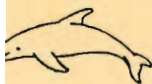




Wishing that everyone had a Merry Christmas and a good Holiday Season .

We have a lot of work ahead of us this coming year . We are hoping that all involved would have some positive input in order that we may effectively contribute as volunteers.



**1999 AGM
HOSTED BY ZONE 8 COWICHAN.**

Unit leaders are invited to take part in this annual gathering. It appears it will be an action-packed agenda, with activities varying from water-based competitions to the business of reviewing the status our by-laws.

Those wishing to book early for this event should call The Inn On The Water: 1- 800 - 663 - 7898. For those making early reservations there are oceanfront suites with two rooms (bedroom with two double beds plus sitting room with double day bed and kitchenette) with lots of room for four people if anyone wants to attend in groups.

Events will be planned for both participants and spouses. Notices will be forthcoming which will include all agenda items.

Special AGM Issue 1999
Volume 8, Number 5

Inside this issue:

AGM 1999	
President's Comments	2
Web Page Contest	3
Survey 1998 Results	4
Treasurer's Report	6
SAR-Scene 1998	7
Zone One Report	9
One Unit's Approach to Training	9
CCGA-P Training	10
Old SAR Vessels Never Die ...	12

THE CANADIAN COAST GUARD AUXILIARY (PACIFIC) EXTEND THEIR CONDOLENCE TO
MRS. RUTH HALLIDAY

On behalf of the members of the Canadian Coast Guard Auxiliary, the Directors wish to convey their condolences to Mrs. Halliday on the loss in the passing of Lindsay Halliday.

Lindsay, Deputy Director of Boating Safety, died on October 18th, 1998 after a brave fight with cancer. He had a long and varied career.

He was Captain of an ocean going ferry in the UK, joined the RAF and after a few years left to join the Lancashire Constabulary Law. A firm believer in truth and fairness served him well in his chosen field. In 1957, he emigrated from Scotland to Canada, worked in security, and then became a member of the West Vancouver Police Force in 1959.

Wanting a business of his own, Lindsay purchased a hotel in New Hazelton. After a few years he returned to the world of law, which he preferred. Later he joined a firm as a Private Investigator, staying with them until be-

coming employed by the Provincial Government in Court Services where he became Assistant Manager of Court Clerks for the Supreme Court of B.C.

For 25 years he was active in the Boy Scouts. He started a Cub Pack in Scotland and was an Assistant Scout Master in West Vancouver. A member of the Capilano Power Squadron for ten years, he was a Proctor and elected Squadron Commander.

In 1982, during the formative and organizational years of the Canadian Marine Rescue Auxiliary, he became a Courtesy Examiner Instructor. Lindsay was instrumental in starting up the Young Drivers of Canada Program, and was an active member of the Canadian Legion.

Lindsay made a great contribution to the Canadian Coast Guard Auxiliary over the many years of his membership. He will be missed greatly.

Thank you to his family for sharing him .

Dolphin

The Newsletter of the

Canadian Coast Guard Auxiliary -Pacific

Volume 8 Number 5

Winter 1999



PRESIDENT'S COMMENTS

This past year, 1998, has been a dynamic one for the CCGA (Pacific): it has been a year of lively debate by the Board of Directors, and a year of fundamental change in many facets of our organisation. We have changed from the CMRA to the CCGA, and with that change has come, hopefully, a new vision of ourselves and a very real sense of full participation in the activities of the Canadian Coast Guard.

The Canadian Coast Guard has also changed since its amalgamation with the Department of Fisheries and Oceans. It has now become a militant force safeguarding our national sovereignty, upholding our laws and protecting our maritime resources in conjunction with its traditional role of SAR.

As a Board of Directors, we have taken action to put our house in order. This involved: defining our objectives; clarifying our mission; ratifying a code of ethics for private and corporate donors and sponsors; adopting a system of zero-based budgeting (which we hope will be adopted Nationally and break the institutionalised method in which Contribution Funds are currently distributed across the country); and identifying the status of our constitution and its by-law changes.

Over the year we have seen three new rescue boats come on line: one in Queen Charlotte City, another in West Vancouver, and yet another in Richmond. This is a testament to the efforts of our volunteers and the community support our organisation receives throughout the Pacific Region.

I would like to give special thanks to Frank Hudson of Unit 35 Victoria, who has been responsible for CCGA-Pacific Business Planning. As Treasurer, he has set up a zero-based system of budgeting, which is soon to be reviewed by National. Frank also was instrumental in collating our Regional Fundraising Code of Ethics and developing and preparing our presentations to National. Further, he doubles as the fundraising chair for the Victoria Marine Rescue Society, and thanks to Frank and his fundraising team, Unit 35 is currently shopping for a new rescue vessel.

Our Secretary, Paul Atterton, deserves great thanks for his willingly given gifts as a parliamentarian in organising both our election and the questionnaire on by-law change. He is also warmly thanked for his clear and concise presentation of our minutes.

