



In October, 2010 a training seminar was hosted during the weekend of our annual general meeting. District Directors were asked to select 4 members from each of their respective 10 Administrative Districts of CCGA Newfoundland and Labrador Incorporated. Members gathered together in St. John's, at the Holiday Inn, to participate. The weekend began on Friday, October 1st, 2010 with the 32nd Annual General Meeting held at the Holiday Inn. Registration for the training seminar was held Friday evening at the Hotel.

On the morning of October 2nd members travelled to the Royal Newfoundland Yacht Club in Conception Bay South for a day of training in events such as Search and Rescue Operations; Emergency Abandonment; First Aid; and, Line Throwing.

The weekend was deemed a huge success by all who attended. It gave members an opportunity to refresh their Search and Rescue skills in a learning environment.

Inside this issue	
⇒	32nd AGM
⇒	Training Seminar
⇒	Message from President
⇒	Colouring Contest
⇒	Years of Service
⇒	Awards
⇒	Did You Know???

32nd ANNUAL GENERAL MEETING

The 32nd Annual General Meeting of the Canadian Coast Guard Auxiliary (NL) Inc. was held on October 1st, 2010 at the Holiday Inn, St. John's.

The Canadian Coast Guard Auxiliary was represented by:

Winston Pitcher—President, Director District 5
 Edward Bruce—1st Vice-President, Director District 6
 Aidan Penton—2nd Vice-President, Director District 9
 Harry Strong—Secretary/Treasurer
 Marcel O'Brien—Director District 1
 Ron Pittman, Director District 2
 Howard Noel—Director District 3
 Wesley Snook—Director District 4
 James Chidley—Director District 7
 Ross Petten—Director District 8
 Eugene Gray—Director District 10



The Canadian Coast Guard was represented by:

Kevin Barnes
 Acting Superintendent
 Maritime SAR
 CCG (NL) Region

Gerard Lacey
 Training Officer
 CCG (NL) Region

Mary Pye
 Administrative Officer
 CCG (NL) Region

Debbie Noseworthy—CCGA Regional Business Manager
 Kelly Doody—CCGA Regional Operations/Training Officer
 Ted Smith—Vice-President CCGA National, President CCGA Quebec
 Francois Vezina—National Business Manager, CCGA

If you want to innovate, to change an enterprise or a society, it takes people willing to do what is not expected.
 ~ Jean Ribould ~



Pictured above (L-R) Ray Browne, Morris Payne Sr., Winston Pitcher. Mr. Payne received his 25 year membership award.



Pictured above (L-R) Ray Browne, Edward Bruce, Gary Daley, Winston Pitcher. Mr. Daley received his 25 year membership award.

CCGA (NL) 2010-2011 EXECUTIVE OFFICERS

Winston Pitcher—President
 Aidan Penton—1st Vice President
 Edward Bruce —2nd Vice President
 Harry Strong—Secretary/Treasurer

Adikey—Eskimo hooded outer garment or blouse made of cloth or animal skin.

Caubeen—A cap or hat, but in a fish plant refers to the paper head-dress worn by workers.



GREETINGS FROM THE PRESIDENT



October 2nd, 2010 marked my 20th consecutive year to be elected as President of CCGA (NL) Inc. It has been an honour to be given this privilege for the past twenty years. Together we have witnessed the CCGA (NL) Inc. grow and prosper over the past 32 years. We can boast a membership of 775 members and 386 vessels with a resale value of over \$205 million. We continue to provide a significant resource to augment the Search and Rescue system in our province.

On October 1st/2nd, 2010 our 32nd annual general meeting was held in St. John's at the Holiday Inn. Coupled with this weekend we held a training seminar at the Royal Newfoundland Yacht Club in Conception Bay South on Saturday, October 2nd. During this training seminar, members had an opportunity to enhance their Search and Rescue skills.

Dieter—One who receives winter board and accommodation against the promise of cash or service in the next fishing season, or one engaged in return for board, in the preparatory work of the fishing season.

