
The NAVIGATOR

July 2000

THE NEWSLETTER OF
GUARD AUX. (M) INC.

THE CANADIAN COAST

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May 16, 2000

FISHERMEN RESCUED ON OPENING DAY



Dingwall – Three fishermen were rescued from their 3.5-meter boat at noontime Monday, the opening day of the lobster season on Cape Breton's eastern shore.

Mike Burton and two crew members, all from Dingwall. Were about three kilometers offshore when their boat, Lindsay II, began taking on water and was swamped, said spokesman Dave Lever of the Halifax Rescue Coordination Centre.

He said another fisherman, a Canadian Coast Guard Auxiliary member aboard the Meg & Kel, answered the distress and plucked Mr. Burton and his crew from the bow of their sinking boat.



Mr. Lever, who could not release the name of the Coast Guard Auxiliary member, had high praise for his quick action. He said the rescue off Dingwall was carried out before the Halifax Centre was even aware of the situation. He did not know how the boat began taking on water, but said it was towed back to Dingwall.

There was another minor incident in the area, involving a boat that had broken down, he said.

A Labrador helicopter and two rescue crews are on standby in Sydney today, as they were Monday, as a precaution during the first two days of the lobster fishing season.

Mr. Lever said the helicopter patrolled the area from the Bay St. Lawrence, Victoria County, to Fourchu, Richmond County, without incident.

EXPENSE CLAIMS

Just a reminder that all expense claims should be submitted for processing as soon as possible, and no later than 30 days from the date that the activity or event took place.

**10 YEARS HAVE PAST SINCE THIS ADVENTURE
"BUT SOME MEMORIES YOU NEVER FORGET"**



The following story was submitted by David MacLellan, 56 The Heights, Antigonish, N. S., B2G 1K5

On June 25th David addressed Zone 5 members at an exercise briefing and spoke of his personal experience and the effects of hypothermia. This is David's story:

On a very warm, humid day, July 30, 1990, our adventure began. We (Sean Baker, Darrell MacDonald, Allan and Paul MacDonald and myself) left Arisaig wharf for what we thought would be an enjoyable afternoon consisting of a boat ride across the Northumberland Strait to Prince Edward Island. We had no idea what fate lay ahead. We boated to Pictou Island and then across to Wood Islands, P.E.I.. From Wood Islands, we followed along the coast of the Island to Beach Point and then to Murray Harbour. Around 7:30 that evening, we left Murray Harbour and began

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the 20 mile trip back to Arisaig. At this time, the sea was quite rough, and we were traveling in a small speed boat not equipped to handle rough waters. After battling heavy seas, the boat began to take on water and after futile attempts at bailing, the boat swamped with the bow sticking straight up out of the water.

Suddenly our carefree adventure had taken a new turn. Being naive and unaware of the danger we were in, we had not been wearing life jackets. There was an immediate scramble to outfit ourselves with life jackets. Almost instantly, we all started to swim toward shore. Shortly we realized this was not the right decision as we separated so quickly. We returned to the boat and then Allan decided to swim to shore for help. Paul, his son, decided to go also.

Immediately, it seemed that darkness was upon us and reality began to set in. At 9:51p.m., we were reported overdue and the Coast Guard sprang into action. They launched the Coast Guard Cutter Souris and the Canadian Marine Rescue Auxiliary were notified. They began a search along the coast of P.E.I. From our vantage point, we began to see activity around the Arisaig Wharf. A fishing boat left the wharf at full speed and seemed to be heading towards the Island. We later understood that this boat was a member of the CMRA. It was around this time that we began to experience the initial effects of hypothermia not realizing the devastating effect that hypothermia can have on your body. As we were feeling quite cold, we thought that another attempt at a swim to shore might help to keep us warmer.

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Because of the restricting nature of our life jackets, we found it easier to swim on our backs. We attempted to head toward Arisaig. It was frustrating at times as the tide was bringing us further east, which slowed down our progress. To add to our frustration, the Coast Guard had also launched a Buffalo Aircraft and a Labrador Helicopter but they too seemed to concentrate on the P.E.I. Somewhere around 2:00a.m., Allan and Paul made it to shore in Arisaig about two miles east of the wharf and immediately directed the search to the approximate location of the boat. It was then that the search activity switched shores, which gave us much greater hope of a speedy rescue.

The three of us were having difficulty staying together due to the varying effects of hypothermia and fatigue. It was at this point that Darrell, being the strongest swimmer in the group, decided to go on his own hoping that with his arrival at the wharf, he could advise the searchers of a more accurate location. At this time, the Coast Guard coordinated the searchers in a grid pattern and they were coming closer to us. We want to pay special thanks to a person who played an integral role in our rescue, the late John Ross. It was John, in his boat, the "Andre David", who rescued Sean and I at 3:00a.m. Shortly after, about

one mile from shore, Stevie MacInnis rescued Darrell in his boat.