Board of Directors and Officers:

- | | |
|---------------------|------------------------------|
| Ed Brooke | President |
| Craig Dunn | Vice President |
| Paul Atterton | Director/Secretary |
| Frank Hudson | Director/Treasurer |
| Alex Muir | Director/Past President |
| Bruce Falkins | Director, Zone 1/Training |
| Harvey Humchitt Sr. | Director, Zone 2 |
| Bob Holmes | Director, Zone 3 |
| Harry Sowchuck | Director, Zone 4 |
| Richard Zoet | Director, Zone 5 |
| Ken Moore | Director, Zone 6/Prevention |
| Bill Trowell, Sr. | Director, Zone 7 |
| Lyle Willson | Director, Zone 8/Equipment |
| Scott Sutherland | Director of SAR |
| Brenda Humchitt | Media Officer |
| Lucky Dhaliwal | Office Manager, CCGA-Pacific |

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Dolphin

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Material submission dates

September 21 December 21
March 21 June 21

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COURTESY EXAMINERS 1999

I thank Craig Dunn for his great diplomacy, for his vibrant understanding of our organisation, and for his timely and efficient handling of many of the operations of the CCGA.

Ken Moore and Bruce Falkins have my heartfelt thanks for their great efforts in prevention and training; efforts which have taken uncounted hours over many years.

Our Board had clear and germane statements to take to the National body in Toronto in early summer and made a strong case for equitable financing between regions, a National policy on private and corporate funding, clear direction in NIF funding and consolidation of our National SAR objectives and training plans.

The November National meeting was underscored by our regional initiatives in zero-based budgeting, utilising the leading of the new boating safety and licensing programme (to become mandatory in 1999) as a funding source for the entire national CCGA and as a means to raise the profile of the CCGA nationally. At National the Y2K phenomena was discussed and a comprehensive plan was presented. The Swiss Air disaster was discussed at national and especially the vital role the CCGA played in this tragic event and the recognition that we as an auxiliary have been given nationally and internationally for our participation.

On behalf of all of us I extend by sympathy to Mrs. Ruth Halliday on the passing of Lindsay Halliday, a man of dedication and greatness of spirit. He was an exemplary and outstanding volunteer.

Our AGM in Cowichan purports to be a lively event with Barry Hastings organising what will hopefully be our first annual SAR competition, the winners of which will possibly be going to St. John's, Newfoundland for the National event next Fall.

I wish you all the best in the new year and my heartfelt thanks for your help, your efforts and your ideas in 1998.

Changes: starting in 1999, in order to maintain your Courtesy Examiner's status you will be required to complete a minimum of four (4) Courtesy Examinations in each calendar year. This is a change from the present requirement which is an average of eight (8) over two years.

CCGA-PACIFIC WEB PAGE DESIGN CONTEST

You may be aware that the Coast Guard has, on their own, created a Web presence for the Auxiliary as a kindness to us at:

www.pacific.ccg-gcc.gc.ca/EPAGES/CGAUXIL/index.html



Included in the listing of the Auxiliary Units are links to several individual web pages that specific Units have designed themselves. It's exciting to see that energy has been directed into making Auxiliary information more accessible and interesting to the general public.

Now, for those of you who are technologically insightful, here's a chance to put your design skills to use. The CCGA (P) is sponsoring a contest to have a single web page style designed for use by all Units. The idea is to create a public uniform appearance, and to have a template so that the units with less technological support can organize a site if they do desire.

Although it may be practical to leave this web page on the Coast Guard site, it's unknown if the Coast Guard would be willing to maintain the site on our behalf. This will be explored at a later date

The design may be submitted by an individual or by a collective effort under a Unit's name. Interested parties should send a "shell" design to the Board of Directors in both digital and paper formats: the content doesn't have to be all filled in, but the layout and links must be clearly specified.

All proposals will be considered, and the selected designers will be asked to attend the next Board Meeting to present their Web Page. The Board will determine which format is the most suitable, and the new Web Page will be created and published as soon as possible thereafter.

The winning designer, or a representative of the Unit if it is a collaborative design, will be asked to attend the next AGM to receive a special award, which will be created specifically for this contribution to the CCGA (P)'s public presence.

Submissions should be sent on diskette and on paper to Lucky Dhaliwal at: CCGA-P, 26 Huron Street, Victoria, V8V 4V9.

SURVEY '98:

ELECTION OF PRESIDENT/VICE PRESIDENT

SPECIAL GENERAL MEETING

**BY PAUL ATTERTON, SECRETARY, CCGA (P)
DECEMBER 22, 1998**

In July of '98, the Board requested Unit Leaders to complete a survey with respect to options for electing the President and Vice President of the Pacific region. You'll recall that this request came as a result of a petition on April 25th requesting that the Board reconsider this method. A new committee was formed, called the Bylaw Review Committee. Lyle Wilson, Frank Hudson and Paul Atterton (Chair) were appointed to this committee. The mandate of the committee was to review the current bylaws, to make recommendations for change should they be necessary, and to deal with the recent petition.

At the May 26th Board meeting, the Bylaw Review Committee presented the following resolution, which was subsequently adopted by the Board.

This committee recommends the following actions take place to give fair opportunity for all members to voice their opinion on this process:

- That the petitioner be requested to amend the letter to allow the Special General Meeting to take place at any time prior to the next Annual General Meeting.
- That a survey be drafted and mailed to all members outlining the various methods of electing the President and Vice President and their qualifications, length of term and procedures for removal. Their reply to this survey would be the basis for drafting the bylaws.
- That subject to the general tone of the survey, the timing of the Special General Meeting would be held in order to effect the general wish of the survey.
- That any bylaw amendments at this Special General Meeting to be done by proxy vote of each member.

