

CCGA (NL) Inc.

2020 Newsletter

Waterlines

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The 42nd Annual General Meeting of the Canadian Coast Guard Auxiliary (Newfoundland and Labrador) Inc. was held in October of 2020 at the Shallow Bay Motel in Cow Head, observing COVID-19 protocols. However, due to COVID-19 restrictions, the Annual Fall Training Seminar, normally held in conjunction with the AGM was cancelled for the 2020 season. We are hopeful that training seminars will resume in the fall of 2021, however we are committed to upholding all public health guidelines as the safety of our members is of a highest priority.

We were fortunate in that we were able to hold our Board of Directors Meeting in February/March of 2020 just before the pandemic hit. We hope that you will enjoy some news and photos from that Training Seminar, as well as a compilation of memories from years past.

Thank you to all members for your continued involvement and support. Please, stay safe.



GREETINGS FROM THE PRESIDENT

The Canadian Coast Guard Auxiliary Newfoundland and Labrador Region, now in its 43rd year, continues to enhance the Search and Rescue resources on the waters surrounding Newfoundland and Labrador, working in conjunction with the Canadian Coast Guard. Our members continue to fulfill our mission statement by promoting marine safety, supporting the Coast Guard, responding to calls, helping mitigate the severity of incidents in our waters, whenever possible. This is, in no small part, due to the continued support and dedication of you, our members. Respected around the world, our organization is one that I am very proud to be a part of.



We are just shy of 800 members strong in our region, with 32 new members joining in 2020. We have over 350 privately owned vessels in our region. We have also added several community boats to our complement and have increased our membership in shortfall areas along the coast of Labrador and the south coast of the island. Our members responded to 56 calls for assistance in 2020. While this number is somewhat lower this year, due in part to the impacts of the COVID-19 global pandemic, we answered the call when called upon.

Our training was also impacted in 2020, though we were able to hold a winter training at the beginning of March in Gander. Despite weather at the time, we had 40 members attend where they received refreshers in first aid, donning and doffing immersion suits, life raft safety and rope splicing. Unfortunately, we were not able to hold our larger Fall Training Seminar this past year but are hopeful for the future. Our members engaged in 33 on-water training exercises with Squadron 103 Gander and the Coast Guard and 75 members were able to avail of First Aid training when public health guidelines allowed.

This past year we have also had to say good-bye to a few of our members. To their families, we send our condolences and heartfelt appreciation for their years of dedicated service.

This global pandemic has continued longer than many of us expected, I believe. We are continuing to face uncertainty as we move forward but are hopeful for a return to a more normal life on the horizon. We have all been impacted in some way. I hope that you have also encountered good during the past year as we, citizens and members of an organization built on supporting and aiding others, continue to reach out and offer support both on and off the water. Stay safe, my friends, and take care.

I wish you fair winds and following seas.



Aidan Penton
President

42nd ANNUAL GENERAL MEETING

The 42nd Annual General Meeting of the Canadian Coast Guard Auxiliary (NL) Inc. was held on October 6, 2020 at The Shallow Bay Motel in Cow Head, NL.

The Canadian Coast Guard Auxiliary was represented by:

Aidan Penton	President, Director District 9
Marcel O'Brien	1st Vice-President, Director District 1
Ross Petten	2nd Vice-President, Director District 8
James Chidley	Secretary/Treasurer, Director District 7
Ron Pittman	Director District 2
Howard Noel	Director District 3
Wesley Snook	Director District 4
Winston Pitcher	Director District 5
Rom Dalton	Director District 6
Eugene Gray	Director District 10
Kelly Doody	CCGA Regional Operations/Business Manager
Karen O'Brien	CCGA Regional Accounting Clerk

The Canadian Coast Guard was represented by:

Neil Peet
Deputy Superintendent, Maritime SAR
CCG (Atlantic) Region



GREETINGS FROM MARITIME SEARCH AND RESCUE CCG - ATLANTIC REGION

2020 was a challenging year as we navigated (and continue to navigate) our way through the COVID-19 global pandemic and it likely curbed many of our normal activities, both professional and leisure, as we followed provincial restrictions and stay at home orders. This downturn in activity was also evident on the waters surrounding Newfoundland and Labrador and reflected in our search and rescue statistics for 2020. In an average year, the Maritime Rescue Sub Center in St. John's would normally respond to an average of 550 requests for assistance, but in 2020 our total case load was 368 - a 33% decrease. Likewise, in an average year the CCGA would respond to up to 28% of requests for assistance, but in 2020 this was reduced to 15% with 56 search and rescue mission responses. There was also another reason why CCGA SAR responses were reduced in 2020. As the COVID pandemic began to reach our shores, the Canadian Coast Guard quickly realized that we would have to adapt our SAR tasking protocols and we implemented a policy where volunteer assets would not be utilized if there was a COVID risk unless there was an immediate risk to life in a distress situation.

But despite the fact that your SAR case numbers were down, you were still there to answer your phone when called or your radio when hailed to provide SAR assistance. You were still there to support the Canadian Coast Guard's SAR exercising program and the valuable training that you provide to Canadian Forces 103 Search and Rescue Squadron by offering up your vessels both day and night.

