

DOLPHIN



WATER, WATER EVERYWHERE: CANADA/U.S. VOLUNTEER MARINE RESOURCES CONNECT

JUNE 14, 1999, OTTAWA:
MEMORANDUM OF UNDERSTANDING SIGNED BETWEEN CANADIAN COAST GUARD AUXILIARY AND US COAST GUARD AUXILIARY.

The contiguous waters between Canada and the United States will become even safer for boaters of all kinds, as interactions between the CCGA and USCGA increase.

David Anderson, Minister of Fisheries and Oceans, envisions the Memorandum of Understanding (MOU) as an agreement that will "strengthen the existing bonds between the two Coast Guard Auxiliaries and reinforce the leading role of these organizations in the world search and rescue community."

The MOU will allow the two Auxiliary Associations to carry out joint training exercises in Search and Rescue, disaster relief, environmental response, courtesy examinations for vessels, and boating safety educational activities. It will also encourage the exchange of information, technologies, and other materials, to the benefit of both organizations.

Officials involved in the signing were: Mr. Harry Strong, Chief Executive Officer, Canadian Coast Guard Auxiliary; Mr. Everette Tucker, National Commodore, US Coast Guard Auxiliary; Admiral James Loy, Commandant, US Coast Guard; and Mr. John Adams, Commissioner, Canadian Coast Guard.

The Canadian Coast Guard in particular expressed congratulations to the two Auxiliary Associations, remarking on the value of our marine volunteers: "No one is more aware than I of the excellent work the volunteer members of the Auxiliary do on a regular basis for the people of Canada. We are indebted to their entire membership for their tireless efforts."

The CCGA-Pacific looks forward to increased interactions with its immediate US Coast Guard Auxiliary neighbours, in the states of Alaska and Washington.

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UNIT 25 BOATING SAFETY DAY '99

For many years, Salt Spring has had a June event called Sea Capers. Unfortunately, Sea Capers did not happen this year. Unit 25 was planning to participate in the Capers events with a safe boating display, but when it became clear that that event was not happening, we decided to hold another festive day and called it "Salt Spring Boating Safety Day '99!". From there, everything just grew: the Shriners were planning to do their parade that day, and the Lions their pancake breakfast and burger lunch. With the Saturday market and our efforts in there too, it turned out to be a great day for all.

The focus for us was Boating Safety and getting the word out about the new boating regulations.

(continued on page 17...)



The signing: recording the official marks of Mr. Everette Tucker, National Commodore, US Coast Guard Auxiliary; and Mr. Harry Strong, Chief Executive Officer, Canadian Coast Guard Auxiliary.

longer be at our Board meetings, I came up with a unique way to keep him in the fold. Capt. Peter Golden was given the status of Life Member, not only as thanks for all his efforts on our behalf, but also so he may continue to enjoy interaction with his friends in the Auxiliary up and down our coast. Seems a little ironic that we will be able to cover him for rides on Coast Guard vessels as well!

I know we all wish Peter a happy retirement; I will convey those thoughts and well wishes to him on your behalf.

The somewhat sad news of his departure was a concern for your Board for a while – until we found out that Captain Golden's replacement is Captain John Palliser, of RCC Victoria. Your Board welcomed Captain Palliser at our last meeting, and we look forward to working with him closely in our continued partnership with the Coast Guard.

Your Director is your voice at the table year round.

If you haven't seen your Zone Director for a while, have your Unit Leader invite them to your next meeting!

Also by the time this gets to print, all Units should be in possession of the new suits and NIF grant equipment that we received this Spring. There were enough suits to meet all the requests from all the Units. Priority for sizes, which was the only limiting factor, was given to Units with owner/operators. We received a limited number of medium and small-sized suits (about 12 of each for the whole Region). There is never enough Night Vision Gear, and this year was no exception: we received only eight units. RCC was asked for input as to which Units should receive them. We asked for more in this year's NIF grant submission.

As we head into the summer season, I wish you calm seas and not too many heart-stopping call-outs! Have a Great Summer!

Craig Dunn, President



CONGRATULATIONS TO UNIT 7 AND RICHMOND MARINE RESCUE SOCIETY!

MEMBERS OF UNIT 7 received an AWARD FROM BC GAS at an Awards Luncheon, on April 26, 1999, at the West Coast Disaster Response Conference held in Vancouver, B.C.

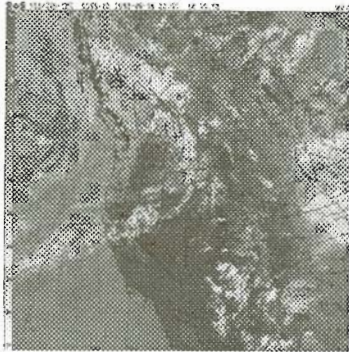
Nominations were accepted for citizens "who perform a commendable and selfless act in time of emergency, volunteers and/or planners who have made outstanding contributions to the enhancement, or the development of neighbourhood emergency preparedness programs in their communities."



The Award was presented by Superintendent Ernie MacAulay – Richmond R.C.M.P., to the following: Joe Bauer, Dave Blackburn, Wayne Blackburn, Bert D'odorico, Helen Hing, Mike Janicki, Lucien Laurendeau, Don Looecker, Morgan MacKay, Larry Peake, Dale Scott, Robert Schappert, David Schur, Scott Staines, Peter Thomas and Jim Toogood.

CONGRATULATIONS, UNIT 7! It's great to be recognized for the terrific job you do. Well done!

HIGH TECH WEATHER CHECK: THE INTERNET AS INFORMATION SOURCE



Better than a bird's-eye view: Satellite images can assist in your preparations for a SAR incident.

This information may be of help to members who are tasked on an incident, and need good weather details of their area before leaving.

First, you can check the coastal weather globally, by viewing information from the GEOS 10 satellite. This can be seen by regular visuals during the daytime, or by infrared at nighttime.

The location on the internet is at:

http://www.cmc.ec.gc.ca/cmc/images/satellite/g9wcan_1070_100.jpg

Times at the top are zulu time.

Once you have an idea of the coastal weather globally and can see the cloud conditions, you can go to the local report from the weather buoys and weather reporting stations in the area you are expected to be searching.

You can click on the marine weather reporting stations, marine weather buoys or marep stations these will give wave height, wind speed & direction, water and air temperatures in the area you are searching. Valuable information if you are going to be out there for a long search.

The information from these internet sites are not in real time. However you will obtain a good feel for what the conditions have been for the past hour. Look at the satellite picture and the cloud distribution, then go to the local weather report, check for wind speed and direction this will give you a good indication of the weather you are about to encounter.