At the June 19th Board meeting, the Bylaw Review Committee presented the following resolution, which was subsequently adopted by the Board:

The Bylaw Review Committee recommends the following as the next steps in this process:

- That the survey remains as open and flexible to cover as many options as practical, and that there be an area for comment.
- That the survey be mailed directly to all members.
- That the following timetable be a guideline for completing this process:

Jun 30 – final date for comments to Paul Atterton on wording changes.

Jul 4 – Board reviews and adopts covering memo and survey for distribution.

Jul 11 – surveys mailed out to all members.

Aug 15 – last date for surveys to be returned to Paul Atterton.

Aug 31 – responses analyzed and draft report distributed to Board

Sep – Regular Board Meeting: Board receives report, and directs committee to prepare bylaw amendments.

Board determines location of Special General Meeting
Sep 30 – bylaw amendments drafted and distributed to Directors

Oct – Teleconference Board Meeting – Board reviews and approves bylaw amendments and gives notice of Special General Meeting and method of voting

Oct 30 – Notice of meeting given with attachments

Nov 30 – Special General Meeting held – bylaw amendments voted on

- The dates for the Board meetings were left open. These can be determined at any time to complete the schedule. Dates for Notice of Meeting can be no earlier than 14 days after Board meeting to allow for mail outs and so forth.

On July 5th, 1998 Peter Ho requested that his previously submitted petition be withdrawn and that, in its place, a new petition with specific bylaw amendments be received.

On July 5th, the Board adopted the survey questions as presented by the Bylaw Committee and recommended that they be mailed to all unit leaders rather than members for completion. This was the survey that was sent out the week of July 12th to all unit leaders.

You may not be aware that the survey was not well received, as some Unit Leaders opposed any changes to the bylaws. However, every Unit Leader was encouraged to complete the

survey. It was made clear to all Unit Leaders that unless they exercised their right to complete the survey, their input could not be included in the survey and accordingly, the Board could not be made aware of their feeling on the matter.

In order to include as many responses as possible the deadline was extended more than once with September 30th being the last date.

At the October 24th Board meeting, the Board received the results of the survey. Not all units had responded. Only 21 out of the 47 Unit Leaders (45%) responded, representing 629 out of 1241 members (51%). You may recall that the survey was weighted such that a score of one (1) meant STRONGLY DISAGREE whereas a score of ten (10) meant STRONGLY AGREE.

As to question A, the high score of 5.9 (low somewhat agree) was received for the Elected Board to vote for the President and Vice President, with a runner up score of 4.9 (neutral) for both the Unit Leaders and the Board of Directors to JOINTLY vote.

As to question B, the high score of 8.5 (low strongly agree) was received for the President and Vice President to be on separate ballots, with the second place score of 3.0 (somewhat disagree) for Vice President to be the next successor to the position of President.

As to question C, both terms of office of one year and two years received high scores of 5.5 and 5.3 (high neutrals) respectively. However a score of 5.8 (high neutral) was received recommending that the President sit out at least one term if there was a limit on the number of consecutive terms a President can hold office.

Question D looked at experience and qualifications of candidates for President and Vice President. A score of 6.7 (somewhat agree) was received recommending that candidates be either a member of the Board, or be the incumbent President or Vice President. This is compared to a score of 5.9 (high neutral) received recommending that the candidate be only a Zone Director for at least one term. There was somewhat agreement, 6.3, that the candidate be nominated by 2 members in good standing.

Question E considered when the election should take place. There was somewhat agreement (6.2) that the election take place at the AGM, followed by a neutral

score of 5.1 that the election should be held prior to the Zone Elections.

Question F considered the manner of voting. All scores were less than 5; the highest being that voting be conducted by a mailed-in ballot (4.9) which was contradictory to the highest response from similar questions in that the Elected Board vote and that the vote be done at the AGM.

There was somewhat agreement (7.0) that candidates submit a 200-300 word written statement outlining their qualifications, experience, and goals and objectives for the Auxiliary if elected. This compares to a score of 4.7, that candidates answer questions from the floor at the AGM prior to a vote.

Question H looked at two separate questions. The first part dealt with Zone Directors and Deputy Zone Directors running on the same ballot and that the person with the second highest votes would be considered the Deputy. This concept received a score of 6.1 indicating favour for this approach. The second part dealt with whether a Unit Leader can hold a more senior role at the same time. A score of 5.6 was received for the Unit Leader holding the office of Deputy Zone Director, compared to a score of 4.1 for the Unit Leader holding the office of Zone Director concurrently. A score of 5.3 was received for the Unit Leader to hold the office of ACTING Zone Director while the current Zone Director holds the office of President or Vice President.

“What does this all mean?”