The actual rescue was amazing. These fishermen saved our lives. We sometimes never really appreciated the real danger we were in until it was all over and we looked at the story through someone else's eyes.

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It is hard to believe that all of this happened almost ten years ago. Our lives have changed considerably. Sometimes the memories seem like just yesterday and other times, they seem so far away. But whenever we look back to that night, we remember with sincere gratitude and thanks the members of the CMRA who took their volunteer responsibility seriously, who were out on the water coordinating the search effort shortly after we were reported missing. Without their speed of response, we might not be standing here today. The individuals of the CMRA were true heroes who really did understand the dangers of the sea and were willing to help protect those of us who didn't.

Thank You, David MacLellan

IN MEMORY OF "ARNOLD DAIGLE"

Mr. Arnold Daigle passed away March 20th, 2000. Arnold was a long-standing member of the Auxiliary for the past twenty years. He served as Alternate Director, Director, SAR Prevention Officer, and Supply Officer. Arnold had a great passion for the Auxiliary and felt it was an honor to be a CCGA member and graciously gave of his time and effort to be able to contribute to a volunteer organization. Much thanks goes to his family and especially his wife, Olive, for the support she willing gave to her husband over the years, thus enabling Arnold to carry on his duties and passion of contributing his services to the Auxiliary. Aronld will be greatly missed.

Supplies can be obtained by contacting Mr. Harris Backman. Please refer to the page

at the back of this newsletter for Harris's address and telephone numbers.

OPERATORS PROFICIENCY CARD UP-DATE JUNE 15/00



563 Operators Card applications have been sent out to CCGA members who took their RBM 1 course prior to April 1st, 1999 or to those members who submitted RBM 1 Equivalency certificates, ex. Fishing Masters Certificate, or Power & Sail Squadron certificate.

423 completed and signed applications received back from members, which have been copied & processed. Waiting cards from Laurentian region. 371 Operators Cards received from Laurentian region and sent out to members. 199 Letters were sent out to those members who either do not have their RBM 1 or have taken the RBM 1 after April 1st, 1999. In which case members were asked the option of either taking the "Operators Proficiency" course or writing the "Operators Proficiency" test. We are waiting the return of these letters in order to provide the Instructors with a list of names so they may take contact the individual members and make arrangements to take the course when it is available or write the test. If you forgot to send back your completed application, please do so as soon as possible, so we may process your application. Also, if you find an error on your Operators Card, please send the card back to Gary Masson

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and he in turn will request a new one be issued. There will be no charge to a member for issuing a new card.

NATIONAL APPROVES NEW SAR INITIATIVE ITEMS OVER A THREE-YEAR PERIOD



The Maritime region should soon be receiving some of the following items for the Year 2000 - 2001 which have recently been approved by National.

Year 2000 – 2001

Safety Glasses
Safety Whistles and Lanyard
Insulated Thermal Underwear
Waterproof Flashlight
Rescue Gear Bag

Year 2001 – 2002

Waterproof Searchlight
Coated Optic Waterproof Glasses
Emergency Dewatering Pump Kit
Night Illumination Flare
100' Rescue Heaving Line

Year 2002 – 2003

Rescue Boat Crew Helmet
Cyalume Light Stick
Personal Distress Flare
Safety Knife
Emergency Signaling Mirror
Hand-Held VHF DF

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Portable GPS System
Complete Trauma Kit
Hypothermia Recovery Capsule



WE LOST IT

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**OUR CCGA COURTESY EXAMINATION
TROPHY IS MISSING?**

Do you know the whereabouts of the Rescue Challenge Courtesy Examination Check trophy? If so, please contact Harris Backman, our Operations Office, at one of the following numbers:

Office: 902-228-2552
Cellular: 902-483-2982
Home: 902-228-2424
OR email: hbackman@ccga-m.ca

**INSHORE RESCUE BOAT
STATIONS IN OPERATION**

IRB Stations started operations for the summer on June 3rd, 2000. The following is a list of the various locations of the stations and contact numbers:

IRB Halifax 902-426-1959
IRB Mahone Bay 902-275-5557
IRB Pictou 902-485-6556
IRB Charlottetown 902-566-8803
IRB Shediac 902-532-6414
IRB Saint John River 506-636-4254

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IRB Coordinator:
Charlene Scott 902-426-6625

U. S IMPROVES QUALITY OF GPS

The United States has ended a long-standing practice of intentionally degrading the quality of signals from its constellation of Global Positioning System (GPS) satellites, paving the way for more accurate civilian uses of the system.

