

# DOLPHIN

## SAR CONFERENCE EXTRAORDINAIRE

**August 23 – 24, 1999:** This summer, the Canadian Coast Guard organized a workshop to examine the existing federal marine Search and Rescue (SAR) system in British Columbia. The workshop was held at Patricia Bay, near Sidney, BC, and was attended by members from the Coast Guard, Coast Guard Auxiliary, the Provincial Emergency Program (Air), and other marine organizations, as well as from several private businesses such as the BC Ferry Corporation and the Sea Kayaking Guides Alliance of BC.

After opening remarks by Rick Bryant, CCG Regional Director, the first day was spent reviewing the status of SAR capabilities in the Pacific Region, looking both locally and also in terms of Canada's international maritime connections. For example, the SAR Joint Working Group (JWG) involves maritime resources from Canada, the United Kingdom, Sweden, Norway, Hong Kong, China, the United States, and France. The concept of this working group is to make proposals that will facilitate the harmonization of Aeronautical and Maritime SAR; to ensure policy is translated into realistic plans; and to make decisions that will implement those decisions.

Also on day one, Craig Dunn presented a summary of the CCGA-Pacific Review, which was completed in 1997 and re-discussed with each Zone Director in 1999. *(continued on p.2)*



*Zodiac sea-trials: before becoming Unit 35's FRV  
photo credit: Scott Sutherland*



*red text = hyperlink*

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## NEW YEAR'S EVE AND CCGA-PACIFIC

**Y<sup>2</sup>K** 23:59:59/99

Y2K - CCGA has a part to play!

Some call it the "Millennium Bug," but most know it as **Y2K**, a techno-buzzword for "Year 2000." It's the expected glitch in computer systems (including small chips in portable equipment) that may cause a problem when the seconds flip from 23:59:59/99 to 00:00:00/00. All those zeros make my brain of flesh and blood want to shut down, and it may have the same effect in the ones made of silicon and transistors (note: I do not wish to enter into any debate with those who feel deeply that the millennium does not really change until the end of next year. It's like the debates of the *flat earth society*. Our problem is this New Year's Eve and Day, not next year's).

*continued on p.6*

To recap briefly: the inexpensive recommendations have been completed, while the expensive recommendations have not, due to several factors. Dunn concluded with the main CCGA-Pacific recommendation: "That the Coast Guard provide the CCGA-Pacific with the seed money necessary to effect the changes required in the Central and Northern parts of the Region; and that these funds be separate and in addition to the funds received through this year's Contribution Agreement funds." A response is pending.

The last topic of day one was new SAR resources and technology in the Pacific Region. This included the new 47-foot Lifeboats, one of which is already stationed at Port Hardy; the DND Cormorant helicopter expected by late year 2000; and the worldwide implementation of the new GMDSS (Global Maritime Distress and Safety System). Attendees were also updated on the status of the National SAR Initiative Fund (NIF funds), which was identified as an excellent source of funding for all SAR agencies. Possibilities for an increase in the number of Coast Guard Lifeboat Stations were also discussed.

On the second day of the workshop, people were divided into various working groups and discussed SAR resources for specific areas, as well as ideas for improving SAR methodologies. The afternoon ended with a consolidation of recommendations from each group, which the Coast Guard received for further consideration. Some were very specific and are already being put in place, such as the proposal that the Coast Guard change their transmitting/receiving frequency at peripheral locations from 900 MHz to 2 GHz, to reduce interference from cordless and cell phones. Others are more complex and will be discussed over the next months.

The minutes from this meeting have been delayed due to staffing shortages at RCC, but will soon be available to all CCGA-Pacific Unit Leaders.



Cormorant Helicopter on its way (DND web-page)

**DOLPHIN**  
The Newsletter of the  
Canadian Coast Guard Auxiliary – Pacific  
Volume 9 Number 3 Autumn 1999

**Publisher:** Canadian Coast Guard Auxiliary (Pacific)  
**Editors:** Brenda and Harvey Humchitt  
**Submissions/ Layout:** Meg Walker  
**Printing:** Canada Instant Print, Victoria, B.C.

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Brenda Humchitt	Internal Media Officer
Lucky Dhaliwal	CCGA-Pacific Office Manager

**Offices**

**Dolphin**

342 Nuda Drive, Waglisla, B.C. V0T 1Z0  
Phone: (250) 957-2319 Fax: (250) 957-2710

**Canadian Coast Guard Auxiliary – Pacific**

25 Huron Street, Victoria, B.C. V8V 4V9  
Phone: (250) 480-2798 Fax: (250) 480-2702

The *Dolphin* is published quarterly by the CCGA-Pacific and is distributed free to members of the Auxiliary and to other interested parties. To receive the *Dolphin* by email, in Adobe Acrobat format, or to provide any other feedback, please contact us at:

[dolphin@pac.dfo-mpo.gc.ca](mailto:dolphin@pac.dfo-mpo.gc.ca)

**Material submission dates**

September 21	December 21
March 21	June 21

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PRESIDENT'S COMMENTS: MANY FLIGHTS LATER

Since the last *Dolphin* issue, it has been a very busy and productive time for your Board and myself. I have done a serious amount of traveling, going to Whitehorse, Yukon; to Ottawa, Ontario; and to Richland, Washington, in the space of one month. Many air-miles later, there are several items of interest to report.

The first flight was to the north. At the invitation of the Coast Guard Office of Boating Safety (OBS), I traveled to the Whitehorse area to speak with the Chief of a Volunteer Fire Department at Marsh Lake, which is close to Whitehorse. This department has purchased a Zodiac Hurricane RHI Model 560 with inboard engine, jet drive and attached fire monitor. They are seeking training for their new equipment, and also wish to help with the OBS's Boating Safety initiatives for public education in the Yukon.

At our August meeting, and with my recommendation, your Board of Directors approved the establishment of a Boating Safety Unit at Marsh Lake. Auxiliarists there will be trained to conduct vessel examinations, and to provide the public with current Boating Safety information, as our Members of Unit 09 do so well in Penticton and the Okanagan areas.