This is not only a SAR partnership but also a friendship, and we miss the valuable time that we would normally spend together. We miss the training and camaraderie that we share at the CCGA Annual Training Seminars and the times that we spend in your wheelhouse, at your kitchen table, or on a community wharf debriefing the exercise that we just completed or "just catching up". As we navigate our way through the pandemic towards the "new normal", we look forward to once again increasing our level of engagement and bolstering our partnership.

On behalf of our Assistant Commissioner, Gary Ivany, our Regional Director Incident Management, Anne Miller, and all of CCG Team Search and Rescue, I thank you for your continued support as our official and valued partner in search and rescue and we hope that in 2021 and onwards our partnership will continue to flourish and grow.

Safety First, Service Always

Neil Peet
Deputy Superintendent Maritime SAR
Canadian Coast Guard – Atlantic Region

AUTHORIZED ACTIVITY

Members and member vessels are only covered by CCGA Insurance and eligible for reimbursement while on an **Authorized Activity**. In order for a Search and Rescue tasking to be considered an **Authorized Activity**, you must have been tasked through the Maritime Rescue Sub Centre (MRSC) in St. John's or Joint Rescue Coordination Centre in Halifax (JRCC). You will be provided with an **Incident Number** which is **required for reimbursement and proof of coverage, should the need arise**.

***You must notify the
Marine Rescue Sub Centre at
1-800-563-2444 or 709-772-5151
before you proceed to a vessel requiring assistance
and upon returning to port.***



**MARITIME DISTRESS
DÉTRESSE MARITIME**

1-800-563-2444

(Toll Free - Sans Frais)

1-709-772-5151

MARITIME SEARCH AND RESCUE SUB CENTRE, ST. JOHN'S
CENTRE SECONDAIRE DE SAUVETAGE MARITIME, ST. JOHN'S



Did You Know?

Important

RENEWAL FORMS

Renewal forms are sent out to every member each January. ***It is extremely important that these forms are completed in their entirety and returned to the office by March 31 of each year.*** These forms are used to maintain membership, to update our database, and to keep MRSC up to date on members and vessels available for tasking. In the event of an incident requiring assistance, fellow mariner's lives may depend on having accurate information. Please ensure your returned form has accurate information. Non-compliance may result in a member's removal from the Auxiliary. ***Do not hold off sending in a renewal if you are waiting on an updated CSI. Send the renewal by the due date and forward the CSI as soon as you receive it!***

INFORM THE OFFICE ASAP!

Phone: 709-772-4428/800-563-6158

Fax: 709-772-4109

- * If you sell your vessel
- * Change your address or phone number, including cell/sat phone
- * Remove your vessel from the water
- * Increase the value of your vessel
- * Change alternate skippers
- * Update your CSI
- * Recertify your first aid
- * Operate in an area away from your home port

CSIs

The CCGA (NL) Office in St. John's must have an up-to-date copy of your vessel's Canadian Steamship Inspection (CSI) certificate. All vessels that become delinquent in their CSIs are flagged in the Search and Rescue System and are considered unavailable for tasking.

If your vessel has been flagged and it partakes in an incident, you **will not be eligible** for compensation, and more importantly, your vessel will not be covered by insurance should it incur damages.

You will be notified that your vessel is not available for Search and Rescue. Upon receipt of this notification, please forward a copy of your current CSI or notify the office in St. John's of any delays so that your vessel is not removed from the SAR system permanently.

INSURANCE CLAIMS

It is the responsibility of the CCGA owner-operator to report to your regional Coast Guard Auxiliary Representative any damage or suspected damage incurred to your vessel immediately following the conclusion of a Search and Rescue incident.

In addition, if damage occurs during a SAR case, every effort should be made to notify the Marine Rescue Sub Station at 1-800-563-2444 of the damage, especially if the safety of the CCGA vessel and its crew are jeopardized. MRSC must be notified so they can monitor the progress of the CCGA vessel to ensure it reaches port safely.

The owner/operator must complete a *Collision, Wreck and Injury* form and submit it to the CCGA Office in St. John's. This form is available on our website at ccga-nl.ca

AUXILIARY VESSELS

An auxiliary vessel **MUST** be under the command of a member of the Canadian Coast Guard Auxiliary (i.e., owner or alternate skipper) before accepting a tasking from the Marine Rescue Sub Centre. It is imperative that the MRSC be informed if no qualified Auxiliarist is onboard the vessel at the time of a request for tasking.

Upon acceptance of a vessel into the CCGA, the owner/operator designates an alternate skipper. This skipper is deemed to have the proper qualifications to operate the vessel, in accordance with the rules and regulations set by Transport Canada. If a qualified Canadian Coast Guard Auxiliary skipper is not onboard a vessel at the time of an incident, the tasking must be refused.

If a vessel accepts a tasking without a qualified Auxiliary member onboard, the vessel will not be reimbursed for the incident. More importantly, there will be no insurance coverage if damages were to occur during the execution of the incident.