Garagee—Boisterous, rough and tumble behavior; fun, devilment.

CSI's

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 CSI's are flagged in the Search and Rescue System and are considered unavailable for tasking.

If your vessel has been flagged and it participates 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 unavailable 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.

At our banquet we honoured our 10, 25, and 30 year members. Additionally the CCGA Operational Merit Medal was awarded to the crew of the 'Jennifer & Boys' and the 'Elessia Elizabeth' for successfully rescuing the (5) person crew from a distressed 16' open boat.



*Executive Committee 1996
Back Harry Strong, Charles Roberts (deceased)
Front Marcel O'Brien, Winston Pitcher,
Edward Bruce*

Although each year we celebrate our successes, we also find ourselves in a position of having to bid farewell to some of our members who have passed away. Our heartfelt sympathies to all families who have lost loved ones in 2010.

I would like to take this opportunity to offer heartfelt thanks to all our members and to wish you continued smooth sails and following seas.

*Coming together is a beginning,
Keeping together is progress,
Working together is success.
~ Henry Ford ~*

*Winston Pitcher, President
CCGA (NL) Inc.*

REMINDER!!

You are not on Authorized Activity unless you have been tasked by Search and Rescue and are in receipt of an Incident Number. If you do not receive the proper authorization, you are not entitled to any reimbursement, and more importantly, you are liable for any damage done to your vessel.

Remember to notify the Maritime Rescue Sub-Center at 1-800-563-2444 and obtain an Incident Number before you proceed to a vessel requiring assistance. It is for your own protection.





Message from the Assistant Commissioner Canadian Coast Guard

As the Assistant Commissioner of the Canadian Coast Guard, I am very pleased to be able to reach out to each and every Auxiliarist in the Province of Newfoundland and Labrador through the medium of your annual newsletter.

2010 was a very busy year in the life and the work of the Canadian Coast Guard and many of our achievements and successes were, in no small part, thanks to the support of our official partner in search and rescue (SAR); the Canadian Coast Guard Auxiliary.

Here is a quick snapshot of some of our NL Region 2010 statistics and achievements in the Coast Guard's maritime SAR program:

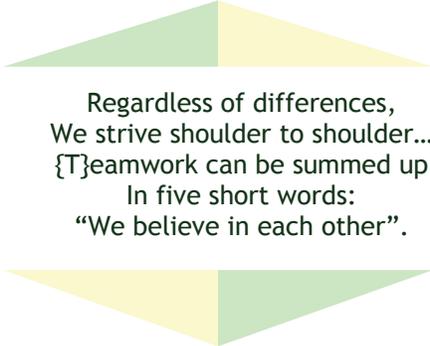
- Maritime Rescue Sub-Centre (MRSC) St. John's was relocated to its new state of the art facility within the Coast Guard Regional Operations Center;
- 453 SAR incidents were prosecuted by the MRSC;
- Our SAR Specialist Section and MRSC personnel supported the CCGA at two SAR training seminars;
- Our diligent work on the Fishing Vessel Safety file continued;
- 31 Small Vessel Examinations of CCGA vessels were conducted by SAR personnel to ensure their readiness for SAR; and,
- 19 new CCGA Skippers and Alternate Skippers received SAR operations briefings.

Likewise, the CCGA in Newfoundland and Labrador were also quite active in support of SAR response and training activities:

- The CCGA assisted in the prosecution of 121 SAR incidents or 27% of all maritime incidents in Newfoundland and Labrador Region;
- 128 CCGA vessels were tasked to SAR incidents;
- CCGA vessels participated in 43 training sorties with Canadian Forces Cormorant helicopters from 103 Search and Rescue Squadron, Gander; and,
- The CCGA provided 11, 276 hours in support of the maritime search and rescue program.

The tremendous achievements of the Canadian Coast Guard Auxiliary are numerous and far reaching. Those of us in the Coast Guard take great pride in calling you friend and colleague and you are to be commended for what you have been doing, for what you will continue to do and, rest assured that the Canadian Coast Guard will be there to assist you every step of the way.

