

DOLPHIN



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We can always count on the enthusiasm of the Canadian Coast Guard Auxiliary, and we appreciate your continued support in our Search and Rescue efforts." One of the welcoming speakers at the CCGA(Pacific)'s Annual General Meeting, Canadian Coast Guard Regional Director Rick Bryant spoke highly of the ongoing professionalism and efficiency of Auxiliary volunteers in the Pacific Region. He added, "In 1999, the Auxiliary was involved in 720 of over 2000 cases through the Regional Co-ordination Centre, a substantial percentage."

The CCGA(Pacific) held its 21st Annual General Meeting February 26-27, 2000, in beautiful Richmond, BC. Auxiliarists attended from all regions of British Columbia, and our new Unit in Marsh Lake, Yukon, was represented by the Unit Leader there. Members enjoyed the chance to compare notes on operations, and celebrated each others' good work at the Awards Dinner (p. 6-8). National Business Manager Francois Vezina spoke for CCGA National. The mayor of Richmond, Greg Halsey-Brandt, also welcomed the group to the city, as did MLA GeoffPlant.

Accompanied by a three-day SAR competition, affectionately dubbed "SAR Wars" (p. 9), the AGM was a lively event. New training options and standards were discussed; the work done over the past year by the By-laws Committee received overwhelming support; and a question and answer period was held with each Portfolio report. Of course, action inside on paper can't match the on-water action in terms of adrenalin produced, but the attending members reported great satisfaction with improvements in administration and communication in 1999.

(cont'd on p.2)



President Craig Dunn greets CCG Regional Director Rick Bryant (left) and Rear Admiral R. Buck (right) at the CCGA(P)'s 21st AGM.

FROM CRUTCHES TO CREW: A STORY OF COURAGE

I first met Christiane Phaneuf in April 1992, when I was Unit Leader of Unit 12, and she came by to see what the Auxiliary was all about. During our chat she told me that she was the Executive Officer in the Naval Cadets, teaching as a substitute in the Sunshine Coast School District, and interested in boating.

I had some qualms about using her on crew, because she was wearing a leg brace and we were operating one of the old Avons.

(continued on p. 4)

NOTES FROM THE 21ST AGM

Other special guests included Rear Admiral R. Buck (Commander Maritime Pacific Forces); Canadian Coast Guard's Capt. John Palliser (Superintendent Marine SAR at RCC, Victoria) and Tyler Brand (Training Officer, Marine SAR Programs); and Major Colin Goodman (OIC at RCC, Victoria).

Of our US Coast Guard Auxiliary counterparts, Vice Commodore Louise Gatlin (District 13) and Commodore Barbara Sands (District 17) also attended. Commodore Sands commented: "We're pleased that one of our most Southern Units in District 17 is working with one of your most northern Zones [Zone 7]. Ketchikan has an event called 'Celebration of the Sea' in May each year. They bring together all the different agencies that deal with on-water safety, and have good displays and training exercises. We're looking forward to your presence there this year." This is just one example of how we look forward to continued information exchange with our co-partners in SAR, both internationally and with the Coast Guard here.

A big bouquet of thanks goes to the AGM planning committee, whose work was outstanding. Also to John McGrath at the Hovercraft Base in Richmond, where the SAR Wars ended up. McGrath and staff at the Hovercraft Base went out of their way to provide tours for visiting Auxiliarists and guests (see photo below, of the "Siyay" on the river near Richmond).

Thanks to all for your support and your encouraging comments. We look forward to seeing you again at our AGM 2001!



For those who were not able to attend a tour at the Hovercraft Base:

The newest addition to the Canadian Coast Guard fleet is the hovercraft "Siyay." Christened in February, 2000, the hovercraft - or ACV, air cushion vehicle - travels on a fan-generated cushion with propulsion provided by two variable pitch propellers. The ACV is equipped with a removable crane, and can carry up to 25 tonnes, which gives it great flexibility for transporting any combination of freight and passengers. Vehicles can be loaded directly on deck through a bow ramp.

Crew normally consists of four people: two pilots and two rescue specialists. The cruising speed is 45 knots, and maximum speed is 60 knots.

With these features, the Siyay will be used for Search and Rescue, fisheries enforcement, icebreaking (up to 2.1 metres), aids to navigation, and oil pollution clean-up. Because of its ability to carry heavier loads, it may also be used for construction.

with files from Coast Guard Pacific web-page



A UNIQUE ADVERTISING OPPORTUNITY IS RIGHT HERE!

The Dolphin is now accepting advertisements for products and services related to marine activities, especially those connected with Search and Rescue and Boating Safety.

Options for ad sizes range from business card size through to quarter-page, half-page, and full-page sizes.

Remember that the Dolphin is also published on the World Wide Web, so your circulation includes both 2000 readers of our paper copies **and** a potentially infinite number of virtual readers. And the "virtual Dolphin" is in full colour!!

For price and distribution details: contact the Dolphin at our email address, or Meg Walker at (250) 480-2731

PRESIDENT'S COMMENTS

Greetings everyone! It's been a full month and a half since our AGM – and what an AGM it was! Thank you all for your continued support and strong vote of confidence in your Board. Thank you again to the organizing committee for making it such a success. For those of you who have not heard, Richmond will be the site of the 2001 AGM.

Not too much has been happening up till now this year but your Board of Directors will be meeting shortly for our Strategic Planning Session. At this meeting we will be setting our priorities for the year as well as our budget. The breakdown of the National budget is not expected till the end of April. The contribution agreement was increased by one million dollars this year, so we are looking for an increase in this Region as well. The information we received from the Units will be the basis of our decision making.

Welcomes are due: we have two new Board members this year with Rob Pikola taking over from Harry Sowchuk in Zone 4, and John Thomas taking over from Lyle Willson in Zone 8. I would like to thank Lyle and especially Harry for their efforts in support of CCGA(P). Harry had been our longest serving Board member, and I know Rob will be calling on his knowledge and expertise. With your new Board, I will continue to address the needs and support the Membership of this organization. Together we can and will improve our training, our public profile, our partnerships, and our organization as a whole.

John Thomas has agreed to take on the role of Training Director and has been very busy addressing our Pleasure Craft Operator Competency (PCOC) issues as his first order of business. He describes the process in his Training Report (see page 14); the memo that was circulated to all Unit Leaders regarding PCOC is printed there as well. Remember we cannot start teaching the public until 90% of our members have their competency cards.

And last, but not least: our SAR Wars competition at the AGM was a great success thanks to the hard work of Barry Hastings and his dedicated gang of volunteers. Congratulations to the team from Richmond, who will be traveling to Quebec in October to represent Pacific at SAR Scene 2000. We'll look forward to hearing your stories from that event.

Thanks for the opportunity to serve you in another year as your President. 1999 was a great year for the CCGA(P); but 2000 is going to be fantastic!

Craig Dunn, President



One of the things that brings strength to an organization is a sense of tradition and ceremony. This year, we started a new tradition at the AGM: the Board of Directors was piped in by a traditional bagpiper (above; the piper coming in; and the Board of Directors taking their places at the AGM's head table. Your Board will change from year to year, but we look forward to continuing to build a legacy that will benefit all present and future Auxiliary volunteers.

(continued from p. 1)

We finally agreed that she would join, and she could see how she felt about bouncing around in a seaway. She told me that the doctors had told her that she would be in a wheelchair or bed-ridden by her 40's, but she said she was going to get rid of this thing, her leg brace.

She had no problem working in the boat and is the best note keeper we have ever had.

Christiane had been interested in Tae Kwon Do since she was thirteen, but one day when she was twenty-five she was suddenly paralyzed and in a wheelchair. It hit her when she was in her class at university: a sudden sharp pain and she couldn't move her left foot, which had turned inward. She could no longer walk on her own.