The next flight was to the east. Our National CEO, Mr. Harry Strong, summoned all the Regional Auxiliary Presidents to Ottawa in August, to finalize the details of the Operator Competency Program for our Auxiliary Members. What was decided is to have the Auxiliary Members lead by example, and have our members take the test for the Competency Card. When we have 90% or better compliance in the Region, we can start teaching the Operator Competency course to the Public. Proceeds from teaching will remain in the Region. Of course, if you already have a Competency Card or can produce acceptable credentials, which many of you will be able to do, then we may issue you the card (for details on what counts as "acceptable



When he's not on a plane ...

credentials," please contact the Office of Boating Safety at 1-800-267-6687).

The third flight was to the south. My wife and I were invited to attend the fall conference for the District 13, US Coast Guard Auxiliary in Richland, Washington. The hospitality shown us was overwhelming; I cannot say enough about the welcome extended to us by District 13's Commodore Bill Houger and his members.

Following the "Presentation of Colours" which included our national ensign, I was asked to say a few words at the opening ceremony.

It was a very prestigious gathering, as speaking before me were Mr. Everett Tucker, Commodore of the US Coast Guard Auxiliary National; Rear Admiral Paul Blayney, of the US Coast Guard; and Captain Mark Kern, the US Coast Guard Director of the Auxiliary. It is interesting to note that we share far more than a border with our neighbors in Alaska and Washington States. Our Boating Safety problems, as well as funding and communication problems, are not unique to Canada.

Back in the Pacific Region, I wish to commend again the members of Unit 69, Sandspit, and the G'waii Trust for their efforts in getting a brand new resource for the Queen Charlotte Islands, a Zodiac Hurricane 733. And again, I apologize for not being able to attend the dedication ceremony, as I was away at the time. Fortunately, Past President Ed Brooke was able to attend in my absence.

*Three new Units are on the horizon in the Pacific Region: Kyuquot and Zeballos (both in the northern Vancouver Island area) and Marsh Lake (Yukon).*

**WELCOME!**

I understand that Unit 63, Kitimat, is also getting ready for the dedication of a new vessel shortly. We look forward to hearing the details when the vessel arrives. Well done!

Two more new Units are on the horizon in the Pacific Region. Kyuquot has expressed an interest in coming back on-line after an absence. Their new Emergency Preparedness Officer, Bruce Carlos, has been working at organizing this with Scott Sutherland and Richard Zoet; it

will belong to Zone 5 (see Zone 5 Report, p. 12). Harry Sowchuk has also been in contact with people in Zeballos and is working at setting up a Unit there, to belong to Zone 4.

In late September, Capt. Palliser of RCC facilitated a meeting with Bruce Falkins, Scott Sutherland, myself, and our counterparts in the Canadian Lifeboat Institute. We discussed pursuing operations of mutual benefit in the lower Georgia Straits area, including joint training exercises.

Also in September, three Directors of the Board reviewed over seventy applications for the position of Executive Officers. A short-list of twelve candidates has been selected and the interviewing process will soon be completed, with hiring completed by the end of October.

In closing, I would like to remind all members of the importance of your Zone Elections. It is important to select candidates who can and will serve your Zone. It is equally important to exercise your vote when the time comes to cast your ballot. Remember, these individuals are YOUR voice at the Board meetings.

*Craig Dunn, President*

**CONDOLENCES TO  
DANIELLE WOOD AND FAMILY,  
PRINCE RUPERT**

Members of Unit 64, Prince Rupert, were saddened to learn that the missing diver they had helped to search for on September 5<sup>th</sup> had been a volunteer from their own Unit.

John Wood, who had been a CCGA-Pacific member with Unit 63 since 1993, was deceased when recovery divers located him. John was an instructor at the Northwest Community College. We wish to extend condolences to Danielle, his wife; to his son Michael and stepson Jody; and to his grandson, Darien.

John will be greatly missed by all those who had the privilege of knowing him, and especially by the members of Unit 64, who regret that they were unable to be of greater assistance.

*Geoffrey Gould, Unit 64, Prince Rupert;  
President, Prince Rupert Marine Rescue Society*

**BOATING SAFETY:  
COURTESY CHECK MANUAL**

I have just received a copy of the "Courtesy Check Manual" produced by the **Canadian Coast Guard's Office of Boating Safety**, dated April, 1999. I have not had a chance to study it in depth, but the 61 pages cover a great deal of information that will be useful for both Courtesy Examiners and all Auxiliarists familiarizing themselves with Boating Safety issues. Some points of interest are these:

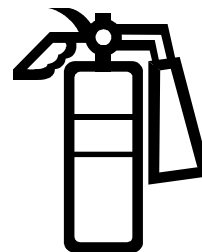


Part I covers the licensing and registration of vessels.

Part II deals with Small Vessel Regulations (SVR). It covers mandatory equipment requirements, and in each case it gives the reference number in the SVR documents. It also lists requirements for vessels over 20 metres long, which is a category that the Auxiliary does not check.

Part IV (SVR) deals with Passenger-Carrying Vessels not over 5 tons, and carrying not more than 12 passengers.

The section on Flotation Devices shows photographs on the devices, and includes descriptive details. The SOLAS and Inflatable devices are now included. Under "Distress Equipment," photographs of the various types and makes are shown, though some of the details on the fire extinguishers are not clarified.



Heaving lines, life buoys, bilge pumping devices, ventilation, fueling, sound signals, and radar reflectors are some of the other equipment items discussed. Unfortunately, one of the most critical items in a Courtesy Examination is left out: the use of propane. When you receive a copy of this manual, please read it carefully and send me any comments you have for improving and modifying it.

As it stands, however, there is a lot of information here to process, and I would recommend that you read it as soon as possible.

*Ken Moore, Director of Boating Safety*



## THE FRY GUYS OF RICHMOND NORTH

**D**o you ever get the feeling that someone's watching you? Think back to the last time you were out on an Fast Response Craft. Are you *sure* you weren't being watched?

We noticed that sensation, and we found a way to use the public's curiosity as a chance to do some on-the-water boating safety work.