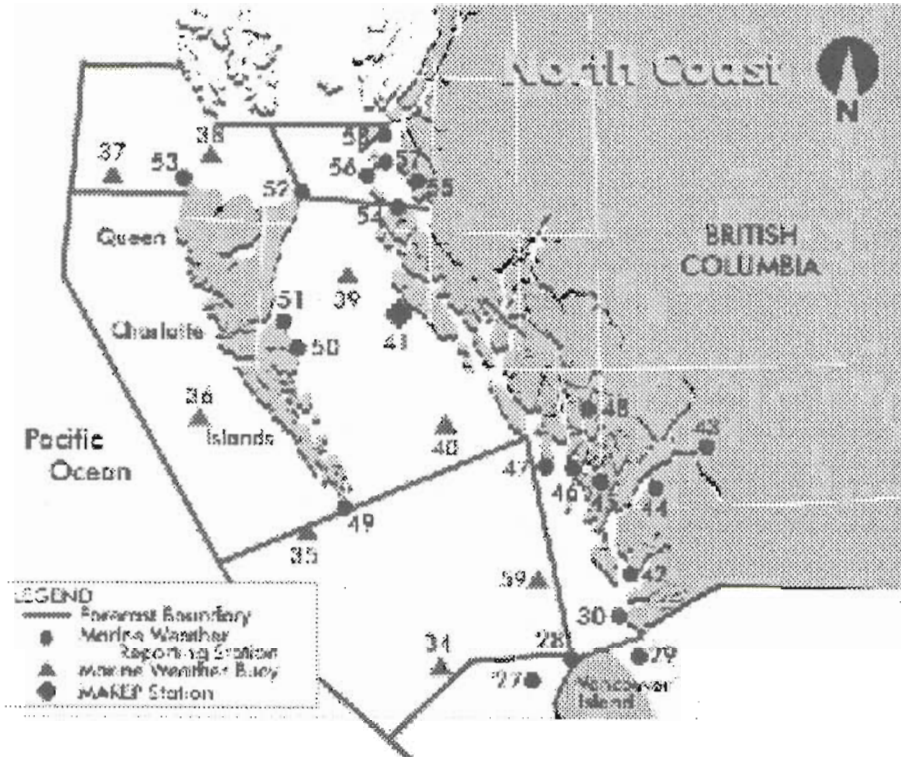
These are the locations of each station

- 03 - Helmcken Island (Marine Weather Station)
- 27 - Sartine Island (Marine Weather Station)
- 21 - Sheringham Point (Marine Weather Station)
- 28 - Pine Island (Marine Weather Station)
- 22 - Tofino Airport (Marine Weather Station)
- 29 - Herbert Island (Marine Weather Station)
- 23 - Estevan Point (Marine Weather Station)
- 30 - Egg Island (Marine Weather Station)
- 24 - Nootka (Marine Weather Station)
- 31 - La Perouse Bank (Marine Weather Buoy)
- 25 - Solander Island (Marine Weather Station)
- 32 - South Brooks (Marine Weather Buoy)
- 26 - Quatsino (Marine Weather Station)
- 33 - Cape Scott (MAREP Station)
- 27 - Sartine Island (Marine Weather Station)
- 45 - Dryad Point (Marine Weather Station)
- 28 - Pine Island (Marine Weather Station)
- 46 - Ivory Island (Marine Weather Station)
- 29 - Herbert Island (Marine Weather Station)
- 47 - McInnes Island (Marine Weather Station)
- 30 - Egg Island (Marine Weather Station)
- 48 - Boat Bluff (Marine Weather Station)
- 34 - East Delwood (Marine Weather Buoy)
- 49 - Cape St. James (Marine Weather Station)
- 35 - South Moresby (Marine Weather Buoy)
- 50 - Cumshewa Island (Marine Weather Station)
- 36 - West Moresby (Marine Weather Buoy)
- 51 - Sandspit (Marine Weather Station)
- 37 - West Dixon Entrance (Marine Weather Buoy)
- 52 - Rose Spit (Marine Weather Station)
- 38 - Central Dixon Entrance (Marine Weather Buoy)
- 53 - Langara Island (Marine Weather Station)
- 39 - North Hecate Strait (Marine Weather Buoy)
- 54 - Holland Rock (Marine Weather Station)
- 40 - South Hecate Strait (Marine Weather Buoy)
- 55 - Prince Rupert (Marine Weather Station)
- 41 - Bonilla Island (MAREP Station)
- 56 - Triple Island (Marine Weather Station)
- 42 - Addenbroke (Marine Weather Station)
- 57 - Lucy Island (Marine Weather Station)
- 43 - Bella Coola (Marine Weather Station)
- 58 - Grey Islet (Marine Weather Station)
- 44 - Cathedral Point (Marine Weather Station)
- 59 - West Sea Otter (Marine Weather Buoy)

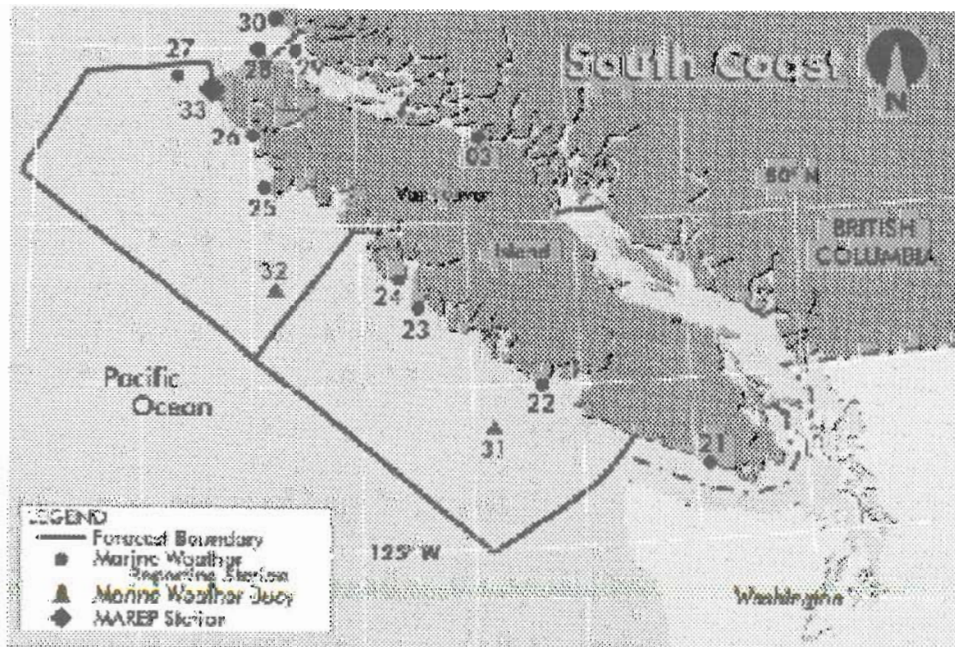
Compiled by Malcolm Dunderdale, Director, Zone 7

SAMPLE OF COMPUTER-GENERATED COASTAL MAPS

For the Northern area of the province, check out the following location on the internet.
<http://www.weatheroffice.com/default.asp?page=free/regions/bc/bcmap.htm>



For the Southern area of the province, check out the following location on the internet.
<http://www.weatheroffice.com/default.asp?page=free/regions/bc/bcmap.htm>



NIMBUS '98: ANOTHER SUCCESSFUL SAREX FOR UNIT 38, LONG BEACH

This year's Zone 5 - West Coast exercise started as a passing comment at a Unit 38 meeting in January: "Who would like to plan and organize a SAR exercise this year?" Casual glances around the room yielded some apprehensive stares and one shudder from a previous exercise coordinator. In the end, Coxswains Mark Livingstone and Bill Turko volunteered to plan and coordinate the exercise.

The exercise was to be a follow-up to the 1997 exercise, improving on the lessons learned in communications, especially in terms of inter-agency cooperation and understanding. The roles and responsibilities of various agencies play a large role in the coordination efforts for SAR resources in the Barkley Sound area. Within the National Park boundaries (Long Beach, West Coast Trail and Broken Group Islands), Parks Canada coordinates search and rescue. If the search object moves outside the park, in come the RCMP and, in most cases, the Provincial Emergency Program land team. They require marine transport to access the search area, which is when the CCG and CCGA provide a support role.

During the last Nimbus Exercise, it was determined that the repeater capability that had been disabled at Tofino Coast Guard Radio should be re-activated. This would allow all Units participating in the search to hear all communications between the Units involved. It would also allow other agencies, such as PEP and RCMP, to use portable radios to communicate directly with the On Scene Commander. Working closely with Coast Guard MCTS and the technicians, we were able to have the repeater re-installed on channel 84. The repeater can be activated when required by the Coast Guard Radio Station. RCC can also patch in on a phone line and brief all the on scene Units simultaneously, or simply monitor the search progression.