John J. Butler
Assistant Commissioner
Canadian Coast Guard
NL Region



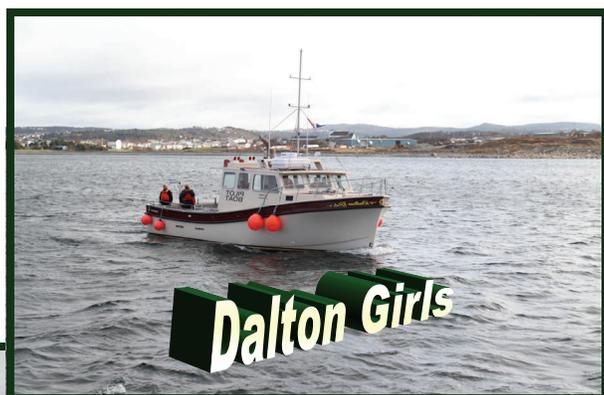
Regardless of differences,
We strive shoulder to shoulder...
{T}eamwork can be summed up
In five short words:
"We believe in each other".

Training Seminar 2010

A training seminar was held at the Royal Newfoundland Yacht Club on October 2nd, 2010. Members consisting of 10 teams of 4 members each travelled to the Yacht Club to partake of a full day of training. Half of the day was spent on the water taking part in Search and Rescue Operations—while the other half was spent at three different stations, i.e., first aid practical, emergency abandonment, and line throwing accuracy.

The outdoor pool was shut down by the Yacht Club and given over to CCGA for use for the whole day. The emergency abandonment was set up in the pool area. Members were given an opportunity to properly don and doff an immersion suit, get in the pool to get the feel for the suit, and enter and exit a liferaft. A first aid station was set up and members were given an opportunity to do 'hands on' first aid. Line throwing was held on the wharf. Search and Rescue operations concentrated on an overview of chart work and search patterns. Search and Rescue operations took place from the Foxtrap Marina. Members were bussed to Foxtrap where they boarded either the CCGA vessel 'Ocean Quest' or 'Dalton Girls'. From there members went out on Conception Bay to take part in Search and Rescue Operations. Another CCGA vessel 'Restless I' was utilized as a VIP boat.

At the end of the day attendees noted that the training seminar was a huge success!!



SERVICE AWARDS—2010

Each year CCGA (NL) Inc. honours its members for years of service. The 5, 15, and 20 year awards were sent to members in January / February. The 10, 25 and 30 year members were invited to the annual banquet where their awards were presented. The following Auxiliary members received their 10, 25, and 30 year service awards in 2010. The dedication and continued support shown by you to Search and Rescue is greatly appreciated. Congratulations to all.

10 Year Members

District 1

Kirby Penney

District 4

*Chesley Billard
Keith MacDonald*

District 6

*Richard Best
Kenneth Nash
Michael Dobbin
William Dobbin
Patrick Barry
Francis Spurvey
Calvin Kerrivan
Muriel Wareham
Brian Murphy
Irving Burke
Delton McGrath
Scott Spurvey
Pauline Mulrooney
Gerard Wilson*

District 9

*Paul Pike
Howard Parsons
Darren Cuff
Owen Cuff
Gary Hann
Garner King*

District 2

*David Randell
Reuben Curtis
Bradley Randell
Todd Curtis
Ross Randell
Winsor Hedderson
Derrick Pittman
Eric Reid*

District 7

*James Chidley
Rupert Long*

District 8

*Warren Parsons
Wanda Webster
Jeff Tuck
Corey Jones
William Barnes
Edwin Power
Lloyd Pretty
Beulah Petten
Patrick Lewis
Aubrey Mercer
Edward Mercer*