During this past summer, Unit 6, Richmond North, undertook a project targeted at providing positive reinforcement for children wearing their PFD's. With the help of McDonald's Restaurants of Canada, we had a tool to allow us to approach the public. Attending major events such as the Canada Day fireworks, the "Symphony of Fire" series, and the North Fraser Workboat Parade, we had the opportunity to speak to the public on a boatload-by-boatload basis.

Opportunities also arose during other special events and training runs. In the past, we haven't done any more than smile and wave, but now we had the chance to interact. Think of it as a 'social call', but with the real purpose being to talk about boating safety.

What we did was this. We would approach a boat, and strike up a conversation. Eventually, after a few moments of safety related conversation with the adult boaters (who often appeared quite nervous) we would get around to the real reason for our visit. If there were children who were on deck who were wearing their PFD's, they were thanked, and, much to their excitement, they were given something from our secret stash: McDonald's fry coupons! The kids that we saw who weren't wearing their PFD's were extremely easy to convince to put them on. If we found out that a boat we'd approached didn't have any children aboard, we explained the purpose of our visit, and still had an opportunity to discuss boating safety.



*Coming alongside for fries*

What were the results? We were able to interact with the public on the water on a much larger scale than we ever have before. We had the opportunity to discuss some key issues at the major events, such as making sure a vessel has adequate PFD's aboard, proper navigation lights, and so on. We fielded many excellent questions, both regarding boating safety and the Auxiliary generally; we did some Courtesy Examinations; and we dispelled some myths about who we are and what we are doing as an Auxiliary.

The effect the coupons had on the children were contagious: evidently, having french fries might not be a big deal to you and me, but if you're a child and the coupon is given to you by the 'rescue people,' then it is a big deal. And we did experience one major unexpected side effect from this plan: the crews that were handing out the coupons had an absolute blast!

As the summer has drawn to a close, we have distributed in excess of *three hundred* fry coupons. We hope to be able to expand the program to invite the rest of Zone One in with us next year, and we are eagerly awaiting the polar bear swim. *Stay tuned...*

*Ryan Woodward, Unit Leader Unit 6,  
Richmond North*



*PFD research by Unit 6 members Karen Pells, Rob Ounpuu, and Dave Nairn*

(continued from p.1)

To that end, millions have been spent worldwide to avert potential problems. The Canadian Coast Guard has devoted a great deal of time, money and effort to ensure that its “*mission critical*” systems will not fail as a result of Y2K problems. And yet, despite all possible planning, there is always a remote chance that some problems, either internal or external, may crop up as the year, the century and the millennium roll over. All Coast Guard Bases are being placed on heightened standby through most of the 31<sup>st</sup> of December and January 1<sup>st</sup>. Additional staff will be working and on call at the Rescue Coordination Centre in Victoria and MCTS locations, and they are also being equipped with portable satellite communications gear.

The Rescue Coordination Centre is expecting that the Coast Guard Auxiliary will also continue to be available during this period as a vital part of the SAR system. In order to ensure that adequate Auxiliary SAR resources will be available, RCC has identified the following CCGA Units “**as being considered critical to the SAR system:**”

**Running Up the Coast on the Mainland:**

Crescent Beach	Unit 5
Delta	Unit 8
Steveston	Unit 7
Richmond	Unit 6
Howe Sound	Unit 1
Gibsons	Unit 14
Bella Bella *	Unit 48
Kitimat	Unit 63
Prince Rupert	Unit 64
Queen Charlotte City/ Sandspit	Units 66 and 69

**Running Up Vancouver Island:**

Sooke	Unit 37
Victoria	Unit 35
Oak Bay	Unit 33
Sidney	Unit 36
Mill Bay	Unit 34 *
Ladysmith	Unit 29 *
Nanaimo	Unit 27 *
Comox	Unit 60

(\* Note: Added by RCC recently)

RCC is requesting that these Units make special arrangements to be available from:

**0800 (PST) December 31st  
to 2000 (PST) January 1st**

Depending on location, it’s requested that the 19 CCGA Units consider the following options, where applicable:

- Conduct a continuous listening Radio Watch on VHF 16 throughout the period (portable radios?), passing radio traffic through local Coast Guard Radio (MCTS) station.
- Make alternate arrangements with local Coast Guard Base to be able to be contacted during possible telephone and pager failure.
- Physically locate an Auxiliarist and/or CCGA vessel at a Coast Guard Base if requested by CG Base OIC.

Captain John Palliser at RCC has made it clear that the Auxiliary’s contributions to Maritime SAR are sincerely recognized and appreciated. As Auxiliarists, New Year’s is just another lousy night to pull pager duty. This year, in a few Units, it will be a bit more than that, as the dreaded **Y2K problems** either materialize, creating a stir, or fail to do so, leading to a bit of an anti-climax. If you are in one of the identified Units, and can take a portable radio for a couple of hours, or spend a bit of time on the boat ensuring your microchip outboard doesn’t think it’s the Year 1900, then please let your coxswain or Unit Leader know.

Thanks, and let’s help make it a safe, happy and glitch-free New Year.

*Scott Sutherland, Director of Search and Rescue*

**Y2K pages for the further concerned:**

The federal government’s part: [http://www.info2000.gc.ca/welcome/stream\\_e.htm](http://www.info2000.gc.ca/welcome/stream_e.htm)

The strategies of the Coast Guard: <http://www.ccg-gcc.ca/Year2000/main.htm>

The preparedness of the DFO: <http://www.dfo-mpo.gc.ca/y2k/eng/main.htm>

Every other Y2K item you can think of:  
<http://www.year2000.com/>

## TREASURER'S REPORT: ADMINISTRIVIA ENCORE

The majority of the administrative issues seem to be under control now that the new financial system is functioning smoothly – with the odd exception (you know who you are!).

With this in mind, I will use my column to expand on the efforts undertaken with regard to fundraising. As mentioned in the Treasurer's Report in the last edition of the Dolphin, Malcolm Dunderdale and I have been charged with developing a strategy for getting corporate sponsors.

The progress on this, to date, has been:

1. We have identified twenty regional organizations as potential sponsors.
2. Presentations have been developed to show to these potential sponsors.
3. Under our direction, Meg Walker is completing Public Awareness materials, such as a brochure, and an information package for distribution.
4. Communication has been established with the B.C. Gaming Commission, which has resulted in bingo license opportunities in both Campbell River and Port Alberni.

