

# DOLPHIN



## LT. GOVERNOR TOURS BC COAST

In late August and early September 2000, the Lieutenant-Governor and Chatelaine toured parts of the BC Coast on the *HMCS Regina*. Their Honours were greeted by members from Unit 66 (Queen Charlotte City), Unit 69 (Sandspit), Unit 49 (Bella Coola), Unit 60 (Comox), and Unit 50 (Port McNeill), who provided transport for guests invited to the vessel. Peter Wilson (Unit Leader Unit 43, Port Alice), Richard Zoet (Director, Zone 5), John Hodgson (Deputy Director, Zone 5), and Stan Warlow (Executive Officer) also attended a luncheon on the vessel.



On behalf of Zone 7, Bill Stanway, Unit 66, presented a print to the Lieutenant-Governor and Chatelaine

Each Unit was honoured to assist the Lieutenant-Governor during the tour. Unit 60 wrote in with this report on their experience the day the *HMCS Regina* anchored outside of Comox on September 10th. *(cont'd on p.16)*

## OBSERVE, RECORD, REPORT

At our last Board meeting questions arose about the planned Universal Shoreline Speed Restrictions, and the role of the Auxiliary. We have a simple role, and it has nothing to do with enforcement. Our role is to observe, record and report. And we like it that way.

To borrow from CCGA(P)'s Mission statement, our mission is "to provide a volunteer marine rescue service and to promote public Boating Safety throughout the Pacific Region." We are responsible for Search and Rescue and the promotion of safe boating. We assist the Coast Guard and other agencies where and when possible. However, a very distinct line is drawn between our organization and others when it comes to enforcement.

We volunteers have no authority to enforce any laws, bylaws or regulations. Enforcement is left in the hands of federal or provincial agencies, staffed by men and women fully trained in the role and responsibility. They are paid to do the job and to deal with the consequences. *(cont'd on p. 26)*

### INSIDE THIS ISSUE

*red text = hyperlink!*

President's Comments	p.4
Volunteers' Dignity	p.5
Tri-Owned Building Complex	
Opened	p.6
AGM Planning	p.7
AGM Changes	p.7
AGM Photo Contest	p.8
Partnership Formed	p.8
Secretary-Treasurer	p.9
CCGA(P) Search and Win at	
National SAREX	p.10
"Hands Off" Program	p.11
Zone One Report	p.12
Courtesy Examiners	
Note	p.12
Director of Training	p.13
SARWars 2001	p.14
Zone Two Report	p.14
Zone Three Report	p.15
Sister Boat's Award	p.15
Medevac Mercy	p.16
Can Buoy Renewed	p.16
"Spud Patrol," Unit 36	p.17
Uniforms: To Wear or	
Not to Wear?	p.18
Zone Four Report	p.19
Zone Five Report	p.19
CCGA(P) Web Page	p.20
Boating Safety Trailer	
Update	p.20
Head Office Notes	p.20
Boating Safety	
Courtesy Checks	p.21
Zone Eight Report	p.22
Awards: Your Choices?	p.22
Hazards Hound Volunteer	
Board Members	p.23
Trainer's Anchorage	p.25
Unit 5 Comes of Age	p.28



Mustang Survival has built an international reputation in designing, engineering and manufacturing protective clothing for activities near and over water. The Canadian Armed Forces, U.S. Navy, U.S. Air Force, NASA and Coast Guards around the world all depend on Mustang, as do the most discriminating clients - families.

**The Professionals Choice**



You risk enough when out on the water, don't take risks with your choice of equipment. Mustang Survival and ICOM are two of the most trusted names known worldwide for offering only the finest marine rescue equipment!



***We are Proud to Support the efforts of the Canadian Coast Guard Auxiliary!***



**ICOM Products are manufactured to highest standards to ensure everyone from the Recreational Boater to the Seasoned Professional have reliable communications when they need it!**

**ICOM Simply the Best. Don't settle for anything less!**



**IC-M1V**

**The World's Smallest Waterproof Handheld Marine Radio!**

- Ultra Compact, water transceiver
- Powerful 5 watts of talk power
- Lithium Ion battery = longer Battery life
- Waterproof speaker microphone option
- Extra large LCD with alphanumeric indications
- Flexible battery charging
- Fast scanning functions
- Built in self check function
- Battery indicator
- WX alert on US version
- Instant access to channel 16



For information on the purchase programs in support of the Canadian Coast Guard Auxiliary please contact:

**McCormick & Company Inc.**

P.O. Box 2365, Sidney, B.C. V8S 3Y3

Phone (250) 656-2796 Fax (250) 656-2798

**email: rep@netcom.ca**

**DOLPHIN**  
**The Newsletter of the**  
**Canadian Coast Guard Auxiliary(Pacific)**  
**Volume 10 Number 3 Winter 2000**

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

**Board of Directors and Officers**

Craig Dunn	President
Bruce Falkins	Vice President
Frank Hudson	Secretary-Treasurer
Jim Toogood	Director, Zone 1
Alan Dejersey	Director, Zone 2
Bob Holmes	Director, Zone 3
Rob Pikola	Director, Zone 4
Richard Zoet	Director, Zone 5
Ken Moore	Director, Zone 6/ Boating Safety
Malcolm Dunderdale	Director, Zone 7
John Thomas	Director, Zone 8/ Training
Scott Sutherland	Director of SAR
Stan Warlow	CCGA(Pacific)Executive Officer
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](mailto: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

The *Dolphin* is the property of the Canadian Coast Guard Auxiliary(Pacific) Inc., © 2000. Anyone may reproduce this publication at any time by any means, as long as attribution is given to the *Dolphin* and the author.

**The opinions expressed herein are those of the authors and do not necessarily reflect the policies or views of the CCGA(Pacific) or of the editors.**

**VIKING Canada Ltd.**



**Introducing ...**  
**The new range of large foldables**  
**and RIBs from Narwhal.**

Length up to 30' with horsepower up to 500 hp. Capacity up to 22 persons.