One could interpret the results from the 45% that responded by saying that the Unit Leaders, whom we are assuming have discussed this survey with their members prior to completing the survey, are:

- 1 Happy with the Elected Board of Directors voting on the President and Vice President at the AGM.
- 2 That the term of either the President or Vice President is uncertain, but that there should be a limit on the number of consecutive terms.
- 3 That candidates for the positions of President or Vice President be taken from the incumbent board of Directors and from either the immediate Past President or Past Vice President; and that the candidates be required to present a 200-300 word presentation to the voting group.
- 4 That the Zone Director and Deputy Zone Director run on the same ballot, and that the person with the second highest number of votes be considered the Deputy Zone Director.
- 5 That the Unit Leader not be permitted to hold the perma-

(Continued on page 10)

**FROM THE TREASURER:
PAIN, PLEASURE, AND OTHER FACTS**

Where do I begin? The pain and pleasure of being on the Board of Directors of the CCGA-Pacific is sometimes unbearable!

The pain comes from having to deal with a never-ending stream of administration issues, such as trying to ensure Pacific receives its fair share of the Contribution Agreement funds, trying to keep an accurate account of year-to-date expenditures so that we know how much money we have to last to the end of the fiscal year, trying to get all of your cooperation in submitting claims in a timely manner, and finally, trying to build a business plan that forms the basis for a justifiable budget for the coming fiscal year.

The pleasure comes from working with a tremendous group of talented, dedicated, and tireless volunteers, seeing ideas turn into action, seeing well thought-out plans carried out successfully, and seeing that, while our organization is bigger than any one individual, Unit or Zone, one person can make a positive contribution to CCGA-Pacific and make it a more efficient and effective organization for all.

And now, the update on our financial picture. We started the year out with an allocation from National of \$360,000 to last us for the entire year. This represented a cut from last year of \$61,000! After much discussion and justification with the powers that be, I am pleased to report that Pacific has received an additional \$121,000, bringing our Contribution Agreement funds allotment total to \$481,000 this fiscal year. Of this, \$64,000 is going to pay off expenditures made over the past two years, leaving \$417,000 to spend on current year activities. The majority of these funds are allocated to operations and training. And regardless of what the rumours may be, the training budget has in fact been increased over last year, and is almost 3 times what it was only two short years ago!

With respect to keeping track of year-to-date expenditures, it is absolutely imperative that all Units submit claims to the Auxiliary office in a timely manner. This allows for accurate financial forecasting to take place and makes sure that we do not inadvertently spend more money than we have budgeted.

A little known policy of CCGA-Pacific in effect is that any claims submitted to Victoria that are over 60 days old will not be paid. Recognizing that communication of this policy has been lacking (read: nobody knows

about it), your Board of Directors established an amnesty period for Units which had not submitted their claims in a timely manner, and is in the process of paying all outstanding claims dating back to April 1, 1998 for approved incidents and exercises that were submitted to the Auxiliary office on or before January 25, 1999. Claims submitted after January 25, 1999 that are older than 60 days will be rejected for reimbursement. No exceptions to this policy will be considered, unless, in the opinion of the appropriate Zone Director, there are justifiable circumstances for the delay in submission.

This policy may seem harsh, but in order to manage an organization in a fiscally responsible manner, timely submission of all claims is essential! Be aware that this amnesty WILL NOT be repeated in the future. As the Dolphin is distributed to ALL members, and all Zone Directors have informed the Unit Leaders in their respective zones about this amnesty and claim payment policy, please consider the communication of this policy complete.

Lastly, I want to spend a few moments informing you of CCGA-Pacific's business planning process. Over the past twenty years of our existence, the method in which Contribution Agreement funds have been allocated to the regions has become institutionalized, resulting in regions getting allocations based on last year's funding rather than on actual need. According to the statistics I have been able to find, the Pacific Region has almost 1/3 of the total membership of the Canadian Coast Guard Auxiliary, and responds to almost 50% of the Auxiliary taskings in Canada. The funding we have received from National does not seem to recognize these facts.

To build a justifiable case for an appropriate allocation of Contribution Agreement funds, CCGA-Pacific has embarked on a business planning process and a zero-based budgeting exercise, whereby each Zone determines its core services, specifies the activities it wants to accomplish in the coming year, and submits the budget it needs to carry out these activities. Once the plan and budget is debated and agreed upon by the Board, it will be submitted to National prior to the end of this fiscal year. Hopefully, National will review the plan and allocate funding based on the submitted plan. Time will tell.

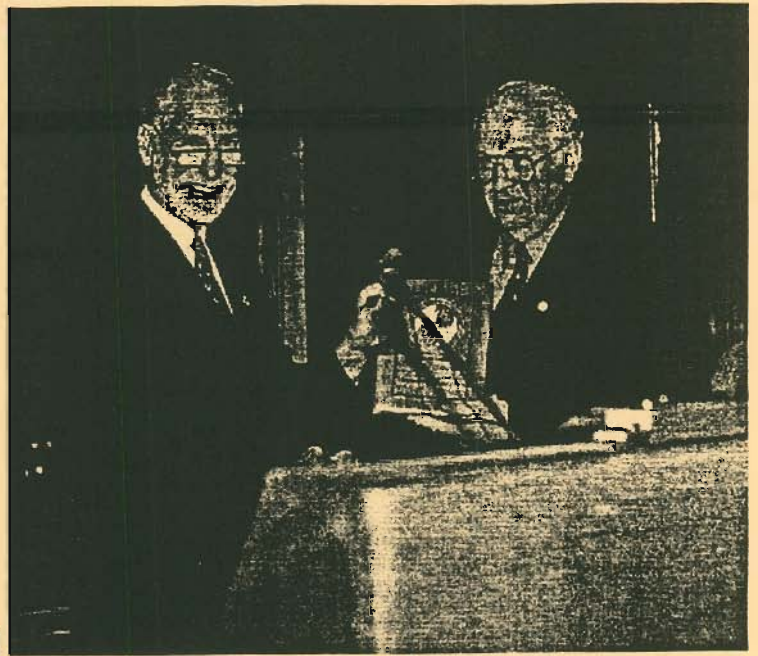
But now I've taken far too much space in this issue of the Dolphin. If any of you have any comments, suggestions, criticisms, or whatever, please contact me. I can be reached via email at hud@rescueteam.com, by fax at 250 475-1598, or by telephone at 250 475-1475. I look forward to hearing from you.