She spent hours in the pool and used her arms to move about on the floor. After about six months she was able to get around with a walker. But that wasn't good enough for her, so she kept at the exercising and graduated to crutches and then canes. True to her word, shortly after she joined the CCGA(P) she was able to discard her brace. That enabled her to get back to her training in the martial arts.

In March 2000, she entered the BC Provincial Tae Kwon Do Championships in Kelowna and came away with two gold medals. In early April 2000, she entered the Western Canadian Championships and brought home two silver medals.

We are privileged to have such a dedicated person as Christiane's on the Unit 12 crew. Her courage is inspirational, and we congratulate her on her return to such good health.

Kenneth Moore Director, Zone 6



The Editorial Board reserves the right to omit advertising which is judged to be in poor taste or does not conform to the concept of the publication. The advertisements placed in this publication do not necessarily reflect or represent the endorsement of the CCGA(Pacific).

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A ROOF OF THEIR OWN

Back in July, 1998, an aborted theft attempt of the just-delivered FRV *Auxiliary 7* from an unprotected moorage confirmed Unit 7's need of better facilities. After much negotiation, a boathouse was commissioned from PNW Marine Construction Ltd. at Port Kels (New Westminster, BC). It was scheduled to be moored in Scotch Pond, at Garry Point in Steveston.

The shelter's design was a group effort led by Auxiliarist Don Loopecker. After it was engineer-stamped to meet the Scotch Pond moorage requirements, the project began in July of 1999, and was completed at the end of August. The boathouse features two 4' x 30' side timber docks, and one 8' x 18' back timber dock. It measures 20'W x 38'L x 16'H. The finished freeboard measures 16". The wide decking provides ample room for gear lockers and a communications station.

At 0600 hrs on September 10, 1999, Auxiliarists Joe Bauer (skipper), Helen Hing (crew) and Victor Kariya (owner-operator), left Steveston aboard the CFV *High Voltage 1* to run up the Fraser to Port Kels. Their mission: to take possession of and deliver the boathouse. At Port Kels, the crew rigged a bridle tow and pro-



Classy act: Unit 7's roomy new boathouse provides storage and training space for the whole crew. photo: John Doyle

ceeded back down river at 08:00 hrs under fair skies with light winds. The tow was assisted and escorted by Unit Leader Dave Blackburn and Crew Larry Peake and Richard Poehlke, aboard the *Auxiliary 7*.

The tow was uneventful but winds freshened as the day progressed and by the time CFV *High Voltage 1* reached Steveston around 1120 hrs, seas were choppy to 3' with a 15 knot wind from the west. As the winds and swell were too strong to try towing into Scotch Pond, CFV *High Voltage 1* tied up to a Canfisco freezer barge *The Glacier Queen* in Steveston at 11:40 hrs to wait for the tide.

Victor Kariya took loan of a power skiff from Canfisco and at 1440 hrs, with the boathouse alongside the skiff, the crew decided to make the entrance to Scotch Pond with the winds offsetting the outflowing currents. The entrance was negotiated without much difficulty, and the boathouse was secured to its mooring spot on the Scotch Pond mooring float.

The Unit 7 crew wish to thank the Scotch Pond Harbour Co-op in providing moorage for the boathouse. The added shelter means greater security and much more time boatside during winter months. In fact, the duty crew on December 31st, 1999, was very comfortable as they stood by and toasted in the New Year.



Finding her sea-legs: the boathouse under tow from Port Kells to Scotch Pond. photo: Dave Blackburn

By John Doyle and Joe Bauer, Unit 7, Richmond



AGM AWARDS EXTRAVAGANZA:

Between the two days of business at the AGM, there was an evening of celebration (and good food!) recognizing the achievements of many Auxiliary volunteers throughout 1999. The following awards were presented.

(N.B.: Some photos are not available. Photo credit for all AGM photos throughout this issue: Paul Atterton)



Mike Award: To the CCGA(P) Unit tasked with the first Authorization number (Mike number) of the year
Unit 1, Howe Sound
L: Dep. Unit Leader David Rees-Thomas;
R: Unit Leader Shawn Burchett



Blue Spirit Award: In recognition for contributing to SAR Prevention
John Kane, Unit 6, Richmond North
Honorable mention: **Bob Wood**, Unit 1, Howe Sound



Gerry Moka Award:
To those who have done outstanding work in prevention/boating safety.
Jim Wilson, Unit 9, Penticton.



Regional Coordinators Award: To the CCGA(P) Unit that operates a dedicated Rescue Craft in response to the needs of the community, judged by the Regional Coordinator to have contributed more than just the "call of duty" during the past year.
Unit 36, Saanich. Dave Lindley accepting

Lifetime Membership Award: For outstanding and dedicated service to the CCGA(Pacific).
Alex Muir, Unit 33, Oak Bay; **Brian Peters**, Unit 35, Victoria; **Harry Sowchuk**, Unit 50, Port McNeill;
Bill Newhouse, Unit 9, Penticton; **George Schurman**, Unit 8, Delta; **Carol Grey**, Unit 58, French Creek; **Mel Gray**, Unit 58, French Creek



L to R: **Mel and Carol Gray**, Unit 58, French Creek; **George Schurman**, Unit 8, Delta; **Brian Peters**, Unit 35, Victoria



KUDOS TO OUR VOLUNTEERS!



Tolonen Award: To the CCGA(P) Unit that accomplishes an outstanding record in Volunteer Marine SAR in a support role to the Canadian Coast Guard (CCG).

Unit 12, Halfmoon Bay

(Unit Leader Graeme Stewart accepting)



Certificate of Merit: To those members and/or Units that have given Meritorious Service to the CCGA(P); nominated by their fellow members and/or Units

Duncan Peacock, Unit 63, Kitimat

Scott Giroux, Unit 69, Sandspit

Bob Holmes, Unit 36, Saanich

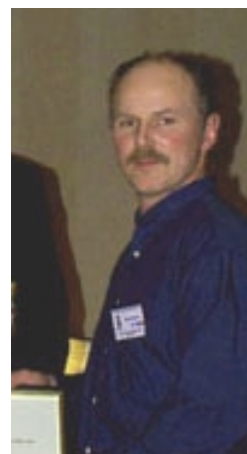
Jeff Balchin, Unit 60, Comox

Frank Hudson, Unit 35, Victoria

Paul Atterton, Unit 1, Howe Sound



Jeff Balchin



Duncan Peacock



Frank Hudson



Bob Holmes



Paul Atterton



CERTIFICATES OF COMMENDATION

Certificates of commendation: to members and/or Units that have displayed commitment and professionalism through their service with the CCGA(P). They are nominated by their fellow members and/or Units.



L to R: Ken Moore, Christine Kirsten, Dave Fedor, and Graeme Stewart

Units

- Kemano Unit 44
- Kitimat Unit 63
- Sandspit Unit 69
- Richmond North Unit 6

Individual Volunteers:

- Jerry Hunter Unit 33, Oak Bay
- Mark Livingstone Unit 38, Long Beach
- Greg Miller Unit 6, Richmond North
- Marc Legacy Unit 6, Richmond North
- Nick VanWeerden Unit 6, Richmond North
- Hugh Kelsey Unit 1, Howe Sound
- Randy Strandt Unit 1, Howe Sound
- Patricia Sears Unit 6, Richmond North
- Dave Gordon Unit 2, Indian Arm
- Brenda Humchitt Unit 48, Bella Bella
- Dave Fedor Unit 12, Halfmoon Bay
- Ken Moore Unit 12, Halfmoon Bay
- Graeme Stewart Unit 12, Halfmoon Bay
- Barry Hastings Unit 6, Richmond North
- Christine Kirsten Unit 2, Indian Arm



Allan Colton, Unit Leader for Unit 44, Kemano. Due to downsizing at AICan, many Auxiliary members will be leaving. Their work has been greatly appreciated over the years.

Harvey Humchitt accepts on behalf of Brenda Humchitt, Unit 48, Bella Bella, and former editor of the Dolphin.