**Please contact us for further details**  
**at:**

**VIKING Life-Saving Equipment Canada Ltd.**  
3945 Phillips Avenue, Burnaby, V5A 3K4  
Tel: 1 (604) 421 1110  
Fax: 1 (604) 421 1945  
E-mail: [jh@viking-life.com](mailto:jh@viking-life.com)



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).

## PRESIDENT'S COMMENTS

Hello to all from Victoria! What a great productive summer we have had. Membership is on the rise, and Units have been launching and dedicating new vessels, with more on the way. The Pacific Region is flourishing thanks to the hard work and dedication of our volunteers.

I was invited to a number of events in the past few months, which I could not attend due to prior commitments. I would like express my regrets to Unit 5, Crescent Beach for missing the launch of their new vessel the "Vigilant". Also regrets to Unit 66, Queen Charlotte City for not being in attendance at the grand opening of their new facility, the complex jointly owned by BC Ambulance, the RCMP, and the CCGA(P). The complex now houses Unit 66's office and shelter for their fast response vessel *Spirit Seeker* (see p. 6). Thankfully Scott Sutherland, Director of SAR, was able to attend this on my behalf. I was also invited to the USCGA District 13 Fall Conference, which Vice President Bruce Falkins was able to attend on my behalf.

This begs the question: just what have I been doing? We had another very productive Board of Directors meeting in Richmond on September 30th and Oct 1<sup>st</sup>. I once again must congratulate the entire Membership on the caliber of the Directors which you have placed on the Board. Their dedication and insight is very focused and will serve this organization well into the millennium. I would be remiss if I did not thank our Secretary-Treasurer, Frank Hudson, as well as Stan Warlow, Melanie Fugard, Kyu-Chang Jo, and Meg Walker for their continued exemplary support of this organization.

Immediately following the Board meeting I was invited to be a guest speaker and take part in the second annual SAR Workshop held in Victoria on October 2<sup>nd</sup> and 3<sup>rd</sup>. This is a workshop for most of the SAR providers and users up and down our coast. Delegates include representatives from CCG, CCGA, Towboat industry, Commercial fishers, Cruise

Lines, DND, DFO, Recreational boating associations, and so on. I was pleased to have your Zone Directors from Zones 2, 4, 7 in attendance.

Oct 10th I flew to Montreal, Quebec to attend a CCGA National Meeting. The meeting was held in Laval, a suburb of Montreal, and coincided with the National SAR Secretariat's SARScene annual meeting. Our National meeting was held Wed. the 11th with SARScene being held Oct. 12, 13, & 14. This was the largest SARScene to date, with over 800 delegates from all over the world representing land, marine, air and space. The large turn out is in part attributed to the fact that COSPAS-SARSAT held a weeklong conference immediately following SARScene (COSPAS-SARSAT is the global Search and Rescue Satellite-Aided Tracking system run by several countries including Canada, France, and Russia). From the opening ceremonies to the close of SARScene there was so much to see and do that it completely filled one's day. A special thank you to the members of the CCGA-Laurentian who, as co-organizers, worked so hard to ensure the success of the event.

Also accompanying SARScene, the CCGA National held the first National CCGA SAR Competition. There were teams representing all five Canadian Regions (the winning teams from each Regional competition) and six teams from the USCGA. This competition was held in Lachine, another suburb of Montreal and a very picturesque setting. The competition was held all day on October 15<sup>th</sup>. It was extremely well organized and run by CCGA-

Laurentian, and consisted of seven events. These were a series of line tossing exercises, tire pump exercise, first aid, chart work exercise, radio procedures, on-water search exercises, and a mystery event. I was a judge for the mystery event, which turned out to be having one member of each team don an exposure suit (gummy suit), make their way to the water, swim a



The Montreal Fire Department practiced rappelling from the Jacques Cartier Bridge, while crowds watched from below

predetermined distance, exit the water, and rebag the suit the way it was found. This was a timed event, which all Canadian crews excelled at. However Pacific's team was awesome, with Greg Miller winning the event by a very healthy margin. Which brings me to this:

### CONGRATULATIONS

are due to the CCGA(Pacific) Team! You did your Region proud. Pat Sears, Ryan Woodward and Greg Miller, all members of Unit 6, Richmond North,



L-R: Ryan Woodward, Patricia Sears, and Greg Miller waiting in suspense at the Awards Dinner

won first place of all the Canadian teams. The overall winner of the first National SAR Competition was Team Newfoundland (see article p.10).

This would be an excellent time to mention that the Second annual National SAR Competition will be hosted by the Pacific Region, dates TBA but we are considering October 2001.

Plans are well underway for our AGM 2001, which will be held once again in Richmond. Initial details are listed on page 7. I am looking forward to another fantastic weekend and hope to see all of you there. As fall is here and winter not too far off I would like to remind all of you to take the few extra minutes to recheck your gear and your vessels before you head out on the waters.

And as this is the last Dolphin of 2000, may you all have a Merry Holiday Season and a Happy New Year. Be safe out there, and look after one another!



Craig Dunn, President


### VOLUNTEERS' DIGNITY

More about us as an organization: The CCGA(P) is an equal opportunity organization committed to the spirit and the letter of the Canadian Human Rights Commission (CHRC)

This organization is committed to ensuring that all volunteers are treated equitably and with dignity. To quote the CHRC list, we will interact respectfully with all individuals regardless of::

- ◆ race
- ◆ national or ethnic origin
- ◆ colour
- ◆ religion
- ◆ age
- ◆ sex (including pregnancy/childbirth)
- ◆ marital status
- ◆ family status
- ◆ mental or physical disability
- ◆ sexual orientation





**Kevin Cleaver**  
 Ph# (250) 727-0783 Fax# (250) 727-0723  
 E-Mail [vital.link.ventures@home.com](mailto:vital.link.ventures@home.com)

Standard First Aid CPR Certification	Oxygen Administration First Responder/AED
---	--

Training the Coast Guard since 1997



**PAGENET®**  
 "The World's Largest Wireless Messaging Company"

**Proud Wireless Supplier of the CCGA(Pacific)**

<b>Introducing:</b> Advanced, Two-Way Wireless E-Mail Communication	<b>Ask about:</b> <ul style="list-style-type: none"> <li>• Blackberry</li> <li>• PageWriter 2000x</li> </ul>
--	--