And why do I do what I do for the Auxiliary? I guess I have to live with the fact that I might be a sado-masochist, and actually enjoy this volunteer stuff! Until next time.....

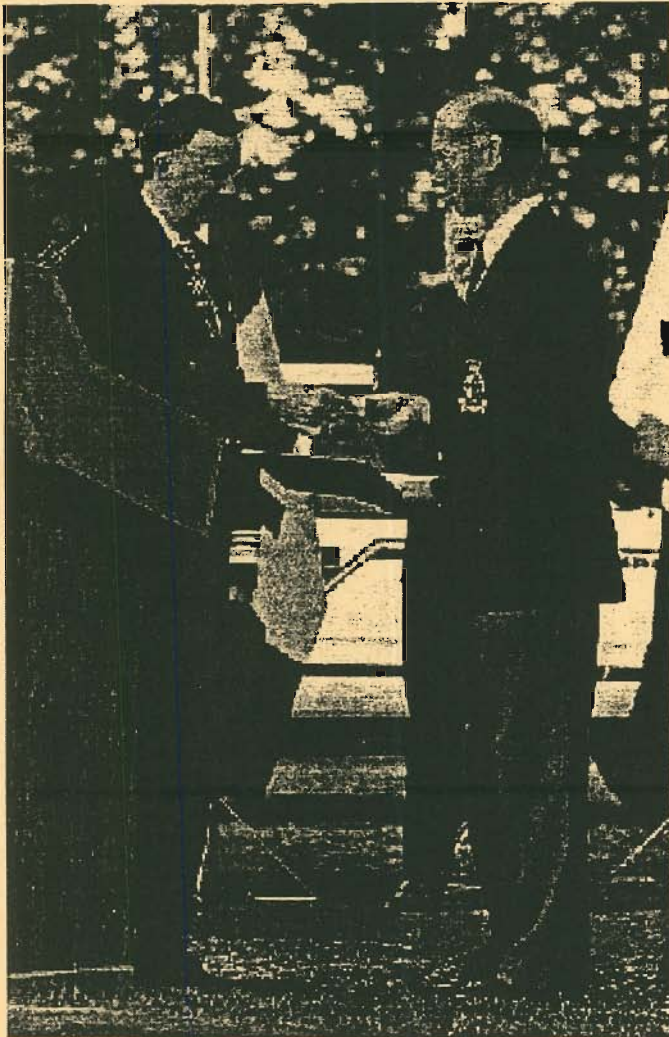
Frank Hudson, Treasurer

SAR-SCENE 1998

Banff 1998



The Honourable David Anderson,
Minister of Fisheries & Oceans, presenting
Harry Strong, CEO of the Canadian Coast Guard
Auxiliary, with the Outstanding SAR Award
at SARSCENE 98.



Alex Muir, receiving
Commissioner Commendation from the hands of
Mike Turner, Deputy Commissioner



The Honourable David Anderson,
Minister of Fisheries and Oceans, presenting
Ed Brooke, President of CCGA (Pacific)
with a ship clock to commemorate the 20th anniversary
of the CCGA.

NEW BOATING SAFETY REGULATIONS EXPECTED TO SAVE LIVES

TORONTO – JANUARY 18, 1999:

David Anderson, Minister of Fisheries and Oceans, today unveiled changes to the regulatory framework governing recreational boating safety in Canada. The changes are designed to reduce the annual level of boating fatalities and accidents in Canada from their current levels of 200 and 6,000 respectively.

“These are not “made-in-Ottawa” solutions,” said Minister Anderson. Describing the extensive consultations that gave rise to the regulations, Minister Anderson stated: “They result from an extensive process of dialogue with Canadians who share an interest in making our waters safer. These individuals are the real architects of these common-sense and balanced measures.”

The new measures were presented to some 60 boating association representatives from across Canada at the Toronto International Boat Show. Highlights of the changes include the introduction of:

- minimum age limits for operating power boats above 10 horsepower and personal water craft;
- mandatory operator competency requirements, to be phased-in over 10 years, for all operators of powered boats used for recreational purposes ; and
- new minimum safety equipment and operation standards affecting all boats.

“Right now in Canada, anyone of any age can operate any boat of any size without any formal training or experience. In fact, two-thirds of those operating powered boats in Canada lack any formal training in boating safety or operation,” noted Minister Anderson. “With more and more boaters taking to the waterways in new, and increasingly powerful vessels, the status quo is clearly a recipe for disaster,” he concluded.