District 10

*Samuel Greenham
Chad Payne
Brad Watkins*

CCGA (NL) Inc. 25 Year Members

CCGA (Newfoundland and Labrador) would like to commend the following Auxiliarists on being awarded 25 year service medals in 2010:-

District 3

*James Young
Morris Payne Sr.*

District 4

Austin Bennett

District 6

*Andrew Daley
Gary Daley*

District 10

*Tony Noble
Wade Noble
Ted Noble
Clyde Croucher
Colin Weir
Kirby Brown*

Superstitions

- ⇒ Don't pass a flag through the rungs of a ladder.....
- ⇒ Never start a voyage on the first Monday in April. This is the day that Cain slew Able.....
- ⇒ February fog means a frost in May.....
- ⇒ The louder the frog, the more the rain.....
- ⇒ A cow with its tail to the West makes the weather best. Its tail to the East makes the weather least.

CCGA (NL) Inc. 30 Year Members

CCGA (Newfoundland and Labrador) would like to commend the following Auxiliarist on being awarded 30 years of service in 2010:-

District 9

Lloyd Freake



DID YOU KNOW?

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 Rescue Centre 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 would not be reimbursed for the incident. More importantly, there would be no insurance coverage if damages were to occur during the prosecution of the incident.

Please remember, before accepting a tasking from the Marine Rescue Sub-Centre on behalf of the Canadian Coast Guard Auxiliary, advise the Rescue Centre if there is no qualified Auxiliarist onboard.



Continued Proficiency Endorsement

Every applicant for a continued proficiency must:

- Hold a valid medical certificate
- Fulfill the service requirements of either 12 months, within a 5 year period, service onboard a ship as master or mate in charge of the watch.
- Completed a marine emergency duties 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—2003, by 2008 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.

Clareville—466-4515
Goose Bay—896-6190
Marystown—279-2201

Corner Brook—637-4870
Lewisporte—535-2503
St. John's—772-6197

Information taken from TP2293E, Chapter 29

Weatherlore

- ⇒ *Weather is ill if the wind be still....*
- ⇒ *If the oak is out before the ash, then we are in for a splash. But if the ash is out before the oak we are in for a soak....*
- ⇒ *A sunshiny shower won't last half an hour....*

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 Maritime Rescue Sub-Center (MRSC) of the damage, especially if the safety of the CCGA vessel and its crew is 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.



Canadian Coast Guard Auxiliary

15, and 20 Year Members

The Canadian Coast Guard Auxiliary (NL) Inc. would like to congratulate the following members on their 15 and 20 years of continued dedication and service:-

15 Year Members

Trevor Larkham, Port Hope Simpson	Chester Davis, L'anse au Loup
Ralph Turnbull Jr., Charlottetown	Steven Fillier, Englee
Michael Brown, Englee	John Dunne, Corner Brook
Keith Chadderton, Corner Brook	Christopher Collier, Codroy
Reuben Rose Jr., Hr. Breton	Sid Stoodley, Hr. Breton
William K. Andrews, Lewin's Cove	Helen Norman, Southern Hr.
David Dempsey, Paradise	Edmund Porter, Port de Grave
Marion Porter, Port de Grave	Leslie Hann, Badger's Quay
Wade Collins, Seldom	Randy Penney, Seldom
Augustine Foley, Tilting Hr.	Harry Elliott, Durrell
Francis Loder, Too Good Arm	Douglas Wells, Jackson's Arm
Ronald Manuel, Botwood	