Visit us at: [www.pagenet.ca](http://www.pagenet.ca)  
 300 - 4180 Lougheed Highway, Burnaby, BC V5C 6A7  
 Customer Inquiries: 1-800-216-0888

## TRI-OWNED BUILDING COMPLEX

On September 28, Scott Sutherland represented Craig Dunn at the opening of a facility in Queen Charlotte City, jointly owned by BC Ambulance, the RCMP, and the CCGA(P). This is a joint complex consisting of Queen Charlotte City's RCMP Detachment; the CCGA(Pacific) Unit 66 Queen Charlotte City's office and shelter for their fast response vessel *Spirit Seeker*; and the BC Ambulance Station #687, Queen Charlotte City. The opening ceremonies were well attended, including guests from Unit 69, Sandspit, and DFO officials. The ribbon was cut by Scott Sutherland, CCGA(P) Director of SAR; Bev Busson, Assistant commissioner, Commanding Officer RCMP British Columbia; and Rick Hedges, Regional Director BC Ambulance Service.



As the RCMP wanted to emphasize this as a community event, they asked Zone 7 Director Malcolm Dunderdale to act as Master of Ceremonies (below).

Malcolm Dunderdale, Director of Zone 7, leads the opening ceremony



From left - right: Scott Sutherland, CCGA(P) Director of SAR; Bev Busson, Assistant commissioner, Commanding Officer RCMP British Columbia; and Rick Hedges, Regional Director BC Ambulance Service.

The CCGA(P) Unit 66 portion of the complex was funded through fund-raising efforts by the Haida Gwaii/Queen Charlotte Marine Rescue Society over a period of two years. A 15 year extendable MOU was signed between the Rescue Society and the RCMP Properties Division, making this tri-part complex a reality for years to come.

*Malcolm Dunderdale, Director, Zone 7*



Queen Charlotte Islanders of all kinds explore and admire the new tri-service complex on opening ceremonies day, September 28th.

**LET THE AGM PLANNING BEGIN!**

Once again the AGM is being held in Richmond! This time it will be held at the Delta Vancouver Airport Hotel located at 3500 Cessna Road (on Sea Island, close to the airport). The AGM will spread over three days this year, February 23 - 25, to accommodate the expanded agenda and SAR Wars competition. As is standard the meetings will be held at the Hotel, but this year we have planned a couple of exciting field trips to take place on the afternoon of the 23<sup>rd</sup>; which will include a plant tour of both Mustang Survival and Zodiac Hurricane. There will also be a Trade Show (Friday evening) and a tour of the Hovercraft base with access to the *Sjay*, and a couple of demonstrations Saturday the 24<sup>th</sup>. We also anticipate having some great draw prizes at the Awards Dinner again this year, including a Kawasaki Dewatering/Fire Pump as a Unit Prize, thanks to Jet Equipment. **If you are able to contribute to the door prizes/raffle prizes/registration package add-ins please contact Jon Wilson at [jwilson@corp.delta.bc.ca](mailto:jwilson@corp.delta.bc.ca)**

It is recommended that you reserve your hotel room as soon as possible as there was a record turnout last year. The Delta Hotels reservation line is 1-800-268-1133 or (604) 278-1241. The rate of \$80.00/night + taxes for a standard room based on single/double occupancy has been guaranteed to CCGA Members attending the function. Reservations can be made through the web page: <http://www.deltavancouverairport.com/>



Registration letters will be going out to all members in late December or early January, please fill yours out and send it in promptly, to allow everyone involved with the AGM to prepare for the numbers attending.

For more information on the AGM check out our web site: <http://www.xqqme.com/coastguardsix/pages/>

We look forward to seeing YOU at AGM 2001!

CCGA(Pacific) Unit 06, Richmond North



In support of the CCGA(Pacific), JET Equipment & Tools Ltd. will be donating a Kawasaki, 2" pump for the upcoming AGM to be held in Richmond, BC in February, 2001.



We extend sincere appreciation to all who volunteer their time and effort to assist others in a time of need.

**IMPORTANT: AGM CHANGES TO NOTE**

In order to take advantage of having all Unit Leaders in one spot, AGM 2001 will be a three-day event. This will provide a day of Volunteer Development before the regular Business Sessions. It also allows the SAR Wars participants to complete their competition and to attend the Business Sessions, which streamlines everyone's schedules.

A couple of changes you need to be aware of:

1. All meals will be provided as group meals, at the Delta Vancouver Airport Hotel, during the AGM (Friday, Saturday and Sunday). This benefits everyone, as lunches will be working lunches, and you will be able to get to know your fellow Auxiliarists, at the other meals. It also ben-

efits the AGM budget. Please note that no meals will be reimbursed for those three days, as meals will be provided for you. You will of course be reimbursed for meals taken during your travel to and from the AGM.

2. We have arranged with a travel agency to provide special rates for Auxiliarists traveling to the AGM. You are invited to contact Randy or Phyl at UNIGLOBE TRAVEL, to find the cheapest airfare rates to Richmond from wherever you are. Please call toll free to 1-800-353-5733 to arrange your travel as soon as possible. This will also help keep our AGM expenditures to a minimum.

*Frank Hudson, Secretary-Treasurer*

## AGM PHOTO CONTEST!

Recently, many people have been looking for photos of the Auxiliary in action for web pages, CCGA(P) literature, and prevention events. Here's another way to fill that file in Victoria with lots of photos from different Units doing what we do best. My challenge to all Auxiliarists is to take part in our photo contest. We hope this will become an annual event!

### Rules and regulations:

First of all, your pictures **will not be returned**. All pictures will go to Victoria after the AGM for possible future use. There will be four categories:

1. Prevention
2. Search and Rescue in your Unit
3. Training in your Unit
4. Action Shots



**What to send:** Color pictures either 4"x 6" or 5"x 7". Send your photo to us with a brief description listing what Unit it's from, who's in the photo, and what category you would like it in. Please use ASA 200 or lower, otherwise the photo may be too grainy to print in professional media/magazines. We'll have prizes for the photo that wins each category, and there will be a grand prize winner for the best photo of all categories. **The grand prize photo will be printed in Pacific Yachting Magazine!** If it's the perfect shot it may even be used as the cover of the magazine.