Age & Horsepower Restrictions

Effective April 1, 1999, children under the age of 12 will no longer be permitted to operate boats above 10 horsepower for recreational purposes unless accompanied by a person 16 years of age or older. On the same date, youth at least 12 years of age, but under 16 years of age, will no longer be permitted to operate boats above 40 horsepower unless accompanied by an individual 16 years of age or older. Finally, as of April 1, 1999, the new minimum age for operating Personal Water Craft (PWC) will be 16 years of age.

Operator Competency

Beginning on September 15, 1999 youth under 16 years of

age (as of April 1, 1999) operating powered craft used for recreational purposes will be required to have proof of operator competency. This requirement will be extended to all operators of power boats less than 4 metres in length, as well as all PWC's, by September 15, 2002. By September 15, 2009, proof of operator competency will be required for all power boat operators.

Proof of operator competency can be obtained in one of three ways. The first is by successfully completing a written test administered by an accredited course provider. (Experienced boaters are unlikely to require formal training beforehand to complete the test). This one-time only requirement is good for life. The second is by providing proof of having successfully completed a boating safety course prior to April 1, 1999. The third, for those who do not have an operator's card but wish to rent a boat, involves completion of a dock-side boating safety checklist with the rental agent.

Visitors to Canada utilizing their own boats-- typically from the United States-- will only be obliged to meet the operator competency requirement after 45 consecutive days. As all 16 states that border Canada, or can be accessed via Canadian waters, have in place or are implementing mandatory boater education or operator licensing programs, these measures are unlikely to impact on tourism. CCG is working with its American counterparts on a variety of joint initiatives to improve boating safety.

Small Vessel Regulations (Minimum Safety Equipment/ Safety Precautions)

The final area of regulation involves bringing the 20 year-old Small Vessel Regulations into line with today's boating environment. New operating standards and minimum safety equipment requirements are being introduced that will provide flexibility for boaters to take into account the type of equipment required for their boat and boating activity. The regulations also define a new “careless operation” offence that will allow enforcement agencies to issue tickets to reckless boaters who put themselves and others at risk.

“These are easy-to-live-by regulations that will be gradually phased-in to allow those affected by them to adjust to their requirements” noted Minister Anderson. “They target the priority areas which boaters themselves identified in the consultations, recognize potential impacts on tourism, respond to the requests of enforcement authorities for modern tools with which to enforce safe boating rules, and address the long-standing demands of coroners for action in the area.”

ZONE 1 REPORT

The last 12 months has really seen a lot of activity in Zone 1, a real credit to all of the volunteers that devote so much time to the aims and goals of the CCGA.

Four fast response boats were put into service. An Mk 7 is now in service in Delta Unit 8. An 8.5 metre Tornado was launched and is in service in Steveston, Unit 7. An 8.8 Metre ex-Canadian Parks boat was refurbished and put in service by Unit 2 in Indian Arm. An 8 metre Zodiac was purchased from the Sooke Marine Rescue Society, refurbished and put into service in Howe Sound by Unit 1. A total of \$225,000 was raised locally to support Search and Rescue in our Area.

The only FRV not changed was the Richmond North 733: it is only 3 years old, and at that time represented a \$90,000 investment. So it can be with some pride that the FRV's and owner operators of Zone 1 support the local Canadian Coast Guard in Search and Rescue.

The prevention side of Zone 1 activities is what I believe to be the real success of the last year with a dramatic increase in both CE's delivered and displays for the public. My thanks to both Dave Lamb and his many Sector Officers, and to Don Modland for their tireless efforts. Over the last year we have seen the number of CE's and information displays triple. Membership that specialize in prevention has doubled, and with their hard work I'm sure SAR will be reduced in this area.

Zone 1 has two Units that are devoted solely to prevention: Unit 3 Fraser Valley and Unit 9 Penticton. These are what we hope to be just the beginning in spreading our prevention and boating safety messages. Well done to both of these Units.

I look forward to meeting and working with all of our members in the new year and to the new challenges that we will face in the future.

NEW CLAIMS POLICY

Any claims to be submitted should be done within 60 days. After Jan 25, 1999, claims older than 60 days will be rejected. All Unit Leaders have been notified of the new policy. This is in order to properly manage our organizations' finances in a responsible fashion. All claims for exercises, training and approved incident responses should be submitted no later than 60 days after the event occurred.

ONE UNIT'S APPROACH TO TRAINING

In the spring of 1998, Comox Unit # 60 gained ownership of a new 31 foot Fast Response Vessel fully equipped with twin 175's and a full array of electronics. Crew of 2 people is slightly different than a MK-V. Realizing the need to revamp the old on-the-job training, we formalized a training program. A training committee was set up, identifying the talents and experience of our Unit members. We then defined our training objectives from CCGA standards for Crew Level I & II and established what our Unit wanted to accomplish. We developed **four different sessions:**

1) Classroom Training- collision regulations, weather etc. These were held every 2nd Monday of each month.

2) Boat Training- towing, man overboard drills etc. were held every 4th Sunday of the month. There were four sessions of two hours, training 5-6 members each time.