Winter Training Seminar 2020

The 2020 Winter Training Seminar was held at The Quality Inn in Gander on February 29, in conjunction with the Board of Directors Meeting. All Sessions took place at the hotel utilizing conference rooms and the pool. The training included a refresher in first aid, Search and Rescue, and a life raft demo, including the opportunity to taste standard life raft rations, and a session on marine abandonment. The day finished with an Awards Dinner and dance.



CCGA-NL BOARD OF DIRECTORS

2020/2021

Each year, as active members of the Canadian Coast Guard Auxiliary (NL), you are asked to vote for a Director to represent your District. For the 2020/2021 year, you elected the following:

District 1	Marcel O'Brien	927-5540	marcel.obrien@ccga-nl.ca
District 2	Ron Pittman	866-2505	ron.pittman@ccga-nl.ca
District 3	Howard Noel	453-2458	howard.noel@ccga-nl.ca
District 4	Wesley Snook	885-2422	wesley.snook@ccga-nl.ca
District 5	Winston Pitcher	728-6115	winston.pitcher@ccga-nl.ca
District 6	Rom Dalton	691-7284	rom.dalton@ccga-nl.ca
District 7	Jim Chidley	363-7502	james.chidley@ccga-nl.ca
District 8	Ross Petten	683-2341	ross.petten@ccga-nl.ca
District 9	Aidan Penton	682-2162	aidan.penton@ccga-nl.ca
District 10	Eugene Gray	532-5755	eugene.gray@ccga-nl.ca



Voting takes place each year in July/August. The list of candidates is derived from those members indicating on their renewal form that he/she wishes to put his/her name forward to be nominated as a candidate for Director. Voting is conducted by mail-in ballot. We are unable to provide a second voting form if the first one is lost or misplaced.

First Aid Training



The Marine Personnel Regulations require at least one person on board each fishing vessel be designated to provide first aid. This person must hold a valid Marine Basic First Aid training certificate or a valid First Aid certificate from a two-day first aid course recognized by a province or a territory. The office arranges for First Aid training each winter and will contact those members in each District with expiring First Aid certificates to offer a seat at one of these courses. If you attend First Aid training outside of these sessions, please contact the office to update the expiry date for your First Aid. You may also qualify for reimbursement up to \$250 for First Aid training done through an authorized provider upon submission of the course receipt. Contact the CCGA-NL office for more information.

*We must sail, sometimes with the wind
and sometimes against it, but we must
sail, and not drift or lie at anchor.*

INCIDENT ID NUMBERS

When responding to an incident on the water as a member of the Canadian Coast Guard Auxiliary (NL), you **must** be tasked by either JRCC in Halifax or MRSC in St. John's. You will be provided with an Incident Identification number, or tasking number, by one of these tasking authorities. This number verifies that, as a CCGA (NL) member, you are operating under the CCGA (NL) insurance policy should you incur damages. Without this authorization or Incident ID the organization is unable to reimburse for the tasking.

Daily preventative actions can help to prevent the spread of COVID-19. These actions include:

- Stay informed, be prepared, and follow public health advice;
- Wash your hands frequently with warm water and soap for at least 20 seconds;
- Use an alcohol based hand sanitizer in the absence of soap and water;
- Refrain from touching your face;
- Practice proper cough and sneeze etiquette;
- Maintain physical distancing;
- Wear a non-medical mask or face covering when you are in public and unable to maintain physical distancing;
- Increase cleanliness and ventilation of public spaces and worksites; and,
- Stay home if you are sick and avoid contact with others.



Winter Training Seminar 2020

Long service awards were given to members serving 5 and 30 years at our Winter Training Seminar in February 2020. Below are some of the award recipients.



Canadian Coast Guard

Critical Incident Stress Management

The Canadian Coast Guard Wellness Team would like to make you aware of a service available across Canada to all Auxiliary members of the Coast Guard.

Launched in 2020, the Critical Incident Stress Management Initiative (CISM) is a program to assist in managing stressful and traumatic incidents.



When tasked by the Joint Rescue Coordination Center, Auxiliary members can be faced with very difficult challenges and often deal with stressful and tragic events. Dealing with critical incidents such as involvement in disasters, body recoveries, experiencing serious threats and/or physical violence and incidents resulting in extensive media coverage can have a profound impact on those involved, affecting their ability to cope and perform their normal daily routines.

Your willingness to assume the risk and brave these challenges is what makes you and the work you do so important. Coping with challenging situations, such as those you may have encountered, is different for every individual and we can become vulnerable to the physical and mental strain of performing this service. Taking the time

and caring for yourself mentally is as equally important as addressing any physical injury. Investing in your physical and mental wellbeing ensures that you are always at the top of your game.

CISM is available to assist you. Throughout the Atlantic region, approximately 30 employees of both DFO and CCG have volunteered to support their colleagues, friends, and peers to provide support, education and resources. They have taken extensive training and are supported by mental health professionals. The most common service provided by our peers is a brief encounter with you and your colleagues to provide information, support and resources to help you process what you have experienced. Peers can meet with members in person or virtually. All interactions with CISM peers are voluntary and confidential.

This approach is frequently used in many first responder and health care services, including police, fire fighters, paramedics, etc.