20 Year Members

Doyle Penney, Port Hope Simpson
 Alma O'Brien, L'anse au Loup
 Roy Ward, Goose Cove
 Roger Shears, Rocky Harbour
 Perry Warren, Margaree
 George Keeping, Fortune
 Frank Hutchings, St. John's
 William Hayden, Cape Broyle
 Glen Winslow, St. John's
 Newell Hedderson, Torbay
 Rex Simmonds, Portugal Cove
 Edward Morgan, Port de Grave
 Wayne Russell, Port de Grave
 Frederick Barrett, Old Perlican
 Cyril Hawe, Port de Grave
 Clarence Andrews, Bareneed
 Chesley Petten, Bareneed
 Randell Webster, Clarenville
 Ross Petten, Port de Grave
 Henry Thorne, Thornlea
 Alvin Thorne, Thornlea
 Michael Donovan, Melrose
 Donald Mouland, Newtown
 Eugene Moss, Eastport
 Rodney Rowe, Seldom
 Rex Coffin, Joe Batts Arm
 Alfred Coffin, Joe Batts Arm
 Hayward Coffin, Joe Batts Arm
 Faron Coffin, Joe Batts Arm
 Stanley Coffin, Joe Batts Arm
 Cecil Young, Springdale
 Whitfield Warren, Pikes Arm
 Gene Saunders, Cobb's Arm
 Gary Noble, Nipper's Hr.

Let Us Know If You:

- ◆ Sell your vessel
- ◆ Change your address or telephone number
- ◆ Remove your vessel from the water
- ◆ Increase the value of your vessel
- ◆ Operate in an area away from your home port
- ◆ Change Alternate Skippers
- ◆ Update your CSI
- ◆ Recertify your first aid



- Nautical Quotes -

- ☒ *Sling one's hook—Go away. One theory equates hook with a ship's anchor, so that to sling one's hook was to raise the anchor and sail away.....*
- ☒ *Overwhelm—Old English for capsize or founder.....*



CCGA BOARD OF DIRECTORS 2010 / 2011

Each year, as active members of the Canadian Coast Guard Auxiliary (Newfoundland and Labrador), you are asked to vote for a Director to represent your District. The following people were elected by you for 2010 / 2011:-

District 1—Marcel O'Brien, 927-5540

District 2—Ronald Pittman, 866-2505

District 3—Howard Noel, 453-2458

District 4—Wesley Snook, 885-2422

District 5—Winston Pitcher, 891-1150

District 6—Edward Bruce, 228-2386

District 7—James Chidley, 363-2931

District 8—Ross Petten, 786-6402

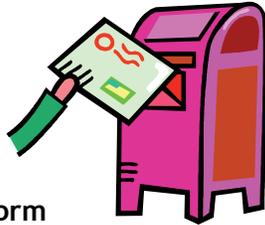
District 9—Aidan Penton, 658-3683

District 10—Eugene Gray, 675-2080

REMINDER

Send in Your:

- ⇒ Renewal Form
- ⇒ Voting Form
- ⇒ Incident Report Form



Weatherlore

*Dirty days hath September
April, June and November
From January up to May
The rain it raineth every day.
All the rest have thirty-one
Without a blessed gleam of sun.
And if any of them had
Two and thirty,
They'd be just as wet
And twice as dirty.*

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 coverage's.

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.



Dangers of smoking

As written by Dave Griffiths, CCG



Even if you are a non-smoker, just being in the vicinity of someone who is smoking can put you at risk. Second hand smoke causes just as much, if not more, danger than smoking—even if it is “only” a few cigarettes a day.

Cigarette smoke carries a number of trace elements which have immediate and long term effects. These chemicals affect everything from blood pressure and heart rate to the immune system’s ability to fight off colds and the flu.

Constant exposure to cigarette smoke can lead to high blood pressure (hypertension), development of lung and heart diseases, increased likelihood of having a stroke, and has been identified as one of the leading causes of many forms of cancer.

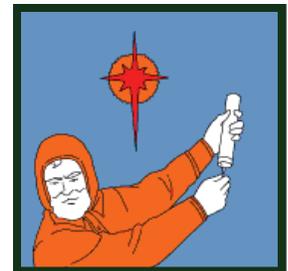
While it’s not always possible to work in an environment where none of your shipmates are smokers, it is possible to make arrangements to limit or completely prevent exposure to cigarette smoke aboard a vessel. This respects both the needs of the smoker and the rights of the non-smokers.