Unit Leader Scott Giroux accepts for Unit 69, Sandspit



CONGRATULATIONS TO ALL, AND KEEP UP THE GOOD WORK!

SAREX 2000 WRAP-UP

First, let me extend my thanks and gratitude to all who assisted in this competition: the transport drivers, the judges, the C/E group, volunteers from Richmond Yacht Club, and St John Ambulance. Next, to those who offered their help but were not utilized, thanks for stepping forward.

Thanks to the Kitsilano Coast Guard Base, the Hovercraft Base, and the Emergency Response Base for free access to equipment, facilities and so on, not only for this event, but year round. Thanks to Comox MCTS and the big red one, Coast Guard Mobile Communications Vehicle, and MCTS Officer Doutaz in their Radio assistance. Second, thanks to **all** the teams that participated: your patience and willingness to hang tough during delays is appreciated.

Although we've had some fun competitions in the past, time limit constraints made them not so challenging. This year's events and criteria were set by National Headquarters. Some of the descriptions were vague. Thus, some of the events were set by Pacific to be **very** challenging. At the same time, judges were given the ability to assess with some latitude.

Event A: Courtesy Examination. The assessment was done by Dave Lamb. Certain items were jury rigged aboard the vessels. 30 minutes (as set by National). Assessment: Wearing PFD's, permission to board, introduce team, explain examination, obtain authorization signature. Then, coordination of team, tasking inspection areas, direction from leader. Deficiencies located/identified, and seamanship deficiencies (i.e. frayed lines, loose gear in engine space etc) Finally, an explanation to owner of deficiencies, signatures, copy to owner, thank-you courtesy, and professionalism throughout.

Event B: 1st Aid. St. John set using their critique standard. Coming on scene, assessing first reactions and no danger. Tasking team members, assigning priorities. Priorities to the ABC's, dealing with the situation. Assessment, communications to casualties, to team members, including simulated radio. They set a fairly rigid yes/no for the essentials. We're a bit lenient on some of the other items. Simulation casualties were role acting extremely well, I've heard.

Event C: On water SAREX. Again, criteria checklist was given by National, including the time frame.



Warm thanks to the St. John Ambulance folk who helped judge SAREX 2000 (Barry Hastings on the left)

Certificate of thanks were given to all the St. John crew for their generous help:

Mr. Dean Lenz, Area Staff Officer
 Mike MacLean, Area Commissioner
 Anke Krug, RN, Nursing Officer
 Glen Duapinias, Superintendent
 Lannon De Best, Administration Officer
 Rob Tucker, Divisional Staff Officer
 Joyce Roebertson, Divisional Staff Officer
 Rebecca Meyer, Area Staff Officer
 Brent Skelton, Area Staff Officer

The SAREX was judged on several criteria:

- a) The chart and plan stage. Teams competing back East operate in cabin style vessels. We were challenging FRC personnel who often only refer to charts for dangers. Chart required application of course lines, marking (I) above the line, marking (M) under the line and speed. Indicating turn points/estimated time. Indicating CSP location and ETA. Indicating basic search pattern (just the basic). Next, define the search area, landmark boundary, centre point, and so forth. The majority of personnel had difficulty with this.
- b) Defining the search pattern (parallel track, tracking north/south, creeping east). Track space and/or Beam Sighting Distance. Speed of search. Again, there were poor definitions. This language is important, not only for a support unit arriving on scene, but for a OSC/CSS to clearly give direction to the search unit.
- c) Execution ratings: Departure, PFD's equipment worn correctly. No running on docks. Communications between crew etc. En route: Again, inter-crew communications, navigation, and so on (judges were not overly strict on the navigation, as crews not familiar with all the equipment) All teams did well in these areas.
- d) Arrival at CSP, search. Crew communications, execution of the basic plan, modify if required BUT notify

exercise radio. Major points included watching the lookouts: were they busy navigating, or being lookouts? We felt anything over ¼ mile track space was pushing the BSD window. Excessive search speed was also considered. In the assessment was radio communications, log keeping. Did the radio log reflect the comms to Exercise Radio. NO. Legibility of the logs, sufficient information on the transmissions. NEVER do a radio log in pencil, it is an official document and must be recorded in pen. In pencil, it won't stand up in a court of law. SAREX report. We looked at the requirement from RCC to fill in the blanks. Again, not overly critical, but points were lost here.

e) Legibility? The section Significant events, are that, but we also suggested to consider this your deck log, a bit more detail. Latitude/Longitude of CSP”, search area/patterns, recovery etc were often not noted, and these are essentials for RCC.

Event D: Radio. Tough radio exam. Tough one on one's with the scenarios. All 3 scenarios had an action simulation whereby you collected the data instead of getting it from CG Radio. Name, position, nature of difficulty/distress. Other pertinent details. Option 1, pass to CGRS; option 2, do a Mayday Relay. Bonus points were given for the Mayday Relay. Prefacing distress communications, speaking numbers individually. Radio logs, recording basic details. I think the judges did a lot of lenient considerations, but maintained standards as described in the radio and CCGA regulations.

Event E: Pump: PFD's on the dock, worn and fitting properly, no running, and the team operating efficiently. No marks were lost if the pump didn't fire right away, only if switches were incorrect. Finally, restowing the gear AS FOUND, draining and wiping the pump down. And as usual, team and communication.

Event F: Line toss. What to say: coil it, throw it.

My thoughts on the competition are that the teams who participated were given tough scenarios. Any team that participated after these challenges would do **very** well in the National. The C/E, first aid, radio, SAREX were **very** challenging. The east coast model gave an LKP, a datum search situation. Our teams were given no datum, no LKP to define. Your search area was broader. Unit training might involve classroom simulations, play the radio games like the scenarios. Practice the language of search.

It was a learning curve for us as well. Next year, it can only get better. Comment feedback from CCG – very impressed with all the team performances. As one CCG officer commented, “we've come a long way, excellent you guys (n gals)...simply excellent.” Thanks again, be proud!

Barry Hastings, SARCOMP Coordinator 2000

SAR WARS 2000 WINNERS!

The team from Unit 6, Richmond North, pulls off a fine performance of various Search and Rescue techniques. They will have the honour of representing Pacific Region at the National SAREX in October, 2000.



Congratulations! L to R: Pat Sears, Ryan Woodward (Unit Leader), and Greg Miller, of Unit 6, Richmond North

COURTESY EXAMINERS NOTE! CAPACITY PLATE REGS EXTENSION

Important information for Summer 2000

Canada's Small Vessel Regulations state that vessels up to 6 m in length and capable of being fitted with engine(s) of 7.5 kw or more are required to carry a Capacity Plate; and all other motorized craft sold in Canada are required to display a Conformity Plate or decal stating that the vessel meets the Construction Standards.

A Single Vessel Plate is issued to homebuilt boats or those boats built by a builder no longer in business, instead of a Capacity Plate or Conformity Plate.

Our experience shows that probably less than one vessel in thirty will have the Conformity Plate. Although it is law for pleasure craft to have a plate affixed, the Canadian

TREASURER'S REPORT

Administrivia:

"Whatever was required to be done, the Circumlocution Office was beforehand with all the public departments in the art of perceiving - HOW NOT TO DO IT."

Charles Dickens (1812 - 1870)

Greetings! Once again, I've been honoured to be appointed your Treasurer, with the added responsibility of Secretary, for the coming year. I intend to continue contributing to making our organization more progressive, and more responsive to those who rely on our services, whether it be you, the member, or the general public.

Now that we have agreed on by-laws, our Executive Officer Stan Warlow is midway through his indoctrination period, and our financial house is in order, it's time to move on to seeking corporate and private sponsorships. The funds raised will go a long way to ensuring that the fulfillment of the operational and capital expenditures requirements that you identified in your budget requests will become a reality.

