
The NAVIGATOR

November 2002

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



Eric Robicheau receives CCG Directors Award



Nancy McNeil, Eric Robicheau

At Rescue Challenge 2002 during the Awards Banquet that was held in Cheticamp on Saturday, September 28th, Eric Robicheau was presented with the Regional CCG "Director of Marine Program" by Nancy McNeil, Director of Marine Programs. This award was presented to Eric for all his hard work and dedication that he has demonstrated towards the CCGA. Congratulations Eric.

CCGA President Receives Medal



Harry Strong, Frank McLaughlin

At Cheticamp, Nova Scotia, on September 28th, during the Awards Banquet at Rescue Challenge 2002 and on behalf of the Coast Guard Auxiliary, Harry Strong, Chairman, National Council CCGA, presented Frank McLaughlin with the CCGA "Leadership Medal". Frank's leadership as President has not only made a difference in the lives of many Canadians, but also has helped the CCGA realize its vision and goals. Congratulations on your achievements and your contribution to the CCGA Frank.

Congratulations Zone 5 Rescue Challenge 2002 Winners Cheticamp, Nova Scotia,



Harry Strong, Chairman National Council, Frank McLaughlin, President, CCGA Team 05 members: Allan Elliott, Lorne Heighton and Jason MacDonald. Zone 5 Director, Peggi-Ann Thayer.

Rescue Challenge competitions were held at Cheticamp, Nova Scotia on September 28th. The heavy rainfall that day did not stop Zone 05 members from doing their very best at the Rescue Challenge competitions. They walked away being the overall winners of our competitions that day. Congratulations Zone 05 for a job well done.

Rescue Challenge 2002 Teams:
Zone 01- Yvon Arseneau, Jeannine Boucher, Bernard Lanteigne Zone 02 – Gerard Petipas, Yvon Daigle, Patrick Fusk Zone 03- Robert Betton, Brian MacDonald, Richard Wedge Zone 04 – Hal Publicover, Kevin Llewellyn, Art MacDonald Zone 05 – Allan Elliott, Lorne Heighton, Jason MacDonald Zone 06 – Charlie Joe Chiasson, Herman Deveau, Joseph LeBrun Zone 08 – Greg Organ, Richard Herring, Scott Fitzgerald, Zone 09 – William Dalton, David Amadio, Eric Trimm Zone 10 – Leonard Karsten, Sheila Richardson, David Boudreau Zone 11 – Dan Provost, Rickey Joudrey, Ian Cross Zone 12, George Goodwin, Beatrice

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Goodwin, Russell Hatter, Zone 13 – Kenneth Comeau, Robert Comeau, Alan Barkhouse Zone 14 - David Lewis, Elbert White, Reginald Chapman

MERCHANDISE FOR SALE



Beautiful rose-handled Knife with the CCGA name laser engraved on it. There is a partial serrated edge on the blade. Comes complete with a nylon carrying case. Works great for rope cutting. This would make an excellent Christmas gift.

All proceeds from the sale of this knife will go to our slush fund to help pay for flowers, fruit baskets, etc. for members who are in need of some comfort during times of illness or in some cases a death in family. Your support is greatly appreciated.

Price \$20.00 includes taxes & shipping
Please send cheque or money order payable to: Canadian Coast Guard Auxiliary
*c/o Gary Masson, CCGA Business Manager,
223 Chamberlain Road, Quispamsis, N. B.
E2G 1A9*

DO NOT FORGET TO SIGN CCGA MEMBERSHIP RENEWALS

We will be sending out membership renewal forms to each of our members during the early part of January and it is now mandatory that all members sign and return their form if they wish to continue their membership with the CCGA. We cannot automatically renew memberships anymore. Your signed form must be returned.

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ISAR 2002 International Competitions Milwaukee, Wisconsin, USA October 9th, 2002 Team Maritimes



Above photo Zone 13 members

Joel Comeau, Odette Comeau and Allan Saulnier attending ISAR 2002 and preparing for the SAR pump event at ISAR 2002. Details about ISAR 2002 can be viewed on the National CCGA website:
http://www.ccg-gcac.org/home/home_e.asp

A Canadian Coast Guard Auxiliary team from Richmond, British Columbia has been declared International Winner of ISAR 2002, the Third Annual Marine Search and Rescue Competition for volunteers.

The competition was hosted by the United States Coast Guard Auxiliary at US Coast Guard Group Milwaukee. Twelve teams representing the Canadian and U.S. Coast Guard Auxiliaries participated in various events ranging from dewatering pump operation to line heaving and from chart work to first aid.

