and poor visibility.

Henry Surrette in the *Sister Ann* and two other fishing vessels arrived at the sinking vessel 25 minutes after the initial distress call. Waves were breaking over the stern of the *Brett & Dylan* all the way to the wheelhouse and one crewmember was washed overboard while readying the liferaft. With the use of his searchlights Henry Surrette directed one of the other fishing vessels to recover the lost crewmember. During the incident Henry utilised pumps to keep the sinking vessel afloat and managed to

tow the vessel to shore where it was grounded and eventually repaired.

One of the pumps that were used to save the vessel was provided to Mr. Surrette by the CCGA and was purchased through the New SAR Initiative Fund (NIF). The NIF program is managed by the National Search and Rescue Secretariat and is used to fund research and development projects and new equipment acquisitions that will better serve the entire Canadian SAR system.

According to the Commanding Officer of the CCGC Westport, Greg Peters, the actions of Mr. Henry Surrette were highly professional and are directly responsible for the saving of three lives and a vessel that stormy December night. The incident and the response of this CCGA member are great example of the importance of training, the need for the right equipment and the dedication of our volunteer organisations.

Article by

Stephen Waller
Maritime Coordinator
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and

Peter Stow
A/Regional Supervisor Marine Search
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What a Difference a Name Can Make



Brain & Judy Mills

"We feel sorry for you! In fact we have felt sorry for you all summer". "Sorry for us?" I said to myself. I couldn't imagine why anyone would feel sorry for us since we had spent the whole sunny summer cruising the Bras D'Or Lakes. It did not make sense.

In the spring of 1997, Judy and I purchased a "new to us" Ted Brewer designed, Douglas 32 cruising sailboat in Kingston, Ontario. Her original owners had chosen the name .."Whisky Run".

Our previous boat was a beautiful Tanzer 26 with red topsides and matching red dodger and sailcover. We had been very successful in local club racing with the Fredericton Yacht Club in New Brunswick, On numerous occasions we had cruised down the river, into the Bay of Fundy and on to the State of Maine visiting such

popular harbours as Camden, Rockport, and Bar Harbour. We chose to name her "Firecracker" - a name well suited to her sleek lines, colourful red appearance, and her explosive speed on the race course.

Judy and I were determined to choose that special name for our traditional, full keel Douglas 32 which would invoke that warm, proud feeling one gets when the name matches the intended purpose of the vessel. The perfect name eluded us until we spoke to the former owner gave us the history of the boat's name.

It seems the first owners also struggled to find the perfect name prior to taking delivery from the factory. However, while vacationing in Scotland the husband and wife team participated in a local tradition of travelling by boat to several coastal towns and enjoying a drink of whisky in the local pub. They enjoyed the experience so much that upon their return to Canada they promptly named their new boat after the event which was called a "Whisky Run".

The story fit our vision of cruising. Thus as the fourth owners, we also decided to keep her the original name. However, we did not anticipate the effect the name, "Whisky Run", would have on other cruising boaters.

That summer, Judy and I sailed "Whisky Run" over one thousand nautical miles from Kingston, down the mighty St. Lawrence River, around the Gaspé to Shediac, New Brunswick. The following summer, we sailed to

the famous Bras D'Or Lakes in Cape Breton, Nova Scotia.

During our month long cruise of the Bras D'Or Lakes we heard many VHF radio calls between boats with interesting names. Judy and I would always speculate about the significance of those names to their owners. One frequent caller was a vessel named "Done Scrapen". We surmised that her owners were older boaters who had traded a high maintenance, traditional wooden powerboat for a modern fiberglass but classic looking cruiser.

On our very last night in the Bras D'Or Lakes, Judy and I were at anchor in beautiful Cape George Harbour enjoying our nightly happy hour, watching the bald eagles and the setting sun when three beautiful fiberglass powerboats slipped quietly past our stern. To our amazement and delight, one transom read "Done Scrapen".

" "Done Scrapen".. "Done Scrapen" this is .. "Whisky Run".. "Whisky Run" on one-six over". We were anxious to determine if our assumptions on the origin of the boat's name were indeed as we had pictured it and, to share the pleasures they gave us all summer long.

The owners confirmed that our guess was indeed correct. Much to our surprise, they then proceeded to tell us that they had also become very familiar with our boat as a result of our VHF radio transmissions. But, instead of pleasure and amusement we had given them a great deal of

concern. All summer they worried about our lack of happy hour refreshments and they had felt very sorry for us after each time we signed off the radio.

It seems we had been ending our radio transmissions with.... "Whisky Run Out".