But first, a word about the current year's budget: All Regions were asked to supply a business plan to National by March 17th. Pacific provided its business plan to National on March 11th, in the hopes that the budget allocations would be set prior to the beginning of the fiscal year. As not all Regions submitted a business plan,

Pacific has been informed that we have been given a provisional budget of 25% of last year's budget, or \$125,000. It is hoped that by the time the Dolphin goes to press and you're reading this that our full allocation for this year will have been announced. More on that in the summer issue. It is my understanding that the CCGA is receiving an additional \$1 million Nationally, bringing our Contribution Agreement funding up to \$4 million Nationally. We are hopeful that, based on the budgets all of you provided, and the initiatives identified in our business plan, that we will see an increase in our base budget this year. Time will tell.

Stan Warlow, myself, and Malcolm Dunderdale are working diligently on preparing a fund-raising plan, which we intend to roll out starting this summer. Elements of the plan will include a direct mail campaign; grant requests to foundations, BC Gaming funding applications, raffles, and other fund-raising initiatives. It's important to realize that Pacific is starting from ground zero in this area. As those Societies that have successfully raised funds know, fund-raising requires a lot of hard work and dedication, but the rewards can be remarkable. It will take Pacific quite some time to develop its donor database, but once in place, it will go a long way to ensuring a sustainable funding base for future years.

For example, statistics show that *(con'd on p.12)*

Coast Guard Office of Boating Safety has stated that for the purposes of the Courtesy Check Program (CE) we will adopt the following interim policy (to expire 31 December 2000):

Courtesy Examiners may issue a decal to pleasure craft that do not display a conformity, capacity or single vessel plate in the year 2000 calendar year (providing the vessel passes all other criteria in the CE).



If a Courtesy Examiner issues a decal to a vessel without a plate affixed, they must note on the form that the vessel does not fully comply, and that this is the last year that a decal will be issued without the plate.

Courtesy Examiners are to provide an information/application package to the vessel owner, to guide them in the application process in obtaining the appropriate plate.

Courtesy Examiners should be further guided by 23 (2) of the Small Vessel Regulations which states that a pleasure craft is not required to have a plate affixed to it if:

- (a) an application has been made for the plate in accordance with section 22;
- (b) the person who made the application is in possession of a document issued by the Minister confirming that the application had been made and that the plate is about to be issued; and
- (c) the person has not yet received the plate.

The information packages will be available through the Office of Boating Safety in two to three weeks.

Kenneth Moore, Director of Boating Safety



when a direct mail campaign is started, the average return is about a .75 to 1.25 percent response rate. As people donate through that process, the lists become more targeted, and repeat mailings are sent to people who have contributed in the past. In fact, the statistics show that for every dollar spent on a direct mail campaign, you can expect a return of ten dollars, over time. It won't happen overnight, but with well-planned, well-executed initiatives, we will be putting ourselves in good stead for the future.



Secondly, our fund-raising plan will **NOT** include telemarketing. There are a variety of reasons for not telemarketing, including the fact that it is against our Fund-raising Code of Accountability (adopted by Pacific over two years ago), which expressly forbids hiring professional fund-raisers on a commission or percentage-based arrangement. Telemarketers take 55 – 65% of every dollar donated. We believe that our donors prefer to have 100% of their dollar go to support the activities of the Auxiliary. Further, studies show that donors are suffering from solici-

tation fatigue, and one of the primary reasons for solicitation fatigue is unsolicited telephone calls, asking for money. Lastly, professional telemarketers claim ownership to the donor lists, and use those lists to solicit funds for other organizations. They also sell those lists to other organizations. We believe that if an individual donates to the CCGA(Pacific), they do not want their personal information used for other purposes.

Let's raise the money ourselves, and use the money that professional fundraisers would charge us, to help those units that do not have large population bases to establish a sustainable funding base. Hard work? Yes! Large potential rewards? Without a doubt!

As a final comment, my kudos to the AGM planning committee, who organized and put on a spectacular Annual General Meeting. From the perspective of a guest at the AGM, I thought that it was flawless, and you all deserve a great deal of credit. If there were any challenges that you faced, they certainly were not obvious to the guests at the AGM. Until next time,

Frank Hudson, Secretary-Treasurer

NATIONAL TRAINING STANDARDS: COMMITTEE REPORT

The committee working on the National Training Standards for the CCGA had a meeting in February in Richmond, BC. More valuable work was accomplished at the meeting. The five Regions of the CCGA were represented along with Coast Guard and Coast Guard Collage personnel. The committee has come up with the minimum number of tasks that each operator or crew member must be able to achieve.



them to you for your comments.

We will meet again in Sydney, Nova Scotia, to finalize the tasks and the standard to which they must be completed. We do have some draft documents that are available. If any of you would like to see them, I will e-mail

The one overriding concept that must be kept in mind is that these standards are a National standard. There may be things in the standard that you feel do not apply to us in the Pacific Region. That is true; however, the same is true for some of the items that we insisted be included.

When you look at the diversity of the organisation, Pacific with relatively small boats, Central with even smaller boats, Maritimes with boats that are larger and Newfoundland with no vessel under 15 metres in length, and the average being 20 meters, it is difficult to be specific to each Region. For instance, please don't dismiss the document out of hand if you find a section on "ice breaking."

One of the major benefits of this Standard will be that all training in Canada will have to be re-evaluated to make sure that all of the criteria and tasks are adequately covered. The net result of this should be much better training documents and material similar, if not identical, to the new "Small Vessel Operator Training" course that Tyler Brand (CCG) is now delivering to potential instructors on this Coast.

For the next *Dolphin* I hope to report that the new Standard has been accepted by all of the Regions, and the examination of the existing programs to make sure they meet the standard, will be well underway.

Bruce Falkins, Vice-President

ZONE ONE REPORT

The AGM has come and gone, and it's time we get down to the business we're trained to do: providing boating and SAR services to those on the water. All Units in Zone 1 are gearing up for a banner year in prevention and boating safety. Numerous requests for Courtesy Examinations and Special Events have been submitted by all.

Unit 3 (Fraser Valley) and **Unit 9** (Okanagan) are dedicated Boating Safety Units and are planning the events they will be participating in for the coming season. They have the full support of the Zone for their plans.

The McDonald's program started last year by **Unit 6** (Richmond North) is being introduced again this year. Unit Leader Ryan Woodward has extended the program to include the other Units in the Zone. They will be distributing coupons to kids who have demonstrated their awareness of Boating Safety by wearing PFDs.

Unit 5 (Crescent Beach) is in the process of ordering an FRV for the Crescent Beach area. They hope to have it in operation by summer this year. Congratulations to them for their successful fund-raising to purchase this vessel!

Unit 7 are happily settled into their new boathouse, which will shelter their vessel and act as a training and storage facility (*see article on p. 5*).

We have had a Zone Unit Leaders' meeting since the AGM, and have established a service provider to take care of the First Aid training requirements of the Zone. The service provider has agreed to set up a database of all members, with the status of the FA tickets of all members. Units and members will be contacted as the tickets expire, and the training will be ongoing. The good news is that it is within the allotted budget for FA training. Thanks to all who were instrumental in working towards and achieving this goal.



The meeting also identified areas that need to be addressed, such as joint training exercises with all Units, SAR courses, radio, and a continuing full slate of training for all members. Pino Bacinello has obtained his license to examine for RROC and will assist in this task as required.

There is a great deal of cooperation between the Units and I am looking forward to the coming year. I intend to have Zone meetings on a regular basis, to discuss the goals of the Zone and maintain the positive momentum that has been generated. To all in the Zone: great work, and let's make it even better as we move through the coming year.

Jim Toogood, Director, Zone 1

ZONE TWO REPORT

Firstly, on behalf of the Units in Zone 2, I would like to commend the Executive of CCGA (Pacific) for the professional and efficient manner in which the AGM 2000 was conducted in February, as well as acknowledging the hard work and efforts of the Units of Zone 1, in particular the membership of Unit 6, for the weekend's overall success. As a new member of the Board, I look forward to working with the Executive and the other Board Directors in the upcoming year.