Effective midnight Greenwich Mean Time Monday, May 1, the U.S. military stopped using a feature known as Selective Availability (SA) that intentionally reduced the accuracy of GPS signals available to non-military users.

"In plain English, we are unscrambling the signal," said presidential science advisor Neal Lane during a Monday press conference that announced the change.

"The decision to discontinue SA is the latest measure in an on-going effort to make GPS more responsive to civil and commercial users worldwide," U.S. President Bill Clinton said in a statement.

Clinton said he reached his decision after receiving a recommendation from Secretary of State William Cohen and consulting with a number of federal agencies, including the Commerce, State, and Transportation Departments, and the CIA. "They realized that worldwide transportation safety, scientific, and commercial interests could best be served by discontinuation of SA," said Clinton.

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The U.S. military implemented SA to keep potential enemies from using the highly-accurate GPS signals to locate and target American or allied forces. However, the Defense Department now believes it can maintain national security by enabling SA only in certain regions, rather than the entire Earth. "Threat assessments conclude that setting SA to zero at this time would have minimal impact on national security," said Clinton.

With SA turned on, civilian receivers could rely on positions that were accurate to no more than 100 meters (330 feet). With SA off, users should now get positions as accurate as 20 meters (66 feet), and potentially as good as 10 meters (33 feet).

Government officials believe that this improvement in accuracy will open up new civilian applications of GPS on top of the existing, growing market for GPS receivers and other applications.

"By providing the GPS service free of charge, openly publishing receiver design specifications and encouraging open market competition, the U.S. government has fostered an estimated \$8 billion global market for GPS related goods and services," said Cheryl Shavers, Under Secretary of Commerce for Technology. "With the removal of Selective Availability, we can expect this market to more than double within the next three years as this compelling

technology reaches the hands of mass consumers everywhere."

The U.S. plans additional enhancements to the GPS system that are primarily designed to enhance civilian use of it. A second GPS

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signal will be added to the system in 2003 with a third to come online two years later. Ground-based enhancement systems are also in the works to further improve accuracy in specific regions such as airports.

The military also plans to gradually replace the existing fleet of 24 GPS satellites in orbit with more advanced versions, known as Block IIF, starting in 2002.

The introduction of higher-accuracy GPS could throw a wrench in European plans to develop a competing system. The European Space Agency and the European Union are jointly studying a plan called Galileo that would deploy a European version of the GPS system by 2008.

Europe's interest in Galileo grew out of concerns over becoming dependent on a system run by the U.S. military. ESA and the EU had planned to get private industry in Europe involved in the project, potentially turning Galileo into a commercial system that would provide high-accuracy positioning services for a fee.

LINE THROWING GUNS FOR EMERGENCIES ONLY

We have received some Line Throwing Guns for our region. Eight (8) zones will have the use of these Line Throwing Guns for one year and the next year the Line Throwing Guns will be given to the other zones. Gary Masson check with the Department of Firearms & Ammunition Registry on Line Throwing Guns to inquire if the Guns are covered under the new

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Firearms act, and he was advised that they are not; as long as they are used for the intended purpose of line throwing for safety-related activities. This also means that there are no restrictions on storage of the line throwing guns or their transportation. Please keep in mind that the Line Throwing Guns are to be used by Auxiliary members and for emergency purposes only.

**I.M.P GROUP LIMITED
OFFERS DISCOUNTS**

I.M.P. Marine Division recognize and support our organization in our efforts in promoting the new Boating Regulations – Safety at Sea, from Prevention to Rescues. To show their appreciation, they are offering our membership a 15% discount off retail prices at their branch locations in NS, NB, PEI and PQ. This offer is valid until September 29th, 2000. Thank you I.M.P

**EPAULETTES – FOR MEMBERS
WITH UNIFORMS ONLY**

Recently some supplies of all ranks of the new-style epaulettes have been received. These epaulettes have the Maple Leaf above the stripe. You can obtain these epaulettes by contacting Audrey Backman, our Uniform Officer. As we have only a limited supply of epaulettes, quantities are being limited to two (2) sets per member, a total of four (4) pieces can be requested. Example: a set for shirt and one set for jacket.

