

DOLPHIN



CELEBRATION OF THE SEA: A JOINT TRAINING EXERCISE IN KETCHIKAN, ALASKA

The Memorandum of understanding between the United States Coast Guard Auxiliary (USCGA) and the Canadian Coast *(continued on p. 18)*



HH-60 Jayhawk Helicopter from Sitka, Alaska during a hoisting drill

AUXILIARY 6 AT PLYWOOD CUP FOR CHARITY

Saturday June 17 was one of those rare hot sunny days in Vancouver – False Creek to be exact – when Plywood Cup 2000 began at 1:30 in the afternoon. The Plywood Cup is a fund-raiser put on



by the Vancouver Progress Club for the Big Brothers – and an excuse for many to come and test the design and marine skills that they've been working on in secret.

The object of the contest was to construct a "boat" out of one sheet of three-quarter inch plywood, one sheet of half-

(continued on p. 8)

The Plywood Cup during the construction phase: Crew of VPD 98 and Auxiliary 6 - "supervising" the Unit 6 construction team.

INSIDE THIS ISSUE

(RED TEXT = HYPERLINK)

President's Comments	p.4
Fund-Raising at the movies	p.5
UVic Co-op Students with us for the Summer	p.6
Welcome Office Manager	p.6
How to make your Office Manager Very Happy	p.7
Auxiliary 6 at Plywood Cup for Charity	p.8
Administrative Update	p.9
Boating Safety Report	p.10
Carbon Monoxide Alert	p.11
Secretary-Treasurer's Report	p.12
Variations in Giving by Size of Community	p.13
Our New Database	p.14
Zone 1 Report	p.14
Survival at Gambier	p.15
Zone 2 Report	p.15
Zone 3 Report	p.16
Paul Davie Obituary	p.16
Zone 4 Report	p.16
Comox Boat Garners	
International Attention	p.17
Celebration of the Sea (CS)	p.18
Members Participating in (CS)	p.20
Congratulations to the Ketchikan SAREX Participants	p.21
Zone 5 Report	p.22
Director of Training Report	p.22
Zone 6 Report	p.23
The New Boathouse in Richmond N., Unit 6	p.23
Zone 7 Report	p.25
Lessons Learned from a Community Committed to Boating Safety and SAR	p.26
Zone 8 Report	p.27
Thank You Letter from Sail Secord	p.27
Marine Trainer's Virtual Anchorage	p.28
Memorial Bench for Lindsay Holliday	p.30
BoD/Officers Contact List	p.30
Ethical Fundraising and Financial Accountability Code	p.31
Unit 29: We did it!!!	p.32

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DOLPHIN

**The Newsletter of the
Canadian Coast Guard Auxiliary(Pacific)
Volume 10 Number 2 Summer 2000**

Publisher: Canadian Coast Guard Auxiliary(Pacific)
Acting Editor: Scott Sutherland, Director of SAR
Submissions/ Layout: Meg Walker, David Jara
Printing: Canada Instant Print, Victoria, B.C.

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Melanie Fugard	CCGA(Pacific) Office Manager
Meg Walker	CCGA(P) Special Projects Officer

The Dolphin

is now housed at the offices of:

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

Advertising rates/standards also available here.

Canada Post Publication Agreement No. 1720570

Material submission dates

August 21	October 21
February 21	May 21

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PRESIDENT'S COMMENTS

Greetings all! I hope everyone is enjoying a wonderful summer here on Canada's best coast. One of the main things I have to report is from the Board of Directors meeting we held in Victoria on the weekend of June 24-25. The primary reason was to have our annual strategic planning session. The session we had last year is what drove all the positive results that our organization achieved in 1999, such as the hiring of our Executive Officer, Stan Warlow.

We asked Mr. Zig Hancyk to facilitate the session once again, and he was a competent guide as he aided us in establishing our priorities for this year. At the end of the day, your Board had established a list of eleven initiatives which I will share with you in order of priority:

1. Articulation of long-term goals for the CCGA(Pacific). This will identify our 3-5 year goals in a workable form for the current Board and subsequent Boards.
2. Continued development of the Communications Plan, including an improved Web site, and improved and increased communications not only to our Auxiliary members but also to the general public.
3. Lobbying strategies, to lobby all levels of government SAR partners, and relevant industries.
4. Training Plan for Pacific Region. This includes determining what resources are needed to deliver Region-wide training, to train the trainers, and to support the trainers once they are established.
5. Information Needs Analysis. To identify the information technology requirements that we have now and for the future.
6. Standards for Equipment and Vessels. To establish minimum and maximum standards for type and requirement of vessels, crew size, standards for first-aid kits and personal equipment, and so on.
7. Strategic Alliance Plan. To map out who we should or should not be forming alliances with in regard to fund-raising; and to establish a Regional marketing and fund-raising plan.
8. Five-year Boating Safety Plan. This will expand and improve the delivery of all Boating Safety initiatives in the Region; and encourage Units to promote their Auxiliary identity, not just their Unit/Society.
9. Resource Allocation Plan. Basically a re-visit of the McNish Report to see what worked and what did not, and to identify what is left to do.
10. Establish a Second Tier of Volunteers. We have a vast wealth of knowledge and expertise in our membership. We need to utilize this resource not only to improve our organization, but also to recognize the contributions of our members.
11. Managerial commitment. This person (our Vice President, Bruce Falkins!) will be the watch dog to ensure that the priority initiatives are on schedule and that reports on their status are received on a regular basis.

The priorities listed above mean an incredible amount of work for your Board, but the spin-off effect will be the continual building of the CCGA (Pacific) as a very professional, world-class organization which we all can be (and are!) very proud of.

On that note, I would like to welcome to the Board two new members who will be assisting with the work-load. To assist Scott Sutherland, Director of SAR, Mr. Noel Hay (Unit 33) will take on the role of Deputy Director of SAR. And to assist Ken Moore, Director of Boating Safety, is Mr. John Kane (Unit 6), who is Deputy Director of Boating Safety.

Wishing you all a safe and happy summer,

Craig Dunn, President (also proud owner of sailboat "Raven's Garden", below).



FUND-RAISING AT THE MOVIES: VMRS INNOVATION

Silver City Theatre – Friday, June 30, 2000

To coincide with the opening of the movie “The Perfect Storm”, the Victoria Marine Rescue Society (VMRS) set up a display at the new Silver City movie theatre in Victoria. The display included the Unit 35 Zodiac Hurricane 8.5 metre rescue boat, VMRS truck, and table with information about boating safety.

The event was well received by people attending various movies (there are 10 theatres in this complex) and many tours were given of the Zodiac. The Zodiac proved to be particularly popular with the younger moviegoers. In addition to the boat tours, the VMRS distributed their Spring 2000 newsletter as well as many copies of the Safe Boating Guide and other information promoting Boating Safety.

The VMRS would like to thank the Managers of Silver City Theatre, who made the whole event possible. We look forward to additional displays in the future.

The Victoria Marine Rescue Society is a non-profit society established to support Auxiliary Unit 35 – Victoria with its fundraising and administrative activities

Article and photos by Dean Polvi,
VMRS Vice-President



Thank you to the management at Silver City Theater for lending the space for the VMRS display.





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The VMRS event coincided with promotions for the movie “Chicken Run” also showing at Silver City Theatre. The chickens were exuberant fans of the Zodiac too!



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HOW TO MAKE YOUR OFFICE MANAGER VERY HAPPY (ARTICLE OF SPECIAL INTEREST TO UNIT LEADERS)

Things are progressing nicely for me in my new position. Thanks to all the support I have received from everyone in this organization.

I have made some changes and I hope that all of you find the changes beneficial. The benefits of these changes may not be obvious to you; however, all the changes will result in better efficiency and improved service.

First, the payment of **training hours** is now a separate function from incidents, special events, etc. For all of you treasurers out there, you may be wondering why you are being classed as an employee. Well, this is so that I can record and pay the hours all in one transaction as if you were "working". This will allow me to generate accurate reports for training hours used to date as well as the dollars that have been paid to units.

I will send a copy of the exercise claims that are being paid on each cheque as now there will only be a balance of hours paid shown on the cheque stub. This is only for the FRV/OOP claims. All other claims will be paid in the same manner as always. On these cheque stubs, the authorization number is the reference number and the date of the incident is the date.

Please, please, please, do not send in duplicates of any claims. If you have faxed your report, that is sufficient. If you would like to mail them in, that is fine too. If unsure or if you would like confirmation on receipt, please feel free to check with me.

Every unit should have a copy of the forms disc (if not, please let me know). These forms are to be used when submitting claims. Some units have modified forms for their own needs or are using seriously outdated forms, please discontinue their use. The forms on the disc were all developed to ensure that we have all the necessary information for statistical purposes as well as payment. Please ensure that you are using the correct forms.