Should you be involved in a critical incident when tasked by the JRCC, contact the Regional Operations Center at **1 709 772 6220** to request CISM services. A peer team member will get in touch with you. The CISM initiative can provide the following:

- stress awareness sessions
- small group support (defusing) for individuals or work teams following a critical incident
- group debriefings with individual teams involving a mental health professional
- follow-up contact and if needed, recommendations to mental health or private service providers for further assistance
- demobilization during the course of an ongoing, major response to a critical incident

If you have any questions or comments about this initiative, please contact the CCG Atlantic Wellness team,

Susan Dunne, susan.dunne@dfo-mpo.gc.ca,

Scott Currie scott.currie@dfo-mpo.gc.ca

or Laura Russell laura.russell@dfo-mpo.gc.ca.



“Remember everyone reacts differently and how you react is a normal response to an abnormal event”

Common reactions:

- Sleep disruption
- Nausea
- Confusion and disorientation
- Poor concentration and decision making
- Flashbacks
- Sense of loss or grief
- Emotional numbness
- Anger and resentment
- Increased heart rate and blood pressure
- Nervousness/Shaking/Tremors



Greetings From 103 Search And Rescue Squadron, Gander

103 Search and Rescue Squadron and the Canadian Coast Guard Auxiliary.

Whether it be a bright and sunny afternoon or a wet and foggy evening, the Canadian Coast Guard Auxiliary members have always been there, during training and operations. I still remember the first CCGA vessel that I had the opportunity to train with. That boat was the Brothers Venture based out of Musgrave Harbour. That was when I took a real appreciation for our



partners at the CCGA. These volunteer rescuers can be relied upon to always help us with ever varying training situations to keep all of our skills mission-ready! Hovering a CH-149 helicopter over the turbulent Atlantic is never easy and we are almost never called out in calm conditions. I have always appreciated the realism of working with the CCGA vessels that have gear on the back deck, and we are forced to be very particular about where the SAR Techs are inserted on deck. Along with the variety of vessels, are members of the CCGA all of whom have exciting and valuable training and operational experience. You have some vessels which, when they have their stabilizers in

the water, can float across what seems like any sea state the ocean can throw at them. Then you have other boats that seem to roll with the waves. As a pilot I always appreciate the skill and handling with which CCGA members can maneuver their craft... and the crew members must have stomachs of steel!

However, whichever vessel it is that we end up working with, they all provide their own level of challenge which is why my colleagues and I continually seek to train and work with the CCGA vessels. Without the CCGA vessels, our training would be substantially more limited, and our experience levels would be significantly less. I would like to thank all of the members of the CCGA for the unwavering support that they provide to the Canadian SAR system and the Royal Canadian Air Force's SAR community, as well as for the support and training opportunities that they provide specifically to 103 SAR Squadron.



Seek and Save!!

Capt Paul Frankland
Squadron Operations Officer
103 Search and Rescue Squadron
Gander, NL

CONTINUED PROFICIENCY ENDORSEMENT

Every applicant for a continued proficiency must:

- (a) Hold a valid medical certificate
- (b) Fulfill the service requirements of 12 months within a 5 year period, service onboard a ship as either master or mate in charge of the watch.
- (c) Have completed a marine emergency duties (MED) course A1

For members holding Fishing Masters or Mates certificates, this means five years from the date of issue on your certificate. Example, date of issue - 2015,

by 2020 you must show a valid medical (seafarers medical) and qualifying sea time. The sheets for writing up your sea time can be obtained at your nearest Transport Canada Marine Safety office.

Port aux Basques	466-4515
Corner Brook	637-4870
Goose Bay	896-6190
Lewisporte	535-2503
Marystown	279-2201
St. John's	772-6197



Diesel Pumps

In 2015, diesel pumps were distributed to some vessels in each District. If you have one of these pumps, please ensure proper maintenance by:

- **Making sure all water is drained from the pump and hoses before storage.**
Rust may occur on the frame and mount causing corrosion
- **Check the housing box to ensure no standing water**
- **Test pump for proper working order at least twice a year**



These pumps have saved lives as well as vessels. Make sure your pump is working before an incident occurs...not during!



On-Water Training

As part of our training program, the CCGA-NL assists the Department of National Defense with their training program by providing member vessels throughout the province to take part in on-water training with 103 Squadron from Gander as well as participating in training programs with the Coast Guard. Pictured to the left is a cormorant helicopter from 103 Gander performing a hoisting demo at a previous training seminar.

Identify as CCGA



When communicating with the Joint Rescue Coordination Centre (JRCC) or the Maritime Rescue Sub Centre (MRSC) regarding maritime incidents or taskings, or any other matters, it is important to always **identify yourself as a Canadian Coast Guard Auxiliary Member.**



Pictured above: Lady Geneva, owned by Morris & Bonnie Brake

Weather Lore

- ☞ When gulls fly high, stormy weather is nigh.
- ☞ When distant hills appear near, rainy weather is on its way.
- ☞ When the wind is in the east, it's neither good for man or beast.
- ☞ The moon and the weather may change together, but a change of the moon will not change the weather.
- ☞ Rain before seven, fine before eleven. Evening red and morning grey, two sure signs of one fine day.
- ☞ When the chairs squeak, it is of rain they speak.
- ☞ Catchy drawer and sticky door, coming rain will pour and pour.
- ☞ When the wind blows from the west, fish bite best. When it blows from the east, fish bite least.
- ☞ Sound travelling far and wide, a stormy day betide.
- ☞ When the forest murmurs and the mountain roars, then close your windows and shut your doors.