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Above photo shows Zone 13 Director & 2nd Vice-President, Eric Robicheau as part of the International team that was honored during ISAR 2002 Awards ceremonies

CCGA Expense Accounts

Coast Guard Ottawa has requested that we keep accurate accounts of all volunteer hours done by our members, as this enables Coast Guard to accurately justify the budget for the expenditures for the total hours spent towards each of our various activities, such as SAR cases, training, prevention, etc.

In order to accommodate Coast Guard, we ask that each member complete their expenses accounts in full, providing the exact times spent for the CCGA activity. This would include the time you left your residence and the time until you returned.

Spreading the Word

Canadian Coast Guard Auxiliary and Boating Safety Education

Did you know that as a Mariner/Boater on Canadian waterways you are responsible for properly equipping and operating your boat? Whether you operate a commercial fishing vessel, high speed Personal Watercraft or leisurely paddle a canoe, YOU are responsible for the safety of your crew, invited guests, your vessel and yourself.

The Canadian Coast Guard's (CCG) Maritime Office of Boating Safety (OBS) works in partnership with many organizations to promote boating safety. A large part of the success of this public education program has been a direct result of the continued support supplied by the Canadian Coast Guard Auxiliary (CCGA).

Each year the CCGA diligently conduct numerous Courtesy Checks on recreational water craft, and small commercial fishing vessels, ensuring safe boats, boaters and mariners are on the water. In 2001, Auxiliarists performed 358 Courtesy Checks of Pleasure Craft and Fishing Vessels in the Maritimes. Thus far in 2002 the auxiliary has performed 247. These are significant numbers upon recognition that the Auxiliary is a volunteer organization and checks are conducted on each members own time.

Courtesy Checks provide the pleasure boater and commercial fisher alike, the opportunities to discuss with trained volunteers; regulations, mandatory safety equipment, and general procedures for safe boating. Courtesy Checks are effective in many ways. Auxiliarists are recreational boaters and mariners as well, and knowing that the boaters they speak to 'sail away'

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with even more knowledge should make the rest of us on the water feel at ease. All of us would enjoy boating more if we were ensured that the other operators are exercising positive safety practices.

It is important to the CCG Office of Boating Safety that Courtesy Checks continue to be offered to promote safety to boaters and mariners through volunteering. A very sincere thank you is extended to the Canadian Coast Guard Auxiliary for their efforts. Keep educating and promoting our most valued assets. Smart boating is ensuring each trip is a return one.

Operators of Pleasure Craft will require a Pleasure Craft Operators Card by September 15, 2009 in order to operate any recreational pleasure craft fitted with a motor. Pleasure Craft Operator Competency Courses include detailed study on several elements required by the Office of Boating Safety to ensure each boater equips and operates their vessel properly. Topics you will see on a given course include: Collision Regulations and Rules of the Road, Sharing our Waterways, Dealing with Emergencies and Small Vessel Regulations including mandatory safety equipment. For information on course providers in your area contact the Maritimes Boating Safety Hotline at 1-888-670-0771.

Thanks for another successful boating season. Best of luck in the future.

Article by Brian Elson
Boating Safety Officer, Office of Boating Safety, Canadian Coast Guard

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Zone 01 member receives CCG Prevention Award



Joe Murphy, CCG & Gordon McNeish,

On January 27th, 2002, at Zone 01's annual meeting in Tracadie, N.B., Joe Murphy, CCG, presented Gordon McNeish, on behalf of the Canadian Coast Guard, with the Prevention Inspection Award. This award was presented in recognition of Gordon's volunteer services in performing the most Courtesy Examinations for the Auxiliary in 2001. Thank you Gordon for all your hard work and dedication to our Courtesy Examination program.

DON'T FORGET TO REQUEST AN AUTHORIZATION NUMBER

Also, again we would like to stress that all activities must have an Authorization Number in order to be reimbursed for expenses and also, to be covered by insurance coverage during the authorized activity.

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, CCGA Newsletter Editor
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

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SARSCENE 2002**



Harry Strong, Harris Nuttall

The above photo was taken during SARScene 2002 that was held in Halifax, Nova Scotia on September 12th -14th. Harry Strong, Chairman of CCGA National Council and Harris Nuttall, CCGA Secretary mans our display booth during this event.



The above photo shows our CCGA vehicle and Prevention Boat that was setup at the wharf at Halifax Harbour during SARScene. A few of our Executive members are talking with the public and explaining the role the CCGA plays in search & rescue activities on and off the water. The CCGA played an important role during SARScene. Frank McLaughlin gave a presentation on behalf of the CCGA and in addition, we also ran the line throwing event for SARScene.