All pictures must be submitted by **Monday February 19, 2001**. They will be displayed during the AGM, judged on the Saturday, and the winners will be announced at the banquet Saturday night. The judges will not be CCGA members. For all those Units that take part (which should be all Units) the CCGA will supply your Unit Leader two new rolls of film when he/she registers.

In order for this to be successful and help out the CCGA in the future, we need all Units' support and participation. Let's make this a great success - go out and start snapping photos of your Unit in action. Who knows where your photo may end up?

Mail your pictures to: PHOTO CONTEST 6531 FRANCIS ROAD RICHMOND, BC V7C 1K4  
Questions? please call Greg Miller, Deputy Unit Leader Unit 6, at (604) 274-5361, or e-mail at [hilife@radiant.net](mailto:hilife@radiant.net).

## PARTNERSHIP FORMED

Earlier this year, Unit 35 and the Victoria Marine Rescue Society (VMRS) set out to find larger, more suitable facilities to conduct meetings and training. The hunt was soon over after being told about the wonderful facility at Esquimalt Anglers. VMRS President Frank Hudson and Rene' Landry, now Unit 35 Leader, met and talked with Mr. Marshall Farquhar, President of Esquimalt Anglers. A deal was reached and we can proudly say that our newly shared facility has exceeded our dreams. The upstairs meeting room has a capacity of 60 people and the walls are lined with local charts. And there is of course the dock where we bring our vessel for the meetings and training. What an asset it is to have it right there for use in hands-on training sessions.

Some of our crewmembers have volunteered to do ramp duty. We also hope to be teaching the Pleasure Craft Operators Competency course from this location in the near future. And what a bonus, because of the new location, Unit 35 member Rick Tolonen did five Courtesy Exams in one morning. This has also helped to increase the awareness of our Unit and Society.

Our thanks to "Esquimalt Anglers" for their support of our volunteer organization.

*Rene' Landry, Unit 35 Unit Leader*



As Unit 35 knows, dreary rainy days are still fine for training, especially with a dedicated classroom space and boat-ramp at your disposal.



## SECRETARY-TREASURER'S REPORT

"You never lose. But sometimes the clock runs out on you." Vince Lombardi

Speaking of time ... It's that time of year again when I ask all Unit Leaders to supply a projected budget for their individual Units for the next fiscal year, which begins April 1, 2001. Why do I ask for this information? All of the information received is rolled up into CCGA(P)'s annual budget, and submitted to National for their consideration.

It is from this information that CCGA(P)'s portion of the Contribution Agreement Funds are allocated. Also, it determines the amount of money we have to raise over and above the Contribution Agreement funding.

For example the current fiscal year's budget requests totaled \$2.5 million. We received \$650,000 from the Contribution Agreement funds, leaving a balance of \$1.85 million we needed to raise from other sources. As you are aware, we have been trying to raise this money through various methods, such as the BC Gaming Application, as discussed in previous editions of the Dolphin.

Detailed instructions on how to write up a Unit budget will have been sent to all Unit Leaders by the time of publication. All of the requested budget information must be submitted to the Head Office by December 15<sup>th</sup> so that it can be rolled up, approved by the Board, and submitted to National by the beginning of February.

On another note, you should know that we are currently in the process of determining what it will cost to insure additional items through our National policy. These items would include Search and Rescue equipment that is stored in Units' secure ready rooms or boathouses, like night vision gear, hand-held VHF radios, etc. Currently this insurance is paid for by some Societies for the Unit that they support.

We need to ensure all CCGA(P) assets are insured for loss or theft, whether or not we are on an authorized activity. More on this in the next issue of the Dolphin.

And now for something less dry, something really exciting, like several Societies working together to raise funds for the benefit of Units in sparsely populated areas of the Region! The North Shore Lifeboat Society, the Victoria Marine Rescue Society, Strait of Georgia Marine Rescue Society, Mill Bay Marine Rescue Society, and the Haida Gwaii/Queen Charlotte Islands Marine Rescue Society have made a commitment to loan CCGA(P) the funds to purchase Unit 33 Oak Bay's used 733 Zodiac Hurricane. As their contribution, the Oak Bay Sea Rescue Society has agreed to sell the vessel to CCGA(P) at a very attractive price.

Over the next several months, all of these Societies will be joint fund-raising to retire the debt. Where will this vessel be placed? That's a decision that has not been made at this time, but will be made very soon, based on SAR requirements within the Pacific Region.

The last administrative item you should be aware of is that a few changes will be apparent at the AGM 2001. Details are listed on page 7, and even more details can be obtained by contacting the AGM Committee or your Zone Director.

Wishing you and your families all the best for the festive season, and the coming New Year!

*Frank Hudson, Secretary-Treasurer*



Frank Hudson and Unit 35 member Reece Caven preparing to take the lucky winners of the Provincial Government Employees Community Services Fund draw out for their two-hour ride aboard Unit 35's 8.5 metre Zodiac-Hurricane RHI. (the winners loved the ride!)

## CCGA(PACIFIC) SEARCH AND WIN AT NATIONAL SAR COMPETITION

Our adventure began on October 10, 2000, when Ryan Woodward and I met at Vancouver airport to board a plane for Montreal, site of the National SAR 2000 championships. The third member of our team, Greg Miller, met us later, in Laval.

The opening ceremonies for SARSCENE 2000 occurred the morning of Thursday, October 12, with delegates from 30 countries participating.

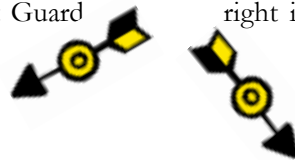
Friday was a day of seminars at the SARSCENE conference. Topics covered included, What's Really Up With The Weather, Maritime SAR Communication - Procedures for the Wireless World, Man Overboard: Lessons Learned From Near-Death Experiences.

On Saturday, there was a spectacular boat cruise down the St Lawrence River on Saturday, with Search and Rescue demonstrations along the way.

Finally, the day of competition was upon us. Sunday morning dawned gray and cloudy. We bussed to the Lachine Marina, in the southwest area of Montreal.