Note: If the vessel is an owner/operator vessel then please include the Owner's name and member number so that proper payment can be made.

All claims are paid out in 15-min time increments recorded as i.e. 1.25 hrs, 1.75hrs, etc. We pay a minimum of 1 hour on all claims. On SAR Mission Reports, the time claimed is "dock to dock". In other words, we don't start paying until "time departed" and for the sake of the form, the "end time" is when the vessel is stood down and "return to normal ops" is when the vessel returns to the dock. Please indicate this clearly.

Make sure the authorization number is on all claim forms. This will either be the number issued by the RCC or the ROC, the Special Event or Exercise number issued by the office or your FRV/OOP training number. When requesting an authorization number (special events, training, etc.) please be sure to use the correct form and submit your request well in advance. Once the request has been processed, I will photocopy the form and send it back to the UL or person indicated, with the authorization number clearly indicated. Be sure to quote the authorization number on the claim when it is submitted.



If you are coming to the office, please call me first to let me know you'll be coming. I enjoy seeing you all but we are very busy and sometimes not around. I can avoid you having to stand around waiting if I can give

you an idea of the best time to come in.

That is about it for now. I really work well when things go smoothly and it is my hope that I can improve efficiency in order to ensure ongoing "smoothness".

I would like to thank all you volunteers out there for your selfless dedication to the safety of strangers. I feel lucky to be associated with such an important organization. I look forward to working with you all and meeting you sometime soon.

Please feel free to call me if you have any questions or concerns and I will do my best to help.

Melanie Fugard, CCGA(P) Office Manager

AUXILIARY 6 AT PLYWOOD CUP FOR CHARITY

(continued from p.1)

inch plywood, one 2 x 2 length, a handful of nails and a meager roll of duct tape. The participants then had to paddle their creation across False Creek and back without sinking! The teams were given a hand-saw, hammer, a pencil, a yardstick and two hours to complete their masterpiece of the seas before launching.

Unit 6, Richmond, was on the scene in two roles: as a life/boat-saving capacity, and as a participating team in the contest. The team consisted of Rob Dale, Alana O'Connell, Paul VanRengen, and Marc Legacy.

As the competition began, Unit 6's team had their plan drawn up and they stuck to it, frantically sawing plywood into the shapes they needed to create their twin hulled catamaran with a centerline propulsion system (Marc with a paddle).

Other participants generally went for a simpler approach such as a deep V-ed trough style, which I quite honestly thought would tip over at the dock. Surprisingly enough this style of hull lasted longer than many of the more complex designs.

As the deadline approached for launch the scene was tense, everyone trying to finish their project first (or

just finish at all). Then before you knew it, the time was up and the thirteen teams put their boats in the water – at least ten of them made it to the start-line. Unit 6's "boat" was looking good as the race began. Aux. 6 the rescue team had to swing into action immediately as the first vessel went under a few yards from the start-line. As we pulled the plywood remnants from the water a second vessel went under: Aux. 6 the plywood boat slowly slipped beneath the waves. From then on it was a constant procession of participant retrieval. All in all it was a good day for rescue, though not so good for plywood boats and crews afloat!

The winner of the race was amazingly fast. He had a displacement hull but I swear he was planing as he left the competition in his wake. Only a few others actually completed the race, the last being a vessel named "Storm", which definitely deserves honorable mention as he just wouldn't give up.

As for Aux. 6, we already have plans for next year's race; it's simple, we're going to win next year

By Karen Pells, Unit 6, Richmond N.



Photo taken just after the start of the "race" portion. The picture does not show the two boats that had already sunk by this point. The Unit's six boat -paddled By Marc Legacy - is the "not-so-fast-cat" in the bottom right corner. At least it started well enough.

Plywood Cup photos:
Ryan Woodward, Unit Leader Unit 6, Richmond N.

ADMINISTRATIVE UPDATE

The past seven months have been a large learning curve plus a very busy time for the Executive Officer.

I have been involved in everything from working with Industry Canada in getting our bylaw changes approved to the Human Rights Commission in resolving an issue. I've also acted in many instances between the Coast Guard and the Auxiliary, the membership and the board. On a daily basis, I supervise our staff, including the co-op students.

The introduction of the Executive Officer position has led to adjustments on all sides as the Board shifts from a very hands on daily staff involvement approach to a joint governing model. The Board of Directors remains responsible for making policy and strategic planning. There are ongoing negotiations on the implementation of policies as my role becomes defined.

Our day-to-day operations require a systems approach to be set in place. This is taking an organization from a basic level of operation to a professional structure that operates and responds to issues following operating guidelines and principles.

So, what is my impression of the organization to date?

Positive:

- There is great work being carried out by the volunteers throughout the province! Putting your life on the line is accomplished with minimal recognition and appreciation by the government and the public. The calibre of each volunteer, his or her level of dedication and training is impressive.
- The commitment of the Board of Directors to the cause. Seldom do you get such a willing open collaborative approach. They are strategic thinkers and results orientated.
- The staff team is looking very promising for the future. Melanie and Meg bring unique but very complimentary skills to their respective positions.

- Our Pacific Region Government Liaison staff is supportive and responsive to the needs of our organization.

Negative:

- The lack of a profile internally and externally for the organization, which translates into little support for the good work of the CCGA(Pacific).
- The National Structure. An expanded resource base of volunteer support is needed at the national level. The issues at the national level are equally important. So is the health of our top volunteers. A national round table should be called to address this important problem. A strong national presence ensures the future of the CCGA with government and the public.
- There is a need for more collaborative support and work within Zones and throughout the CCGA(Pacific).

What has the team (Board, Staff) accomplished since I arrived 7 months ago:

- Review all issues and problems as they arise. Which has led to the development of a Policy and Procedure Manual. This will be ongoing.
- Have completed a Marketing Plan for the Pacific Region.
- Have completed a Financial Development Plan for the Pacific Region.
- Researched, obtained and customized a database for both our donor and membership database needs. Have started entering data for the financial campaign.
- Initiated and continue to pursue the move of our offices to facilities in an adjacent building. This will give the CCGA(Pacific) an opportunity for an arms length identity, signage and to consolidate our efforts. Volunteers will be welcome.
- Have begun the process of meeting with potential corporate partners to the benefit of the individual units.

(continued on p. 10)

ADMINISTRATIVE UPDATE

(continued from p. 9)

- Implemented the advertising in the Dolphin to make those funds available for other purposes.
- Met with several units on the Sunshine Coast and have started preliminary workings to assist them to obtain funding for new vessels.
- Finalized a major funding request on behalf of all those units without societies to the gaming branch for \$1.3 million.
- Worked with Boating Safety to acquire a grant to equip our new boating safety trailer.
- Promoted a number of important tasks for the Board of Directors to address. Several of these have

been incorporated into the strategic plan.

- Worked at ensuring that the government recognize one national volunteer organization for this important work.
- Finalized CCGA(Pacific) new Website.
- Have completed initiative # 10 of the strategic tasks as set out by the board of directors. Establish knowledge of volunteer expertise within CCGA(Pacific).

Stan Warlow, CCGA(Pacific) Executive Officer

DIRECTOR OF BOATING SAFETY REPORT

We have given Courtesy Examination courses in Comox, Nanaimo, Prince Rupert and Sechelt. In each case the Unit Safety Officers were very helpful. The number of members attending in Prince Rupert and Sechelt were disappointing because some who requested the course did not turn up. For the Prince Rupert course we changed the date to accommodate members from Kitimat, but no one turned up and they did not let us know that they were not coming. For the Sechelt course several members did not turn up and we had turned away others who wished to attend.

The new Courtesy Examination examinations are now reflecting what we are teaching, and although there are some minor amendments required, we are getting good results. The assessments have been very positive.

I am still getting lots of queries about the new regulations and we have finally been told we can tell boaters they have until the end of 2001 to get their Conformity Plate. We will be giving them a decal if they meet all the other requirements in the meantime.

We have finally received our budget for Boating

Safety and it has been somewhat increased. This will allow us to do more Public Relations and attend more community functions than we have been able to do in the past.

We are drafting up a five-year plan and hope to get it out to the Zone and Unit Boating Safety Officers next month for their comments.

Next year we plan to do most of the Courtesy Examination Courses in the fall and the Courtesy Examination Refresher Courses in the spring.

I have named John Kane Deputy Director of Boating Safety, replacing Lindsay Halliday. John is doing a good job and is also covering for Dave Lamb who is seconded to Canadian Coast Guard Boating Safety up in the Interior for the summer.

There has been no movement with regard to recalling and refurbishing the Boating Safety Boxes, but I hope that we can have them done by next spring.

**Kenneth Moore, Director Boating Safety,
CCGA(Pacific)**

SUMMER NOTE FROM THE COAST GUARD: CARBON MONOXIDE ALERT

The BC Coroners Service and the Office of Boating Safety would like to raise the awareness of a possible deadly circumstance affecting boaters - Carbon Monoxide poisoning.