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Equipment requirements for foreign vessels

(Pleasure Craft) operating on Canadian waters

The Small Vessel Regulations provide pleasure craft operators with direction as to safety equipment that must be carried on board, safety precautions and vessel construction standards for small vessels. Because the intent of the regulations is not always clear we often provide interpretation to clarify. I would like to provide you the interpretation to a recurring issue on the **carriage equipment requirements** for foreign vessels (pleasure craft) operating on Canadian waters.

What regulation must a foreign vessel comply with regard to safety equipment when operating on Canadian waters?

The vessel must comply with any licensing, registration and equipment requirements of the country it is ordinarily kept. If it is **not** ordinarily kept in Canada, then it is exempt from Canadian equipment requirements.

What does ordinarily kept mean?

Basically it means more than 6 months or half a year. If the foreign vessel spends more time in Canada, i.e. more than 6 months then the other country, it is required to comply with Canadian regulations.

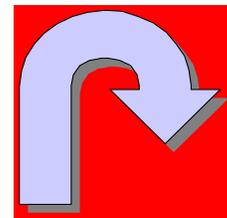
Essentially, a foreign visitor entering Canada on their pleasure boat must comply with the regulation of their country if the boat is in Canada less than six months. If the boat is in Canada longer than six months, then Canadian regulations apply and the vessel must meet the requirements of the Small Vessels Regulations for

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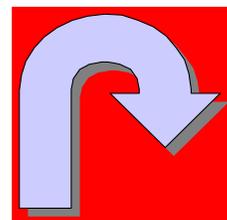
Canada. (Refer to the Safe Boating Guide for an overview of the safety equipment requirements.) **This does not exempt foreign vessels from other regulations.** The vessel's operator must contact Canadian Customs prior to entering Canada. The number is 1-800-461-9999.

Of course there is always an exception to the rule. If you are aware of an unusual circumstance and not sure what safety equipment the vessel should be carrying, please contact the Office of Boating Safety at 1-888-670-0771.

Safety Equipment Foreign Vessel In Canada



In Less Than 6 Months



NO

Canadian Regulations Apply

YES

Foreign Country's Regulations Apply

Ship Safety Bulletin

Subject: SMOKE SIGNAL - DANGER OF EXPLOSION

Bulletin No.: 10/2002

RDIMS No.: 221007

Date (Y-M-D): 2002-10-21

The following information was taken from a website hyperlink:

http://www.tc.gc.ca/marinesafetv/Bulletins/2002/10_e.htm

Recently, the United States Coast Guard (USCG) published a Safety Alert concerning the danger of explosion of a smoke signal from Hansson Pyrotech AB of Sweden following an incident that occurred on a foreign ship in a U.S. port.

MOB Smoke Signals are secured to lifebuoys by a lanyard and stowed on the bridge wing "upside down" in a special bracket. When the lifebuoy is released from the bridge it pulls the smoke signal from the bracket. As the signal is pulled from the bracket the igniter mechanism is pulled out from the top of the signal, which starts the ignition. The pyrotechnic produces gas and a large volume of orange-coloured smoke. The pyrotechnic composition contains its own oxidizer so once the ignition process is started it cannot be stopped.

The USCG issued the Safety Alert after the death of a seaman, caused by the explosion of a self-activating smoke signal unit. In the process of checking a lifebuoy and smoke signal on the bridge wing the seaman started to move the signal out of its bracket. Since a movement of only 10 mm is necessary for the ignition to start, the signal began producing gas and smoke. The seaman apparently tried to stop the production of smoke by forcing the igniter back into the signal. This caused a pressure to build up rapidly inside the body of the signal unit and it subsequently exploded. The Ikaros model Mk II Man-

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Overboard Smoke Signal was approved in Canada under two certificate numbers. T.C.003-034-001 for model MOB MK II – 345105 combined lifebuoy self-igniting lights and self-activating smoke signal; and T.C.003-034-002 for MOB MK II – 345205 lifebuoy self-activating smoke signal.

Hansson Pyrotech AB no longer manufactures either of these Ikaros MK II units. They have been replaced by a MOB MK III unit, which has been modified to prevent the possibility of explosion. The MOB MKIII – 345105 and 345205 are approved in Canada respectively under the following numbers: T.C.003.034.004 and T.C.003.034.005. Transport Canada recommends:

1. Whenever Hansson MOB MK II signals or their mounting arrangement are being serviced, the transport safety pin should be inserted in the signal, which will prevent it from being accidentally ignited. This pin is used when smoke signals are shipped. The pin is removed when the signal is placed in service. Crew are advised to keep these pins for use during signal maintenance. The pin should be stowed in the vicinity of the signal and the bracket.
2. A sign should be placed in a location where it can be readily seen in the vicinity of any MK II units remaining in service, warning against trying to move the signal without the transport safety pin inserted. The warning placard should also include directions for handling the marker in the event of an accidental ignition (**e.g. "DO NOT RETURN TO BRACKET, EXPLOSION MAY OCCUR"**). Such warnings are already located on the body of the signal, but they are in a position not normally visible to someone working on the signal. The sign(s) should be in both English and French languages.