The first competition was search planning. The challenge was to locate a person who had fallen out of a small boat. We were handed a chart that was in French. There was no indication whether the depths were in metres or fathoms. So, we planned our search. Then a judge said, "The depths are in *feet*." Feet? This meant we had to search in water two to four feet deep! Maybe we'd just get out and walk!

And what kind of boat were we using? "A Limestone, of course. But we'll give you a Coast Guard driver."



Greg Miller, winning the Mystery Event with a strong, splashy margin



Thirty seconds from our start point, Greg, who was on lookout, shouted, "Target! Person in the water!"

They wanted us to locate the boat first, and forget about the "person." So we played the game their way, finding the boat quickly, recovering the "person" in the water and returning to the marina.

The first aid scenario was that a SeaDoo carrying two persons struck an island. One victim was still on the SeaDoo, the other was on land. After getting the person off the SeaDoo we discovered she had a piercing chest injury, head and spine injuries, and that the second person had spinal injuries and a compound fracture of the right thigh. The supplies we had to work with were minimal, but we did our best with what they gave us.

For the line heaving contest, we had to row a boat around in the marina, stop before crossing a line, heave a line in a bag to a person in the water. Next was throwing a life ring at a target 35 feet out on the water. The final item was tossing a line from the bank of the river out 35 feet to a target..

For pump operation, the idea was to propel a floating object over a pre-determined course with the stream of water from the pump.

Radio communication was the final chapter. First an easy written test, followed by an oral test simulating communication with CCG.

The final competition was the Mystery Event. Yank a survival suit out of its bag, dive into it (the suit, not the bag), run down the dock and hurl yourself - right into the water!

Once in the water, the competitor (for us, Greg Miller) had to swim to the other dock, turn around and splash back to shore where teammates quickly unzipped the suit and peeled it off, fold it, stuff it hurriedly back into the bag and sprint it back to the start line.

At the Awards dinner, the CCGA(P) SAR team won the individual trophy for the Radio and Mystery Events. And then, imagine our surprise and absolute elation when we were named National Champions. We were grinning so much our faces hurt!



Ryan Woodward, Patricia Sears, and Greg Miller receive the National Champions Award from CCGA CEO Harry Strong

We had come to SAR 2000 to prove that the West is Best. And we accomplished our goal! During the four days of the national event, we learned many valuable lessons, and made new friends with Auxiliary members from across Canada, and the USA.

Next year, to the winning team: best of luck, and have fun!

*Patricia Sears, Unit 6 Crew,  
SARSCENE 2000 Team  
Winner*



A Bombardier 415 takes off to participate in a multi-resurce marine rescue demonstration.

## “HANDS OFF” PROGRAM

This past Labour Day long weekend, Unit 3 was invited to participate with Constable Larry Burden of the RMCP, Chilliwack (Recreational Watercraft Specialist) in launching an anti-theft program called the “Hands Off Marine Program.” Const. Burden has worked hard to get this program off the ground and it was a great thing to see it come together.

We did not anticipate so many boats the first morning, when we arrived they were already eight or ten waiting for us to set up and get underway. What a great thrill to see the public support of this program! We did a total of 89 boats that weekend.

So what is this program that caused such a stir? Boats are marked with the Hands Off Logo. Stamping and inking are done with a brand new system called the Datadot, tiny microdots that identify and protect valuables with unique personal security codes. These are logged into an RCMP database along with other identifying data, so that if a trailer, boat or motor is stolen it can be identified very quickly. Const. Burden has recognized that small vessels are the targets more than large yachts. Most stolen vessels are traveling down the highway at any given time.



When the dots are applied they go on the same location on every vessel so that the police know exactly where to find them. Also the dot system is different for each area used. The dots are undetectable; only the people who put them on know where to find them. We had a wonderful turnout of boats considering the weekend and the weather. Most of the boats that were marked were 12 - 20 feet vessels. As Auxiliarists, we also answered questions about regulations on the water, safety equipment, PCOC cards, etc. The Hands Off Program was a great success and we plan to work again with the RCMP in the spring. We have found that Unit 3 and the RCMP work very well together for this program. The general public liked the idea of the two organizations working together to help the boating community out.

*Carol Smith, Unit Leader Unit 3, Fraser Valley*

## ZONE ONE REPORT

All Units in the Zone are currently going through the election process for determining the Unit Leaders for the coming year. I want to thank personally the outgoing Unit Leaders for their diligence and cooperation in meeting the needs of the Zone. I would also like to welcome the incoming Unit Leaders and I am looking forward to working with you to continue to build the effectiveness of the Zone.

There has been the establishment of a new Unit in the Zone: Unit 4, Vancouver. Similar to Units 3 and 9, this Unit is a Boating Safety Unit, mainly comprised of Courtesy Examiners. The Unit Leader is Dave Lamb. I look forward to meeting with the Unit to discuss their progress. **Welcome Unit 4!**

Speaking of Boating Safety Units: Unit 9, Penticton is expanding their coverage to include more of the waters in the Southern Interior. Hence they will change their name to Unit 9, Southern Interior. The expanded Unit will take in areas such as Shushwap Lake, Nelson, and the Arrow Lake chain. This is a wide area to cover and the Unit will be recruiting members in the different areas to assist in the delivery of services.

### COURTESY EXAMINERS READ HERE!

Please send in your completed CE forms to the CCGA(P) Head Office, so they can be entered into the database.

The database has been modified to be compatible with the new forms, which makes the input easier than before. With the changes in the database, and now we are able to keep and update the data for 1998, 1999 seasons.

1998 – 1473 CE inspections

1999 – 1512 CE inspections

2000 – 1078 CE inspections (to date)

If you have any completed CE's for the above years hidden away, SEND them in.



*Rick Tolonen, Unit 35, Victoria -  
Your very slow keypunch operator*

Unit 6, Richmond North is embarking on a project to support Units in other Zones that require assistance in raising funds. They have organized a Pub Night to get the members of Zone 1 together, and the proceeds of the evening will go to the CCGA-P to assist Units in other Zones. All Units in Zone 1 are being challenged to host the subsequent fundraisers for the same purpose. Congrats to Unit Leader Ryan Woodward for the initiative.