If you are a smoker, it is never too late to quit. There have been a number of studies which show how the body will heal and improve and increase its ability to fight disease once smoking stops, but the longer you wait to quit, the greater the chances disease has to set in. There is plenty of help available, and more and more health insurance companies are providing coverage for smoking cessation programs and drugs. In addition, quitting smoking not only saves you money directly, but lowers the cost of health insurance. You can find out more about techniques to help you quit smoking by talking to your family doctor.

Flares

(Safety measures and use)

- ⇒ Store flares in a water tight container to protect them from humidity.
- ⇒ Store flares in a cool, dry and easily accessible location, away from any heat source.
- ⇒ Check regularly and note expiry date for replacement.
- ⇒ Should a flare not work, dispose of it immediately.
- ⇒ Crew should be trained in using distress signals.
- ⇒ Never point a flare at another person
- ⇒ Always treat flares as explosive devices.



Instability

Warning signs of instability:-

- ◆ Your vessel’s handling changes. It seems sluggish, rolls more or more slowly.
- ◆ Your vessel is listing to port or starboard or is trimmed more than usual by the bow or stern.
- ◆ There is less freeboard than you would normally expect.
- ◆ The bilge pumps are working more frequently than usual.
- ◆ The bilge alarm is sounding.

THE NEWSLETTER

If you have any news items, stories and/or photographs that you would like published in the newsletter, please send them to:

Editor
Auxiliary Newsletter
c/o CCGA (NL) Inc.
P.O. Box 938, Station “C”
St. John’s, NL
A1C 5M3

Your contribution would be greatly appreciated.



Safe Manning Documents

A Safe Manning Document is a certificate issued to a vessel by Transport Canada that sets out the minimum number of crew required to safely operate a vessel. As well, this Safe Manning Document outlines minimum certification requirements for crew members. The purpose of the Safe Manning Document is to improve safety at sea by requiring vessels to be manned by the minimum number of competent crew.

All non-pleasure vessels of over 15 gross registered tons are required to have a Safe Manning Document. If your vessel does not, now, have a Safe Manning Document, it will require one at its next periodic Canadian Steamship Inspection from Transport Canada.

In determining the minimum crewing requirements on a vessel's Safe Manning Document, Transport Canada Inspectors carry out an assessment of the vessel's intended work and area of operation. The assessment is based on the vessel's construction, equipment, stability, and design. Also taken into consideration are various characteristics of the vessels intended area of operation; navigational hazards; distance from shore; communication coverage; and, other risks to the vessel. The Safe Manning Document may impose restrictions on the number of crew and the crew's competency.

Operating a vessel without a valid Safe Manning Document, or operating a vessel contrary to the minimum safe crewing requirements can result in the master or employer receiving a fine.

Vessel Modifications

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 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)

Snarbuckle—a hard knot; burnt to a cinder...

Squabby—Soft as jelly.....

Twig—To catch a meaning.....

Yarry—Rising early, alert.....

Radio Equipment

VHF-DSC Two way communication

Two-way radio communication is essential in an emergency situation.



DSC means Digital Selective Calling. DSC radios are based on satellite and digital technology.

The advantage of DSC is its emergency communication capability. Mayday calls are sent by simply touching the "Distress" button on the radio. The mayday message includes the vessel's position (when connected to a Loran or GPS receiver) and the identity of the boat from its MMSI#. The message repeats until acknowledged by another DSC radio.



Overdue Boaters

On July 04, 2009 at 1915 a call was received from the parents of some overdue boaters. The incident was reported to the Maritime Rescue Sub-Centre in St. John's. The CCGA vessels 'Jennifer & Boys' and 'Elessia Elizabeth' were called to assist in the search. Both vessels proceeded towards Great Coney Arm, searching all areas enroute. The weather was poor with heavy drifting rain, fog, 20–25 northeast winds, poor visibility, and very rough seas.