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Audrey can be contacted by phone at: 902-228-2424 (home) or fax at 902-228-2889, e-mail: hbackman@ccga-m.ca or you can write to her at P.O. Box 250, Hubbards, N.S. BOJ 1T0

SARCASE REPORT FORMS

Members, even if you are not claiming reimbursement of expenses, would you kindly submit a SARcase report form for each tasking that you do. By submitting your case form for all SARcases, we are able to correctly identify the actual number of SARcases that Auxiliary members responds to. These numbers are then entered into our database system for statistics purposes and are also used to determine the budget figures for the next year. Thank you for your co-operation.

Gary R. Masson
Business Manager, CCGA

**DID YOU RECEIVE A CHEQUE
FROM THE CCGA?**



Members, if you receive a cheque(s) from the Auxiliary, we would appreciate it if you would deposit it in your bank account or cash the cheque as soon as possible. Our records indicate that some members are holding onto these cheques for several weeks and in some cases, several months. By holding on to the cheques, the uncashed

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cheques are causing chaos in keeping up-to-date financial & accounting records. Thank you for your kind co-operation. Gary Masson, Business Manager, CCGA

WHAT REIMBURSEMENT RATE DO I USE FOR MILEAGE??

Lately there has been some confusion over what rate to apply for members who are claiming for the mileage when on authorized activities. We have received clarification on this matter from both Coast Guard and the Department of Finance and they state "the rate to apply for reimbursement of expenses is determined by the Province for which your vehicle is registered".

EMO HAS OPEN HOUSE



Photo of EMO event Business Manager Gary Masson and Zone 16 Director Herb Hegler manning Auxiliary booth

On Thursday, May 4th the Kennebecasis Valley Emergency Measures Operation held an Open House for the National Emergency Preparedness Week at the Gondola Point Recreation Centre in Quispamsis. There were a number of representatives who attended this event. Our organization was asked to attend and set up a Prevention

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Display. Gary Masson and Herb Hegler were available to the public to answer the numerous questions, to explain the purpose and goals of the Auxiliary and to hand out brochures during this event. There were other demonstrations and displays by the Rothesay Regional Fire Department, Region 2 Hospital Corp – Ambulance Services, River Valley Ground Search and Rescue and the Loyalist City Amateur Radio Club. By working as a team with other organizations, demonstrates the basics of emergency preparedness and the strength of unity in the event of an emergency.

A NATIONAL TRAINING STANDARD

Training of our Auxiliary members is a vital part of our preparedness for conducting Search and Rescue operations. Our first aim is to protect the safety of our own people and a close second is our desire to make sure we can effectively find and help those in trouble on the water.

To do this, each region of the Coast Guard and each Auxiliary corporation has developed and implemented training to suit the needs of that region. At first glance there appear to be many differences between regional programs. On closer inspection we see a common core of the basics with some regional variations. Both the Coast Guard and the Auxiliary agree that there are certain essential elements which people acting as a crew member or the person in charge of an Auxiliary vessel need to know.

Over the past year or so, a National Working Group of Auxiliary and Coast Guard members have charted out the

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elements that they feel should be known by someone fulfilling either of these two roles. These two "charts" are not training courses, but only lists of what should be known by people doing these jobs. They tell what should be known and to what level the knowledge, skill or attitude should be accomplished. If you'd like to see the on-line discussions of this process here's a web address for you:

<http://e-education.mtt.ca/display.jkg?clid=932&tpl=frameset>

Have a look around in the Forum section and you'll get a good idea of how the standard was developed. This tool can then be used to examine existing or planned training to see if it meets the agreed to needs of our members.

The final proposal of the National Working Group is now ready for presentation to the executive councils of the five CCGA corporations. No doubt it will generate some interesting comments. I hope you join in the discussions.

ANOTHER SUCCESSFUL RESCUE BY AUXILLIARY MEMBERS



At approximately 0630 hours on October 9, 1999, my crew and I were proceeding from Glace Bay to the fishing grounds when I thought I saw something red off to the North. At the time we were about 6 or 7 N.

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miles SE of Glace Bay. We kept a lookout in that direction and about three or four minutes later we saw a red flare in the sky. I immediately took a compass bearing which was 010 and headed in that direction. I then called Sydney Coast Guard Radio on Channel 16 VHF and reported sighting the flare. I also heard the CN ferry Atlantic Freighter advising Sydney CG Radio that they also had sighted a red flare. Sydney CG Radio requested we proceed in the direction of the sighting.

At approximately 0655 hours I heard the CN ferry report seeing an object in the water. Right after that we also observed something in the water straight ahead about 1N mile distance, which was reported to CG Radio.