The two coordinators staged the scenarios the evening before the exercise. Debris, clues and "oscars" (body dummies) were placed strategically

around Barkley Sound. In the morning, the exercise coordinators would leave ahead of the searchers to stage more search objects, including some survivors on shore.

April 24th surprised everyone by arriving as a day of warm sunshine and little wind. The Unit 38 team met at the Matterson Tea House in Ucluelet for a pre-exercise breakfast. Final crewing arrangements were made, last minute information was passed, and plenty of comments were heard along the lines: "Did anyone bring sunscreen or shades?"

At 0910 the exercise kicked off with a broadcast from Bamfield Coast Guard Radio, reporting two overdue kayakers outfitted in every searcher's favorite colour: blue. By the time the descriptions of the two missing kayakers were passed over the air, there were six marine resources actively searching Barkley Sound.

As items were located that didn't seem to match the description of our two kayakers, it was learned from the On Scene Commander (OSC) that in fact, a couple in a canoe were overdue as well. Good fiction is hard to create. With input from the Exercise Coordinator, the OCS at Bamfield ensured the smooth progression of the marine search.

While three Auxiliary resources and the Bamfield Lifeboat were tasked to continue the marine search, a land search was being initiated by the PEP teams from Toquart Bay. The Bamfield One and Auxiliary 38 were tasked to deploy ground searchers in areas of high probability for survivors.



SAREX history: SAREX 97 involved a lifting exercise with a Labrador chopper. Dizzying!

Unfortunately, from a coordination stand-point, the PEP team's Search Master never made communications on the working channel 84 with OSC. This hampered the overall communications and the inter-agency cooperation. The net result was an uncertainty about which teams were accounted for, and whether

the live "oscar" on shore was located safely at the conclusion of the exercise. Shortly before 1300, the exercise participants were slowly being released to proceed to Bamfield CG Station for a debrief.

The debrief resulted in a new page of lessons learned for searchers and coordinators alike. The OSC expressed frustration with the lack of communication with the land team's Search Master, and with one marine resource. Exercise instructions for an event of this magnitude must clearly state which channel / frequencies the primary communications will be conducted on. Some work still needs to be done on the inter-agency communication and coordination. The repeater worked well in most cases, except for the areas known to be blind to the Mount Ozzard peripheral.

Approximately 35 people actively participated in this exercise, and several more in the planning and staging. The Exercise Coordinators commented on how much work was involved getting the exercise together; all participants agreed it was a valuable experience and look forward to working together more closely in future incidents and exercises.

REMINDER: SEPTEMBER DEADLINE FOR YOUNG BOATERS

By September 15, 1999, all boaters born after April 1, 1983 (that's most youth under 16 years of age) will be required to have proof of competency for operating pleasure craft.



Full details about how to obtain an Operator Competency Certificate – or how to challenge the exam for the Certificate – are available by calling the Canadian Coast Guard's Office of Boating Safety at:

1-800-267-8867

Or look them up on the web:

www.ccg-gcc.gc.ca

Check with your local marina or marine dealership for pamphlets explaining this and other changes in Canada's Boating Safety Regulations.



Lyle Brewster, Unit 38 member, helps bring a load of "oscars" safely to shore.

Vessels Involved:

Bamfield Lifeboat

Bamfield One

Unit 39 - Port Alberni - Alberni Responder

Unit 38 - Long Beach - Auxiliary 38

Unit 38 - Long Beach - Contender

Unit 54 - Bamfield - Island Traveler

PEP - Bamfield, Ucluelet, Port Alberni

The wives of the duty crew at Bamfield made the participants feel right at home with hot soup, stacks of sandwiches, cookies and hot coffee. Thanks go to the Matterson Tea House staff for opening early to feed our team. Also thank you to Long Beach Salmon Charters for use of their vessel as the Exercise Coordinator vessel, and to Tofino Sea Kayaking for the loan of two kayaks.

You can e-mail Allan Hughes the Unit Leader at cgaux@island.net for a copy of the exercise plan if people are looking for format to use for planning exercises in their zones. A debrief document is also available. Congratulations to Mark Livingstone and Bill Turko for a job well done in the planning and execution of this exercise.

Pictures of the exercise are posted at the Unit 38 Website at:

www.island.net/~ahughes.

Allan Hughes, Unit 38 Leader, Long Beach

ZONE ONE REPORT

COMMUNITY SPIRIT

CHANGE IN ZONE ONE TRAINING OFFICER

I would like to start by thanking Barry Hastings for the years of dedicated work he has performed in the position of Zone 1 Training Officer. Barry has decided to start enjoying his retirement and has stepped down from the ZTO position. He has indicated that he will continue to instruct courses for the Zone and the CCGA as and when needed. Those of you that have held the position of ZTO know full well the anxieties and frustrations that come with trying to coordinate training for a large group of volunteers that come from all walks of life. Barry, I want to wish you the best in your retirement, and give to you a huge thank you from all members of Zone 1.

I will be asking Marc Legacy of Unit 6 to assume the position of ZTO to carry out those duties, and the Zone will certainly appreciate his skills as well.



BARRY HASTINGS practices one of his infamous moments of "motivational humour."

The Zone has been concentrating on increasing the profile of the CCGA by participating in Community events, safe boating displays, courtesy examinations and a wide variety of activities that are making the public aware of our presence and our capabilities. The Units are working together in an encouraging spirit of cooperation to achieve this goal.

Ryan Woodward of Unit 6 has been the Zones representative in a SAR working group that includes Police, Fire, PEP, CG and all agencies that are involved in SAR. There has been a resource base established and we are currently setting up a joint exercise with some of the working group to better understand the different perspectives in the SAR scene and how we can work together.

To date it has been a very productive time for this Zone. Keep up the good work!

Jim Toogood, Director, Zone 5

RHIOT Reminder

RHIOT School Survey/ Requirement forms, sent to the Units in April, must be completed and sent in to the Training Officer, Lyle Willson, by August 1, 1999.

Any Units that have not received a RHIOT Requirement form should contact the Head Office immediately. It will be assumed that if a Unit does not submit a response, then that Unit does not require any seats.

Thank you!

RADIO CALL SIGNS: IS AN AUXILIARY STANDARD DESIRED?

It's recently been suggested that Auxiliary vessels adopt a standard radio call sign format. This is NOT an attempt to dissuade Units from giving their boats meaningful names. But there has been confusion in at least one zone where one boat was dispatched when a boat with a similar sounding name was the resource that was supposed to be tasked.

I'd like to propose that dedicated Auxiliary vessels adopt a standard radio identifier, using the unit number, and then a geographical locator, if needed. For instance, Saanich has two boats stationed in different places. They would become Auxiliary 36-Sidney and Auxiliary 36-Brentwood. In the Gulf Islands, where U/L Ross McLeod is bringing dedicated Owner-

Operators to the outer Islands, they could be designated Auxiliary 25-Galiano, or Auxiliary 25-Saturna when tasked. Using these call sign immediately identifies the vessel as an Auxiliary vessel out on Auxiliary business (tasking, training, or special event) It would standardize our communications with both CG Radio operators and RCC. And it would go a long way to eliminating any confusion.

I'd appreciate your feedback on these ideas. As always, I'm available through spindoc@rescueteam.com, or through Lucky Dhaliwal, Office manager, at her fax or phone in Victoria (see page 2).

Scott Sutherland, Director of Search and Rescue

SAFE BOATING UNITS: FROM LAKESIDE TO VIDEO FRONTIER

You may be curious to know: what exactly does an Auxiliary Unit do when it's a Unit without vessels? I spoke with Doris Trelenberg, Unit Leader of Unit 3, Fraser Valley, about this question, and came away with this answer: "An impressive amount work in boating safety and boating education!"