Carbon Monoxide (CO) is a colourless, odourless, tasteless toxic gas produced during the incomplete combustion of fuel – Natural Gas, Oil, Coal, Wood, Kerosene, etc.

Carbon Monoxide inhibits the blood's capacity to carry oxygen. By replacing oxygen with carbon monoxide in our blood, our bodies poison themselves by cutting off the needed oxygen to our organs and cells, causing various amounts of damage, depending on exposure.

Low levels of carbon monoxide poisoning (10%) result in symptoms commonly mistaken for flu and cold symptoms: shortness of breath on mild exertion, mild headaches, nausea. With higher levels of poisoning (30%) the symptoms become more severe, and include dizziness, mental confusion, severe headaches, nausea, fainting on mild exertion. At high levels of poisoning (50% or more) there may be unconsciousness and death. Smokers and individuals with pathological medical conditions are more susceptible to the effects of CO poisoning. Medical experts agree that it is difficult to estimate the total number of carbon monoxide incidents because the symptoms of carbon

monoxide poisoning resemble so many other common ailments, and thus go unreported.

All of us should be aware of possible conditions where carbon monoxide might be a danger. In cold or warm weather boating, cooking, heating, or even leaving a motor on idle for too long – particularly where there are enclosed or partially enclosed spaces – can result in a dangerous build-up of CO. We urge you when discussing safety with boaters to inquire about any fuel-burning appliance and under what conditions it could be safely used. Please pay particular attention when there are after-market changes to a vessel (cabin extensions, canvas tops changed etc.). All boaters should be advised to use fuel-burning appliances only under well-ventilated conditions. It

is also important to be aware of exhaust gases and likely places they may billow up and drift into an enclosed or partially enclosed space.

A Carbon Monoxide Detector is a cost-effective way to be alerted to CO build-up. CO Detectors should be mounted inside where occupants sleep or frequent the vessel. They are also great to have in any home heated with fuel.

As summer approaches, we hope through our partnership with the CCGA, to deliver this safety message to all boaters we meet in order to raise the awareness of this deadly threat.

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SECRETARY-TREASURER'S REPORT

SUMMERTIME, AND THE PAPERWORK'S EASY ... (I WISH, I WISH, I WISH)

Greetings once again! First, an update on our attempt to convince the provincial government to give us a PST exemption on the purchase of community owned rescue boats. Unfortunately, the provincial government has declined our request, stating that all non-profit organizations pay the PST on all purchases, including the purchase of emergency equipment such as fire trucks, rescue boats, etc. Given the current provincial finances, I don't think this policy will change in the short-term.

And now for some good news: based on the budget requests submitted by Unit Leaders, National has finalized Pacific's Contribution Agreement allotment for the 2000-01 fiscal year. This year we're getting \$650,000, which represents a \$150,000 increase over last year. However, even with this year's allocation, we are not able to provide all of the operational and equipment funding that was identified in Unit budget requests. Your Board has tried to allocate the funding in a fair and equitable manner, and in such a way that ensures that we live within our means.

To bridge the gap between what we are receiving from Contribution Agreement funds and Unit requests, we have embarked on an ambitious fund-raising strategy containing several elements. Firstly, we have submitted a Gaming Funds application to the BC Gaming Commission, on behalf of those Units that do not have Societies to support them. Secondly, we have begun making presentations to potential corporate sponsors. Thirdly, we have developed direct marketing materials that will be distributed over the next few months. Fourthly, we have identified foundations that provide funding to organizations such as ours, and we are making applications for funding to them. These are but some of the elements of our fund-raising and financial plan. Putting the CCGA(Pacific) on a firm framework to provide a sustainable funding base that provides for all of our needs will take time. The effort that goes into building this framework will be invaluable as we start to see the tangible results of our labour.

It's important that as we move forward with our fund-raising that we conduct ourselves in the most ethical

manner possible. At our Board meeting on June 25, 2000, the Board unanimously endorsed our updated Code of Fund-raising Accountability (*see page 31*). The primary purpose of this Code, developed by the Canadian Centre for Philanthropy in consultation with charity leaders across the country, is to assure our donors of the integrity and accountability of our fund-raising practices. By adopting this Code, CCGA(P) commits to fund-raising practices that respect donors' rights to truthful information and to privacy. We also commit to manage responsibly the funds that donors entrust to us, and to report our financial affairs completely and accurately.

Switching gears, in early May I had the honour of representing our Board at the joint US Coast Guard Auxiliary/CCGA(P) SAREX held during the Boating Safety Days in Ketchikan, Alaska. I would like to express my thanks for the hospitality afforded us by Commodore Barbara Sands, all of the USCGA members, and the US Coast Guard; and for the professionalism of all the CCGA(P) crews involved. Special thanks to Malcolm Dunderdale for keeping costs associated with these events under budget.



Frank Hudson and Unit 66 Leader Ernie Gladstone preparing for the Ketchikan SAREX.

On a final note, you will notice that selling advertising in the Dolphin is starting to take off. This is yet another one of our initiatives to offset the costs of some of our operations, which will allow us to utilize more funds for training and other purposes. If you know of anyone interested in advertising in the Dolphin, let Meg Walker or Stan Warlow know.

Until next time – enjoy your summer, and remember to balance your volunteer activities with your family activities!

Frank Hudson, Secretary/Treasurer CCGA(P)

**VARIATIONS IN GIVING BY SIZE OF COMMUNITY:
CCGA(PACIFIC) NORTHWEST UNITS NEED FOR GAMING COMMISSION SUPPORT**

When a community is looking for funding, location plays a decisive role in the amount that is likely to be raised.

The chances of getting a meaningful amount vary greatly according to the size and visibility of communities. As a rule of thumb, the smaller the community, the lower its visibility is. Thus, population size is a major driving factor to consider when forecasting the potential achievements of any fund-raising initiatives.

There are significant differences in giving patterns between large urban areas and those in smaller communities:

“Donors in communities of 100,000 - 499,999 people (e.g., Victoria, Matsqui/Mission) made the highest average annual donation (\$334) ...[and] over two-thirds (68%) of the total value of donations came from British Columbians residing in towns and cities with populations of 100,000 or more. Rural British Columbians contributed 11% of the total value of

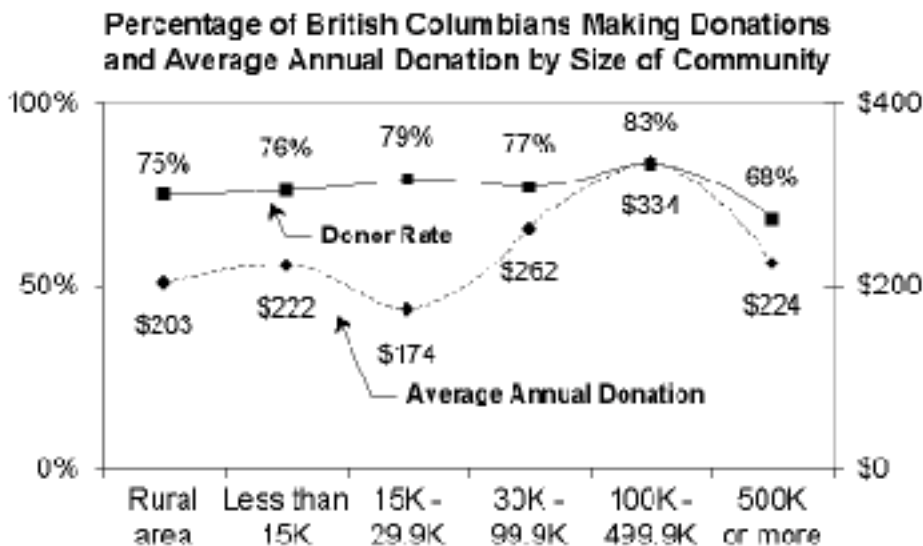
donations.”

(Source: <http://www.nsgvp.org/n-f26-bc.htm>; Charitable Giving in British Columbia; Fact Sheet #26; June 6, 2000).

In the chart below, notice the tremendous difference between rural areas and communities between 100K and 499.9K: The Average Annual Donation soars from \$203 to \$334 (1.65 times more), and the Donor Rate increases from 75% to 83%. Considering that 75% of 10,000 is 7,500 and that 83% of 499.9K is 414,999 the donor rate gap is in relation of approximately 1.8 to 100 (7,500 is 0.018 of 414,999).

These differences provide a clear explanation of why the most remote Auxiliary Units are unable to collect significant funds for their training and operational needs. The bottom line is that the farthest and least populated communities in the Northwest area of the Pacific Region encounter the greatest hurdles when fundraising.