All Units are winding down from another hectic Boating Season with numerous Special Events and a large volume of SAR taskings of all descriptions. We have maintained a positive public image through our diligence and professionalism on the water and in different events. This has enhanced the image of the CCGA(P) in the lower mainland and has gained us some valuable support.

There also has been a great deal of training throughout the Zone in SAR, First Aid, Radio, Oxygen Therapy and crew training, helping to keep the members on top of their tasks and confident in their actions during times of crisis. The more you practice the more efficient you become. Keep up the good work.

The AGM is fast approaching and Unit 6 is again hosting the event. All Unit Leaders in all Zones are asked to assist the committee in providing items for the door prizes for the participants at the AGM. It promises to be another outstanding event. SAR Wars is on again, and Zone Directors will soon be helping organize teams for the competition..

Special congratulations to the SAR team from Unit 6, Ryan Woodward, Pat Sears and Greg Miller for their success at the National SAR competition in winning the event and bringing the trophy to CCGA(P).

It has been a productive year with great people involved, and most importantly, with all pulling together for the betterment of the Zone and the CCGA(P).

*Jim Toogood, Zone 1 Director*

## DIRECTOR OF TRAINING

**A**s we move into the winter season, there are many items to report on from the Training Portfolio.

### 1/ Budget

At the current rate of burn, the training budget is on target and should not be overspent. Units have been requesting additional training hours as they use up their allotments, but at this point there are no more funds available. I do ask however, that Units continue to file training reports after their funds are exhausted so we can keep the training database current

### 2/ Regional SAR Competition at AGM 2001

We will again be holding a SAR competition at this year's AGM. Each Zone will put forward a three-person team to compete for the right to represent Pacific at a national competition. I will be sending a memo to Zone directors in November on the how's and why's of this process. We look forward to a spirited and friendly get together at the AGM.

### 3/ PCOC

As of October 31, 2000, we have received from the members, 325 applications for cards. With the exception of a few Units, compliance with the Policy Memo has been high. Yet in order to begin teaching this course to the public, the National Office insists upon a 90% completion rate. For us to attain this number, two things must happen. First, Unit leaders must review their membership lists and remove members that are not active. I would suggest that if you have not seen them in the past six months and they will not make a commitment to training, take them off your list. This would include Owner operators that are not active and which you have no need to carry. Second, complete the testing in the Units, and get members who will not write because they are already carrying a card to supply a copy of their card so we can count them in.



### 4/ RHIOT

To date, we have scheduled and notified 32 members to attend the RHIOT course at Bamfield this season. I hope that our total seat count will rise as more seats become available. This has happened regularly in the past and may give us a total of 40 seats by season's end. Seats were allocated on a priority basis to those Units in dire need, those Units new to the RHIB world with new vessels, and then to Units with turn over. We could have allotted 60 seats with ease if we had them, but such was not the case. I would like to comment that the experience has gone smoothly and without complaint and I thank the Units for their patience and understanding.

### 5/ Training Course

Along with Noel Hay and, at our invitation, Tyler Brand, I have spent many hours defining and simplifying what a proper training course for new members should look like. We envision a one-year course titled simply, "Crew Level," that would encompass the vital components a member on both RHIB's and Owner Ops needs to function effectively. This course would incorporate the vital parts of the Coastal SAR course and be patterned on the Small Craft Training Manual that Brand wrote for the CCG. It would give us uniformity of training across the Pacific Region. The course will come complete with Member manuals, Trainer's manuals, and references. It will adhere to the standards laid out in the new CCGA National Training Standards, Version 1.0. Further, it will meet the CCGA's competence level as a minimum for entry to the RHIOT course at Bamfield. Radio licensing and first aid/CPR would still be prerequisites for crewing a boat.

At its simplest, the course will use the new CGA Small Craft Training Manual as a core. We will extract what we need from the RCC SAR manual and add sections that individual Units can drop their boat, electronics and local area knowledge into. The process will entail an information gathering exercise from the coastal Units, and a writing and editing phase, and will hopefully be ready for presentation to the Board before the next AGM. Canadian Coast Guard's John Palliser and Max Birch have agreed on the project and **I am ecstatic to report** that Tyler Brand has now begun to work on the project.

## 6/ Radio Licensing

As of September 1, 2000 the responsibility for issuing VHF licenses and maintaining the database of examiners and license holders has become the responsibility of the Canadian Power Squadron. I spoke with CPS headquarters and gleaned the following. Each examiner has by now received a questionnaire to complete and send to CPS. As of now, all forms for licensing go to CPS. In the future, and I am not sure when this starts, you will order packages for each student you plan on teaching. These will cost you either \$10 or \$20 each. You will not send money with registration forms so I guess they are not charging for the certificate, only for the materials to teach and examine with. If I follow this correctly and we insist members obtain the license, then there will be a small impact to the training budget associated with funding the course for members who need to take it. I suggest we would do it on a reimbursement basis upon proof of course completion.

*John Thomas, Director of Training*

**“READY? SET? GO!”** The 2001 Pacific Region **SAR COMPETITION** plans are well



underway. Competition criteria is moving right along. **Ready?** Have you got your three person teams? The 2001 competitions will be set in

the following four categories:

1. **First Aid.** Hopefully we will again have St. John's assessors and volunteers to role act, giving the teams that "challenge" of dealing with moans and groans as they move quickly to their first aid tasks.
2. **Radio:** This year's test will NOT include a written radio exam section. IF you want to prepare, simply study and practice those wonderful voice procedures, as teams will be doing simulations.
3. **On Water:** The 2000 competition concentrated on "SEARCH" skills: the wonderful world of planning, chart work, the words/expressions of search, and then execution. 2001 is aimed at **RESCUE**. A "lot of skills" will be assessed.
4. **Courtesy Examination portion,** design pending.

With only one day to perform the competition, teams will be busy. So get **Ready**, get your teams **Set**, and **Go** to the **CCGA(P) 2001 SAR Competition**.