Unit 3 is a "Safe Boating Unit," and the activities related to this are more complex than I had imagined. There are the obvious things: members help distribute information about the new Boating Safety Regulations; they perform Courtesy Examinations for vessels in the many lakes in the Fraser Valley region; and they participate in events like the Cultus Lake Floating Boat Show and the Vancouver Boat Show.



Doris Trelenberg discusses Boating Safety and Auxiliary info with adventurers attending the Outdoorsman Show, Abbotsford, March '99.

A "Safe Boating Unit" is also involved in the long-term, less visible, and very important process of building relationships with other organizations who are concerned with the marine environment in their shared geographical area. For example, in March, 1999, Trelenberg was invited to attend a meeting at the District of Kent-Harrison, which involved members of the District's Council, the RCMP, and BC Parks. Trelenberg in turn invited Paul James, from the Coast Guard Office of Boating Safety, to join them. The purpose of the meeting was to address concerns regarding speed boats and PWCs on Harrison Lake. As Trelenberg stated afterwards: "It was a good meeting at which concerns were aired and we addressed the

issues and how they could be dealt with. This meeting also provided a great opportunity for me to promote the Auxiliary and the job we do inland in promoting boating safety. I believe that we will be able to work cooperatively with the various sectors."

Also exciting for Unit 3 this year was the chance to participate in making a short video with Rogers Cable and the Pacific Mainland District of Canadian Power and Sail Squadrons, in April 1999. Along with Norm Dyck, who is another Auxiliary member and also a CPS member, Trelenberg promoted the changes to the Small Vessel Regulations. Together with the two Squadron members, they took the Rogers crew out on a boat ride down to the mouth of the Fraser River.

Unit 9, Okanagan, is another "Safe Boating Unit". William Newhouse, Unit Leader, reports that they've had two boating safety displays since the AGM. The indoors one was well attended, but the outdoors one – it turns out that even the Penticton area can have awful weather!

Summer will hold plenty of activity for Units 3 and 9, as the season for Courtesy Examinations moves into high gear. Drop in for a visit with these Units if your holidays take you "inland" this summer.

by Meg Walker, CCGA-P Board Support



ZONE THREE REPORT

Zone 3, which covers the lower portion of Vancouver Island and the southern Gulf Islands, has 5 units, all working to fulfill the mandate of the Auxiliary.

UNIT 35 (VICTORIA): Victoria has taken delivery of their new FRV. They are presently in the process of outfitting it and getting the bugs out. This should be an excellent vessel and reports are that it will be dedicated and in service sometime in August. The dedication and hard work of their members has made this a reality. The Victoria waterfront and harbour are extremely busy with both vessel and air traffic. Everyone concerned should be pleased to have an effective resource in the area. Unit 35 will also be attending Armed Forces day to be held at CFB Naden on July 10, 1999.

UNIT 37 (SOOKE): Congratulations to Barry Pfliger on being elected as the new Unit Leader. *Rescue 37* is running well. Sooke has been one of the most popular fishing areas on the lower island and, as such, attracts large quantities of pleasure and commercial fishing vessels. With lots of fog and unsettled weather in the area, the need for Unit 37 is evident. The new Juan de Fuca hiking trail may also result in the need for assistance in evacuations of injured persons. Unlike the West Coast Trail, this one is not regulated in the same manner.

UNIT 33 (OAK BAY): Oak Bay has had a relatively busy spring, although things have slowed down somewhat at the moment. Unsettled weather has most likely toned things down everywhere, at least for the

present. The *JACK GROVES* will be going in for some needed repairs that should be completed by early July. Arrangements have been made through Scott Sutherland to have a replacement boat for them. Griff Lewis doing a great job as their Unit Leader.

UNIT 36 (SIDNEY/BRENTWOOD BAY): Not terribly busy up to this date, but there have been a steady number of incidents handled by both boats. The *Brentwood Dory* running well and currently has a good group of crew members. Radar and GPS units added to the boat and have been working well. Lots of training with both. The *Jack Simpson* had been running well, but is currently out of service. The unit will be looking carefully at all the options re this boat and what will be best for all concerned.

The Sidney floating boat show was a real success. The Safe Boating van was used and was kept busy for the three days it was there. With the new regulations, there was certainly no shortage of inquiries and questions.

UNIT 25 (GULF ISLANDS) Gulf Islands is doing an excellent job. Safe Boating Day was held in Ganges on 12 June 99 and was a great success. Auxiliary vessels *Hardy* (Mill Bay), *Jack Groves* (Oak Bay), *Brentwood Dory* (Brentwood Bay), and *Auxiliary 25* (Pender Island) were in attendance: they helped with the fire fighting and Man Overboard displays. Also thanks to RCMP member Gerard Choquette and his handling of the "intoxicated persons" on the barge. Progress is being made in getting the outer Gulf Islands on line, even though it may seem to be a slow process.

The past few months have been very interesting as Zone Director. It seems the entire Zone is working well, and it is rewarding to work with all the units. Since each unit is a somewhat separate entity and may have a slightly different viewpoint, there are some minor problems as we go along. The real plus that I have seen is that, in spite of this, we are all heading in the same direction and everyone is working toward the same goal.

I would also like to advise all the members that the Board dealt with a lot of real issues at the last meeting; the two days were well spent. I find that the meetings are a good chance to put everything back in perspective, since I think as a Zone Director, we tend to suffer from a little bit of tunnel vision at times. Hope everyone has a good summer (as soon as it gets here).

Bob Holmes, Director, Zone 3

EACH UNIT A UNIQUE EXAMPLE:

Unit 33 – Oak Bay is one of the larger CCGA-P Units, partly because of the interest from the student population in Victoria, and partly because Vancouver Island breathes boaters from every possible street and neighbourhood. To date, it's been another busy year for Unit 33 – Oak Bay: incident numbers to June of 1999 seem on track to equal last year's total of 69 by this time.

In addition, they have implemented a new "interactive" training program, to keep their sixty-plus members challenged and motivated. Looking ahead, a modest refit of their 733, "Jack Groves," is planned for some time this year. Together, Unit 33 and the rest of Zone 3 help to maintain the safety of the marine environment that the Victoria-area communities appreciate and enjoy.

FROM THE TREASURER: ADMINISTRIVIA AND OTHER RELATED MATTERS

First of all, let me thank all of you who heeded the call and are now getting all of your claims into the office in a timely manner. It may seem like a very small item, but the impact of having current financial information is tremendous. It's taken the better part of a year to move our accounting system from the old Macintosh-based to a PC-based system, but we're now in a position not only to enter the payables as they are received in the office, but also to do a cheque run every Friday. I should no longer get complaints or concerns that a claim that was sent in months ago still hasn't been paid. Not only does this system benefit you, who are usually out of pocket for things such as travel costs, but it allows your Executive to have useful, up-to-date data for planning purposes. Provided all claims are sent to the office in a timely manner, the new system should enable us to operate in a much more professional manner and provide us with a much better forecasting tool.

Should you find yourself in the unfortunate position of having submitted a claim what seems like eons ago, and have not yet been reimbursed, let your Zone Director know of your predicament. Your Zone Director will then ensure that I have the information prior to my weekly "administrivia" meeting with the Office Manager and a Coast Guard representative. I can assure you that any items passed on in this manner are dealt with immediately.

A reminder of what the claims submission policy is: All claims must be submitted to the office within 60 days from the event that caused the claim. However, I would urge you to get them in at the soonest possible opportunity.

Another point of "administrivia" of which most of you have been aware has been the change in our membership database. Amanda Gray, Pacific's former treasurer, volunteered an impressive and much appreciated number of hours to develop a PC-based database which was then installed in the office for ongoing administrative use. The database includes members' addresses, training records, vessel information, and more. The mammoth task of updating and verifying the accuracy of the database then fell to Meg Walker, who reports that the process is now about 90% complete. Thanks to all those Unit Leaders who put in the effort to forward the appropriate information to her for this purpose. And for those of you that have not yet sup-

plied Meg with the information she requested, please get it to her as soon as possible.