SERVICE AWARDS - 2021

35 Year Members

Melvin Penney	District 2
Morris Payne	District 3
Andrew Daley	District 6
Gary Daley	District 6
Clyde Croucher	District 10
Colin Weir	District 10
Kirby Brown	District 10

25 Year Members

Trevor Larkham	District 1	Edmund Porter	District 8
Chester Davis	District 1	Leslie Hann	District 9
Ralph Turnbull	District 1	Wade Collins	District 9
Michael Brown	District 2	Randy Penney	District 9
John Dunne	District 3	Augustine Foley	District 9
Reuben Rose	District 4	Francis Loder	District 10
Sid Stoodley	District 4	Douglas Wells	District 10
William Andrews	District 5	Ronald Manuel	District 10

30 Year Members

Doyle Penney	District 1	Faron Coffin	District 7	Donald Mouland	District 9
Alma O'Brien	District 1	Edward Morgan	District 8	Rodney Rowe	District 9
Roy Ward	District 2	Frederick Barrett	District 8	Rex Coffin	District 9
Roger Shears	District 3	Clarence Andrews	District 8	Alfred Coffin	District 9
Perry Warren	District 4	Chesley Petten	District 8	Hayward Coffin	District 9
George Keeping	District 5	Ross Petten	District 8	Stanley Coffin	District 9
William Hayden	District 7	Henry Thorne	District 8	Cecil Young	District 10
Glen Winslow	District 7	Alvin Thorne	District 8	Gene Saunders	District 10
Rex Simmonds	District 7				

20 Year Members

Kirby Penney	District 1	Delton McGrath	District 6	Chad Payne	District 8
Rueben Curtis	District 2	Scott Spurvey	District 6	Paul Pike	District 9
Todd Curtis	District 2	Gerard Wilson	District 6	Larry Parsons	District 9
Ross Randell	District 2	Corey Jones	District 8	Darren Cuff	District 9
Kenneth Nash	District 6	William Barnes	District 8	Owen Cuff	District 9
Michael Dobbin Sr.	District 6	Edwin Power	District 8	Gary Hann	District 9
William Dobbin	District 6	Beulah Petten	District 8	Garner King	District 9
Francis Spurvey	District 6	Patrick Lewis	District 8	Samuel Greenham	District 10
Calvin Kerrivan	District 6	Aubrey Mercer	District 8	Brad Watkins	District 10



“SAR”minology

In order for a maritime search and rescue effort to be successful, two critical factors must be considered:

- 1) The CCGA vessel must be looking in the right area and,
- 2) Searchers onboard the CCGA vessel must be capable of detecting the object that they are searching for.

In considering these two factors, maritime search planning is key: The Joint Rescue Coordination Center (JRCC) or Maritime Rescue Sub Center (MRSC) must determine a datum for an appropriate commence search time, calculate a search area surrounding the datum(s) considering the probable drift of the search object and navigation errors of the CCGA vessel; determine the coverage of the area, using appropriate search patterns and track spacing in order to achieve an acceptable probability of detection of the search object, and allocate sub-areas to CCGA vessels in a manner that will maximize their effort during the search.

Once the search plan has been developed, the JRCC or MRSC must then pass this information to the CCGA vessel. This may be as simple as a telephone call asking you to proceed to a geographical location to take a disabled vessel in tow to a safe haven, or it may be part of an elaborate plan involving a number of vessels and aircraft covering a large search area. Either way, CCGA volunteers must understand basic search and rescue terminology or “SAR”minology to understand the search plan.

How is your knowledge of “SAR”minology?

- Search Area Definition
- Datum
- Commence Search Point (CSP)
- Search Pattern
- Track Spacing
- Leg Lengths
- Initial Track
- Direction of Creep
- Endurance Required

If you are not quite sure of the SAR planning terms above, you will find their definitions on the next page of this newsletter.

Would you like some more information about “SAR”minology and search planning? Refer to Chapter 11: Search Operations of the “SAR Seamanship Reference Manual” located at the following Canadian Coast Guard Auxiliary Website:

https://ccga-gcac.ca/files/library/SAR_Seamanship_Reference_Manual.pdf

Or Contact the CCGA Regional Office in St. John’s. The Canadian Coast Guard Auxiliary and the Canadian Coast Guard Search and Rescue Preparedness Section are here to assist you. It is their job to ensure that you have the necessary skills and knowledge to be effective as:

“Volunteers Saving Lives on the Water”

Nothing is a waste of time if you use the experience wisely



SERVICE AWARDS - 2021

15 Year Members

Todd Randell	District 2
Kenneth Rose	District 2
Morris Payne	District 3
Eldon Petten	District 8
Clyde Hyde	District 8
Larry Easton	District 9
Allan Moulard	District 9