*BR Hastings SAR Competition Coordinator*

## ZONE TWO REPORT

**Z**one 2 held a Unit Leader's meeting in Shearwater (Bella Bella) on October 30/31, 2000. In attendance were: Harvey Humchitt – Unit 48 Bella Bella; Sunny Dickson – Unit 49 Bella Coola; Bill Hall – Unit 62 Klemtu; Rick Andrews – Unit 68 Ocean Falls; Stan Warlow – CCGA(P) Executive Officer; and Alan DeJersey – Director Zone 2.

A number of problems and requirements affecting each of the Units and Zone 2 overall were identified resulting as we sat down and developed an extensive action plan for the Zone. It was agreed that Unit Leaders meetings would be held on a semi-annual basis, as well as a mini-meeting during AGM 2001.

My thanks to Stan on being able to attend this meeting on such short notice and provide such valuable information and assistance. All the Units are enthusiastic about working together and increasing joint exercises and training. They also want to add some structure to internal communications between Units, to deal with the geographical distances in Zone 2.

Unit 48 – Bella Bella:  
No incidents to report.

Unit 49 – Bella Coola: No incidents to report.  
Sunny Dickson assisted with the visit of the *HMCS Regina* to Bella Coola on September 8, 2000, providing transportation for invited guests to and from the ship with his water taxi.

There are now five members enrolled with Unit 49 and much interest shown by others. Sunny is planning to advertise for members and will schedule a meeting that can be attended by myself, Harvey Humchitt, and possibly Stan Warlow.

Unit 62 - Klemtu:  
No incidents to report.

Unit 68 – Ocean Falls: No incidents to report. Rick Andrews has replaced Jim Walls as Unit Leader for Ocean Falls while Jim is away in Arizona for the winter.

*Alan DeJersey, Director Zone 2*

## ZONE THREE REPORT

Looking at the calendar it would appear that we have just about made it to the end of 2000. LY2K seems to have passed without any noticeable effects. Which is a good thing, because all Units in Zone 3 have had a busy year, and the incidents continue, all of which confirm that the Pacific Region operates as a 12-month operation.

Since I get the opportunity to speak in the Dolphin, I can use it to convey a couple of items that are of prime concern. The Board of Directors passed a motion that we would like all members of the Auxiliary to have a Pleasure Craft Operator Competency card (PCOC) by the end of this year. Most Units are doing a good job to try to achieve this, however, I would remind all members that we have about a month until the end of 2000. Since we are getting numerous enquiries from the public about the PCOC, if all members have this we can give an informed answer to any questions that may arise.

I would also like to encourage all members to wear the Auxiliary uniform whenever possible. This really assists in our attempts to raise the profile of our organization, and of the members. Some years ago, we noticed that when members in our Unit got off the boat, it looked like they just came from Joe's Bar & Grill. The use of Auxiliary coveralls or uniforms reassured the public that they were being assisted, and not attacked by pirates.

Recently, I had occasion to interact with our local Power Squadron. As part of the student cruise, they had a demo with different flares. This proved interesting to all concerned and was a real eye-opener to most new boaters. The demo with the Skyblazer flares was disappointing, with about 75% of them being defective. Most others worked well, but one flare gun was found defective. The hammer spring was weak and would not fire the shells. Just bits of info for everyone to keep in mind when doing Courtesy Examinations.

As I spoke to the classroom session and listened to the questions, it was clear how little people know about Boating Safety and regulations. Having said that, I think over the past couple of years we are beginning to make some headway in educating the boating public. Still, each year in the lower mainland and southern Vancouver Island area we continue to have major mishaps on the water. As I told the class, by the time I speak at the fall boating class in 2001, there's a good chance that 2 or 3 boaters will have been killed in incidents that could have been prevented.

Finally, my personal thanks to all the members of Zone 3 who put in hours and hours of hard work to make our Auxiliary what it is today.

*Bob Holmes, Director, Zone 3*

## SISTER BOAT RECEIVES AWARD

As noted in the Summer 2000 *Dolphin*, Unit 60's FRV *Bruce Brown II* has a sister boat, the *Silver Charm*, operating with the Golden Gate Squadron of the US Coast Guard Auxiliary. The owner/operators of the *Silver Charm* recently emailed this news regarding an incident which won them a commendation:

The *Silver Charm* was on patrol when a call came to provide assistance to a TowBoat US tug who had a sailboat in tow in rough seas, about two miles away from them. The US Coast Guard launched a 41 footer and helicopter from the San Francisco Station but they were 20+ minutes away. Despite one of their 225 HP engines being unserviceable, *Silver*

*Charm* was first on scene just as the tug sank, and they took the skipper on board through their "windsurfer door." This side door is a feature of the *Silver Charm* that is shared with the *Bruce Brown II* and has been used by them on a number of occasions to recover windsurfers from the water. The rescued skipper sent a very complimentary fax to the Coast Guard headquarters, and the result was a CG Auxiliary Award of Operational Merit, presented to the crew of the *Silver Charm* during the USCG Station Golden Gate's Station Change of Command ceremony.

[Congratulations to our fellow volunteers in Search and Rescue as you help keep safe the Golden Gate!](#)

## CAN BUOY RENEWED

Unit 25, Gulf Islands, brought the CCGA(P) into the public eye in a colourful way this summer, reports Amarah K. Gabriel, artist, Unit 25 member, and President of the Gulf Islands Marine Rescue Society. Gabriel joined forces with another Saltspring Island artist, Timothy Raven Hume, to transform a 6000-pound retired CanBuoy marine marker into a sealife mural.

The CanBuoy, a Delta 10 retired from over three decades of service in the northern coastal region; its last ten years were spent at the mouth of the Skeena River, showed up this past spring in Ganges, Saltspring Island at the entrance of the Harbour Authority's parking lot.

The artists recognized the potential and challenge of transfiguring this 20 ft high steel structure into a landmark that would delight visitors and Saltspring Islanders alike. With the theme of marine wildlife and activities found in the area, the Can Buoy Mural now offers insight into connections with the sea and maritime heritage.



Salmon glint with light from green bays, sea lions hunt, ling cod and rockfish drift through seaweeds' ebb and flow. Above the waterline, islands dissolve into misty distance while various vessels ply the gulf's waterways. And a Coast Guard Auxiliary Search and Rescue Rigid Hull Inflatable also appears on the horizon, speeding to the rescue!