In addition, Craig Dunn and I recently made a presentation to the B.C. Gaming Commission, outlining the identity of the CCGA-Pacific, what our needs are, and how we identify those needs. All in attendance learned a lot from the meeting. The Gaming Commission, for example, was not aware that we are not part of the Provincial Emergency Program (PEP); we explained that PEP is a land-based SAR organization, and the CCGA is a marine-based SAR organization.



As the licensing officers at the Gaming Commission are faced with a multitude of requests, it was determined that when a marine rescue society is applying for gaming funds for capital projects over \$20,000, the application should be endorsed with a letter from the CCGA-Pacific Board. This will ensure that the Gaming Commission is aware that the CCGA-Pacific Board supports and agrees to the need for the articles or project in question.

It was also determined that the CCGA-Pacific will submit a funding request on behalf of the 24 Auxiliary Units that do not currently have marine rescue societies. Prior to submitting this application, a tremendous amount of work has to be done to ensure that we only apply for funding that there is a true need for. For example, there is a demonstrated need for a new vessel in Masset.

There have been some recent policy changes with respect to disbursement of Gaming funds. The most significant is that the Gaming branch will fund a maximum of 30% of capital projects that are over \$20,000, to a maximum amount of \$100,000 per project. For example, if a new rescue vessel costs \$90,000, the maximum the Gaming branch will fund is \$30,000.

If your Unit has a Society which is supporting it, and if your Unit has a need for a capital acquisition, I would encourage you to apply for gaming funding. However, keep the following in mind: in order to be eligible to use gaming revenue for a capital acquisition, it must be essential for the delivery of your specific charitable purposes or services; and it must not adversely affect your capacity to deliver your programs and services to the community. Further, your Society must have, as part of its by-laws, a dissolution clause which determines how the assets of the Society are to be distributed should the Society wind-up.

Units with Societies need to ensure that the following items are included in your application for a capital project over \$20,000:

1. A description and plan for the capital acquisition/equipment.
2. A budget for the capital acquisition/equipment, clearly identifying all sources of funds, and proof that non-gaming funds have been secured.
3. An itemized list of other sources of funds that have been secured for the maintenance and operation of the capital acquisition/equipment.
4. A letter of endorsement from the CCGA-Pacific.

More detailed information on applying for gaming funds is available via the B.C. Gaming Commission website: <http://www.bcg.gov.bc.ca/>

If you do not have Internet access, please contact me for further details.

*(cont'd)*

Moving on to another item of interest:

Following the last Treasurer's Report, correspondence was received alleging that the CCGA-Pacific was conducting a telemarketing campaign. The writer received a written response that included the following:

*"Commission-based fundraising is not, nor ever has been, condoned by the CCGA or the CCGA-Pacific. In fact, the following paragraph is included in the Fundraising Practices section of the CCGA-Pacific "Code for Fundraising Accountability" that was adopted by the Board of Directors on January 24<sup>th</sup>, 1998:*

- *Paid fundraisers, whether staff or consultants, will be compensated by a reasonable salary, retainer or fee, and will not be paid finders' fees, commission or other payments based on either the number of gifts or the value of funds raised.*

*The zero-based budget planning for fiscal year 2000 – 2001 will soon get under way. Contact your Unit Leader with any items you wish to discuss for the need-based budget that will be sent to National by January, 2000.*

*The only two organizations associated with the CCGA-Pacific that I am aware of that currently use commission based professional telemarketers for raising funds are the Oak Bay Sea Rescue Society, and the Sidney Marine Rescue Society. Both of these societies have been instructed not to use the name of the Canadian Coast Guard Auxiliary, in any form, as part of this telemarketing activity.*

*If you are aware of any organization using commission-based telemarketers to raise funds using the CCGA name, please provide me with the details at your earliest opportunity.*

*I can assure you that the sponsorship program that Malcolm Dunderdale and I have embarked upon does not include telemarketing, and takes into account the difficulty local units have raising funds."*

For those of you who have not seen it, the complete CCGA-Pacific "Code for Fundraising Accountability" is included in this issue of the Dolphin ([see p.9](#)).

Enough on fundraising! Just a reminder that over the next few weeks, the zero-based budgeting process for fiscal year 2000 – 2001 will get under way. It is very important that we get this completed by the end of the calendar year, as the information that is gathered is

absolutely critical to ensure that we receive the maximum allocation possible from the National Contribution Agreement Funds.

As was done last year, instructions on developing individual budgets for each Unit will be provided to each Unit Leader. Zone Directors will be responsible for ensuring that this information is collected from each Unit in their respective Zones, and that the budgets submitted accurately reflect the financial need for their areas.

The Board will then review all submitted budgets, and will finalize the budget for next year, which will be included in the Business Plan that will be submitted to National in January, 2000.

Until the next millenium,

*Frank Hudson, Treasurer/ Acting Secretary*

## SEPTEMBER SAREX: FOOLS AND A DRUNK

**O**n September 12, 1999, a number of Auxiliary Units got together to participate in a SAREX nicknamed "Fools and a Drunk." The group was made of members from Unit 1 (Howe Sound), Unit 6 (Richmond North), Unit 7 (Richmond), Unit 5 (Crescent Beach), and Unit 3 (Fraser Valley).

The exercise was held in the area of the Deas Slough, the Ladner Marsh, and the Fraser River. Navigation is a challenge there, as there are tidal flats and water restrictions to contend with. The main objectives of the exercise were to get the Units working together, to provide familiarization with the local geography, and to practice the complexities of decision making that occur if the aid of RCMP or other provincial agencies are required. The other major objective was for crew members to practice the roles of Incident Commander, Operations Section Chief, Planning Section Chief, and Communications Unit Leader. Most members had no previous training in this area, but were guided by instructors Barry Hastings and Tully Waisman.