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CHANGES TO SAR AREA LIMITS AROUND THE MAGDALEN ISLANDS

It has recently been finalized between the CF and CCG that the proposed SAR area limit line changes in the Halifax Search and Rescue (SRR) came into effect on September 1, 2002.

The responsibility for the coordination of a SAR incident under normal circumstances will not change hands if a SAR area limit line is crossed within the SRR during the course of prosecuting a particular incident;

The CCG proposes that, as of September 1, 2002, the administration of CCGA resources on the Magdalen Islands remains with CCGA Maritimes; and,

The tasking of CCGA resources for any activity other than SAR and SAR prevention is a discretionary expenditure and therefore, in accordance with National Guidelines Respecting CCGA activities, must be mutually agreed to by both the CCG and the CCGA.

MRSC Quebec and MRSC St. John's were established to enhance maritime SAR coordination through improved communications and local knowledge. Both MRSC's, as you know, carry out SAR coordination functions under the authority of the SRR Commander, through JRCC Halifax, within their area of responsibility. Maritime SAR Coordinators who work at the MRSC's are reporting to the OIC of JTCC Halifax through their respective Regional Superintendent of Maritime SAR.

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Regardless of the geographical location of the incident, all missions in the Halifax SRR are prosecuted in accordance with policies and procedures as defined in the National SAR Manual and the International Aeronautical and Maritime Search and Rescue (IAMSAR) manual. Depending on the geographical location of the origin and the magnitude of the incident, either the JRCC or the MRSC will assume responsibility for its prosecution. The incident will not normally be transferred from the MRSC to the JRCC (or vice versa) if a limit line in the SRR is crossed.

For the purpose of an Auxiliary vessel from CCGA Maritimes that is tasked to a maritime SAR incident by either the MRSC, their role in the incident and expectations of either the JRCC or MRSC will be no different. SAR reporting will still continue to be, in most circumstances, through the closest Coast Guard Marine Communications and Traffic Services (MCTS) center and the information that will be required from the CCGA resource is the same for both the MRSC and the JRCC. It should be realized, however, that once the SAR limit line changes come into effect on September 1, 2002, CCGA Maritimes resources on the Magdalen Islands will, for the most part, be tasked to maritime SAR incidents by MRSC Quebec. Therefore, it is **mission critical** that the CCGA Maritimes contact information for auxiliary resources on the Magdalen Islands be made available to MRSC Quebec for SAR purposes. I thus ask that this information be provided.

When an Auxiliarist on the Magdalen Islands is reporting a SAR incident while at sea, it should be through the closest MCTS center. If by landline, it is however recommended that the Auxiliarist call the MRSC rather than the JRCC in order to

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expedite the process. Upon notification that a SAR incident has occurred, either the JRCC or MRSC will assume responsibility for incident coordination and the appropriate resources will be tasked.

Information provided by Mike Voigt, A/Manager, Search & Rescue, Canadian Coast Guard, Ottawa

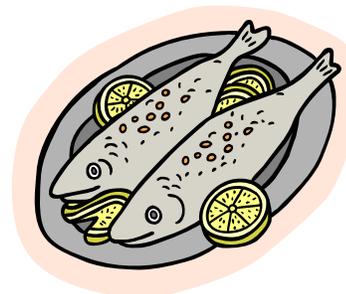
**HOW TO REACH
THE QUEBEC'S MARINE
SEARCH AND RESCUE
CENTRE
CANADAIN COAST GUARD
24/7**

**TELEPHONE: 1-800-463-4393
OR (418)-648-3599
FAX: (418)-648-3614**

IF NO ANSWER

**CELL: (418)-569-0597
MSAT 600-701-6925
E-MAIL:
opscentremrscqbc@dfo-mpo.gc.ca**

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**FISHERMAN'S
PRAYER**

**God grant that I may live to fish
For another shining day,
But when my final cast is made
I then most humbly pray,**

**When nestled in your landing net
As I lay peacefully asleep,
You'll smile at me and judge
That I'm "good enough to keep".**

And another one.....

**God give me strength to catch a
fish,
So big that even I,
Have no need to lie.**
.....