10 Year Members

Lisa Butt	District 3	Justin Bridger	District 9
Barry Noonan	District 7	Leonard Sheppard	District 9
Steven Miller	District 7	Cory Penton	District 9
Cody Mercer	District 8	Conrad Oxford	District 10
Jason Howell	District 8	Thomas Fahey	District 10
Dominic Penton	District 9	Wilfred Fudge	District 10
Boyce Reid	District 9		

5 Year Members

Colleen Turnbull	District 1	William Lee	District 7	Oswald Stringer	District 8
Cletus Caines	District 2	Neil Fennelly	District 7	Michael Bailey	District 8
Lewis Caines	District 2	Stephen Decker	District 7	Stephen Mills	District 9
Corey Caines	District 2	Rhonda Decker	District 7	Adam Ford	District 9
Henry Brake	District 3	Blake Hayden	District 7	Joey Dawe	District 9
Adam Crocker	District 3	Travis Maher	District 7	Wade Pinsent	District 9
John Snook	District 4	Kelvin Hayden	District 7	Sheldon Torraville	District 9
Nicholas Warren	District 4	Todd Courtney	District 8	Rex Starkes	District 10
Patrick Turpin	District 5	Dennis Miller	District 8	Travis Barrett	District 10
Brian Careen Jr	District 6	Scott Reid	District 8	David Lee Croucher	District 10
Gary Porter	District 7	Tyler Coish	District 8		

"SAR"minology Definitions

SEARCH AREA DEFINITION: is the geographical area determined by the Rescue Center as most likely to contain the search object.

DATUM: refers to the most probable location of a search object, corrected for drift over time.

COMMENCE SEARCH POINT (CSP): is the point normally specified by the Rescue Center at which a search and rescue unit (SRU) must begin its search pattern.

SEARCH PATTERN: typical search patterns are designated by letters: **T** – Trackline, **C** – Creeping Line, **P** – Parallel Track, **V** – Sector Search, and **S** – Expanding Square.

TRACK SPACING: is the distance between adjacent parallel legs within a search area.

LEG LENGTH: is the distance to steam on the long legs of the search pattern. The short legs of the pattern will be equal to the track spacing.

INITIAL TRACK: is the true course to steer on the first leg of the search pattern.

DIRECTION OF CREEP: is the direction that the search pattern moves as it is executed. For example, your legs on a Parallel Track (P) search pattern may be East and West, but the pattern itself creeps to the South.

ENDURANCE REQUIRED: is the time that it is calculated to take to complete a search pattern at a given speed.



A Sail Down Memory Lane

COVID-19 has impacted many aspects of our lives this past year and a half, including the cancellation of our Annual Fall Training Seminar. Instead, enjoy this look back at past training seminars over the last decade.



A Sail Down Memory Lane

As seen in these photos, our training seminars are greatly enhanced through and by the assistance and collaboration with our Search and Rescue friends from the Canadian Coast Guard and 103 Squadron Gander. For this, we send our deep appreciation and sincere thank you to these agencies.



406 MHZ EPIRB

Why Register a Beacon?

It is mandatory for all 406 MHz ELTs (Canadian Aviation Regulations 605.38) and EPIRBs (Ship Station (Radio) Technical Regulations, 1999) to be registered with the Canadian Beacon Registry. Ensuring that your 406 MHz PLB, ELT or EPIRB is registered, as well as updating the information regularly, will facilitate the task for search and rescue personnel in the event of a distress situation.

If you have a registered emergency beacon, it is important that the information be accurate. Please update the information in the registry:

- if you move
- if you want to update the emergency contact information
- if your phone number changes, or
- if any of the important information in the registry changes such as colour of vessel or aircraft

Online access to the Canadian Beacon Registry is available to all 406 MHz emergency beacon owners to register new emergency beacons or to update their current information. You can add or update your emergency beacon information online, by faxing or emailing a completed registration form, or by speaking with a representative:

**FOR BEACON REGISTRATION OR TRANSFER, PLEASE
CONTACT THE CANADIAN BEACON REGISTRY AT 1-877-406-7671
or Via email to cbr@sarnet.dnd.ca , or on the web @ www.cbr-rcb.ca**

Registering your beacon helps to eliminate false alarms, which divert search and rescue resources away from genuine emergencies. *In case of accidental activation, the Canadian Mission Control Centre must be advised by calling 1-800-211-8107.* The Canadian Beacon Registry must be notified if there is a change of status for a registered emergency beacon. An emergency beacon that is stored away may still be activated and the Canadian Mission Control Centre may take action in response. It is the responsibility of emergency beacon owners to notify the Canadian Beacon Registry if there is a change in status. This includes an emergency beacon that is no longer in use, in storage, stolen, lost, broken, or decommissioned.

EPIRBs are devices intended to save lives by transmitting a signal to rescuers with the position of troubled boaters. When they are improperly disposed of, they can cost the Coast Guard valuable time and taxpayers thousands of dollars in resource costs.