The scenario began simply enough: two persons aboard a 12-foot aluminum skiff were reported (cont'd p.9)



**CCGA-P CODE FOR FUNDRAISING  
ACCOUNTABILITY**

Adopted January 24<sup>th</sup>, 1998

**Use of Funds:**

- § All donations will be used to further the mission and charitable objects of the CCGA-P.
- § All designated donations will be used for the purposes for which they are given; alternative uses will be negotiated with the donor if necessary due to program or organizational changes.
- § CCGA-P's financial affairs will be conducted in an effective and responsible manner, in accordance with accepted principles of financial management, accounting procedures, and operational policies, including this Code for Fundraising Accountability.



as overdue. They were doing an environmental study of the area, calling themselves "Friends Of Our Ladner Slough" (thus the "FOOLS"). The search resulted in the location of the skiff and one casualty, who informed the search crew that there had been three persons aboard, not two. The scenario now became more complex: the skiff had been run over by a PWC (a sea-doo), which was still harassing boaters in the area.

The operator of the PWC then dumped, and another rescue was required, resulting in the recovery of an impaired driver. The Incident Command then had to deal with more decision making, while the search continued for the other two skiff passengers. When located, one "succumbed" ("Oscar"), and one required first aid and transport ("Annie").

All of the Units responded well to the activities they had to face. The Incident Command post trainees were run around, but never lost it. The boat crews were coordinated and did a fantastic job. The "drunk" was arrested, and the "fools" were recovered. An excellent job was done by all.

*Barry Hastings,  
Training Officer, Unit 6,  
Richmond North*



- § The amount spent on administrative costs, including fundraising, will be equivalent to or less than legal limits.

**Donors' Rights**

- § All donors are entitled to receive a charitable donations tax receipt.
- § Donors and prospective donors will never be subjected to coercion or undue pressure.
- § Donors will be encouraged to seek independent advice concerning any proposed gift that might significantly affect the donor's financial position, taxable income, or relationship with other family members.
- § All reasonable efforts will be taken to honour any request by a donor to be excluded from lists that the CCGA-P uses or shares with other organizations.
- § All reasonable efforts will be taken to honour any request by a donor or prospective donor not to be contacted in future fundraising campaigns.
- § All reasonable efforts will be taken to honour any request by a donor not to be contacted at home by telephone or other technology; also, all reasonable efforts will be taken to honour requests from donors who are contacted by telephone to receive printed material concerning the CCGA-P.
- § Any confidential information from or about donors that is obtained by, or on behalf of CCGA-P shall not be disclosed without the express consent of the donor.
- § All fundraising appeals by or on behalf of the CCGA-P will disclose CCGA-P's name, its status as a registered charity, and the purpose for which the funds are requested.
- § Donors and prospective donors are entitled to the following, on request and at no charge other than cost of reproduction and distribution:
  - § The CCGA-P's most recent annual report and/or audited financial statements;
  - § CCGA-P's most recent Charity Information Return (T3010) as submitted to revenue Canada, (except the confidential schedules); *(cont'd p. 14)*

## OPTIMIZING TRAINING HOURS

It is unfortunate, but one of the realities of our organization is that we have to live within our training budget, based on the funds given by the Coast Guard's Contribution Agreement. Although this budget has grown considerably over the past couple of years, we never seem to have as much as we would like, and this year is no exception.

Some Units have used a large portion of their allocated hours over the summer. The requests for additional hours are already starting to come across my desk. At this point in time, however, training funds are running over budget and, at least for the time being, there are no more hours left to allocate. All Units should be maximizing their on-water training hours:

1. Have as many members as possible participate in every exercise. There should never be less than three members on a vessel during training but that number should, where possible and safe, be increased to five or six. Also, get some other members involved in other tasks such as communications, land based support, and acting as RCC. That way it is possible to involve a large number of members in each exercise.
2. Vary the objectives and tasks covered by each exercise. If a particular crew has covered certain tasks on one exercise, then be sure to cover other skills on subsequent exercises. I often get training reports from units that indicate they are performing the same tasks exercise after exercise (I will be contacting these Units with some specific suggestions).
3. Get other Units and resources involved on a regular basis. Accessing other resources such as fire departments, police, PEP and, of course, your regular Coast Guard unit in your area, will add new dimensions to your exercises.
4. Do a follow-up debriefing at the end of your exercises. Involve all the members of the resources used, and encourage a full discussion of strengths and weaknesses that may have shown up in the exercise.

One of the exciting programs presently being developed between the Auxiliary and the Coast Guard is for an increase in joint training exercises, which will result in a much closer relationship with local Coast Guard bases. This program should result in the local Coast Guard bases taking a more active leadership role in the Auxiliary training program. Details are being worked on now, and John Palliser from RCC will be spearheading the program from the Coast Guard side.

*Lyle Willson, Director of Training*

## CRITICAL INCIDENT STRESS PROGRAM

Working during extreme weather conditions, recovery of drowning victims, air crashes, and boating accidents, are just a few examples of traumatic incidents that Coast Guard Auxiliaries might encounter in their day-to-day marine SAR activity. Any one of these can result in Critical Incident Stress (CIS).

CIS is a term which describes the physical or emotional responses typically experienced after a trauma. Symptoms include such things as trembling, stomach upsets, flashbacks of the incident, and nightmares. These are normal reactions to the abnormal event or critical incident, and can interfere with a person's ability to function during or after the event.

Since 1991, a CIS Program has been in place in the Pacific Region to support Coast Guard employees, as well as CCGA Members, involved in critical incidents. The CIS Program has three main components: pre-trauma training; a 25-member CIS Peer Team; and the support of qualified Mental Health Professionals.

Pamphlets describing the program have been distributed to each CCGA Unit Leader. Also, pre-trauma training sessions are being planned for CCGA members. The training helps individuals recognize a critical incident, and activate the CIS Program.

The CIS Peer Team is made up of employee and spousal representatives who, through similar experience and training, understand the reactions of those involved in a critical incident. As soon after the trauma as possible, a Peer Member makes contact providing CIS support and information.

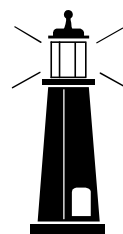
The Peer Member also prevents secondary trauma: the reactions of those involved to the inappropriate comments, humour or criticisms of fellow employees, the department, outside agencies or the media. Even good natured ribbing about a serious boating accident may cause further hurt to an individual, who just the day before, was involved in recovering persons from the accident.