**David Jara, CCGA(Pacific) Co-op
Marketing Assistant / Acting Special Projects
Officer**



Source: <http://www.nsgvp.org/n-f26-bc.htm>; Charitable Giving in British Columbia; Fact Sheet #26; June 6, 2000.

OUR NEW DATABASE

ARTICLE OF SPECIAL INTEREST TO UNIT LEADERS

I am very proud to announce that since July 31st 2000 the CCGA(Pacific) has a new database. This tailor-made database has been developed to meet both the standard membership and the fundraising requirements of the Auxiliary.

Built with Filemaker Pro 5 the database prints labels, keeps track of who obtained what, and records payments.

In order to take full advantage of its potential we need the following updated information from each Unit:

- Unit: Name, Pager Number, Unit Leader, and Deputy Unit Leader.
- Vessel: Name, Call Sign, License Number, Registration Number, Length, Fuel Type, Number of Engines, Horsepower, Maximum Speed, Market Value, Acceptance Date, Home Response Time, Work Response Time, Location, Latitude Degrees, Latitude Minutes, Longitude Degrees, Longitude Minutes, Hourly Rate, Commercial Activity, etc.)
- Vessel Communication
- Vessel Inspections
- Vessel Navigation
- Any updated Membership info

We encourage the Unit Leaders to co-ordinate this process and submit a consolidated update to the Special Projects Officer, Meg Walker.

Phone: (250) – 480 – 2731

Fax: (250) – 480 – 2778

Email: WalkerMeg@pac.dfdo-mpo.gc.ca

25 Huron Street

Victoria, BC, Canada, V8V 4V9

Kyu-Chang Jo, CCGA(Pacific) Co-op Resource Developer



ZONE ONE REPORT

Overall the Zone is functioning very efficiently with all Units active in SAR, training, SE's and CE's.

The First Aid program that was initiated in the Zone is working well and we have been able to certify and re-certify most members that required First Aid training.

The trainer is working out very well and has provided a course based on a marine environment with very experienced and capable instructors. SAR courses and radio courses have also been ongoing.

We have been continuing with our Unit Leaders meetings after the Board meetings to bring all up to date on the current activities of the Board. The Unit Leaders are quick to comment on things that are working and questioning those that are not and need adjusting.

This is proving to be a very active year in SAR as the Zone has responded to a variety of incidents over the past few months. The training level of the members is evident in the professional way that they have handled all situations that have been presented to them.

I wish to acknowledge the excellent work being done by the members in this Zone and congratulate them on a job well done. I want to thank all members in the Zone for their due diligence and professionalism.

Jim Toogood, Director Zone 1, CCGA(Pacific)

See the Dolphin on the web at the following URLs:

<http://www.ccg-pacific.org/dolphin.html>

<http://www.pacific.ccg-gcc.gc.ca/EPAGES/ccga/dolphin/dolphin.htm>

SURVIVAL AT GAMBIER

We don't often hear from the subjects of our efforts, but this letter was received from two young women who got lost hiking on Gambier Island in Howe Sound. Units 1 and 14 and the Coast Guard cutter *Osprey* were called out around 0630 and stood down three hours later when the women were located. It's reassuring to see people who know what to do when they get lost!

David Rees-Thomas, Unit 1, Howe Sound

Here's a copy of the letter [a photo of the professional-looking lean-to was enclosed]:

Dear members of Coast Guard
Auxiliary Unit 1 [and 14]:

We would like to express our deepest gratitude to everyone involved in the search for us on May 31 at Gambier Island. We were unable to get every single name, but we hope that this letter reaches all the pilots, boat operators and volunteers who donated their time and efforts in looking for us.

We thought that you might like to know how we ended up lost on Gambier Island. Our plan was to hike to Gambier Lake and then around in a loop back to town. It turns out that the trail we chose to hike on was actually marked for logging. Once we realized that we were off the hiking trail, we attempted to find our way back, but were unsuccessful. We decided to stay in a clearing where we would have been visible by air, instead of trying to find our way back in the dark....

However, the sound of the planes, boats and helicopter were very reassuring. We knew that if we were not able to find our way back the next morning, we would eventually have been spotted by air. To our luck, the night was considerably dry, and the lean-to we built was adequate protection against the elements. We were also lucky in finding our way back to the trail the next morning. When we reached the bottom of the trail, we discovered the vastness of the search. Thank you very much to all the volunteers who spent the entire night looking for us.

Sincerely,

Karla Kaun and Niharika Dhillon

ZONE TWO REPORT

The Board of Director's Meeting and Business Strategy Planning Session held in Victoria June 24-25, 2000 was very informative and successful.

As Zone Director I intend to have regular contact with the Unit Leaders in the Zone. I also intend to personally meet with the Unit members as soon as the vessel arrives in Klemtu.

Due to the geographical isolation of Zone 2 I look forward to the establishment of a close working relationship between all the Units. I am also requesting that Unit Leaders submit any equipment and training requirements to me, and I will coordinate with our Training Director and Equipment Manager.

Unit 48 – Bella Bella: No incidents to report. A couple of members along with Bella Bella First Responders have taken a Basics of Oil Spill seminar that was put on by crew of the Canadian Coast Guard's Gordon Reid.

Unit 49 – Bella Coola: The members that had been interested previously are still interested in having the Unit become active again. I assured him I would be in contact with him again shortly to assist him in the re-establishment of the Unit and the coordination of training possibilities. No incidents to report.

Unit 62 - Klemtu: Unit 62 has responded to three incidents this year so far. The most serious involved the 50' pleasure boat *Kanta Mar* which ran aground during a receding tide near the entrance to Jackson Pass. Members stood by until high tide and were able to pull vessel off rocks. No damage or injuries sustained.

Unit 62 is anxiously awaiting delivery of the loaner vessel previously stationed in Ladysmith.

Unit 68 – Ocean Falls: Jim Walls is now the Unit Leader for Ocean Falls, having taken over from Mike Crocker. They have also been quiet as far as responses are concerned. The Unit members have all successfully challenged the Operator Competency Course.

Alan DeJersey, Director Zone 2, CCGA(Pacific)

ZONE THREE REPORT

Zone 3 Units all seem to be functioning relatively well. We had a Unit Leaders' meeting on 13th June 2000 with Craig Dunn, Scott Sutherland and Stan Warlow present. We are fortunate that we are able to do this since we are in the same area.

Generally speaking, all Units have sufficient night and weekend crew, but some difficulty experienced with day crews. It seems all Units have this problem from time to time, but usually it is fairly short lived and gets resolved.

Incidents vary between Units and areas. **Unit 37, Sooke**, has been quiet perhaps due to fishing restrictions since that is one of their main attractions. There have been few calls concerning both the West Coast trail and the Juan de Fuca trail. Even with problems occurring on the trails, extracting persons from the beach is extremely difficult.

Unit 35, Victoria, reports their boat running well after weathering the initial problems. The Unit is also having some problems with day crews. They have been able to obtain use of a meeting room at Esquimalt Anglers, which should give them more room for meetings and training.

Unit 36, Sidney and Brentwood Bay, doing well

PAUL DAVIE OBITUARY

Paul Davie passed away on May 30th of this year. Paul was a long-time member of Oak Bay # 33 as well as our Unit Leader for 4 years. He always did what he felt was best for the CCGA(P) and his unit — although sometimes he trod on a few toes in the process.

Paul loved the sea — he had been a Royal Marine and was an avid sailor. He was also an active Coxswain with # 33 well into his sixties. On Canada Day, his ashes were scattered off the "Jack Groves" in the Chatham Islands off Oak Bay.

"Per Mare, Per Terram"

Griffin Lewis, Unit 33, Oak Bay

with training and crews. The *Titan* is running well and is now kept at Port Sidney Marina. The replacement boat for Brentwood Bay should be in service as soon as some work is completed on it. The Unit had an exercise with CASARA and nearby Units on 10 June 2000 in the area of Saltspring and Kuper Islands. Very successful with all Units working well together.

Unit 33, Oak Bay, reports the *Jack Groves* is running well, but they are in the process of obtaining a replacement vessel. They will be having their annual picnic on August 13th at Discovery Island.

Unit 25, Gulf Islands, reports that all is proceeding normally. Auxiliary 25 on Pender Island now has their boat in Bedwell Harbour. This has proven to be a much more suitable location. They are still working on a replacement vessel. Galiano now has their pagers; they work fine now, though there was some initial confusion as to the operating procedure.

Bob Holmes, Director Zone 3, CCGA(Pacific)

ZONE FOUR REPORT

The only things I have to report are:

- Paperwork is finally coming through to show the different calls our local owner operators go on.
- The Units are starting to meet on regular basis with positive feedback.
- On August 12th the Orca Festival is happening in Port McNeill and the Coast Guard Auxiliary were asked to set up a display. The Coast Guard display van will be present and it is hoped that more recruiting will take place as well as educating the general public with the new regulations.