I would also like to thank Harvey Humchitt (Sr) for his efforts while in the position of Director for Zone 2. This is my second stint with Unit 62 Klemtu. Now, having agreed to take over the responsibility of Director of Zone 2 from Harvey (though he has agreed to continue to work with me) I look forward to working closely with the Units in Bella Bella, Bella Coola, Ocean Falls and Klemtu.

It is my intent to make personal contact with all of the Units in Zone 2 in the next few weeks; I hope to visit them shortly as well. It is paramount in an area this large and isolated that all of the Units work together and the membership become familiar and comfortable with one another. The recommendations previously made by Harvey will also continue to be followed up on.

Of note, Unit 62 Klemtu was the beneficiary of a handmade rescue blanket from the raffle held at AGM 2000. We are looking forward to putting it into service as soon as the proposed loaner vessel is delivered.

Alan DeJersey, Director, Zone 2

TRAINING REPORT

Greetings to you all. One month on the job and I still have hair left to pull! By now, you will all have had a chance to review our policy on Pleasure Craft Operator Cards and many of you will have completed the training and written your exams. Thank you. Although this card is not mandatory for many FRV members, and most of our Owner operators have had previous training, it is important that the CCGA(P) and its members continue to build the respect of the boating community.

The policy paper was communicated to your Unit Leaders in the first weeks of April. If you have not had a chance to read it, it is repeated in its text form below. Although the policy will not please everyone, it is the Board of Directors position that this is ultimately the proper course to take. It is important to be able to tell the public that you have taken it when they ask about it. Making sure

that all of our members are familiar with the new regulations will ensure the public gets the proper answers to their questions.

In the coming months I will be dealing with other important issues associated with the Office of Training, including training hours, RHIOI seats and the business of training trainers. I ask that all members try to observe the proper chain of command when requesting information or authorizations. This keeps everybody informed and in the loop.

I would like to take this opportunity to thank the outgoing Training Director, Mr. Lyle Willson for his work in the past two years, and I look forward to serving you all to the best of my capacity.

John Thomas, Director of Training



POLICY MEMO

Date: March 30, 2000
To: All Zone Directors and Unit Leaders
From: Director of Training, CCGA(P)
Subject: **Pleasure Craft Operator Cards** for CCGA(P) Members
Priority: To have 90% of active members carrying a Pleasure Craft Operator Card by June 30, 2000
Policy: That each active member who does not already have a Pleasure Craft Operator Card (PCOC) as issued by an accredited provider, take the CCGA course and write an exam. Courses are to be taught by Unit Training Officers or their designates. Study guides, exams, answer sheets, registration forms and training outlines will be provided to the Unit Leaders. Exams are numbered and their care will be the responsibility of the Unit Leaders. As no training is necessary to Proctor the exams, Unit Leaders or their designates will take on this responsibility. Those members who are in possession of a PCOC from an accredited provider are requested to challenge one of the CCGA exams to get a CCGA issued card. Those members who have a the **“Proof of Previous Training”** card are requested to take the course to ensure they are familiar with the new Small Boat regulations. Applications forms from successful test writers will be sent east to our card provider and cards will be made up and distributed to Members through their Unit Leaders. New members who do not have a PCOC will have it added as a requirement for full membership, along with Restricted Radio Certificate, SAR course and First Aid/CPR, and have the six month probationary period to take the course and write the exam. A study guide will be provided to Unit Leaders with the New Member package each new member receives.

Arguments: The members of the CCGA are a group of highly trained and skilled mariners. While the regulations allow for the test to be challenged, members are asked to review the material in a classroom setting using the CCGA internal student manual and then take a numbered exam proctored by their Unit Leader. The members will not be given the test questions in advance. It is the position of the Board of Directors of the CCGA(P) that we take the high road on this initiative and be able to say to the public when we are asked the question (and we will be asked), that we have taken the course and recommend that they do so as well.

ZONE THREE REPORT

All indications are that our Units have survived winter and the transition to the year 2000 with out any ill effects. Other than all our forms with 19__ on them, we are well on our way to another spring and summer. As with everyone else, keeping boats up and running is an ongoing task. At present, all the Zone 3 Units have matters in hand.

Unit 35 (Victoria) and Unit 36 (Sidney) both now have new FRV's. Unit 33 (Oak Bay) has their boat back after being in for a refit. Plans are to begin the process to replace the *Jack Groves* in the future. Unit 37(Sooke) will have elections this month. Barry Pfliger advises he will not be running for Unit Leader this term, but is staying on as a coxswain. Many thanks for all the work he has put into the Unit. Unit 25 (Gulf Islands) is continuing with their training program, with Pender Island working towards replacing their FRV.

For some members and readers of the Dolphin, we read reports from the different Zones but don't really have a clear picture of the area they cover. Having said that, I thought it may be of interest to give an overview of Zone 3. We have 5 Units in our Zone going from Sooke (on the west coast of Vancouver Island) to Victoria, Oak Bay, Sidney and the southern Gulf Islands.

Sooke is most likely one of the best fishing areas on the lower end of the island. For hikers, the West Coast trail and the Juan de Fuca trail may be worth a look. Sooke Harbour is one of the better havens from the weather which can, at times, be unpleasant to say the least. Unit 37's boat, *Rescue 37*, is moored in Sooke Harbour and is well equipped to handle conditions off the coast.

Victoria has the busiest harbour on the southern part of the island. As well, the main Coast Guard base is here, along with the Auxiliary office. Ferries run from Victoria to Port Angeles and Seattle. Moorage is available and you are right in downtown Victoria. As well as ferries, pleasure boats and commercial vessels, there is a lot of air traffic as well. Unit 35 is kept busy with all the traffic as well as assisting with special events, especially during the summer months.

Oak Bay is roughly midway between Victoria and Sidney. Moorage is available at Oak Bay Marina (as well as a really good restaurant). Unit 33 has served this area for many years. Weather can be a problem in this area as well, and having an Auxiliary Unit here has proven to be

a real asset.

Sidney has several large marinas and a large population of pleasure boats. Port Sidney Marina is right downtown and is really busy during the summer. Many boaters from the greater Victoria area keep their boats here since it provides easy access to the Gulf Islands and surrounding area. Unit 36 in Sidney seems to keep busy for most of the year with a variety of incidents. Saanich Inlet is on the other side of the peninsula from Sidney and reaches right down to Goldstream Park. Unit 36 has a boat in Brentwood Bay as well. During the summer, the Butchart Gardens has fireworks every Saturday night. Since you can see these from Tod Inlet, it attracts a multitude of boats and can be a bit chaotic at times.


The southern Gulf Islands have some of the nicest areas for boating around Vancouver Island. The main islands, Saltspring, Galiano, Mayne, Saturna, and North and South Pender, are all accessible by ferry. Well worth the trip if you haven't been there. Also lots of bays and harbours to visit by boat. Unit 25 has been divided into sub-Units to make it more efficient. The Coast Guard base at Ganges is the centre of operations in this area, and it is due to their assistance that the Auxiliary Units in this part of our zone have been successful.

There are lots of special events all summer throughout



our Zone. If you are thinking of visiting the area, we have lots of members who would be glad to assist you with information, so don't hesitate to call.

Bob Holmes, Director, Zone 3



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FURTHER RECOGNITIONS

From the Canadian Coast Guard Office of Boating Safety, a new perpetual award was introduced this year: "The Office of Boating Safety Service Award recognizes individual members of the CCGA who make significant contributions to the advancement of boating safety in the Pacific Region"



This year the award was shared, and went to: Ken Moore (Director, Zone 3/Boating Safety) Dave Lamb (Deputy Director Boating Safety) (L to R: Brian Steven of OBS; K. Moore; D. Lamb)

A moving moment at the AGM: US Coast Guard Auxiliary District 13 (Northwestern USA) presented a plaque to the CCGA(P) with the following inscription:

"We are very proud of our association with you, your years of devotion to boating safety, and the friendship we share."