A team of trained professional counselors are available to conduct CIS debriefing sessions. These debriefings allow those involved to explore their individual reaction to the trauma, in a safe, confidential environment.

RCC will normally activate the program on behalf of a CCGA Unit involved in a critical incident. However, should the RCC Controller not do so and the CCGA member believes there is a need, they should call RCC and ask them to initiate a response.

*Brian Steven, Peer Team Member*

*(Brian Steven, Supervisor of Operations,  
Office of Boating Safety, replaces Capt.  
Peter Golden as our Boating Safety liaison)*



## ZONE 3 REPORT

It would appear that all of our members have survived the summer and are ready to take those pairs of long Johns out of the drawer in preparation for dealing with the rest of the year. The storm that went through in early September certainly was a real sign that fall is here.



All the Units have had a busy summer, both with incidents and with community activities. Public awareness of our organization has increased substantially over the past couple of years and it seems in doing so, we sometimes become the victims of our own success. We all try to participate in community events in our areas, but it becomes a real challenge to staff some of these events, especially when they last for an entire week.

From a general boating perspective, the item that was most talked this summer was the introduction of the new boating regulations. All of our members have met the challenge of providing this information to those who requested it, and we have been able to make some real progress in getting this new knowledge out to members of the boating public.

In our Zone, Unit 35 (Victoria) has their new boat, *Auxiliary 35*, in operation after a lot of hard work by all concerned. At last report, Unit 37 (Sooke) had a relatively quiet summer. Despite engine trouble, Unit 36 (Sidney/Brentwood Bay) has been able to remain in service, thanks to a loaned MK5. Their new boat is currently under construction and should be completed within a couple of months.

Unit 33 (Oak Bay) will be sending the *Jack Groves* in for some repairs in the not too distant future. Unit 25 (Gulf Islands) has also had a busy summer. Pender Island is about to replace their current vessel with a new RHIB, which is nice to see, considering the weather conditions in their area. Each of the Gulf Islands has their own type of community event or fair each year and it's great to see Auxiliary members involved.

My personal thanks to all members for their efforts in all locations throughout the summer. As with all large organizations, we have some problems to overcome, but that comes with the territory.

In other words: Keep up the good work.!

We'll have some detailed reports on the Units in Zone 3 for the next issue of the Dolphin. Until then, a safe boating season to all of you.

*Bob Holmes, Director, Zone 3*

## ZONE 5 REPORT

Summer has ended and fall has hit us with force: gale force, that is. Most of the Units in Zone 5 are now well into the fall training season. One Unit that has a good program in place is Comox, Unit 60. Some of you may recall the article about Unit 60's training agenda that ran in the Spring Dolphin; the agenda is quite extensive and has taken about a year to set up and work out in detail. The training cycle will be as follows:

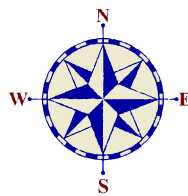
FALL (Sept-Dec): Individual / Refresher training (SAR, Standard First Aid, and aspects of Crew Level 1 to maintain proficiency and to qualify new members).

WINTER (Jan-Apr): Crew level 1 and aspects of Advanced Crew level 2, Adverse Weather training, and Coxswain training.

SPRING (May-June): Inter-Unit and Inter-Agency Confirmation Exercises

SUMMER (July – August): Public Relations, Recruitment, Boating Safety and Education.

Any Unit Leader wishing more details may contact Unit 60's Training Officer, Brian Cameron, at (250) 897-1448.



Looking at other areas of Zone 5, we are looking forward to reorganizing the Unit in Kyuquot in the next couple of months. The Unit Leader, Bruce Carlos, is involved with the Provincial Emergency Preparedness program. Further south, Unit 53, Bamfield, will soon be getting the 47-foot lifeboat they have been waiting for. It should arrive sometime in October. Auxiliary members in Bamfield will be getting trained on the new boat once the crew in Bamfield works out all the bugs. Updates will come your way as training progresses.

*Richard Zoet, Director, Zone 5*

## DOUBLE CALLS FOR UNIT 38

The end of summer has resulted in a rush of incidents for members of Unit 38, Long Beach. On September 1, we were tasked not once, but twice. The first tasking was to search with the Bamfield Coast Guard for a vessel which had departed early in the morning on August 31, and had not yet returned. It turned out that the fishing vessel in question had stayed with friends in Barkley Sound for the night, but had not informed the fishing resort. The second tasking was to assist a US fishing vessel taking on water, additional pumps were called for. However, due to the size of the Mark 5 and reserve fuel, Auxiliary 38 was required to pick up the pump and refuel the vessel, by that time the pumps on-scene had stabilized the vessel and the Bamfield Coast Guard 733 was on-scene, and Auxiliary 38 stood down. This was for us another case of having an inadequate FRC for our area of operation.

Also, on September 5, an 18-foot pleasure craft became disabled and began to drift onto Chrow Island's lee shore. Setting off a red flare, the vessel caught the attention of a Canadian Princess Charter Boat in the area, who came and took them in tow. Auxiliary 38 was tasked to take over the tow, and secured the vessel in Ucluelet. All five persons who were on board were safe and grateful for the assistance.

Twice in the August-September period, Unit 38 was tasked twice in one day. In both cases the calls were from boaters with GPS and no charts, or people with charts and no GPS/Loran. In one case the RCC Controller had to guide a boater via cell phone to get the locations. It appears that an over-reliance on GPS, without proper training in navigation, led to two of these incidents, and the other two were cases of being caught in restricted visibility and no local knowledge.

Overall, it was a busy period; but the good news is that there was no loss of life, injuries, or property loss.

Unit 38 lost a valuable team member in September, as Bill Turko, a Coxswain and our Society's Secretary, transferred to Qualicum with BC Parks. He will be missed for his dedication, knowledge, and for being a great team member. We wish Bill and his fiance Michelle all the best in their new home in Qualicum. Good luck, Barnacle!