The 'Jennifer & Boys' reported that they had found the (5) persons in Dosingers Cove, but couldn't tell if all were OK or not because it wasn't possible to get the vessel in close to them. St. Anthony Coast Guard radio was notified that the overdue boaters had been found and rescue operations would begin. When rescue operations commenced, it was realized that seas and surf were too heavy to try to proceed with a lifeboat.

The 'Elessia Elizabeth' returned to Jackson's Arm to try and obtain a speedboat to help with the rescue. The speedboat owner (Mr. Robert Pittman) and an ambulance operator (Mr. Angus Osmond) boarded the 'Elessia Elizabeth' and all headed back, with the speedboat, to try and retrieve the (5) persons in trouble.

Two crew from the 'Jennifer & Boys' were sent into the beach with blankets and clothing for the (5) stranded persons. The crew were wearing immersion suits at the time and managed to land safely.

Mr. Pittman and Mr. Osmond tried to get to the beach with the speedboat, but it was too rough. The lifeboat from the 'Elessia Elizabeth' had to be utilized, along with the speedboat owned by Mr. Pittman.

Rescue operations commenced by taking two people at a time from the lifeboat, to the speedboat, and then on to the 'Jennifer & Boys'. This was repeated until all (5) persons were rescued and safely on board the 'Jennifer & Boys'. Other than being cold and wet, the overdue boaters had no injuries. All were determined to be in good condition.

Involved in the rescue were:-

Jennifer & Boys

Rick Wells, Captain
Jabez Wells, Crew
Wilson Hurley, Crew
Phillip Clarke, Crew

Speedboat Owner—Robert Pittman
Ambulance Attendant—Angus Osmond



Elessia Elizabeth

Peter Jones, Captain
Alonzo Pittman, Crew
Hayward Pittman, Crew
Steadman Ralph, Crew



Pictured above (L-R) Ted Smith, Jabez Wells, Winston Pitcher. Mr. Wells received the CCGA Operational Merit Medal.

All involved were presented the CCGA Operational Merit Medal for their actions in rescuing the (5) person crew. Medals were presented at a banquet held at the Holiday Inn in St. John's on October 2nd, 2010.



Newfoundland myths and legends

(stories taken from <http://www.edu.mun.ca/educ4142/carter2.htm>)

His history of piracy haunted the thoughts of a dying man at Indian Harbour, Labrador. As he lay in his death bed, clouds surrounded the house and a square-rigged ship appeared in the sky. The room was filled with the sounds of waves and breakers and the house shook as the old man's spirit left his body to board the phantom ship, doomed to sail the seven seas for all eternity.....

In July of 1874, a giant squid attacked the 150-ton schooner, the Peril, south of Newfoundland. The monster attacked the schooner after the captain fired at it. It wrapped its huge tentacles around the masts, pulled its immense body aboard, then slipped over the side, capsizing the schooner with its strength.....

Bay Bulls Road in St. John's, 1910 became the scene of a terrifying event. A group of fishermen took refuge from a storm in a vacant house in the area when a flaming, aggressive phantom appeared in front of the house, passed through the walls, and disappeared out through the other side, leaving the house shaking in its wake.....



A creature tried to climb aboard a dory in St. John's Narrows during 1912. It resembled a beautiful woman, had blue streaks of a hair-like substance on its head, and was 15 feet long with its fish-like tail. 150 years earlier, a similar creature was seen in St. John's Harbour and was believed to be a mermaid.....



Many years ago, a number of makeshift coffins containing the bodies of men, women, and children were found in the mud under some homes in Mockbeggar, Bonavista Bay. The coffins were of a wood not from Newfoundland and the bodies were dressed in clothing unfamiliar to the inhabitants of the community. On stormy nights, singing in foreign voices can be heard in the area....

One ship sails east
and another sails west
With the self-same
winds that blow.
'Tis the set of the sail
and not the gale
Which determines
the way to go.
As the winds of the sea
are the ways of fate
As we voyage along
through life
'Tis the act of the soul
that determines the goal
And not the calm or the strife.