3) Special Training - SAR, first aid, radio courses etc. on a separate weekend for 1 or 2 days each month.

4) Confirmation Training - during weekly duty hand over each Thursday night. Equipment Checks, dockside drills and a 2 hour session on specializing in navigation, electronics and specific crew training. Additional sessions scheduled for equipment familiarization

Corrections or practices at the coxswain's discretion.

Training Cycle

FALL (Sept.-Dec.) - individual refresher training- Crew Level I, First Aid, Radio courses.

WINTER (Jan.- Mar.) - Completion of Crew Level I, adverse weather training and coxswain training.

SPRING(Apr.- June) - confirmation exercises with other agencies and Other Units.

SUMMER (July - Aug.) - Public relations for recruitment and fund raising. Boating safety and education year round with emphasized late spring and early summer.

The effectiveness of any Unit depends on properly trained crew and a good training program. Training must be realistic and dynamic, catering to the growth of the Unit and its changes. It takes time to train, Unit # 60 members are fortunate to have a strong supportive Society, Unit Leader and Executive, Maintenance Officer, Coxswains, Crewmembers and Community. This approach may not work for other Units, but it is how we tackled our responsibilities and it's THIS UNIT'S APPROACH TO TRAINING

Brian Cameron Training Officer Unit # 60 Comox

(Continued from page 5)

ment office of Zone Director, but possibly Acting Zone Director, and more possibly Deputy Zone Director.

So where do we go next, now that a survey has been completed? Well, you may have heard that a Special General Meeting was going to be held in Richmond, in January of 1999 to discuss all the notices of bylaw amendments that the Board has received to date. Bylaw amendments can only be changed at a General Meeting, whether Special or Annual, when proper notice has been given to the membership. Considerable work has been made by the Bylaw Review Committee presenting a proposal which would outline the changes as presented by the various petitioners, as well as the Board's recommendation on the change.

On December 17th, the Board was made aware of a technical problem: no bylaw amendments had been registered since 1980. This gave rise to the Board being uncertain as to which is the set of bylaws by which it is governed. This opened several questions, such as:

Which set of bylaws is the Board currently governed by? Is the Board as it presently stands a legal entity under the set of bylaws which is registered? This was further complicated by the fact that in order to amend a bylaw one needs to know which set is being amended.

Without certainty on this issue, the Board could not consider any bylaw amendments until one of two issues was resolved. The first issue was the filing and receipt of approval of the Minister of Consumer and Corporate Affairs prior to the AGM; the second issue was the receipt of a written legal opinion stating which is currently the governing set of bylaws.

The Bylaw Review Committee considered proposing only two changes to the current bylaws, whichever set is deemed to be the current set:

- 1) That the requirement for the number of members to call a Special General Meeting be increased from 10 members to 10% of the active membership.
- 2) That the sections relating to voting for bylaw amendments be clearly noted that the bylaw amendments be passed by 2/3 of the votes cast, in person or by proxy.

Once these two changes are in place, the Board will be able to deal with the outstanding petitions in a more equitable and fair method, by permitting all members to vote on the issues, either in person or by proxy. The Board will

then only have to consider the amendments once a year at an Annual General meeting, or at a Special General Meeting based on a reasonable representation of the membership so requesting the meeting.

However, as it would have been unfair to consider these amendments in isolation from other bylaw requests, the Bylaw Review Committee has recommended deferral of consideration of the amendments.

I hope that this report summarizes what has happened to the survey and the processes that have taken place to date. If you have any questions I encourage you to contact me, but I also request you consider the time commitment involved if I respond to you at the member level. I therefore request that your Unit Leaders contact me to minimize the redundancy of the answers.

See you at the AGM.



CCGA-P TRAINING



Western region spends the bulk of its money every year on training. Where does it go?

90% of the money is spent on reimbursements for on the water training.

We must be able to demonstrate the ability to carry out tasks assigned to our units. Rescuing someone or their vessel is very serious and we need our members properly trained in the fields that we may encounter during an incident. The training we undertake is expensive because most of the training take place on the water from various types of vessels. All Units are given a number at the beginning of each Fiscal Year that pre-authorizes them to 10 hours of full SAR rate, or 20 hours at half SAR rate. These hours of training could be used by local Owner Operators, Coast Guard vessels and FRC. Each unit could include other units in a joint exercise. This would be useful where units share common responsibilities (Joint Exercise Hours). FRV hours are also assigned each year. Because of the higher demand in this area these vessels are given a larger number of hours.

All Units are to take an active role in the training hours that are provided for our members if we wish to be credible in our efforts in providing a service to the our fellow mariners.

Training Director Bruce Falkins.