The International Maritime Organization and the Coast Guard recommend that unwanted EPIRBs be disposed of by either removing the battery, or rendering the unit inoperable by demolishing it. The EPIRB should also be unregistered with the Canadian Beacon Registry when the unit has been disposed of or transferred to a new owner.

The Coast Guard treats every distress signal we receive as an actual cry for help, and improperly discarded EPIRBs activating in landfills, garages or the ocean on another vessel divert costly resources integral to providing safety to mariners, and time may be lost in tracking down the beacon. *Please help us keep the Beacon Registry accurate and up to date.*

Boater's Blessing

*May there always be water under your boat
May she always be seaworthy, ever afloat
May the bilge pump be certain to work night and day
May the compass and charts always show the safe way
May you find gentle harbor as every day ends
May you lower your anchor amidst peace and good friends...*

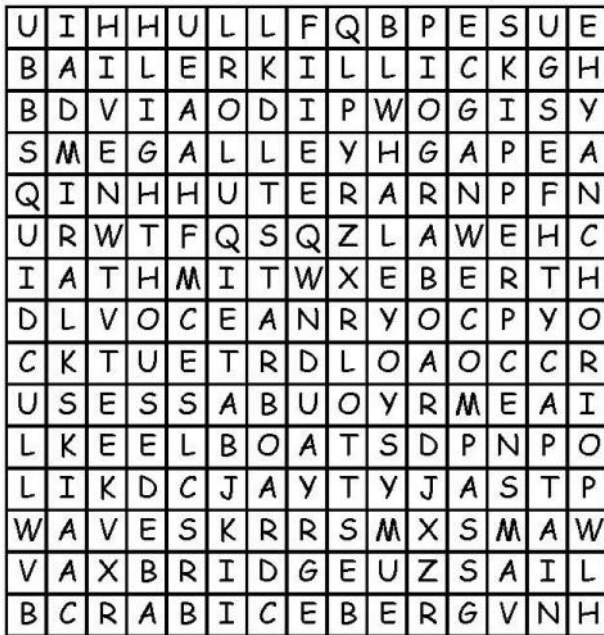


CCGS Sacred Bay, life boat stationed in Old Perlican



FUN PAGE

WORD SEARCH



WORD SEARCH LIST

ABOARD	HULL
ADMIRAL	ICEBERG
ANCHOR	KEEL
BAILER	KILICK
BERTH	LIGHTHOUSE
BOAT	OCEAN
BRIDGE	SAIL
BUOY	SKIPPER
CAPTAIN	SQUID
COMPASS	STARBOARD
CRAB	WAVES
GALLEY	WHALE



JUMBLE

Uncramble these words placing one letter in each square

V	S	E	H	A	E
○					○

R	O	A	H	C	N
○				○	

T	H	A	C	Y
○			○	

S	S	I	P	L
○		○	○	

Now rearrange the circled letters to form the surprise answer below

○	○	○	○	○
○	○	○	○	

SUDOKU

			9	3		5		
		9		2		3	6	
								4
	2			1			9	
3	7	6		9		4	1	8
	4			8			3	
1								
	5	4		7		1		
		2		4	8			



SAR VOLUNTEER TAX CREDIT

In 2014, the Government of Canada introduced the *Search and Rescue Volunteers Amount Tax Credit*. Essentially what this means is that SAR Volunteers who perform in excess of 200 'Eligible Hours' in a calendar year are able to claim a \$3000 non-refundable tax credit on their personal tax return, which can reduce taxes payable by up to \$450. This credit is non-refundable and as such, members need to have taxable income and tax payable during the year to benefit from this credit.

Eligible hours include:

- Responding to, and being on call for, Search and Rescue and related emergency calls;
- Attending meetings held by the organization;
- Participating in required training related to Search and Rescue services

Canadian Coast Guard Auxiliary members with eligible hours are entitled to claim this tax credit. In order to do so, you will require a confirmation letter from the CCGA-NL office. ***These letters are not sent out automatically, rather they need to be requested, as the office does not have a log of your hours.*** To request your letter, please send your request, in writing, to the office via fax, mail or email stating the number of days or hours at sea for the tax year. You would obtain this information from your log book, however we do not need a copy of the log, rather just a summary of time spent at sea, as hours on the water are the hours you are deemed to be available for Search and Rescue. ***Please allow for a one week processing time when requesting your confirmation letter.***

For further information, you may contact the office at 709-772-4428 or 1-800-563-6158 or by email at kelly.doody@ccga-nl.ca. Requests can be sent via fax at 709-772-4109, by email to kelly.doody@ccga-nl.ca or by mail to CCGA (NL) Inc., PO Box 938, St. John's, NL A1C 5M3. When requesting a Tax Credit Letter, please indicate how you wish to receive the letter and include your mailing address, fax number or email address as required.

INSURANCE - AGE EXCLUSIONS

The current CCGA Insurance Policy includes two age exclusions. The first exclusion affects CCGA members aged 65 years or older. Under the insurance policy, CCGA members 65 years or older are not covered if they suffer a heart or circulatory malfunction during any authorized CCGA activity. Basically what this means is that if a Canadian Coast Guard Auxiliary member is 65 years of age or older, there is no Heart or Circulatory Malfunction coverage for them.