Respectfully submitted,

Rob Pikola, Director Zone 4, CCGA(Pacific)

COMOX BOAT GARNERS INTERNATIONAL ATTENTION



Photo of Bruce Brown II and Silver Charm.
Photo provided by Daigle Welding & Marine Ltd.

When Unit 60 (Comox) bought their Fast Response Vessel, the *Bruce Brown II*, three years ago, they never thought that this very boat could become one of the export pioneers for a BC-based boat building company.

Shortly after Comox acquired it, a picture of the *Bruce Brown II* appeared in a US boating magazine. This event signalled the conclusion of the apparently never-ending search undertaken by a US couple to get the ideal boat for the San Francisco Bay US Coast Guard Auxiliary station. Based on the Comox boat, the couple tailored a new boat that was called the *Silver Charm*. The new boat was more affordable than those they had researched through ship builders in Seattle. When completed, the boat was transported to the US Coast Guard Auxiliary Golden Gate Station in San Francisco Bay.

Daigle Welding & Marine Ltd (DWM) is a boat building company that for the last 15 years has worked to earn a reliable reputation. Almost 600 of their vessels are currently operating on the West Coast.

The *Bruce Brown II* and the *Silver Charm* are boats tailored to cope with the SAR taskings in the renowned rough conditions in the waters of North Vancouver Island. Perhaps the roughest waters on the West Coast, this is only one of the areas where the CCGA(Pacific) keeps constant surveillance.

The CCGA(Pacific) is proud to know that our Search and Rescue Vessels are built at a standard that inspires confidence in SAR service providers on an international scale. Thanks to Daigle Welding & Marine Ltd. for providing outstanding work for us.

Compiled by David Jara, CCGA(Pacific) Co-op
Marketing Assistant/Acting Special Projects
Officer

CELEBRATION OF THE SEA: A JOINT TRAINING EXERCISE IN KETCHIKAN, ALASKA



Kitimat's FRV and crew entering Tongas Narrows, Ketchikan, Alaska.



Ketchikan Fire Department fire boat.



Ernie Gladstone, Unit Leader of Unit 66 Queen Charlotte City, demonstrating the drysuit floatation at the US/Canada border.

(continued from p. 1)

Guard Auxiliary (CCGA) to carry out joint training in Search and Rescue, disaster relief, environmental response, vessel examinations, public education and other boating safety mission related activities was signed June 14th 1999 by Everette L. Tucker Jr. Commodore of the USCGA and Harry Strong Chief Executive Officer of the CCGA.

During the Annual General Meeting held in Richmond, Craig Dunn, President CCGA(Pacific), Barbara Sands, Commodore 17th District USCGA and I discussed the possibility of a joint exercise in Ketchikan, Alaska. Barbara said leave this with me, I will contact you very soon. One month later I received a telephone call from Barbara inviting our CCGA(Pacific) members to The Celebration Of The Sea June 5th, 6th and 7th in Ketchikan, Alaska.

Eighteen CCGA(Pacific) members and our Secretary / Treasurer Frank Hudson of Unit 35 Victoria attended, representing President Craig Dunn. Units 63 Kitimat, 64 Prince Rupert, 66 Queen Charlotte City and 69 Sandspit attended the Search and Rescue (SAR) training exercise.

The 90-mile trip across the Dixon Entrance was complimented with good weather. Many whales and dolphins joined us during our trip. Upon our arrival in Ketchikan a US Customs officer met us. This officer was very efficient (without the dark sun glasses). He asked a few pertinent questions, checked our equipment and welcomed us to Alaska.

Dave and Jean Henderson of the USCGA Ketchikan Flotilla were our next contact. I must congratulate Dave and Jean who both set up and arranged the whole procedure for this exercise. They performed admirably, made our accommodation arrangements, transportation to and from our hotel, the Saturday night celebration dinner, the event schedule, the communications / telecommunications, photography and much, much more to make this event a grand success.

(continued on p. 19)

CELEBRATION OF THE SEA: A JOINT TRAINING EXERCISE IN KETCHIKAN, ALASKA

(continued from p. 18)

Our CCGA(Pacific) unit members participated in all SAR training events during the program.

I am happy to report that Tim Pulfrey Unit 66 Queen Charlotte City and Andre VanDerMeer Unit 64 Prince Rupert are the winners of the international survival suit race. Well-done guys!

I am impressed by the participation of the youngsters of Alaska who joined with us in these events. The University of Alaska, Ketchikan Campus Maritime Department: Ketchikan High School Maritime Studies Department. These youngsters participated along with our units in most activities. I am sure they learned many valuable subjects of marine safety. Demonstration FRV rides was given to USCGA members.

During the celebration dinner there were several speakers: the Secretary / Treasurer Frank Hudson presented Barbara Sands with a CCGA flag signed by each member participating in the celebration event. Barbara Sands presented a USCGA 17th District hat to each of our members.

I wish to thank all volunteers both of the USCGA and CCGA(Pacific) Region for their professional participation in this event, including all government agencies both Canadian and United States.

SAR training on both sides of the Canada U.S. border is very important, as maritime emergencies do not recognize boundaries or nationalities.

Truly a great experience for us all, well done everyone.

**Malcolm Dunderdale, Director Zone 7,
CCGA(Pacific)**



Ketchikan Fire Department: Fire fighting demonstration.



Crews of Unit 66 Queen Charlotte City and Unit 63 Kitimat.



Unit 63 Kitimat Fast Response Vessel and Crew.

**MEMBERS PARTICIPATING IN CELEBRATION OF THE SEA KETCHIKAN
MAY 5TH THROUGH 7TH 2000**

US

USCG Station Ketchikan

Station Office
BMC William Johnson, Officer-In-Charge (OIC)
BM1 J. Mandell, Executive Petty Officer (XPO)
BM2 Mark Herrick, Station Training Officer & CG Auxiliary Liaison Officer

USCG Air Station, Sitka

Operations Center
CDR Dave Durham, Operations Officer
LT Dan Molthen, CG Auxiliary Liaison Officer

USCGC Naushon (WPB-1310)

Moorage
LT Phillip R. Thorne, Commanding Officer

Ketchikan Fire Department

Main Station
Rich Leipfert, Fire Chief
Paul Perry, Assistant Fire Chief
LT John Goucher, Skipper - F/B Harry Newell

Ketchikan High School's Maritime Studies Department

Ketchikan Volunteer Rescue Squad (KVRS)

KVRS Office
Jerry Kiffer, Squad Commander
Chris John, Communications Officer

Ketchikan Yacht Club

Club Office

University of Alaska, Ketchikan Campus

Campus Office
Steve Kinney, Maritime Studies Coordinator

USCG Auxiliary Flotilla Ketchikan #170-01-02

Flotilla Office
David D. Henderson, Assistant District Operations Officer & Event Coordinator
Jean E. Henderson, Flotilla Commander
Dennis D. O'Brien, Flotilla Operations Officer
Richard A. Lystad, Flotilla Public Affairs Officer

USCG Auxiliary Seventeenth District

Barbara Sands, District Commodore

USCG Marine Safety Detachment (MSD) Ketchikan

MSD Office
LT Patrick Clark, Supervisor
Tim Clepper, Commercial Fishing Vessel Examiner



Barbara Sands, Commodore 17th District USCGA, Alaska.



US Coast Guard damage control stability training unit.



MEMBERS PARTICIPATING IN THE CELEBRATION OF THE SEA IN KETCHIKAN

CCGA(Pacific)

Unit-35, Victoria

Secretary / Treasurer CCGA(P), Frank Hudson
Teresa Hudson

Unit-63, Kitimat

Unit Leader, Duncan Peacock
Maurice Michaud
Jamie Daye,
Rick Fairbairn
Shannon Lapierre

Unit-64, Prince Rupert

Unit Leader, Andy VanDerMeer

Unit-66, Queen Charlotte City

Director Zone 7, Malcolm Dunderdale
Unit Leader, Ernie Gladstone
Tim Pulfrey
William Stanway
Daniel Robertson

Unit-69, Sandspit

Unit Leader, Scott Giroux
Gordon Nettleton
Civa Gauthier
Chris Putteril
James Henry



Our flag was signed by each of the 18 CCGA(P) member participating and presented to Barbara Sands, Commodore USCGA 17th District, by our Secretary Treasurer, Frank Hudson, as a token of our appreciation.

CONGRATULATIONS TO THE KETCHIKAN SAREX PARTICIPANTS

Hello Everyone,

This was a very successful three-day training exercise. I am so pleased to have been a part of this, to have witnessed the professionalism and cooperation between the membership both of the USCGA and CCGA(Pacific).

The US Customs, Ketchikan, Canada Customs & Revenue Agency, Prince Rupert, USCG Radio Stations Juneau & Ketchikan, Alaska, US Coast Guard Base Ketchikan, Alaska. CCG Radio Station Prince Rupert, B.C., Rescue Coordination Center Victoria, B.C., have contributed greatly to help make this exercise seamless and very successful.