CCGA(P) UNITS AND ZONES

ZONE	NUMBER	UNIT	5	41	Tahsis
1	01	Howe Sound		53	Bamfield
	02	Deep Cove		54	Campbell River
	03	Fraser Valley		58	French River
	05	Crescent Beach		59	Bowser
	06	Richmond North		60	Comox
	07	Richmond	6	12	Half Moon Bay
	08	Delta		14	Gibson
	09	Okanagan		55	Powell River
				61	Pender Harbour
2	48	Bella Bella	7	44	Kemano
	49	Bella Coola		45	Masset
	62	Klemtu		47	Hartley Bay
	68	Ocean Falls		53	Kitimat
	70	Rivers Inlet		64	Prince Rupert
3	25	Gulf Islands		65	Port Simpson
	33	Oak Bay		66	Queen Charlotte
	35	Victoria		67	Stewart
	36	Saanich		69	Sandspit
	37	Sooke		73	Inverness
	43	Port Alice		74	Kitkatla
				8	26
4	50	Port McNeil		27	Nanaimo
	51	Alert Bay		28	Ladysmith
				28	Ladysmith
5	38	Long Beach		34	Mill Bay
	39	Port Alberni		57	Nanoose

NOTE FROM THE EDITORS:

As new editors of the Dolphin and in fact new editors of a newsletter we have taken on our responsibility from the point of view that we will learn much about computers and software particular to the field and become more involved with the CCGA-P. This edition has taken some time to put together in part due to lack of knowledge and also due to personal family illness.

Now that the Dolphin is about to be published we are somewhat amazed we pulled it off and look forward to the next issue which we hope will be bigger and better. Any support, feedback from you the reader is most welcome. The submission dates will remain as they are listed on the second page of this edition and the next submission date is soon! Please submit articles, poems, stories, jokes to your Zone Directors who will forward them to us by Email. If you have submitted an article or report for this issue and it did not appear, please resubmit.



Brenda and Harvey Humchitt

OLD SAR VESSELS NEVER DIE.....

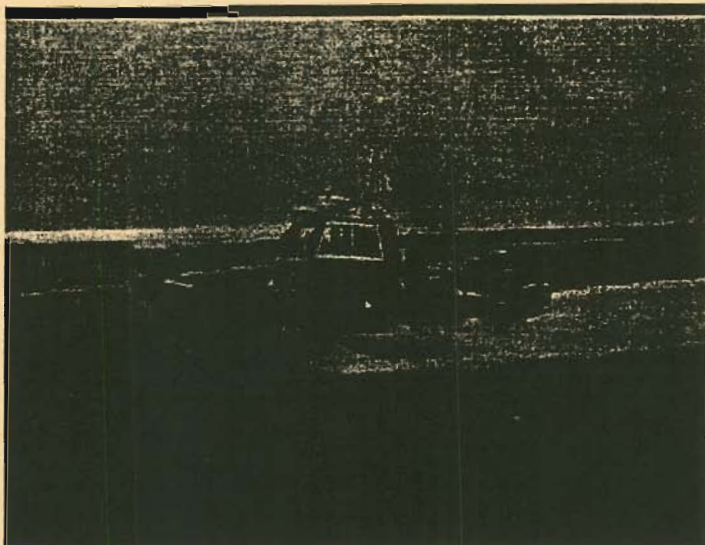
On Saturday November 7, 1998, the North Shore Lifeboat Society had the distinct pleasure of christening a new vessel dedicated to Search and Rescue in English Bay and Howe Sound. The new vessel, christened "Howe Sound Lifeboat" will be crewed by volunteer members of the Canadian Coast Guard Auxiliary – Unit 1 Howe Sound.

Howe Sound Lifeboat is a 7.5 metre aluminum Rigid Hulled inflatable with a small cabin. The vessel is powered by 2 – 200 hp Mercury "Optimax" outboard motors and includes an impressive suite of electronics and communications hardware. On board the new boat, the coxswain and crew utilise:

- Radar
- DGPS with Chartplotter
- Sounder and Fluxgate Compass
- 2 VHF radios including DSC capability
- 1 Multi-frequency radio
- 1 Air Radio
- First Aid equipment including Oxygen

In purchasing and refitting the new vessel, the Society was focused on improving the safety and comfort of the crew and passengers as well as the overall effectiveness of the resource. The new vessel will be able to travel faster, longer, more comfortably and in more adverse weather conditions than the single engined 20' foot open boat it replaces. Additionally, the cabin is fitted with a small diesel heater; greatly increasing the length of time that the crew can search in the freezing conditions of the Howe Sound "Squamish" winds.

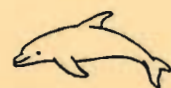
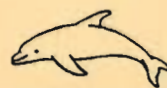
The new vessel (new to the society) had already



seen service in a CCGA SAR role as the "Spirit of Sooke" with the Sooke Marine Rescue Society. It was built in 1990 and served well in the waters of Juan de Fuca Strait for 8 years before being acquired by the NSLS. When it arrived, the boat was completely stripped off all components and a mid-life refit began. The vessel was sent back to Duncan to Lifetime Boats to receive a new 42" transom extension and stern assembly, a new deck and several minor aluminum fixes and upgrades. Upon its return to West Vancouver, the vessel was painted and outfitted with the new electronics and running gear.

From start to finish, the project took approximately 10 months to complete with a price tag of approximately \$80,000 in fund raised and donated monies. The society notes that to build a similarly equipped boat today would exceed \$130,000. They further feel that the new boat is one of the best equipped volunteer SAR vessels on the Coast and will hopefully see service in its operational area for the next 15 years.

By Shawn Burchett



*If you would like to receive the Dolphin by email in Adobe Acrobat format, please contact
Alan Hughes, Unit Leader #38, Long Beach, at: cgaux@island.net*