At about 0700 hours we arrived on scene and saw a life raft in the water and the bow of a surkas vessel still visible. I came along side the life raft and took three occupants aboard. Apart from being wet and cold, there were no injuries and no other personnel involved. I advised Syndey CG Radio that I had the crew of the Eve-N-Clare safely on board my vessel with no injuries. We then took their life raft in tow and proceeded to Glace Bay Harbour arriving at approximately 0815 hours. Once the crew was safely back in the Harbour and their life raft lifted aboard a truck, I notified Sydney CG Radio who then advised me to report to RCC Halifax, which I did. At about 0900 hours we were underway again and arrived on the fishing grounds about 0930 hours.

Article by: James C. Munden Zone 08
CCGA member
Crew Members: Daniel Munden and Robert Harris

**IN CELEBRATION OF OUR
BEACONS OF THE SEA**



**Article printed in the Chronicle- Herald
Friday May 19, 2000**

The chorus from Lights Along the Shore, a song written by Joyce Seamone to accompany the festival of the same name, goes as follows: *"A guide for you and me, the lighthouse by the sea; their beacons shining bright forever more. From dusk till morning light, they're really quite a sight, I see their friendly lights along the shore."*

For hundreds of years, Nova Scotia Lighthouses have been sending their messages and warnings to seafarers. In fact Sambro lighthouse is the oldest in North America.

Lights Along the Shore is both a festival to celebrate that history, and a conference on the importance of preserving these vital pieces of the province's heritage. Among the many events scheduled are some that will allow more access to these lighthouses than is ever normally available.

"There are boat tours and kayaking tours that take you up to lights that you would normally never be able to reach because

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they are offshore", says festival coordinator Ann Langille.

The International Lighthouse Conference is being organized on behalf of the Atlantic Lighthouse Council, by one of its members, the South Shore Tourism Association. Over the past few years the SSTA has been actively involved in the preservation and promotion of the 32 remaining "lights" along Nova Scotia's southwestern shore, also known as the Lighthouse Route.

"This will be the first conference of its kind," explained Lynne Perry, a director of the Atlantic Lighthouse Council and executive director of the South Shore Tourism Association.

The conference will take place at White Point Beach Resort, May 29th – June 2, and will include plenary sessions with invited speakers from Australia, Great Britain, the United States and Canada.

The 32 lighthouses between Peggy's Cove and Cape Forchu are the inspiration for Lynne Cromwell's song, The Lighthouse Route, co-written by Robert Mundell.

"It tells a story about four of them," Ms. Cromwell explains. The lifesaving light, she writes, "...reaches o'er the sea, in the fog and driving mist to salvage those with broken sail and a ballast laden list. Granite stones now hold them fast, these beacons of the sea. Foundations firm they live a past, a part of history. Proud and tall, they're holding on to a world that's passing by, their probing lights reach out at night, where hidden dangers lie"

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REPORTING OF SAR CASES TO
RCC – HALIFAX



We have noticed some discrepancies in the times shown on SARcase reports and that of the RCC SITREP.

The reason for this is, members are not always advising RCC of the additional time that is required for the vessel owner to return back to his/her point of origin. Although the actual task is completed, the reimbursement claim covers from the actual time period that members are tasked and continues until the member has returned to their point of origin.

The auditor, after reviewing expense claims, has requested that members call in the additional time that is needed to return to the point of origin to RCC, so that the times shown on RCC's SITREP report and the member's SARcase report matches. Thank you for your co-operation.

Gary Masson, Business Manager

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NATIONAL COMPETITIONS

The first National Competitions will be held at Laval, Quebec on Sunday Oct 15, 2000. As decided by the Board of Directors during a conference meeting call June 29th, the winners of Rescue Challenge 1999 have been selected to compete in this years' National Competitions. Congratulations goes to Zone 11 members, Brent LeBlanc, Natasha Young and Rickey Joudrey for being the 1999 Rescue Challenge winners. We wish you the best of luck in the Nationals. The three competitors will travel to Montreal on Thursday, October 12th, and return on Monday October 16th. This will allow them to participate in some of the SARSCENE activities during their stay. If members would like to bring their spouses, the auxiliary cannot pay for expenses for spouses travel, (airfare, meals, etc). The winners of Rescue Challenge 2000 will go on to compete in the Nationals 2001. Also attending the Nationals will be Frank McLaughlin, President, CCGA and Kevin Duffy, Zone 11 Director. Frank will be arriving in Quebec on October 11th, as he will be representing the Coast Guard Auxiliary during SARSCENE 2000.

NOTE FROM THE EDITOR

If you have any articles that you would like to have published in our newsletter, please send them to:

Susan Pellerin
Newsletter Editor, CCGA
20 Tulip Court
Quispamsis, N. B.
E2E 3W9

Or by e-mail to: gary.masson@ccga-m.ca
Your comments or suggestions are greatly appreciated. Thank you