The second exclusion is that CCGA members aged 70 years or older are not covered by the Permanent Total Disability Benefit if they should become permanently and totally disabled during any authorized CCGA activity.

It is important to note that these two age exclusions are only for these two benefits and that all members, regardless of age, are insured by the other CCGA insurance coverages.

In light of these exclusions, it is recommended that all CCGA members 65 or older consider whether they wish to continue participating in authorized Search and Rescue operations or other CCGA activities. As well, it is recommended that these members consult with their doctors to ensure that they are medically fit to participate in Search and Rescue operations and other CCGA activities. Age exclusion forms were sent out to all members 65 or over (in 2021) in February. Please complete entirely and return as soon as possible if you have not already done so. Thank you.

HAVE YOU MODIFIED YOUR VESSEL?

You have the responsibility to ensure that equipment and structural modifications do not compromise the freeboard and stability of your vessel, or reduce the suitability of your vessel for the working and environmental conditions it may encounter.

Any modifications must be in compliance with safety standards and the Construction Standards for Small Vessels - TP1332.

Before making alterations to your vessel that may have an impact on vessel tonnage/safety, you should contact your local Transport Canada office. A safety inspector will help you determine whether the proposed modifications are consistent with the construction, equipment, and safety regulations for your vessel's intended area of service.

A Transport Canada inspector will review the suitability of your vessel for the proposed changes. Any changes in the area or type of operation that results in a change in voyage classification will necessitate a re-inspection.

(Taken from TC's Small Commercial Vessel Safety Guide, TP-14070)



HEALTHY VITAMIN 'SEA'

It is no secret that people like being beside or on the sea. Each year, record numbers opt for a cruise holiday while millions flock to seaside communities. While the cruise industry has been impacted by COVID-19, it has not stopped people from exploring the appeal of the wide-open sea, by hitting the waters themselves or moving closer to the ocean. While untraditional, there is a certain benefit of a life at sea, including a health benefit. Over the years, experts have continuously proven how beneficial the sea can be for your health. Whether it is boosting your immune systems, improving your sleep, boosting your mental wellbeing, the health benefits of a life at sea are huge.

Improve Your Sleep Patterns

As much as two-thirds of adults experience sleep disruptions. Many adults are relying on sleep aids to get to sleep at night. Approximately 13 percent of them take sleeping tablets like melatonin to get to sleep. However, studies have also shown that exposure to sea air can also help to improve your sleep quality. The higher levels of oxygen and cleaner air found at sea can help to calm your mind and for many people, make them sleepy. Scientists say it is linked to the way the brain perceives these sounds as soothing, non-threatening sounds.

Improve Your Mood And Mental Health

A life at sea could also mean better mental health. Many scientists and researchers have proved that spending time outdoors can be great mentally, emotionally, and physically. A study by the University of Exeter in the UK found that those who worked on or near the sea were 22 percent less likely to experience a mental health disorder than those who lived 50 kilometres or more away.

Reduce Your Stress And Chances of Resulting Medical Conditions

A study by the University of Edinburgh showed that living and working on the sea can improve your overall levels of happiness and reduce your stress levels. The quieted atmosphere that comes with the sea can help you feel calmer and reduce tension or stress. Crowded places can increase stress levels while wide-open spaces like the sea can do the opposite.

Also, the ocean air can help to balance your serotonin levels, which are linked to your stress levels and mood. It is worth mentioning that these benefits are only worthwhile if a life at sea is right for you.

"So if you gets cranky without your silk hanky,
then you'd better steer clear of the squid jiggin' grounds"

Safety First, Service always.

Glen Saunders
Rescue Specialist Coordinator / S.A.R. Program Officer
Canadian Coast Guard, Atlantic Region

Reminder

CCGA(NL) Toll Free
1-800-563-6158



MRSC St. John's
1-800-563-2444



CCGA(NL) Fax
709-772-4109



Waterlines

If you have news items, stories, accolades and/or photographs that you would like published in the annual Waterlines news-letter, please send them to:

Editor - Waterlines
c/o CCGA (NL) Inc
PO Box 938
St. John's, NL A1C 5M3
Email: kelly.doody@ccga-nl.ca
karen.obrien@ccga-nl.ca



Colouring Contest

Hi kids!

It's time for the CCGA (NL) Annual Colouring Contest. The contest is open to the children and grandchildren of Auxiliary members.

1st and 2nd prizes will be awarded in each of the following age groups:

- ♦ Up to 4 years
- ♦ 5-6 years
- ♦ 7-8 years
- ♦ 9 years and up

All entries must be received at the CCGA (NL) office in St. John's no later than Friday, September 17, 2021.

Please send your entry to: **Colouring Contest**
c/o CCGA (NL) Inc.
P.O. Box 938
St. John's, NL A1C 5M3



2020 Winners!

Ages up to 4	1st - Lily Dawe 2nd - Clay Hann	Ages 7-8	1st - Liam Hyde 2nd - Luke Fillier
Ages 5-6	1st - Riley MacDonald 2nd - Ava Mesher-Burdett	Ages 9 and up	1st - Katie Noble 2nd - Lily Lear