Brian N. Mills, a retired civil servant, started sailing in a Sabot pram at the age of fourteen. Over the years he has been President of the New Brunswick Sailing Association, and coach of the New Brunswick Canada Summer Games sailing team. He has earned the Navigator designation and a full certificate from the Canadian Power and Sail Squadron and is an instructor with the Fredericton, New Brunswick CPS squadron. His offshore sailing experience includes an east to west crossing of the Atlantic Ocean in 1996.

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NOTICE OF MOTION

At a recent meeting of the By-Law Committee, the Committee made a decision to propose the following change to By-Law 5 at the Annual General Meeting being held March 30th, 2001 in Yarmouth, N.S. The proposed motion reads as follows:

By Law 5.

MEETINGS OF DIRECTORS

The Board of Directors may hold its meetings at such a place or places as it may, from time to time, determine, except as otherwise required by law, and a majority of the directors shall constitute a quorum of the Board of Directors for transaction of business. **“Only duly elected Directors or their designate shall have a voice or voting rights at the Board of Directors meeting.”**

A meeting of the directors shall be held immediately following each annual meeting of the Association, for the purpose of electing officers, appointing standing committees and for the transaction of such other business as may properly come before a meeting of the Directors. No notice as to the calling of such meeting of Directors need be given.

No formal notice of any meeting of the Board shall be necessary if all the Directors are present or if those absent have signified their consent to such meeting and their inability to attend.

PROPOSED CHANGED TO SO 5

The By-Law Committee has proposed a change to Standing Order (SO) 5. The proposed change will be voted on at the Canadian Coast Guard Auxiliary Maritime Inc. Annual General

VOLUNTEERS NEEDED CAN YOU HELP!!!



The CCGA Training Committee are looking for volunteers to instruct our courses. Some of our courses, namely the RBM 5 First Aid/CPR course and the RBM 3 Restricted Radio Operators course requires special qualification to be able to instruct these two courses. If you are interested in instructing any of our courses, please contact Eric Robicheau, 2nd Vice-President, CCGA. Eric's address and phone numbers can be found at the back of the newsletter.

Volunteers will be reimbursed the current rates of reimbursement for travel and meal allowances.

ORIGINAL RECEIPTS ONLY!!!

Our Secretaary/Bookkeeper, Elaine Bennett, has asked, once again, that members submit *original receipts* when sending in your expense claims.

Our auditor has advised that copies of receipts are not valid proof for reimbursement of expenses. Claims have been coming in without the original receipt or no receipts at all. In order to process your claim in a timely manner, please send in the proper documentation with receipts. Receipts for meals or mileage are not required. Thank you for your assistance and co-operation.



HAVE YOU CHANGED YOUR ADDRESS OR MADE CHANGES TO YOUR VESSEL?

If you have recently had an address change or up-dated the equipment on your vessel or purchased a new vessel, we would appreciate it greatly if you would take a few moments to complete a "Change of Information Form", or complete a Update Membership Application if you are adding a new vessel. These forms can be found at the back of this newsletter. Please send the forms to the Secretary/Bookkeeper, Elaine Bennett. Elaine's address is also in the back section of this newsletter. It is very important that we receive these up-dated forms, as it is

paramount that we maintain an accurate mailing and data records.

DID YOU USE YOUR NIF EQUIPMENT ON A SAR CASE?

If you have used any New SAR Initiative (NIF) equipment on a SAR case, we would like to know about it. Could you send me a note giving details, as we would like to justify receiving this equipment from Ottawa.

Also, justification of the use of this equipment will enable us to submit future NIF equipment proposals to National CCG as all equipment is subject to government audit and review.

Some of the questions that we would like to have answered are as follows:

1. Was the equipment used to save a life and how?
2. Did the equipment help to resolve an incident more quickly?
3. How did the equipment benefit the member?
4. As a result of having the equipment on board is your unit more efficient or effective?

Gary Masson, Business Manager

I would like to thank all members who submitted articles for our newsletter. Please let me know if you have any suggestions or ideas on

how to improve the newsletter. You can write to our Newsletter Editor: Susan Pellerin, 20 Tulip Court, Quispamsis, N. B. E2E 3W9 Or by e-mail to gary.masson@ccga-m.ca



WHAT DOES THE CCG CREST REPRESENT?

The CCG crest has been in use since 1962 when it was approved by the Queen. Oval in shape, the crest is divided vertically into a blue section symbolizing water, and a white section symbolizing ice. On the white half here is a red maple leaf, the emblem of Canada. Two golden dolphins, one facing inward and the other outward, are displayed on the blue half. They are symbols of the CCG ships that operate on the coasts of Canada. The dolphin, long known as a friend to mariners, is considered to be an appropriate symbol for our organization, whose primary concern is ensuring safety in Canadian waters. Because ropes are an important part of life at sea, the crest is enclosed within a rope frame tied

at the base. To indicate that CCG ships are in the service of the Queen in right of Canada, the crest is surmounted by the Royal Crown.