WELL DONE and congratulations to each of you for your enthusiasm and willingness to participate.

Malcolm Dunderdale, Director Zone 7, CCGA(Pacific)



Left to Right: Scott Giroux, Unit Leader Coxswain 69 Sandspit. Dave Henderson USCG-A Ketchikan, Alaska. Captain Gordon Nettleton, Unit 69 Sandspit. Teresa Hudson Unit 35 Victoria. Gene Henderson USCGA Ketchikan, Alaska.



Ketchikan Sarex photos and captioms:
Malcolm Dunderdale, Unit 66, Queen Charlotte
and Gordon Nettleton, Unit 69, Sandspit.

ZONE FIVE REPORT

Unit 39, Port Alberni, is still waiting for their new boat. There is a delay due to motors on back order. They hope to have the new boat by the middle of summer. The Unit was out in force during the Port Alberni Harbour Days at the end of June.

Unit 42, Kyuquot, vessel inspections and training in Courtesy Examinations should be completed by the end of the summer. They have also taken the PCOC course and have done very well.

Unit 38, Long Beach, is facing challenges with their Mark 5, as the vessel is taking on water and having electrical problems as well as motor problem. They have had to stand down many times due to weather. The vessel is deemed too small for some of the seas they encounter. We hope at some time we can place a larger vessel there. Our Director of SAR is presently working on solving the problem, and a short-term solution is being investigated.

Unit 53, Bamfield, members have been called out to co-crew on most incidents over the last few months. Six members of the Unit attended a special RHIOT course just completed, at the request of the OIC Bamfield. With the larger vessel (a 733) now in service the Coast Guard requires more RHIOT trained people to crew it. The RHIOT course has used Auxiliary members to help crew their boats and at times to bring them to Port Alberni for repairs.

Unit 54, Campbell River, is active and continues to train with regular Coast Guard.

Unit 60, Comox, has been very active the last few months. A recent call was to the cruise ship Sun Princess for a heart attack: they transported 2 ambulance attendants to the ship and 5 crew returning with 2 nurses and a doctor, making 11 persons in total - quite a load! All arrived safe and sound.

**Richard Zoet, Director Zone Five,
CCGA(Pacific)**

DIRECTOR OF TRAINING REPORT

Thank you all for your patience regarding the finalization of the budget and thus the training hours question. All units will now have in hand their training allotments for this year. I have been tasked with keeping this years' training spending on budget. For some it means a year of reductions as I struggle to meet the training needs of everyone. While the training portfolio has received extra funding this year, it has also been burdened with new costs. RHIOT will cost us \$21,000 extra this year as we are now paying the cost of boarding our candidates. I am impressed with the flow of paperwork from the units, but please ensure you complete forms (the proper ones) for extra training and first aid/CPR well in advance of your dates.

After two years of 10 extra RHIOT seats, we are back to our regular 30. These have been allotted as fairly as possible, with attention to those units in dire need and/or new boats. A list of backup candidates is ready and we will be calling on short notice if any extra seats open up.

I am extremely pleased with the level of support for the Pleasure Craft Operator Certificate (PCOC). We have received registration forms from some 500 members and have indication of more coming in. We have sent a large batch to Ottawa where a contractor will be entering them in the database and issuing cards. These cards will be sent to you through your unit leaders as soon as they are available.

The new national training standards document is complete and we are working hard to ensure that we will be able to deliver to the members a complete training package within the year that includes lesson plans, measuring sticks, and reference materials. Stand by for more information, as we are finally closing in on this elusive goal.

Yours in SAR,

John Thomas, Director Training, CCGA(Pacific)

ZONE SIX REPORT

Unit 12 - Halfmoon Bay: The Unit has been working on the Pleasure Craft Card programme for several training sessions and on the 5th of June a number of them wrote and all passed. For Public Relations they put the RIB in the Sechelt 1st of July parade and the public gave them cheers and clapped all along the route.

They sent one person to the Courtesy Examiner course in Sechelt and he passed.

Unit 14 – Gibsons: Gibsons went through another upheaval with the Unit Leader that replaced Don Orchard resigning and moving over to Vancouver. He put himself on the recent RHIO'T course and with him leaving they are now down to two coxswains both of whom are working full time and often not available during the days of the working week so the vessel has to be stood down.

One of the coxswains, Steve Sawyer, who is also an Owner / Operator, was elected to take over the Unit. Steve has had a great deal of experience in working with people and has extensive business experience. I am sure if he gets some cooperation from the Unit members he can pull things together. His major concern at the moment is his shortage of coxswains.

They sent three members to the recent Courtesy

Examiner course in Sechelt and the two that wrote the exam passed.

Unit 55 - Powell River: The Units moral has suffered somewhat since the Mallard had been fully staffed by the Coast Guard and Fisheries personnel. Many of the Auxiliary feel that there is now role for them to play. I discussed it with the OIC and we are working on a plan to get things working again. They have enough coxswains trained but not enough crewmembers.

The Coast Guard Base has moved from the private home to downtown Powell River. It is a storefront on the main street, Marine Drive at Courtney, and much more visible to the public. It was hoped that some of the Auxiliary would man the office during the day and be able to give out information particularly that pertaining to Boating Safety but to date that has not happened.

Unit 61 - Pender Harbour: The Unit has not been very busy but on the few incidents that they have had the Owner/Operators have responded well.

They sent four members to the recent Courtesy Examiners course in Sechelt and they all passed.

Kenneth Moore, Director Zone 6, CCGA(Pacific)

THE NEW BOATHOUSE IN RICHMOND N., UNIT 6

First came the boat, and then came the house. After many years of fundraising the Straight of Georgia Marine Rescue Society was able to fill the request from Unit 6 and place an order for a permanent home. A committee was struck and the plans were in the works to make a long-term and user-friendly home for Auxiliary 6.

On December 15, 1999 our new Boathouse was launched into the Main Arm of the Fraser River. Both Port Fraser and the North Fraser Harbour Patrol towed the Boathouse around to our permanent home location in the Middle Arm of the Fraser River. The City of Richmond was gracious in providing the wharf and dock located North of the Rich-

(continued on p. 24)



The new Boathouse of Unit 6, Richmond N.

Photo: Greg Miller.

THE NEW BOATHOUSE IN RICHMOND N., UNIT 6



The new Boathouse of Unit 6, Richmond N, is equipped with a power garage door and remote control for quicker response time in Search and Rescue taskings.

Photo: Greg Miller.

(continued from p. 23)

mond Yacht Club for us to make our permanent home. In the middle of January after the electricity was hooked up, Ron Robson President of the Society handed the keys over to the Unit Leader, Ryan Woodward.

Finally, Auxiliary 6 secured its new home!

The dimensions of the boathouse are 50' long by 20' wide. The vessel is suspended at the front of the boathouse leaving a 20' x 20' work area on the first floor to store our gear. There is also 3' of deck on either side of the vessel for plenty of room to walk. We are in the process of adding a mezzanine for more storage and to use for small training sessions. The power garage door (which is the only one of its kind

anywhere) and remote control works extremely well for fast get-a-ways. The boathouse will also have ops and radio room added as well as a dry room to try to keep our gear dry when it is complete.

Much of the material that have gone into the fitting-out of the boathouse, and all of the funds were all donated from within our community, and will go a very long way in helping the operations of our unit, and extending the service life of Auxiliary 6.

**Greg Miller, Deputy Unit Leader, Unit 6,
Richmond N.**

ZONE SEVEN REPORT

Tour operators and pleasure craft from other areas are beginning to appear more frequently in Zone 7, bringing more incidents to the Zone.

The most recent was a 52-foot cruiser with a tour group of six onboard. The vessel had become lost and disorientated mid-Hecate Strait. Prince Rupert Radio had obtained a rough fix on the vessel and RCC dispatched a 733 from one of our local CCGA(Pacific) units. The vessel was located 23 miles East of Lawn Point. Upon boarding the vessel and asking the skipper for details our crew quickly found that the skipper had not one single Marine Chart onboard.

The CCGA(Pacific) unit escorted the vessel to the nearest town and directed the skipper to the nearest Marine Chart sales outlet store. Amazing.

Unit 64, Prince Rupert, has purchased new engines for their FRV and the vessel is running smoothly again.

Unit 67, Stewart, is getting ready with a float for the Canada Day Weekend Parade in their community.

Unit 45, Masset, has a new Unit Leader, Spencer Sanyar. Spence and crew are working hard on a fundraising campaign to raise funds for a new FRV and boathouse. The boathouse is a joint venture between the Unit, the Village of Masset and Harbor Air.

The Skidegate Narrows is having a navigation marker face lift. In July, new day range markers were installed for mariners traveling in both directions. Hopefully this will reduce the number of groundings in the narrows.