Vice Commodore Louise Gatlin presents the plaque to CCGA(P) President Craig Dunn



Richmond Mayor Greg Halsey-Brandt greeted the Auxiliarists on behalf of the City of Richmond. "On behalf of City Council, thanks go to the Auxiliary for your hard work in our area. Your performance in the Steveston area and on the north and middle arms of the Fraser River is much appreciated. The public is behind you here in Richmond."

In his greetings to the AGM assembly, Rear Admiral R. Buck praised the Auxiliary members for their dedication to Search and Rescue and Boating Safety:

"You are the backbone of SAR in the Pacific Region. With your work, there is a better, and increasingly better, dialogue about SAR in the country."

Following his speech, Rear Admiral Buck presented a Certificate of Appreciation to the following Units:

- Unit 35, Victoria
- Unit 6, Richmond North
- Unit 60, Comox
- Unit 37, Sooke
- Unit 69, Sandspit
- Unit 34, Mill Bay
- Unit 63, Kitimat
- Unit 7, Richmond
- Unit 66, QCC
- Unit 36, Saanich



L to R: Units 35, 34, 6, 63, 7, 60, 37, 66, 69, 36, and Rear Admiral Buck

ZONE FOUR REPORT

Zone 4 (North Vancouver Island) is looking at expanding the number of Units this year. At this point, Zone 4 consists of Port Alice, Port McNeill and Alert Bay. All of these Units at this point consist of Owner Operated Vessels. There are number of members in the Port McNeill Unit from Zeballos and some from Port Hardy. Two of the major projects in Zone 4 for this year are to have these two locations form Units of their own, and to recruit more new members. Training and regular meetings at Unit level are other main objectives for the year.

Zeballos is located on the West Coast of Vancouver Island. It's about an hour and half drive from Port McNeill on a good day. Most of the way consists of driving on logging roads through the North Island hills. Currently, there are about twelve members living in Zeballos interested in forming another CCGA Unit. Most of these rescuers are just that. They belong to land search and rescue and are looking at expanding their horizons and joining the mariners.

The other Unit that will hopefully be reinstated is the Port Hardy Unit. After speaking to several people in the Port Hardy area, it doesn't appear that there will be a lack of people wanting to join the Canadian Coast Guard Auxiliary and get this Unit back online and rolling again.

Training is much needed on the North Island. I would like to see several courses offered for the Zone 4 members this year so that they can all be up to date and certified. Some of the courses needed are the SAR course, CE course, etc. A few of the incidents have been reported to the Unit leaders, but most were not written up to this point. No paperwork – no stats. And I know there are many calls we respond to. Please fill out the proper paperwork and forward it to your Unit Leader.



There are many objectives for this upcoming year, but I know that with everybody's help we can achieve them all.

Robert Pikola, Director, Zone 4

Port Hardy circa 1947. We look forward to reconsolidation of the Unit in Port Hardy area; their long-standing marine knowledge will be warmly welcomed.

ZONE FIVE REPORT

Spring is in the air and so starts a new boating season. The Units in the Zone are gearing up for the season with first aid courses and Courtesy Examination (CE) courses. One CE course had at least 16 members attend. Some Units want at least one more course to fill their needs.

Recently, the **Port Alberni** Unit (Unit 39) held their AGM, and had a cruise on the Alberni Canal which was a highlight of the meeting. Port Alberni is fund raising for a new vessel. They have ordered a 733 to replace their smaller vessel. The larger boat will give them further range and longer operation time between refueling. From time to time they are called out to Bamfield's area of operation so the added capacity will keep them out there longer.

Long Beach (Unit 38) will soon have a change of Unit Leader, as Allen Hughes will be moving to Comox. Allen has worked very hard with some key members to provide a very valuable SAR team at the ready at all times. We wish him well in his move.

The AGM for the whole Pacific Region was one of the best I have attended over the years, and I have gone to at least ten of them.

The SAR competition was a great success; we're proud that we have a team to send to National for the CCGA National competition. We now have our bylaws in order and the Board now can spend time on the important issues that we let go by the way side over the past few years.

During the AGM meeting Zone 5 grew by one more Unit. I'd like to welcome **Unit 42, Kyuquot** and all its members to my Zone. They have already been very active, with a first aid course completed and a SAR course coming up. The members are very keen and want to get out there and fly the flag.

Enough said! Have a great spring, and a safe boating season.

Richard Zoet, Director, Zone 5

ZONE SIX REPORT

The Units have all been carrying out their local training and on 8 April 2000 we carried out a joint exercise with French Creek, Unit 61 and Halfmoon Bay, Unit 12 involving a cutter, two 733s and five owner operators.

The exercise centered around Skerry Bay which is about one third of the way up from the east end, on the north side of the island.

The exercise was well-organized and covered first aid, towing and a shore search that was very challenging in amongst the dozens of islands in the area. The “wash up” was very beneficial and we all felt that French Creek did a great job. We are planning to have a second exercise in July.

Several of the Units have expressed concerns about the lack of information with regard to the progress of the Operator’s Competency training, and we trust that information will be circulated shortly.

Other than that, we are looking forward to a summer of safe boating for all.

Kenneth Moore, Director, Zone 6



Deirdre Brooke presented a moving eulogy for her father, CCGA (Pacific) Past - President Ed Brooke, at the 21st AGM.

IN MEMORIAM: BELL STRUCK TO HONOUR ED BROOKE

A brass bell has been cast in memory of CCGA(Pacific)’s Past - President Ed Brooke, who passed away in December, 1999. The bell will be struck at the beginning of each AGM, and a minute of silence will be held to remember those Auxiliaries who have gone into spirit in the past year.

Current President Craig Dunn asked Deirdre Brooke, one of Ed’s daughters, to present the bell to the assembly at the AGM 2000. Ms. Brooke read the following eulogy, written by another of Ed’s daughters, Cynthia Brooke.

“Our father was a son of the sea, and as such he held great respect for her mysteries and cold realities. He understood and experienced firsthand how the sea can provide generously and rob cruelly in the same motion. He once said that the sea was the closest emotional relationship that one could experience with g_d [sic] here on earth.

Our family has had a multi-generational connection to the seas, in the Navy, as sea merchants, boat builders, and fishermen. Our father was born, grew, lived, and died on this coast he so loved. To all of his children, sons and daughters alike, he shared this love. Each of us was expected to serve our time crewing on his boats. We were raised well on his uncommon blend of myth, lore, and unvarnished truth.

One of his truths was that training and safety came before all else. Therefore it was accepted as a natural progression when our father formally joined the Coast Guard Auxiliary. Through the Auxiliary his knowledge of this coast and dedication to the safety of all those who fare by the seas were given a powerful channel of expression, albeit occasionally at force 11.

Our father maintained close relations from the bottom up, even when he reached the top. Though he was often frustrated by politics, he held that this was amongst the most valuable work he had ever done. Our father felt truly honoured to be a member of the Auxiliary Coast Guard of Canada, and you honour his memory and our family deeply, by your dedication to him. Thank you all,

The Brooke Family

ZONE SEVEN REPORT

This year's AGM was a real success and a pleasure to attend. Throughout my many years with the Auxiliary Pacific, I have never seen our membership come to the microphone and congratulate the Board for their work. This truly gives the Board and our members a good feeling and inspires everyone to continue their good work.

Congratulations go to Richmond for winning SARWARS. I know they will represent our Region well in the National competition. Good luck to the crew when they go in October.

While in the congratulating mode, I must congratulate Craig Dunn for being unanimously selected to continue as our President. Recently, I was invited as a guest to attend the National CCGA meeting in Richmond. I was politely informed that while I could sit in on the meeting, I was not allowed to speak or make any comments, just listen and observe. Well, I did make it through the two days without speaking (with great difficulty I might add). I found the meeting interesting, enlightening, and disappointing in some ways. The main thing I recognized is that our President represents our Region very well on a National level; nothing slips by or goes over his head.