*Allan Hughes, Unit Leader Unit 38, Long Beach*

## ZONE 7 REPORT

It has been many years since I have seen things so quiet in the Zone. The spring and summer of this year have seen very few incidents on the North coast. I sincerely hope it's not the calm before the storm. However, there have been several noteworthy events in the Zone, including a new Unit and a new vessel:

### Boating Safety Unit Initiated in the Yukon

Zone 7 is also very pleased to announce that a new Unit has joined the Pacific Region and is to be a part of Zone 7.

We extend a warm welcome to the CCGA-Pacific's newest unit, Unit 46, at Marsh Lake, in the Yukon Territory. The paperwork will be complete quite soon. Unit Leader Stu Wallace and members are very excited about joining us.

The Unit will primarily be conducting Boating Safety for the public in the Marsh Lake area.

The map below is presented out of consideration for the geographically challenged. Thanks to our President Craig Dunn, Brian Steven & Shawn Payne from the Office of Boating Safety for traveling to Marsh Lake to bring the unit on line.

Any members wishing to contact Stu Wallace can reach him via email at [tundra@marshlake.net](mailto:tundra@marshlake.net), or by phone at (867)-399-4411.





**The new vessel for Sandspit**

Unit 69, Sandspit has good news: they have received their new Hurricane Zodiac 733. After an island wide newspaper competition, the vessel was named *Shingle Bay*. The dedication was on the Labour Day weekend. The ceremony went very well, with a turn out of approximately 50 people, and our illustrious past President Ed Brooke presiding in full uniform. Ed also passed on a letter of thanks and appreciation from our President, Craig Dunn, to the members of Sandspit, Unit 69.

After the speeches, Auxiliarists of Unit 69 gave rides in the new vessel to members of the public. Three Hurricane Zodiac vessels were on scene: one from the CCG *Gordon Reid*, one from Unit 66 Queen Charlotte City, and of course the new *Shingle Bay*. Thanks to the crew members from the *Gordon Reid* who not only gave rides, but also provided a fire fighting demonstration and an open house for the public. Thanks also to the members of Unit 66 who were present and provided rides during the afternoon.

The day was closed with a fresh crab dinner, enjoyed by all who were present. Congratulations to all the members of Unit 69!

**Board of Directors Manual: Update**

Many hours have been spent on the development of our Board of Directors Manual. Along with tremendous help from Meg Walker, the manual is now in the first draft stage. All members of the Board have been given a job description for their position, and will be returning their input for additions or changes in the next few weeks. The next stage will be completion of the layout, graphics and photographs. This manual has to be forthcoming before the end of this year as my desktop computer is not Y2K compliant!

**A recent incident in Zone 7**

A 32' catamaran, the *Tolfia*, was transiting from Sitka, Alaska, to Seattle, Washington. Caught in a storm and high seas 30 miles off the west coast of the Charlottes, a call for help went out, and Unit 66, Queen Charlotte City, went to assist. It turned out that the main cross beam transom connected to the main sail mast had broken, leaving the vessel immobile (photo: by M. Dunderdale). Unit-66 towed the *Tolfia* to safe haven in Queen Charlotte City for repairs – and a new supply of toilet paper. All ended well.



*Malcolm Dunderdale. Director, Zone 7.*

**UPDATE: SARWARS 2000!**

As I hope all of you are aware, at the AGM 2000, in Richmond, we will be holding a SAR competition. The tasks that each team would have to demonstrate for judges are:

1. First Aid, a scenario with casualties.
2. Portable Pump evolutions.
3. Boating Safety scenario, find the problems.
4. Communications exercise.
5. Line toss: for accuracy.
6. S.A.R. exercise, with tabletop exercise and then practical.

These competitions will be held all day on the Friday, and on the Saturday afternoon. Each Zone must bring forward a team of 3 Auxiliarists, and there should be one team per Zone. Your Zone Director will determine which team wins the right to represent your Zone. All travel and accommodation costs are being paid by National, so none of these costs will be borne by Pacific Region.

Barry Hastings is setting up all of the exercises so I'm sure we will find them challenging, humorous, and fun. There will be acknowledgement of best and worst attempts in each category.

The best part is that the winning team would then have an all-expenses paid trip to a national competition to prove that *the Best reside in the West*. Additional training time is available to those that wish to train for this competition. Contact Lyle Wilson, Training Director, for authorization for the specific training hours. Please give this some thought, and then join a team. The games begin on Friday Feb. 25, 2000. Be a participant! See you there.

*Bruce Falkins, Vice-President, CCGA-Pacific  
w: (604) 921-7333 / h:(604) 921-8580*



*Towing the Tolfia to a safe haven*

(... continued from p.9)

- § A list of the names of the members of the Board of Directors.
- § A copy of this Code of Fundraising Accountability and information about the process for registering complaints about violations of it.
- § Donors and prospective donors are entitled to know, on request, whether the individual asking for funds is a volunteer or a paid fund-raiser.

### **Fundraising Practices**

- § Volunteers, staff and consultants who solicit or receive funds on behalf of the CCGA-P shall:
  - § Act with fairness, integrity, openness, and in accordance with all applicable laws;
  - § Have no vested interest in a donor's gift that could result in personal gain;
  - § Disclose immediately to the CCGA-P any actual or apparent conflict of interest;
  - § Not accept gifts for purposes that are inconsistent with CCGA-P's mission.
- § Fundraising solicitations will be truthful, accurately reflect the CCGA-P's mission and use of solicited funds, respect the dignity of those who benefit from CCGA-P's activities, and neither exaggerate past achievements nor promise unrealistic results.
- § Paid fund-raisers, whether staff or consultants, will be compensated by a reasonable salary, retainer or fee, and will not be paid finders' fees, commissions or other payments based on either the number of gifts or the value of funds raised
- § The CCGA-P will maintain control and ownership of its charitable assets, including its fundraising revenues and donor list.

### **Financial Disclosure**

- § Financial reports will be factual and accurate, and will not knowingly contain misrepresentations or material omissions.
- § Fundraising revenues will be reported in accordance with the guidelines established by the Canadian Institute of Chartered Accountants.