The highlight of May was the international exercise between CCGA(Pacific) Zone 7 and the USCGA 17th District in Ketchikan, Alaska. Units 63 Kitimat, 64 Prince Rupert, 66 Queen Charlotte City, 69 Sandspit along with the USCGA Ketchikan unit, USCG Air Station, Sitka, USCG Station Ketchikan, Ketchikan Volunteer Rescue Squad, USCG Marine Safety Detachment, University of Alaska, Ketchikan Campus, Ketchikan High School's Maritime Studies Department, Ketchikan Fire Department, the Ketchikan Yacht Club. Firefighting, vessel dewatering, person overboard recovery, towing and towing alongside were among training exercises performed (*see page 1*).

Malcolm Dunderdale, Director Zone 7, CCGA(Pacific)



Left: Shannon-Leigh Lapierre, Unit 63, Kitimat. Right: Civa Guthier, Deputy Unit Leader and Coxswain Unit 69, Sandspit.



Unit 66, Queen Charlotte, Underway to Ketchikan.

Photos and Captions: Malcolm Dunderdale, Director Zone 7, CCGA(Pacific) and Gordon Nettleton, Unit 69, Sandspit.

LESSONS LEARNED FROM A COMMUNITY COMMITTED TO BOATING SAFETY AND SAR

On June 17 / 00 the Unit 25 (Gulf Islands) had its 2nd annual Boating Safety days in conjunction with “SaltSpring Sea Capers”.



We had a fun day and did the usual things, like taking the Rescue boat in the parade, putting the boat on display afterwards, and answering questions from the public alongside the Boating Safety Van. The Labrador from 442 Squadron at Comox B.C. and the Skua were kind enough to do a SAR Tech drop, Lab to Skua. Both owner operator and CCG resources stood by for the community “build a boat race”.



Like I said, we did the usual things to promote boating safety and demonstrate what we do in the case of a marine emergency, but today it was the real thing and very close to home.



The pagers went off approximately at 0512 hrs. Report of a missing person! CG Cutter “Skua”, “Ganges One” with SaltSpring Auxiliary members, and Auxiliary 25 Pender vessel responded. 2 life jackets, 2 oars, a skiff and a fuel tank were found early on. The original alert came from the vessel “Ave”. They were woken while at anchor at Third Sister Is. Ganges Hbr., by a lone male calling from shore, one of two people that were in a skiff that overturned the night before. One person was still missing!



The search intensified with not only CCG and CCGA(Pacific) resources but also with many members of the community and boating public. I was paged (Owner Operator, CCGA, vessel “To and Again”) at 0653 hrs. and tasked to transport land base SAR crews to the islands in the harbor when it became apparent that it was more than a water search. A private vessel (The Rush) from Ganges offered to transport more SAR members and stayed on the search for most of the day.

Local fishing charter and private boats all checked in and offered to help. Most were given information on what to look for and tasked to search in the general direction they were traveling. When the crews became tired and hungry more CCGA(Pacific) members took their place. Other boats brought muffins & coffee from SaltSpring Roasting Co. Sandwiches, chocolate bars and drinks arrived from Thrifty.

**Photos and text:
Ross McLeod, Unit 25, Gulf Islands**

ZONE EIGHT REPORT

The big news in our zone is the dedication and launch of the new Hurricane 733 at **Ladysmith, Unit 29**. They chose the Fisheries stand up covered console to keep their heads dry and report that they are ecstatic with their new resource. The launch was well attended on a day that had every bit of weather from sun to rain squalls and I was impressed with the level of support from their community partners in the life saving business.

Rescue Story: kayaker in trouble

Rescue of the month goes to the **Sydney (Unit 26)** and **Mill Bay (Unit 34)** crews who pulled a near dead kayaker from the waters of south Saltspring Island and saved his life. June 12, 19:30 hours and the two boats had just departed Moses point on the Saanich peninsula, heading east to train in the area of North Pender Island. Victoria CG Radio sent a request to check out a report from a concerned citizen, of an overturned kayak in the mouth of Fulford Harbour. Both boats pounded east in to a 25-knot southwester and 3 to 3 ½ foot seas. The Mill Bay six-meter aluminum RIB, the Pacific Energy, crewed by Ron Mellson, Dave Nelson and Doug Peck arrived on scene first, 5 minutes later. A man in his mid sixties was found wrapped around the stern of his swamped kayak. He was in light clothing and

wearing a life jacket. He had been in the water so long that the crew had to pry his fingers open from the rudder assembly before they could get him on board. He was incoherent and could not speak. His pulse was slow, as were his respirations, and the crew quickly wrapped the hypothermic patient for transport and delivered him 20 minutes later to a waiting ambulance at Swartz Bay. The crew on the new seven-meter Aluminum RIB, Sidney Titan, recovered the kayak and ran it up to the ferry dock at Fulford Harbour. The Pacific Energy also made the run back to Fulford before heading home, to deliver the gent's paddle and personal gear. Kudos to both crews for their extra efforts with the personal gear. The outcome of this near tragedy would have been much different had the boats not been on the water training together that evening, as they do on a regular basis, as it would have taken 30 minutes to page the crews out and have them on scene. As luck would have it that night, a BC Ferries vessel was also near the scene and could have launched their RIB if necessary. The outcome was certainly the one desired.

Yours in SAR,

John Thomas, Director Zone 8, CCGA(Pacific)

THANK YOU LETTER FROM "SAIL SECOND"

Friday 19 May 2000

Dear Dave, Malcolm, and Crew,

The passengers, crew, and yours truly wish to extend thanks and appreciation to you for the prompt professional attention you brought to successfully correct *Secord's* unexpected day on high! in East Narrows.

It is very comforting for us to know that competent individuals such as yourselves are standing by when the need is there.

Wind in your sails ... and again, thank you.

Hal de Grace, Sail Second

MARINE TRAINER'S VIRTUAL ANCHORAGE



Anchorage

An anchorage is a safe place where mariners go to relax and recuperate. The virtual anchorage will be a group of trainers communicating regularly to support, motivate and help each other achieve the goals of training. The only pre-requisite to belonging to the group is that you are an individual who is devoted to changing behaviour in a positive way. Along with a section in the CCGA(Pacific)'s newsletter *Dolphin*, I will send out regular E-mails to members and encourage the CCGA(Pacific) office to mail out to those without E-mail. If you have E-mail please send me a quick note (tylerbrand@home.com) and I will add you to the distribution list.

We Want You !!!

Just because you have not been through a Courtesy Exam, Small Craft Training, or Coastal SAR instructors course does not mean you are not a trainer. I define a trainer as a person who is willing to go to extraordinary effort to change behaviour in a positive way. The CGA is lucky to have these individuals, many of whom I have met. It seems that each unit has members that bring exceptional strengths, skills and leadership to the group and the boat crews. If you are one of these individuals, I invite you to engage in regular conversation with others like you and me. This can be done by phone, fax or preferably E-mail.

Instructor Course Grads

Salutations to all those who took my Small Craft Instructors Course, how's the training coming along? The hardest part to starting a training program is not getting the enthusiasm to start; it is maintaining the momentum to finish. If your answer to my question is "what training?" You are not alone.



We Want You!!!

We Need To Talk

So you have worked day and night to devise a brilliant training program for your unit and you and other members have implemented it with great success. You have personally written pages and pages of training material only to be exhausted by the magnitude of it all. Why did you do this? Because the CCGA(Pacific) had no practical training program for you to deliver. In its absence you and others from your unit made one. Does this sound familiar?

Recently I was posted as the Coast Guard Auxiliary Training officer. And I was astounded to discover that almost every Unit had developed their own basic

(continued on p. 29)

MARINE TRAINER'S VIRTUAL ANCHORAGE

(continued from p. 28)

training program, everyone working in isolation and the same problems being solved over and over again. If only we could pool all of these efforts into one the work would be done in no time. This would be a worthy project for the CCGA(Pacific) and such efforts would bring trainers together to act as a very capable and influential group in a growing organization.

Instructor Tool Box

The toolbox will serve as depository for training ideas, aids and techniques that are successful in the field of marine training. Any material that is sent to me will be made available to you through this section.

Integrity and Credibility

*Two components of your Personal Floatation
(Accountability + Conduct = Credibility)*

Do not let it drag you down

It's simple math, and this is the equation that every trainer should memorize. For in the world of training volunteers, credibility is the only commodity that is essential for success. Credibility is hard to earn and even harder to maintain in today's climate of competition and antagonistic business practice. Trainers must be accountable for their actions in the classroom and on the water. Leadership by example of excellent performance and a genuine interest in the excellent performance of the learners is the first step.

How to get it and How to keep it!