As spring is finally upon us Zone 7 is still very quiet with few incidents.

Unit 63 Kitimat: Duncan Peacock reports only one incident about 50 miles from Kitimat: a vessel lost in the fog.

Unit 46 Marsh Lake (Yukon): Stu Wallace reports all is quiet with heavy snow still falling. Stu found his first AGM very interesting and looks forward to becoming more involved. The lakes should be clear of ice and snow mid May.

Unit 69 Sandspit: Scott Giroux reports a quiet winter with continued exercises. Congratulations to Unit 69 for placing third in the AGM SARWARS.

Unit 66 Queen Charlotte City: I was standing in for Unit Leader Ernie Gladstone for two weeks and report only one incident of a vessel fire 5 am. at the dock in Q.C.C., destroyed the fiberglass vessel completely. I am amazed the fire department was able to extinguish the fire. They used 19 x 5 gallon drums of foam. Our crew

did a great job assisting. As you can see from the photo below, there's not much to salvage after a fiberglass hull catches fire.



Unit 64 Prince Rupert: Deputy Unit Leader Geoff Gould reports their FRV is in Vancouver for a major overhaul. They hope to have it returned and back in the water before the end of April.

William Trowell, member of Unit 73 Inverness / Rescue 15, is now Director of Boating Safety for Zone 7. Congratulations William.

I am spending considerable time setting up our part in the International exercise/training/special event in Ketchikan, Alaska, which will run from May 5 – 7. I will have many pictures and much to report in the next issue of the Dolphin.

One last thing: here is a new website I found recently. www.nws.fsu.edu/buoy/wcan.html. It's the best interactive weather buoy information I have found to date. Check it out. Safe Boating,

Malcolm Dunderdale, Director, Zone 7

SHIP-BUILDING NEWS

Our Auxiliary members often work alongside CCG and RCMP vessels. New vessels on the horizon: Victoria Shipyard has launched three 22'6" fast, aluminum patrol boats for the RCMP. With 280-hp Volvo Penta/Duoprop outdrive propulsion, two are destined for Pender Island, and one is heading for Queen Charlotte City. With sea trials successfully completed and 36-knot speeds achieved, Victoria Shipyard will build five more of the same model, to go to Canadian destinations, as yet undetermined.

MARINER REPORTING PROGRAM TO RUN AT COAST GUARD STATION COMOX

Mariner Reporting Program "MAREP" Dedicated to the Safety of Life at Sea

The Mariner Reporting Program, or MAREP, is a way for the mariner and aviator to help themselves and others with real time weather information.

Marine Weather is important to everyone living and working along the British Columbia coast. Changes can be sudden and severe, representing a safety hazard for the mariner and aviator. Receiving Marine reports is crucial for planning a safe and successful trip, even life-saving. Conditions also determine transportation routing factors and therefore have an economic effect on the marine community.

A violent storm that struck the BC coast on the night of October 12, 1984, leaving five fishermen dead and seven vessels lost, initiated the MAREP program in British Columbia. Environment Canada conducted an investigation into the event, and the resulting report documented deficiencies within the marine weather reporting system and the dissemination of its information. This report recommended the commencement of a MAREP program for BC's coast, similar to what Alaska and Washington were using.

With the cooperation of Coast Guard, Environment Canada acted quickly to establish the first MAREP station at Vancouver Coast Guard Radio in early 1985. This was followed by MAREP Stations at Bonilla Island (October 1985), and Cape Scott in March and Kyuquot (May 1986). Soon the Canadian Coast Guard expanded their service to accept MAREP weather reports at all Coast Guard Radio Stations. In 1997 The Comox Coast Guard Marine Communications & Traffic Services developed a project known as "Comox MAREP," which operated from February to September that year. This was an enhanced trial program with a dedicated radio frequency and telephone number. It proved to be a great success and was very beneficial to the marine and aviation communities. This success was due in part to the number of participants involved in this enhanced MAREP service.

The Canadian Coast Guard are re-establishing this enhanced MAREP service on May 15, 2000, broadcasting from the Comox Coast Guard M.C.T.S. Centre, on VHF

62A, 156.125 MHz. This service will operate from 0600 to 1800 daily for the summer seasons, with reduced hours though the winter months.

The purpose of establishing this service is to enhance weather related information, insuring the exchange is consistent and reliable. Thus, the public can be provided with the latest knowledge of current weather conditions, as they plan a safe voyage or flight.

MAREP's received by Comox MAREP are not only disseminated for mariners and aviators. They also are sent to The Pacific Weather Centre, who compile and prepare information for forecasts and weather warnings. Certain reports provided will be transcribed and broadcasted onto the Continuous Marine Broadcast.

The Comox MAREP service is soliciting volunteers in-

For those who love to watch the sea and sky: "Comox MAREP service is soliciting volunteers to participate in a new network of shore-based mobile weather observers ... to provide regular weather reports from their vessel, waterfront home, place of work"

interested in participating in a new network of shore based, floating or mobile weather observers called "Shorelinks," that can provide regular weather reports once or twice a day from their vessel, waterfront home or place of work. This volunteer network would establish a database of coastal weather reporting sites for the Strait of Georgia and Johnstone Strait areas, where weather information is not normally available for the public. A MAREP manual and local weather training could be provided if needed.

Initially the area of coverage will be Nanaimo on Vancouver Island across the Strait of Georgia to Bowen Island and north to the eastern section of Johnstone Strait. Broadcasting and receiving weather related information on a repeater from Texada Island, with the possible expansion to other areas in the future.

For more information on how to participate in the MAREP Program, please call Comox MAREP by telephone, VHF channel **62A**, or write to:

MAREP Officer, For J. Boyer (OIC)
Comox MCTS Centre, PO Box 220,
Lazo, BC, V0R-2K0

Ph: (250) 339-3687; Fax:(250) 339-2372

ZONE EIGHT REPORT

As the new Director for Zone 8, I would first like to thank the outgoing Director, Mr. Lyle Willson for his work in the Zone. The Units of Zone 8 have had a busy winter.

Under the direction of Unit Leader Kevin Perkins, **Unit 27**, Naniamo, is expanding rapidly. After taking possession of their vessel from the City of Naniamo last year, they have re-powered her, added a dozen new members and taken up residence in part of an old city firewall. Well done, Kevin!

Unit 29, Ladysmith, has taken delivery of their new Hurricane 733 and is currently getting engines and electronics installed. The official launch date is May 6, and I am looking forward to the event. More on their new boat in the next issue of the Dolphin.

Unit 26, Cowichan Bay, has been busy with training. They have a new old Unit Leader, as Lyle Willson has resumed those duties after passing the Zone to me.

Unit 34, Mill Bay, spent the winter getting to know their new vessel, *Pacific Energy*, a custom Lifetimer aluminum 6.5m RHIB.

All Zone 8 units continue to train hard and are well prepared for the busy Y2K boating season.



*John Thomas, Director,
Zone 8*

A WORD FROM SANDSPIT

The Misty Islands Marine Rescue Society in Sandspit would like to thank all of those involved in the organization of SAR WARS 2000 and the AGM. It was obvious from how the event unfolded that a lot of planning and hard work had gone into both events. Thanks also to Malcolm Dunderdale for nominating our Unit for the numerous awards we received. And a special thanks to those who kept drawing our names for all the great prizes. I suggest that we get them to do it again next year.

Scott Giroux, Unit Leader Unit 69, Sandspit



SAR WARS 2000 was a great opportunity for our Unit to practice our skills prior to the event, regardless of the weather conditions. Here we are on a winter exercise with Unit 66, Queen Charlotte City.

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SEARCH AND RESCUE OPERATIONS

The recreational boating season of 2000 is upon us. From Easter to Labour Day, we'll all be busy. Let's play it safe and professional out there.

Congratulations and praise to those involved in this year's AGM, from registration and goody briefcases, to the Awards dinner, to SARWARS and beyond. Well done!