- § Government grants or contributions will be reported separately of other fundraising revenues.
- § Financial reports will disclose both the total amount of any fundraising costs that are allocated to other program expenses, and the total amount of any overhead or administrative costs that are allocated to fundraising expenses.
- § If any fundraising revenues are reported net of expenses, the gross amount of fundraising revenues will also be disclosed.
- § All promotional material and tickets for fundraising events will disclose the actual amount of the ticket or admission price that is receiptable as a charitable donation.

### **Accountability and Enforcement**

- § Each member of the Board of Directors will function as a steward and trustee of funds donated to the CCGA-P.
- § The Board of Directors will annually review the cost-effectiveness of the CCGA-P's fundraising activities.
- § The Board of Directors will establish the CCGA-P's policies concerning external financial reporting including policies concerning the reasonable allocation, if any, of overhead costs to fundraising expenses, and of fundraising expenses to the CCGA-P's other programs.
- § The Board of Directors will establish the CCGA-P's policies concerning the use of donor's names, including policies concerning sharing or rental of donor lists.
- § Each member of the Board of Directors will receive a copy of this Code upon assuming office.
- § When any member of the Board of Directors is informed of an alleged breach of the Code by any person acting on behalf of the CCGA-P, the entire board at its next meeting shall be informed of the allegation and any other relevant information, and the governing board shall determine whether procedural, legal, disciplinary or other corrective action is required.

## THREE YEARS LATER: UNIT 35 VICTORIA DEDICATES NEW RESCUE VESSEL

The morning of August 7, 1999 dawned clear and bright: it was a perfect day for the dedication of Unit 35's new Zodiac-Hurricane 850 RHI. A short time after said dawn, an industrious group of Victoria Marine Rescue Society (VMRS)/ CCGA-Pacific Unit 35 members were found in Victoria's Inner Harbour, busily scrubbing the tubes and polishing the engines of the new vessel. A look of pride was evident on the faces of the volunteers as they finished cleaning and stood back to take in the scene. The culmination of three long, hard years of raffle ticket sales, hot dog sales, and uncountable sacrificed hours, sat gleaming in the sunshine. Finally, there was a tangible result! As the rest of the display was put up in the area around the boat, a steady stream of curious onlookers stopped to have a look at "the biggest rubber dinghy they'd ever seen."

At 10 a.m., the dedication ceremony began. VMRS Vice President Scott Sutherland MC'd the event for an audience of about 100 people, including several members from other CCGA-P units. Several short speeches were made by Frank Hudson (VMRS Treasurer/Fund-Raising Chair), Sandy Beaman (Unit 35's Unit Leader), and Capt. John Palliser (Superintendent, Canadian Coast Guard). Several other individuals were recognized for their efforts.

VMRS President David Featherby then did the official handing over of the keys to Sandy Beaman, signifying the new boat's transfer from the VMRS to the Auxiliary Unit 35. This completed, the Reverend David Dickey blessed the vessel with a short, heartfelt prayer.

Then came the moment everyone had been waiting for: the breaking of the champagne bottle over the bow. Unit 35 Coxswain Amanda Gray had the honour. Her first mighty swing bounced the bottle off the aluminum hull. The second swing, however, smashed the now thoroughly shaken-up champagne bottle with explosive force, flying mostly in Amanda's direction. With everybody cheering and Amanda dripping, the new boat was lifted by a crane (provided at a generous discount by Point Hope Shipyards) off of its trailer and over the side of Ship Point pier into its new home, the Pacific Ocean.



*The lowering ...*

Unit 35's then-current boat, a Coast Guard-loaned MKVII Zodiac RHI, pulled alongside the new 850. The CCGA burgee was lowered from the stern of the MKVII, taken across to the new 850, and raised once again. Crew transfer completed, the MKVII withdrew, and the new vessel's engines roared to life. With the crowd standing above on the pier cheering, and flanked (and fire-hose sprayed) by the *Jack Groves*, Unit 33 Oak Bay's 733, CCGA-P Unit 35's newest member proudly completed a circuit of the Victoria Inner Harbour.



*The inaugural "cruise."*

*Both photos: Todd Polvi*

As for technical specs, the *Auxiliary 35* is powered by twin-225hp Evinrude FICHT engines. It contains state-of-the-art electronics by iCom and Raytheon, two radar/chart plotter/GPS units, two VHF radios and a fuel flow system indicating the rate that fuel is being consumed.

*Todd Polvi, Unit 35, Victoria*



## MILL BAY UNIT TURNS UP THE ENERGY



*Unit Leader John Thomas proudly introduces the "Pacific Energy" to Rick Tolonen and two other Auxiliaries*

**FANTASTIC** ... sums up the reaction by members of the Mill Bay Marine Rescue Society to the arrival and inauguration of their new 6.5 meter RHIB.

After two years of fund raising, CCGA-Pacific Unit 34, Mill Bay, was able to commission Lifetimer Boats of Duncan, B.C to build a custom aluminum RHIB for the Unit's use. At its formal launch on July 10, 1999, the vessel was officially christened the *Pacific Energy*. To everyone's delight, the christening was performed by Ann Robinson, one of the two founding members still in active standing with the Unit.

Powered by twin Yamaha 100 HP, 4 Cycle outboard motors with 20 inch SS Raker props, it cruises at 35 knots with a top speed of 42 knots. The *Pacific Energy* carries a complete complement of current electronics including radar, a GPS plotter, dual VHF radios, night vision, a cell phone and RDF equipment. A crew of five can be comfortably accommodated on the custom seating.

Unit 34 has been operational since 1988 and has shared the use of a Mark "V" RHIB with Brentwood College Private School at Mill Bay during that time. Recognizing the many, many volunteer hours that have gone into fitting out the new vessel, the members are justifiably proud of their achievement and will surely put the *Pacific Energy* to good use for years to come. For more information on the society and unit, point your web browser to: <http://www.cvnet.net/turvey/>

*John Thomas, Unit Leader, Unit 34 Mill Bay*



*If you would like to receive the Dolphin by email in Adobe Acrobat format, please contact the Dolphin at: [dolphin@pac.dfo-mpo.gc.ca](mailto:dolphin@pac.dfo-mpo.gc.ca)*

*We are always interested in receiving feedback, letters, articles, and story ideas from our members. Please let us know what topics you would like to see included in future editions of the Dolphin.*