Step One: Commit to your Learners

Many think that step one is to establish your credentials, but it is not. The first thing you must do is establish your commitment to the learners. You must be committed to use their time efficiently and effectively. You must clarify what you have to offer; and then ask them what they want you to do with their time. Is what you have to offer worth their time? You can pass out 4x6 cards and have each student answer the question

1. "Assuming you wish to participate in this session, what activities or material would be



Instructor Tool Box



Do not let it drag you down

most beneficial for you?"

2. "What do you least need?"

Read each answer carefully and be prepared to change your focus after assessing the needs of the class

Don't miss Step Two: Get your learners to buy in

Get the complete toolbox edition from me at tylerbrand@home.com

Captions, Figures, and Text by Tyler Brand, Coast Guard Auxiliary Training Officer

MEMORIAL BENCH FOR LINDSAY HALLIDAY

The pipes are calling. Picture this at the foot of 15th Street North Vancouver. A lone piper on the beach, the sound of Flower of Scotland echoing in the air. Off shore a lone Coast Guard cutter standing ready. On shore a group of people, family, friends, Coast Guard Auxiliary and Coast Guard personnel.

What you asked was all this for. Well after much effort Ruth Halliday got her wish granted, a Memorial Bench for Lindsay.

To mark the occasion, Ruth arranged a short dedication: A piper playing a few of Lindsay's favorite tunes. A few lines were read and then a toast to the "Good Times and Happy Memories".

With the bench in place Ruth has said, this gives her some closure, she can sit on the bench that faces out towards Point Atkinson where Lindsay's ashes were scattered.

John Kane, Unit 6, Richmond N.

CCGA(PACIFIC) BOARD OF DIRECTORS AND OFFICERS CONTACT LIST

President: Craig Dunn
(250)h:380-1603/w:370-8111(ext 5687)f:480-5143
e-mail: Craig_Dunn@CCGA-P.CA

Vice President: R. Bruce Falkins
(604)h: 921-8580w: 921-7333/f:921-7325
e-mail: Bruce_Falkins@CCGA-P.CA

Treasurer/Secretary: Frank Hudson
(250)h:475-1495/w:356-0843/f:356-0846
e-mail: hud@rescneteam.com

Zone 1: Jim Toogood
(604)h:271-9490/w:241-2601
e-mail: jtoogood@direct.ca

Zone 2: Alan Dejersey
(250)h:839-1190/w:839-1010/f:839-1275
e-mail: Alan_Dejersey@CCGA-P.CA

Zone 3: Bob Holmes
(250)h:652-3136/pgr: 413-3441
e-mail: Bob_Holmes@CCGA-P.CA

Zone 4: Rob Pikola
(250)h:956-8225/w:956-4441/f:956-2187
e-mail: Rob_Pikola@CCGA-P.CA

Zone 5: Richard Zoet
(250)h:728-1237/w:728-3301/f:728-3452
e-mail: Richard_Zoet@CCGA-P.CA

Zone 6/Boating Safety: Ken Moore
(604)h:885-7278
e-mail: Ken_Moore@CCGA-P.CA

Deputy Director of Boating Safety: John Kane
(604)h:271-0594/w: 775-9601
e-mail: kanej@home.com

Zone 7: Malcolm Dunderdale
(250)559-8034/f:559-8034
e-mail: malcolm@qcislands.net

Zone 8/Training: John Thomas
(250)h:743-2939/w:380-3637/f:995-3746
e-mail: 2wthomas@home.com

SAR/ Operations: Scott Sutherland
(250)h:881-8686/w:386-2552/pgr:995-6763
e-mail: Scott_Sutherland@CCGA-P.CA

Deputy Director of SAR/Operations: Noel Hay
(250)h: 477-7465
e-mail: noelhay@home.com

Officers

Executive Officer: Stan Warlow
(250) h:656-9465/ w:413-2850/f:480-2778
email: warlows@dfo-mpo.gc.ca

Office Manager: Melanie Fugard
(250)w: 480-2798/ f: 480-2702
e-mail: fugardm@pac.dfo-mpo.gc.ca

Special Projects Officer: Meg Walker
(250)w: 480-2731/f:480-2778
e-mail: WalkerMeg@pac.dfo-mpo.gc.ca

Internal Media Officer: pending
Equipment Officer: pending

ETHICAL FUNDRAISING AND FINANCIAL ACCOUNTABILITY CODE

The CCGA(P)'s Ethical Fundraising and Financial Accountability Code outlines the Donors' Rights and acceptable Fundraising Practices to which we have committed.

As we embark on our fundraising activities, we must pay special attention to protecting and respecting our donors' rights. As such, that section is quoted here. The full text is available on the web at: <http://www.ccp.ca/information/documents/cp126.htm>.

DONORS' RIGHTS

1. All donors (individuals, corporations, and foundations) are entitled to receive an official receipt for income tax purposes for the amount of the donation. Donors of non-monetary eligible gifts (or gifts-in-kind) are entitled to receive an official receipt that reflects the fair market value of the gift. (Note: "Eligible gifts" are defined in Revenue Canada Interpretation Bulletin IT-110R2 or its successor. Some common gifts, such as donations of volunteer time, services, food, inventory from a business, etc. are not eligible to receive official tax receipts.) The CCGA(P)'s governing board may establish a minimum amount for the automatic issuance of receipts, in which case smaller donations will be receipted only upon request.

2. All fundraising solicitations by or on behalf of the CCGA(P) will disclose the CCGA(P)'s name and the purpose for which funds are requested. Printed solicitations (however transmitted) will also include our address or other contact information.

3. Donors and prospective donors are entitled to the following, promptly upon request:
the CCGA(P)'s most recent annual report and financial statements as approved by the governing board;

√ the CCGA(P)'s registration number (BN) as assigned by Revenue Canada;

√ any information contained in the public portion of the CCGA(P)'s most recent Charity Information Return (form T3010) as submitted to Revenue Canada;

√ a list of the names of the members of the CCGA(P)'s governing board; and

√ a copy of this *Ethical Fundraising and Financial Accountability Code*.

4. Donors and prospective donors are entitled to know, upon request, whether an individual soliciting funds on behalf of the CCGA(P) is a volunteer, an employee, or a hired solicitor.

5. Donors will be encouraged to seek independent advice if the CCGA(P) has any reason to believe that a proposed gift might significantly affect the donor's financial position, taxable income, or relationship with other family members.

6. Donors' requests to remain anonymous will be respected.

7. The privacy of donors will be respected. Any donor records that are maintained by the CCGA(P) will be kept confidential to the greatest extent possible. Donors have the right to see their own donor record, and to challenge its accuracy.

8. If the CCGA(P) exchanges, rents, or otherwise shares its fundraising list with other organizations, a donor's request to be excluded from the list will be honoured.

9. Donors and prospective donors will be treated with respect. Every effort will be made to honour their requests to:

√ limit the frequency of solicitations;

√ receive printed material concerning the CCGA(P)

10. The CCGA(P) will respond promptly to a complaint by a donor or prospective donor about any matter that is addressed in this *Ethical Fundraising and Financial Accountability Code*. A designated staff member or volunteer will attempt to satisfy the complainant's concerns in the first instance. A complainant who remains dissatisfied will be informed that he/she may appeal in writing to the CCGA(P)'s governing board or its designate, and will be advised in writing of the disposition of the appeal. A complainant who is still dissatisfied will be informed that he/she may notify the Canadian Centre for Philanthropy in writing.

(PHOTO: UNIT 64 PRINCE RUPERT'S RAINBOW RESPONDER)

UNIT 29: WE DID IT!!!



Ladysmith Responder blessed into service.
Photo: Dave Corkill.

Unit 29, and the Ladysmith and District Marine Rescue Society have made the back page of the Dolphin! Our addition to the Auxiliary fleet is nothing but the time tested **Zodiac Hurricane 733** complemented with the DFO House. “Warmth!”

Well, a little more shelter at least. It has taken the society and the unit about three years to raise the funds, thanks to a lot of support from the community of Ladysmith. The launch and christening date was the 6th of May and ever since, the **Ladysmith Responder** has been an inspiration to the members and the community. We have been requested to appear at community events like: the Ladysmith Yacht Club/Mount Brenton Power & Sail Squadron Sail Past (as Lead Boat) and the Ladysmith Days Fireworks Night.

Twin 150 OMC Ficht Ram(Fuel Injected) Engines are strapped to the transom and we can get 45 knots any day! We have the **Sitex** GPS Plotter and Radar System and we’re fully fitted with the general rescue and safety equipment (RDF, spine board, dewatering/fire fighting).

We can transport a MED-EVAC in quite a few different positions as well as comfortably carry two to four crew members. There’s a lot of storage in the house and bolster seat for our gear and equipment. Enough with all of that though, we will see you on the water sometime. We are docked at the Ivy Green Marina, Ladysmith, if you want to have a closer look.

Janine Popplestone, Unit 29, Ladysmith



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



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**.