Moving on to the Business Plan: following last year's successful business planning process, your Board of Directors has arranged for another business planning session for Saturday, August 14th. Your Board will be establishing the priority initiatives for the CCGA-P for the next twelve months, and ranking them according to importance.

The first priority will be the hiring of an Executive Officer for the Pacific Region. A quick update on this position: the job description will have been finalized and posted by the time that you receive this, and if you are interested in applying for this paid position of Executive Officer, please forward your expression of interest to our President, marked Confidential.

(... continued on page 12 ...)

AUXILIARY TO ACCESS NEW FIRST AID COURSE FROM RED CROSS

At the CCGA-Pacific Board meeting in May, 1999, the Directors approved the Red Cross "First Responders" course as a First Aid Course appropriate for Auxiliarists. This is a First Aid course specifically designed for individuals who arrive first at a scene that may have potential casualties. Initiated in Nova Scotia in 1995, the Red Cross has now brought the course to all provinces; whether or not a geographical wave was intended, it's come to the West last! The First Responders Course will be a few hours longer than a regular Standard First Aid course, and will include instruction in skills like oxygen therapy, spinal immobilization, and taking vital signs such as blood pressure.



At the moment, the Red Cross has just completed training a handful of instructors to teach the First Responders materials. Training may be available in the Lower Mainland and Southern Vancouver Island as early as September, 1999. Over the course of the next year, the instruction will be available province-wide.



ZONE FIVE REPORT

ANTICIPATING SUMMER

The year so far for the Board has been quiet. It is nice to be able to do our jobs once again. Most of the Units in Zone Five are actively training, and hopes are we are not called upon to many times to help out.

But we all know those calls will come. Let's all encourage the general public to exercise common sense and operate their vessels with safety in mind. Keeping your boat in tip top shape and the safety equipment up to date always helps. Many people go to areas they never have been before and take many risks. It's our job in boating safety to get the word out.

We need to make sure that the boater has all the equipment on board and the knowledge of the area they plan to be in. I know we can't stop the public from going to certain areas, but we can suggest that they take every precaution and watch the

weather and the sea. We can also let them know if the size of a vessel is not suited to the area. I know it's a lot to ask off our membership, but in the long run we all benefit with fewer calls and the knowledge that we did our part in letting the public know how to be boat wise.

Another good point to get across to the boating public is that they should let someone know where they are going, and when they are due back. This could save the SAR system a lot time and money, and help prevent death at sea. In the last four years I have lost five people I knew to the sea, and hope this won't happen again this year.

To end on a happy note, Craig Dunn is now sending out some new equipment to most off the Units. We hope that every year we can continue to add to each Unit the best equipment needed to keep our members up-to-date. And in turn, the membership can keep up to date with their training and promote boating safety. Until next time, Safe Boating!

Richard Zoet, Director Zone Five

TREASURER'S REPORT CONTINUED ...

Moving on to fund-raising: Together with Malcolm Dunderdale, Director of Zone 7, I have been charged with acquiring funding from sponsorships and other sources. Our goal is to make up the shortfall of approximately half a million dollars that exists between this year's contribution grant from National, and the budget which was developed out of the requests that came in from all the Unit Leaders.

As part of this effort, several firms have been identified to be approached

for funding. Prior to approaching these potential sponsors, Meg Walker will be developing public awareness materials specific to the Pacific Region. These materials will provide: information on the diversity of our volunteers; specifics on what we do, including SAR and Boating Safety statistics; and how we benefit the community at large through the enhancement of public safety.

On a final note: enjoy the summer!

I know I will!



Yes, that's Frank at the wheel, testing the new FRV for Unit 35, Victoria. We certainly appreciate that our Treasurer is so multi-talented!



Until next time,

*Frank Hudson,
Treasurer*

FOR YOUR RADIO

MCTS requested that the following information be circulated to all Auxiliary members that operate within Vancouver/Victoria sector boundaries:

As of April 1, 1999, Vancouver Marine Communications and Traffic Services Centre (MCTS), known as Vancouver Coast Guard Radio and Vancouver Traffic, has been divided into two separate MCTS Centres.

Vancouver MCTS provides Vessel Traffic Services on VHF Channel 12, and Vancouver Coast Guard Radio monitors distress and working channels. The Centre identifiers are "Vancouver Traffic" and "Vancouver Coast Guard Radio".

The new Vancouver MCTS Centre encompasses the following areas of responsibility:

all waters north of the Iona Jetty (including Howe Sound) extending westward to a line directly south of Cape Roger Curtis (Bowen Island)

all waters east of Cape Roger Curtis including Burrard Inlet and Indian Arm

The above boundaries are the same as the existing Vancouver (Harbour) Traffic boundaries (Sector 3).

The second centre is now known as Victoria MCTS. The Centre identifiers are "Victoria Traffic" and "Victoria Coast Guard Radio." Victoria Traffic provides Vessel Traffic Services on VHF Channel 11 for the Strait of Georgia, Gulf Islands and Victoria area (Sector 1) and Channel 74 for the Fraser River (Sector 2).

Victoria Coast Guard Radio's area of responsibility includes Canadian waters of Juan de Fuca Strait, Gulf Islands, Strait of Georgia to Merry & Ballenas Island, excluding the areas of responsibility of Vancouver Coast Guard Radio (listed above).

If you have any questions regarding participation in these sectors using MCTS services, please call either Vancouver MCTS at 604-775-8919 or Victoria MCTS at 604-666-8603.

*** The 1999 edition of Radio Aids to Marine Navigation (RAMN) will include the above noted changes.

*** When checking in with Coast Guard Radio you will be calling the station (Vancouver or Victoria) that covers the area you will be working in.

AGM 2000

AGM 2000 and SAREX 2000 will be held in Richmond, B.C. Members of Unit 6 are thick in the process of organizing things: hotels have been booked and meals are arranged.

One of their ideas is to create a "Year 2000 Collage" from photographs of Auxiliary members and events, showing "then" and "now" comparison. Don Modeland requests that anyone who wants to contribute Auxiliary-related photographs should send their photos to him at:

10420 Blundell Rd., Richmond, BC V6Y 1L1:
ph: (604) 276-8480.

If you want your photos returned, please include a note to indicate this.

SAREX 2000

AUXILIARISTS AND COURTESY EXAMINATIONS

The Canadian Coast Guard is no longer carrying out Courtesy Examinations for pleasure craft.

They are concerned about potential conflicts, as some of their members will be carrying out enforcement checks. The Coast Guard Office of Boating Safety will, however, still function promoting safety afloat.

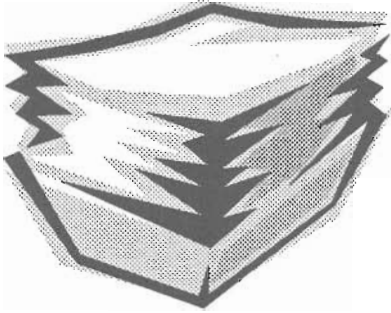
As a result of this change, the Auxiliary will now carry out all Courtesy Examinations (CEs) for pleasure vessels. The Coast Guard in the past have done about one-third of the CEs, so it will increase our presence considerably in recreational boating communities throughout the province.



There is talk of our being asked to take over Courtesy Examinations for vessels over 20 metres, and for small Fishing Vessels, but that will not happen until the Board Of Directors have given it considerable thought. Your thoughts on these and any other changes in Boating Safety policies are always welcome, and can be passed on to me through the Huron Street office.