REMINDER



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



CCGA (NL) Fax
(709) 772-4109/4439



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

Nautical Quotes

The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails.

- William Arthur Ward -

Whenever your preparations for the sea are poor; the sea worms its way in and finds the problems.

- Francis Stokes -

Waves are not measured in feet or inches, they are measured in increments of fear.

- Buzzy Trent -

Land was created to provide a place for boats to visit.

- Brooks Atkinson -



DEWATERING PUMPS

Quite a few years ago CCGA (NL) Inc. acquired dewatering pumps through the National SAR Secretariat NIF program. These pumps were distributed to member vessels throughout Newfoundland & Labrador. These pumps are considered 'loan equipment', and as such upon delivery of the pump to a vessel owner, an acknowledgement of receipt was signed by the vessel owner.

We are having problems with keeping track of these pumps. Vessel owners who have signed for these pumps are under the misconception that they now own the pumps. In actual fact, the pumps are owned by the Government of Canada. Pumps are on loan to member vessel owners for the duration of remaining active members with a vessel enrolled in CCGA (NL) Inc. The maintenance and upkeep of the pump is the vessel owner's responsibility for the duration that the pump is issued to his vessel.

We are discovering that some members who have signed for a pump are selling the pump with their vessel. When we receive notification that a member has sold his vessel, or no longer wishes to remain an active member, and will not be acquiring another vessel - the pump is retrieved from the member, serviced, and re-issued within the applicable district. If a member is acquiring a new vessel that member has the option of keeping the pump to put on the new vessel.

Please note—when you initially signed for the pump you signed to the fact that it would be retrieved upon the sale of your vessel. The pump serial numbers are tracked at the office in St. John's. We know exactly who signed for the pump when it was issued to your vessel. When you sell the pump with your vessel it causes embarrassment and upset when we have to try to retrieve the pump, possibly from an unknown source.

⇒ **Failure to keep the pump in your possession after you may sell your vessel will result in you having to pay the Government of Canada for the replacement cost of the pump.**

**The use of Mixed Gas
is not recommended!**



Periodically the pump container should be checked for moisture. If you detect moisture, allow the can and contents to air dry before closing up the can.

The dewatering pump has been issued to you to assist in Search and Rescue incidents.

If you have occasion to use your pump, once you are finished with the pump.....

- Remove all gas from both the engine and the jerry can.
- Flush the pump and hoses thoroughly with fresh water.
- Air dry the pump and hoses for 24 hours or more.
- Repack in the pump can when dry.

⚠ At no time should gasoline be stored inside the pump can!





Hi kids!

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

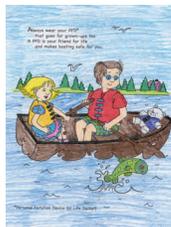
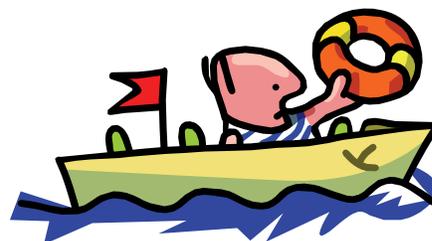
1st, 2nd and 3rd prizes will be awarded in each of the following age groups:

Up to 4 years 5-6 years 7-8 years 9 and over

All entries must be received at the CCGA (NL) office in St. John's no later than Friday, July 15, 2011.

Please send your entry to:

Colouring Contest
c/o CCGA (NL) Inc.
P.O. Box 938, Station "C"
St. John's, NL A1C 5M3



Ages up to 4 1st—Andrew Woodrow
2nd—Olivia White
3rd—Georgia Penney

Ages 5-6 1st—Leah Joan Cull
2nd—Daniel Hicks
3rd—Emily Jean Peyton

Ages 7-8 1st—Hunter Blackwood
2nd—Mackenzie Curtis
3rd—Chasity Moulard

Ages 9 and over 1st—Laura Oake
2nd—Emily Collins
3rd—Mikayla Chislett