In this issue, I want to reiterate a few of the items presented to Unit Leaders at the AGM, because these affect all active members.

RADIO CALL SIGNS:

This year in conjunction with RCC, we've asked you to adopt a specific radio protocol. The initiative is to assist RCC and CCG Radio operators. The protocol is: When on a tasking or training, please identify your vessel as:

"Canadian Coast Guard Auxiliary (Your Unit #), Your Home base."

For example: **"Victoria Coast Guard Radio, Victoria Coast Guard Radio. This is Canadian Coast Guard Auxiliary 3-6, Sidney, Auxiliary Three-Six, Sidney, on Channel Zero Four-Alpha."**

In this specific case, it identifies for the radio operator that this is Unit 36, Sidney, not the *Brentwood Dory*, Unit 36 Brentwood, or the *Nucleus*, Unit 36, Pat Bay. Sidney's boat had been known as the *Jack Simpson*. The next Unit to the south is Oak Bay, vessel named *Jack Groves*. You guessed it, there have been problems with which Jack is which. Incidentally, Sidney's new boat, the *Sidney Titan*, is featured on the back page of this issue of the *Dolphin*.

This also standardizes (in this case a good thing) all our communications with our various CCG Radio operators, and of course, RCC.

NOTE: Christen your vessel what-ever-you'd like, and refer to it however you wish. But you must, **when on taskings, and while training**, use the radio protocol.

MEDICALS

New ISO/ISM regulations dictating training and medical standards are now governing the Canadian Coast Guard, and the CCGA by extension.

After April 1, 2001, any person who crews with CCG as an **integral** part of the crew will be required to pass the Health & Welfare Canada Seagoing Medical as defined

by DFO. This only affects bases such as Kits, Bamfield, Powell River, Campbell River, French Creek and Ganges. It will NOT be required of Auxiliarists who train occasionally on CCG vessels. This medical will also be a requirement for RHOT, after the same deadline.

EVERYTHING OLD IS NEW AGAIN:

While five new community FRV's were put in service over the last year, another venerable (read slow-poke) vessel was snatched from the gaping maw of the keel-



crusher. Here is the story of the re-born NUCLEUS: The Nucleus, a CCGA(P) asset, is a 32 foot 10-knot fibreglass trawler powered by a 6 cyl Detroit diesel based at IOS, Patricia Bay. A former Hydrographic launch, the boat was used for some years by Auxiliarists, based in Steveston. Now operated by members of Unit 36, her primary role is to act as a marine platform for the North Saanich volunteer fire department in the event of an aircraft disaster in the Saanich Inlet /Satellite Channel area or a marine fire at IOS/CCG Pat Bay. Her operations budget, as per MOU, is augmented through contributions from the municipality of North Saanich and the Victoria International Airport Authority. The vessel has undergone a tremendous refit and refurbish under the guidance of Zone 3 Director Bob Holmes.

Scott Sutherland, Director of SAR

AWARDS REMINDER: Awards time is anytime, so keep an eye out for fellow Auxiliarists and others in your community who may be doing all the right things. CCGA awards are not solely about heroism. They also recognize hard work, determination and diligence. This issue of the *Dolphin* recognizes many of the recipients of this years awards, and provides a good overview of the variety of awards and criteria. Please keep the criteria in mind, and an eye open for people who should be standing up getting their picture taken with our President next year.

BOATING SAFETY TRAILER: PILOT PROGRAM FOR SUMMER 2000

Following the Board's plan to give the Auxiliary more public awareness Boating Safety is negotiating with the private sector to join us in that venture. We will be working closely with Stan Warlow to make sure we don't have any overlap.

Dave Lamb and Dale Scott have met with Tom Williams, Vice President of Williams Moving and Storage and he has offered us the use of his forty-five foot Mobile Training Trailer to carry out the following:

- Promote Boating Safety
- Promote Boater Education
- Promote Marine Search and Rescue
- Promote the Coast Guard Auxiliary (Pacific)

We will have almost exclusive use of the trailer. He requires it for a two-month period each year to train his employees, but during those two months we will have use of it on weekends and holidays. The rest of the year it is ours to use, as we require, 7 days a week.

Tom will look after the storage, maintenance and insurance of the trailer and he has also agreed to re-configure the signage on the exterior and add our logo and name at no cost to us.

The interior is divided into two sections. The forward section is approximately thirty feet in length and is used as a classroom. The aft section is fifteen feet long and is set up for storage.

Our plan is to set up the after section with display boards that will highlight each of the three programs within the CCGA. The forward section will display Boating Safety equipment, printed materials and handouts, profiles of each Unit, and provide a children's area.

This is an excellent opportunity for the CCGA (P) to develop a partnership with industry. Williams Moving and Storage is a very reputable company with a long history in British Columbia. They are community minded and supportive of our work.

We have already looked into venues and events where the trailer can be used and Dave and Dale are planning to have it active in the Lower Mainland a minimum of every second weekend from mid May through mid September.

Canadian Freightways, a national trucking company, has agreed to provide us with a tractor to move the trailer when required. They will be covering all costs including fuel and insurance. Dale works for Canadian Freightways, and will be the appointed driver.

This is a great opportunity to further our goals. We plan to run it as a pilot program this summer, and will report back to everyone in the Fall about how it went! A similarly styled mobile training classroom is under construction in Finland (see below).

Kenneth Moore, Director of Boating Safety



INTERNATIONAL SAR NEWS

Like the CCG, the RNLI is presently seeking certification for their rescue craft from the U.K. Maritime and Coast Guard Agency.

This initiative was generated by the RNLI who, in conjunction with the U.K. ship safety authorities, are developing a set of construction and safety guidelines for rescue craft.

As a note of comparison, this is quite different than the approach in Canada where we are trying to apply regulations designed for passenger/commercial vessels to these highly specialized craft.



The Finnish Sea Rescue Society is presently constructing a new 24-metre rescue vehicle, which includes in its design an onboard classroom for training new personnel. The FSRS were inspired to this approach by their observations of the traditional "cadet at sea" concept of hands-on seamanship training.

“SIDNEY TITAN” DEDICATION MAKES SAANICH PROUD



*Sidney's Town Crier
opens dedication
ceremonies for the
Sidney Titan*

The Saanich Marine Rescue Society launched the latest member of the Auxiliary fleet on January 20th 2000. The new *Sidney Titan* is the replacement for the now retired *Jack Simpson*. The decision to replace the *Jack Simpson* was essentially made for us when the cost of keeping it in the water became too high. A committee was set up to look into the purchase of a replacement FRV. After the usual discussions with the members of SMRS, it was decided to place an order for a Carswell Titan 249 Offshore RHIB, built right here in Sidney by Carswell Industries Ltd. The decision proved to be a good one for us, although John Stanners (the owner of Carswell) may see it from a different angle, as he always seemed to have some member of the Unit dropping by to put their two cents worth in. In the end though, I think we can all agree on the fact that Unit 36 has a superbly built and equipped rescue vessel!

The specs on the *Sidney Titan*: *Carswell Titan 249 Offshore* built and outfitted at Carswell Industries Ltd in Sidney. Aluminum hull length: 24' 9", powered by 2 x 150 hp Yamaha Salt Water series 2 outboards. Electronics consist of Radar, GPS, Sounder, 2x VHF, gas fume detector, and VHF direction Finder. A few of the little extras we have on board are a positive pressure bilge blower, independent forward, aft and abeam working lights, low intensity deck lights, stretcher tie down points, parbuckle points, and more storage than you can shake a stick at..

Our thanks go out to everyone who helped make the Sidney Titan a reality, especially John at Carswell for putting up with our “We want this, We want that” way of building a boat. If anyone from another unit is ever down visiting this area feel free to come on down and take a look over our new pride and joy at our new home Port Sidney Marina on “A” dock.

Steve Weaver, Unit 36, Saanich



The Sidney Titan monitoring Saanich's complicated coastline. photo: Steve Weaver



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