Ken Moore, Director of Boating Safety

NOTES FROM HEAD OFFICE: KUDOS FOR THE PROMPT PAPERWORK!



I would like to say thank you to all the unit leaders and the members who put in the time and effort to make sure that the paperwork is completed and sent to the office within the 60 day time frame. You will be pleased to know that, since the AGM, we have installed a new software program which allows me to log in the mail which I've received, making it easier to determine the status of those occasional claims which become elusive or which have to be circulated to more than one Director before they can be finalized.

The dedication and commitment you have is overwhelming and is acknowledged by the office everyday. It is a pleasure working with such an excellent group of individuals. Thank you.

Lucky Dhalwal, Office Manager

AUXILIARY ASSISTS: PAIR RESCUED FROM WELCOME PASSAGE AFTER BOAT BURNS

Originally printed in The Coast Independent Newspaper, 25 April, 1999. Reprinted with permission.

As Kathy Richards jumped from her burning boat into the water of Welcome Passage, the first thing she felt was anger.

"I felt really pissed off that I might not be able to see my family again," she says.

She knew her son – who was manning the light station back at Merry Island – could probably see the burning boat and would have heard the May Day call go out over the marine radio.

As the cold started pressing in on her survival suit, she remembers her colleague Rod Tainio telling her to hold on and talking to her to keep her conscious. "It was easier not to breath, and not to stay awake," says Richards. "He wouldn't let me go to sleep."

The drama on the water last Monday started as part of an ordinary routine. Richards, who with her husband, Don, is a light-keeper at Merry Island, was returning to the station from Halfmoon Bay, along with Tainio, the assistant light-keeper.

"We got halfway across and the boat stalled," says Richards.

While Tainio was trying to restart the engine, Richards suddenly saw smoke coming out of the stern. Flames quickly spread over the fiberglass boat. They just had time to put in a May Day call to the Coast Guard. "We were concerned about getting off the boat before the gas tank blew," says Richards. Then, dressed in survival suits and life-jackets, it was into the water.

"All I remember is trying to stay afloat," says Richards.

At 5:30 pm, Ken Moore of the local Coast Guard Auxiliary got a report of a vessel on fire just west of Merry Island. Four members of the Coast Guard Auxiliary – Moore, Graeme Stewart, Gewls Hobbs and Rob Jackson – jumped into action and raced towards the boat in the Auxiliary's rigid-hulled inflatable.

As they approached, "I could see the vessel was burning from end to end," says Moore. There was no way anyone could be on there and be alive."

The crew quickly spotted Richards and Tainio in the water, a few hundred metres from the boat. Richards was still conscious but hypothermic, and couldn't talk when they hauled her out of the water.

Seeing familiar faces was a tremendous relief, she says. "I knew I was in really bad shape." The two had probably been in the water about 20 minutes, but "it felt like an eternity," says Richards.

Luckily, the Auxiliary crew reached the pair in time.

Heading home to Merry Island on Thursday afternoon, Don Richards credited both the Coast Guard Auxiliary crew and Tainio for saving Kathy's life. "I would say he is absolutely a hero," said Don about Tainio's actions in the crisis. "He didn't panic."

"What saved us was having the right tools – a radio and life-jackets," says Kathy, "and having the right person thinking."

by Jane Seyd, Coast Independent reporter

ON THE SAR FRONT

'Tis the season for SAR, and it's proving to be a busy one although with all the rain, recreational boating maybe a little off.

TROUBLE-SHOOTING AS SUMMER BEGINS:

(U/L = Unit Leader) Masset's Mark V (Unit 45, Alan Frick U/L) is temporarily out of service, for repairs. As it is a Coast Guard-loaned boat, the Coast Guard is looking after transport to Victoria, repairs, and the return trip. Saanich (Unit 36, Dave Lindley U/L) is also out of service with a major inboard fuel tank problem, at the time of writing. Simultaneously, Oak Bay (Unit 33, Griff Lewis U/L) is in need of a replacement for their Hurricane-Zodiac-733.

The timing of these problems brought up once again the issue of the need for a "hot" spare for Southern Vancouver Island, which was one of the McNish recommendations in 1997. The situation with two adjacent units off-line of course coincided with the Coast Guard readying the IRB vessels for the summer. The Coast Guard's John Palliser and Dave Dahlgren have not wasted a minute in getting the ball rolling. I should have more to report in the next Dolphin.

STILL EXPECTED TO COME ON LINE THIS SUMMER:

Mill Bay (Unit 34 – John Thomas U/L) plans to launch a new Lifetimer 6.5 metre RIB with twin 100 four-stroke Yamaha's in early July, replacing

their jointly-owned Mark V which will remain with Brentwood School, but still act as an Auxiliary spare.

Victoria (Unit 35, Sandy Beaman U/L) will soon take delivery of their new Hurricane Zodiac 850, the first in North America. This much larger aluminum RIB replaces a Coast Guard-loaned aluminum Mark VII, which the Coast Guard plans to send on to Prince Rupert. Coxswain training and familiarization with the vessel will follow its delivery. The boat is expected in service August 15.

Sandspit (Unit 69-David Hunter U/L) is expecting delivery of its new Hurricane Zodiac 733 sometime in early summer, joining the H/Z-733 at adjacent Queen Charlotte City (Unit 66.)

Kitimat (Unit 63 - Duncan Peacock U/L) is also in line to take delivery of a new RIB, expected to replace the CCGA Mark VII.

In the Gulf Islands (Unit 25 - Ross McLeod U/L) quite a bit has been done to put in place Owner-Operators on the outer islands bordering the west side of the Georgia Strait. The Unit also promoted and carried off a successful Boating Safety Days in the urban capital of the archipelago, Ganges (see front page article). Assistance was provided by the Coast Guard Ganges, the Coast Guard Hovercraft, and neighboring Auxiliary Units. The day proved that the Auxiliary is reborn in the Gulf Islands.

Scott Sutherland, Director of Search and Rescue

ANATOMY OF A HURRICANE:

Under that orange, tough, weatherproof exterior, a Zodiac Hurricane houses delicate electronics that provide the latest Search and Rescue equipment to Auxiliarists out at sea.



Photos of a Hurricane under construction, taken at the Hurricane factory in Vancouver, B.C. Thanks to John MacKillop of Zodiac-Hurricane for the digital photos. Visit Unit 35's "gallery" on their home page on the web for more details: <http://vmrs.org>.

ZONE SEVEN REPORT

Shipping for the equipment orders placed through the business plan during the first part of this year is being looked after by our President, Craig Dunn. Craig has taken time off work on more than one occasion to package the equipment and arrange for transportation to units in the region. Thanks to Craig for his dedication.

Since the AGM, monthly unit conference calls in Zone 7 have been somewhat successful. Some Unit Leaders are not always available due to holidays, nightshifts and other responsibilities; communication will continue to improve, but we do manage to keep informed of each other's activities:

Unit 44, Kemano: Allan Colton reports that it's been fairly quiet so far this year. It is possible that this Unit will have cease operations due to the closure and removal of company-owned houses and buildings. We shall see what happens during the next couple of years.

Unit 45, Masset: Have their Coast Guard-loaned Mk-5 Zodiac in Victoria for a refit, new tubes and a general overhaul. Alan Frick and members are working on a fundraising project to pay for a new building to house their FRV. An HZ 733 is badly needed in this area, the Mk-5 can't quite cut the high winds and big seas in the Dixon Entrance. This is being worked on.

Unit 63, Kitimat: Duncan Peacock is continuing his fundraising program. A new Polaris Neptune Series (24' 6") was ordered in June, and should arrive in Kitimat this fall.

Unit 64, Prince Rupert: Andre VanDerMeer reports things to be pretty quiet in Prince Rupert, with no incidents since March of this year. Their Zodiac Mk-6 tubes are in Vancouver for repairs and valve overhaul. Night vision equipment, strobes and other equipment were received the last week of June. Andy reports this equipment is much appreciated by the members.

Welcome to new members Angela Rahnborn, Chris Martin, Devin Ciccone, Cecil Walker, and Shawn Carl.

Rescue 15 Prince Rupert: Bill Trowell reports that all is quiet at this time. Their Polaris tubes are being repaired in Vancouver. Rivtow have been helpful by providing a good freight price.

Unit 65 Port Simpson: Norman Brooks is busy running the fire department and the Auxiliary Unit here. Things are pretty quiet so far this year. We hope to set up a Restricted Radio Operators Course for 12 members in the near future.

Unit 66 Queen Charlotte City: Ernie Gladstone and crew are erecting a new steel building to house their HZ-733 should be finished by the end of July. As there have been quite a few incidents in the Skidegate Narrows this year, we are trying to have the ranges day markers replaced and have reflective tape placed on them for night time navigation.

Unit 67 Stewart: The unit is looking forward to receiving cruiser suits and so on from Victoria. Don Nelson's wife, Lorraine, reports things are pretty quiet.

Unit 69 Sandspit: Unit leader Dave Hunter is leaving Sandspit to become airport manager of Kitchener / Waterloo Airport. Thank you for all that you have done for the CCGA over the past years, David, and good luck in your new position. The new HZ-733 will be ready at the end of July, and should be in Sandspit by early August.

Unit 73 Inverness. Joe Hrbachek has exercises planned and approved for the year. Members recently attended the CCG oil spill course in Prince Rupert.

Unit 74 Kitkatla: Things are pretty quiet with this unit. It is difficult to contact Kitkatla's Unit Leader, but the summer should see us resolving that challenge.

Unit 47 Hartley Bay: Ed Robinson informs us all is quiet, with only one recent incident of a vessel out of fuel. They plan to have an exercise with Kitimat Unit and the Canadian Coast Guard this summer.

I wish to thank all our volunteer members for their

contributions to our organization. I thank also the spouses and families for their support. I recognize the disappointment of family activities sometimes canceled during an incident or a call from RCC. This happens to us all from time to time, and your patience is appreciated.

*Malcolm Dunderdale,
Director, Zone 7*

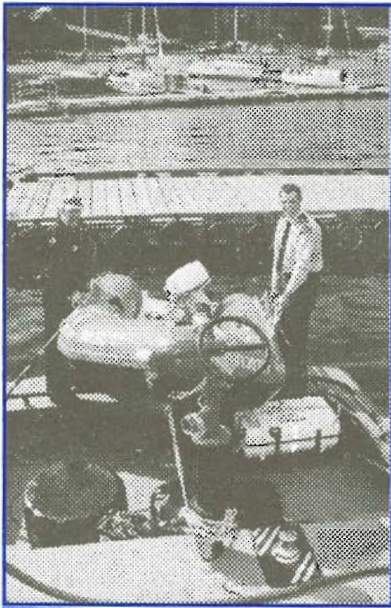
UNUSUAL MARINE VOCABULARY FOR SUMMER:

FISH: Any living creature that does not call the Coast Guard Auxiliary when faced with the prospect of being submerged for more than one minute.



SHIP-TO-SHORE RADIO: A combination radio transmitter/receiver that permits captains and crew members to obtain wrong numbers and busy signals while at sea.

UNIT 25 "BOATING SAFETY DAY" CONTINUED



Even the little boats: Darin Craig and Ross McLeod prepare to launch the work boat off the Skua.

With many thanks to the Coast Guard's Office of Boating Safety, their van and crew, the new Hovercraft and crew, and the Labrador from 442 Squadron, we had some great drawing cards for people to come out and see us.

Our Boating Safety members set up next to the van to take names for Courtesy Examinations, and to help answer questions. I was not in that area much of the day but I hear that there was a steady flow of people through the van, getting information.

The Hovercraft was probably the biggest hit. People lined the shores to watch her come in, and then flocked across the beach to have a look.

Unfortunately the Lab was a little bit away from the downtown core, as its nearest landing site was at the school playing field. The Lab that was here was also the duty chopper, so no one was allowed on board. It was still very interesting to get a close up look at this yellow bird that flies over our island all the time. Many questions were answered by the Lab crew and the Air cadets from Kitty Hawk Squadron, who kindly helped out for the day.

Salt Spring Harbour Authority put on a model boat building activity, which caused a flurry of activity. Volunteers with hand saws cut up chunks of wood and, using cordless drills, hammers and glue guns, the kids put together a flotilla of sail and power craft.

At the Rotary Park dingy dock, we staged an on-water skit of what not to do while boating. A small wooden barge was used as a floating stage with CCGA members acting as drunken, irresponsible boaters. Constable Gerard Choquette from the RCMP came out in the workboat off the Skua to arrest the skipper that was too drunk to drive. The remaining members on board experienced a fire on board and had to abandon ship. Thanks to the Brentwood Dory, the Hardy, and Rescue 25 being close by, people were rescued from the water, and the fire was extinguished.

Other events that took place at the dingy dock were: walking on water, a great kayak demo, and blind dingy race, giving the crowd lots of laughs. In the Rotary park, Mr. Hugh Greenwood from the SSISC showed people the world of knots. And there was a heaving line demo with people testing their skill at getting a heaving line to "Oscar," our favorite Coast Guard Man Overboard.

Through out the day teams had been working on the build a boat contest. Mystery packages of wood, donated by Windsor Plywood, transformed into an amazing fleet of boats. At launch time all the FRV's and the Skua went to stand by as rescue boats. The Skua was the point around which each of these weird and wonderful craft had to travel before returning to the beach. A few individuals with less study crafts - had to be assisted!

I'd like to thank all that participated in making our Boating Safety Day a successful one.

Ross McLeod, Unit Leader, Unit 25 Gulf Islands



And the little people: Robb Zuk and the Oscar show the kids how to work a heaving line.

ZONE EIGHT REPORT

A NEW BOAT FOR MILL BAY

As those members who have been involved in putting a new vessel into service are aware, the dedication and hard work required to bring all the details together would challenge any organization. This can prove even more daunting when your unit is located in a rural center with very limited commercial base from which to gather funds. But as the old adage goes, "when the going gets tough the tough get going." I certainly think that statement applies aptly to the members of the Mill Bay Rescue Society, a.k.a. CCGA-Pacific Unit 34. At the end of a busy two years for the Unit, they will be launching their new 6.5 metre Rigid Hull Inflatable (RHI) early in July, with plenty of well-deserved celebration.

When I talked recently to the Mill Bay Unit Leader, John Thomas, about the new vessel, he was justifiably proud of their achievement. I couldn't help

but be impressed with the thought and planning that has gone into the project. The depth of the Unit's marine experience was reflected in the many unique features and refinements that have been incorporated in the vessel.

The "Pacific Energy," as the new boat will be christened, is being built here in the Cowichan Valley by Lifetimer Boats. It will be powered by two 100 HP Yamaha 4 cycle engines, and equipped with RADAR, GPS Plotter, VHF, Night Vision, Fire Pump, and more. The Unit's old vessel, the Hardy, will serve as a backup vessel of opportunity when it is not being used by its co-owner, Brentwood College.

As a member of the adjoining Cowichan Unit, I look forward to carrying on our already established tradition of working closely with the members of the Mill Bay Unit as they move into using their R.H.I. Pacific Energy.

Lyle Willson, Director, Zone 8

EXPECTATIONS & ORIENTATIONS: HOW TO DESCRIBE A UNIT?

The membership of the CCGA-Pacific is diverse in many ways. Each Unit faces a unique set of geographical and marine conditions to work in, and has its own specific assets to use for training events and SAR incidents. You can imagine that people interested in volunteering with the Auxiliary might get a different answer to "what does being an Auxiliary volunteer mean?" depending on which Unit they ask.

At the Huron St. Office, we hear comments from time to time from members and even Unit Leaders wanting more formal orientation about what's involved in being an Auxiliary member. Recently, we received from Unit 54, Campbell River, a copy of their new "Volunteer Package": six pages of information that allows a potential volunteer to know what the Auxiliary does, and what their involvement with the Auxiliary would look like. We would like to applaud them for producing this very practical document. Unit 5, Crescent Beach, also deserves recognition for having specific "job descriptions" written up for the positions within their Unit. Making this kind of information easily available to potential and current members promotes smooth working relationships and prevents misunderstandings that might arise around training schedules or time commitments required.

We would be interested to know what other Unit Leaders and Unit Members think of the following excerpts from Unit 54's "Volunteer Package." While each Unit is unique, there are overlaps in training and orientation needs, for example. Are there other Units who have created this kind of documentation for their members? What kinds of questions keep coming up from new members? Are there some questions that require information from the Board or from the Head Office? Feedback on this issue would be more than welcome.

Unit 54's "Volunteer Package" is made of six pages, which cover the following topics:

1. Who is Unit 54? As there are no owner-operators in this Unit, Unit 54 has a unique relationship with the Canadian Coast Guard: "Auxiliary Unit 54 is a small, dedicated group who support the regular Coast Guard resources in the Campbell River area." The Coast Guard cutter *Poini Race* responds to over 200 calls each year, and the Auxiliary Unit responds to most of the calls which occur in the regular Coast Guard's off-duty hours. Unit 54 provides two persons on pagers to respond to emergency calls.

2. What can a volunteer expect from Unit 54? Several of the items here are of course specific to working on the *Point Race* vessel: members of other Units may not require training in Coast Guard fire equipment, for example. A strong point here is the description of how a member and a Unit can mutually assess how satisfactory their interactions are: "A member in good standing is one who has passed a 6 month probation period and attends 75% of practices and meetings ... The new member keeps a personal log of practices and training. Concerns and questions will be handled immediately on arising or at the monthly general meeting."
3. Membership requirements: Again, these requirements would differ from Unit to Unit, but it is interesting to see how specific some of these items are. For example, members must: reside within ten minutes response time from the *Point Race*, enjoy being on the water in all conditions (often extreme) ... and be able to balance the time with other responsibilities and family time; submit to a criminal record check; and meet a check-list of minimal training requirements.
4. Time commitment: Most Auxiliary volunteers would probably agree that the time committed to the CCGA-P is both rewarding and demanding. "We have to stress this time commitment. It is a fine balance to keep the right amount of members to keep interest and participation up, without members being required to devote excessive time and ending up burnt out ... The commitment required is for a member to carry a pager and be on call for a seven-day stretch at a time, every four to six weeks ... [as well as] a need to attend most training sessions ... every second Sunday, and an evening meeting once a month."
5. New Applicant Questionnaire: This one is self-explanatory. We were interested to see a question about a person's previous experience with traumatic incidents: "Have you ever been exposed to an incident involving serious injuries or death? If not, what are your feelings towards having to face an incident like this?" Some members prefer to focus on contributing to their local marine community in the areas of Boating Safety and Courtesy Examination, and the importance of those activities should continue to be emphasized. However, for those who are willing to participate in the harsh conditions of SAR when necessary, it's useful to acknowledge that incidents may be potentially disturbing.
6. Training timeline: Here, a potential volunteer can look at how their general training will proceed. This provides both the Unit Leader and the new volunteer a timeline to refer to if there are questions about what kind of learning will happen, and when.

These few excerpts should give you a feel for how Unit 54 describes membership within their Unit. A full copy of the Volunteer Package can be obtained by contacting the Unit Leader, Tom Hall, at (250) 923-7593. Tom notes that the preparation of this document was lengthy – it took about a month's work to put together – but "now that it's done," he says, "we're finding it's a very useful tool." He thanks and credits Michelle Zylstra of *Campbell River Volunteer Society* for her assistance in the preparation of the Volunteer Package.

compiled by Meg Walker (Board Support) and Lucky Dhalwal (Office Manger), with Tom Hall, Unit Leader Unit 54

Unit 54 and a wise mariner who doesn't need any rescue.



Photo credit:
Larry Bowers

What's the Weather Like Out There? World Wide Web Sites to Wander On

OTHER SEARCH AND RESCUE ORGS:

Other than on-water: Search and Rescue Society of BC's site is found at:
[Http://www.sarbc.org](http://www.sarbc.org)

One of the oldest, one of the best: the Royal National Lifeboat Institute's home page is at:
[Http://www.rnli.org.uk](http://www.rnli.org.uk)

Our neighbours to the south: US Coast Guard Auxiliary's home page:
[Http://www.cgaux.org](http://www.cgaux.org)

On the other side of the world floats the Royal New Zealand Coast Guard:
[Http://www.nzcoastguard.org.nz](http://www.nzcoastguard.org.nz)

Or, if you want to practice being bilingual, there's the Malaysia Maritime Search and Rescue page:
[Http://www.marine.gov.my/sar.html](http://www.marine.gov.my/sar.html)

And the grand-daddy of them all: for a "Book of Maritime Rescue Organizations Around the World," check out the "Rescue @ Sea International" home page:
[Http://www.island.net/~cevans/links.htm](http://www.island.net/~cevans/links.htm)

Weird and wild weather will happen; how will it affect us?

BC Tsunami Warning Plan:
<http://disaster.cprost.sfu.ca/pep/tsunami.html>

Hypothermia Homepage:
<http://www.hypothermia.org/publications.htm>

Don't forget to look us up!
Find the CCGA-P home page at:
<http://www.pacific.ccg-gcc.gc.ca/Epages/CGAUXIL/index.htm>

RICHMOND MARINE RESCUE VESSEL TURNS ONE



A year of SAR and Boating Safety later, "Auxiliary 7" has many miles to go, and an enthusiastic crew to handle it.

The Richmond Marine Rescue Society will be celebrating its first year of operation with their fast response vessel "Auxiliary 7" in July, 1999.

Prior to operating this 40 knot vessel, Unit 7 had the use of a Coast Guard-loaned 10 knot vessel, the "Nucleus." While this vessel was tasked many times, it was deemed necessary that the Steveston area should have a separate fast response vessel. Hearing this, the Richmond Marine Rescue Society took up the task of raising the funds to purchase Auxiliary 7.

Their goal was achieved in July of 1998, when the Society took delivery of their new vessel.

The "Auxiliary 7" is an 8.5 metre Tornado, with twin 130 Yamaha outboards. It has proved to be a good, sea-worthy boat, that handles very well in adverse weather conditions.

Unit 7, who operates this boat, has responded to over 25 calls to date.

*Dave Blackburn, Unit Leader,
Unit 7 Richmond*

MAY 15/99: APPOINTMENT OF NEW TRAINING DIRECTOR

Our former Director of Training, Bruce Falkins, became Vice-President at this year's AGM. As a result, a new Director of Training was needed.

Applications for this position were reviewed at the May 15-16 Board of Directors meeting. We wish to congratulate LYLE WILLSON, Director, Zone 8, on being chosen for the position.

All queries and requests regarding Training should now be directed to Lyle Willson. He can be reached by phone: (250) 246-0142; by fax: (250) 748-6870; or by email: Lyle_Willson@CCGA-P.CA.

As Lyle has already served the Auxiliary in the roles of Unit Leader, Zone Director, and Equipment Officer, he will bring an impressive range of knowledge to his new role as Director of Training. Congratulations, Lyle!!