The public response to the mural has been overwhelmingly positive. A complete cross-section of people is exposed to the beautification of the industrial object, as well as to the presence of the CCGA(P). The artists would like to thank everyone who supported this project especially the Salt Spring Harbour Authority, Soya Nova Tofu Shop and Whitefeather Productions.

*with files from Amarah K. Gabriel, Unit 25*

## COMOX VIEW OF LT.-GOVERNOR'S VISIT

(continued from Front Cover) "Unit 60, Comox, assisted with transport of personnel and baggage to and from the *HMCS Regina* when it arrived in the Comox Valley – carrying the Lieutenant Governor and the Chatelaine of British Columbia. We provided an escort for the ship's RHIB when it carried the Lt. Governor and his party into Comox, transported the party's baggage from the ship to the marina, and assisted in transporting local dignitaries to a luncheon aboard the ship. We were accompanied by the two "crash boats" stationed at *HMCS Quadra*.

The *HMCS Regina* anchored off Cape Lazo, since there is insufficient depth over the Comox Bar for a ship this size. This meant a distance of four miles each way from Comox Marina to the ship. With approximately 60 personnel to transport each way, including our Zone 5 Director Richard Zoet, Zone 5 Deputy Zone Director John Hodgson, and our Executive Officer Stan Warlow, each of the crash boats carried about two dozen people, while our *Bruce Brown II* carried 12 guests. It was a pleasure to meet the Lt. Governor and Chatelaine, and Unit 60 was pleased to assist with the transport needs of the day."

*Garry Brown, Unit Leader Unit 60, Comox*

## MEDEVAC MERCY, UNIT 1

Unit 1, Howe Sound reports a heart-warming medevac incident: A two-year wait for a liver transplant donor came to an end when a local resident received a call on his cell phone late Tuesday evening, August 22. There was only one problem - the patient was on board his 27' sailboat and was anchored in Port Graves, Gambier Island. The Rescue Co-ordination Centre was contacted and the crew of the Howe Sound Lifeboat *Auxiliary 1* was paged out to assist with transportation.

The Unit 1 vessel departed Fisherman's Cove at 2310 with coxswain Cliff Jones and crew members Jamie McJannet, Randy Strandt, and David Rees-Thomas. 30 minutes later, the *Auxiliary 1* was on its way to Kitsilano Coast Guard Base with the patient on board. On arrival at Kits Base the patient was transferred to a waiting ambulance for the short trip to hospital. One *Auxiliary* crew member remained with the patient's wife to assist in returning the sailboat to its home berth.

*Shawn Burchett, Unit Leader Unit 1, Howe Sound*



## “SPUD PATROL” AND CASARA ADVENTURES WITH UNIT 36

This summer saw the busiest time that Unit 36 has ever had! Inspired by last summer's activities by Unit 6, Richmond North, Unit 36 is fortunate now to have the support of McDonald's for an initiative to increase boating safety awareness for families and youth. The gang affectionately calls it the “Spud Patrol”. We interact with anchored pleasure craft and walk the beaches and docks evangelizing boating safely and handing out McDonald's french fry coupons to the kids. The McDonald's community relations people are excellent to work with.

We developed tremendous goodwill from interactions with boaters. The kids loved us. The visits also gave us the opportunity to dispel misconceptions about the Auxiliary and what we do. During over 100 approaches to anchored vessels we were only refused permission twice to come alongside. We will be expanding the program for next year with an earlier, more visible campaign.

Unit 36 has a strong emphasis on training: all active crew participate in Thursday night training. We are very fortunate because Unit 36 often trains with Canadian Coast Guard personnel on Coast Guard cutter *Skua*. Co-training allows us to work in a highly effective manner together. We have a clear insight into each crew's expectations and capability.

For additional experience and training, Unit 36 has recently participated in two major exercises. One exercise with Canadian Air Search and Rescue Association (CASARA), held June 10th, was dubbed Sidney SARX 2000 and involved several units of the Coast Guard Auxiliary, CASARA, volunteer private citizens, and the *Skua*.

The exercise scenario centered around a mythical missing aircraft. Units were tasked to take part in a search for the aircraft and eventually the simulated wreckage, two big pieces of styrofoam that looked like airplane wings, was sighted on a rocky beach by personnel in a CASARA aircraft. CCGA vessels were

dispatched to the crash site. The occupants of the aircraft were deemed to have survived the crash though they were afflicted by simulated serious injuries. They were given first aid, made ready for transport, and transported to the designated hospital site. The scenario became complicated when it was learned that the aircraft had collided with boats prior to coming to rest on the shore. A subsequent shore and water search revealed more simulated victims requiring emergency care.

SAR participants were debriefed immediately after they arrived at the simulated hospital site with the victims that they were caring for. They were provided with constructive criticism relating to the first aid techniques they used.

The most recent inter-agency exercise was in the Saanich Inlet working with about 30 members of PEP simulating lost and injured hikers. It involved a high angle rescue and water transportation of the victims and rescue crews.

On another note: the Brentwood crew was busy most of the spring and summer refitting a used 22-foot Boston Whaler to replace the smaller 18-foot boat. The new “Brentwood Dory” holds more crew and suits us better. **Any CCGA Auxiliary wanting to purchase the old “Brentwood Dory” and trailer can get a deal from us.** It even comes with a couple of experienced Yamahas. Please contact Zone 3 Director Bob Holmes at 250-652-3136.

*Bob Foster, Unit 36 Public Relations Officer/  
Sidney Titan Crew Member*



*Preparing to search for simulated aircraft debris and injured passengers*

## UNIFORMS: TO WEAR OR NOT TO WEAR?

Firstly let me state that I have never been a great proponent or supporter of uniforms in the CCGA. I do however understand their significance and their value on appropriate occasions. I myself have a full selection of both dress and working style uniforms, but as your President I feel that is what is expected of me to represent formally and informally our organization at the functions I attend. For example, I would have felt very uncomfortable representing our organization at the latest SAR Planning Session hosted by RCC without my uniform. It was held on a military base and all DND and CCG personal were in uniform. As a guest speaker I felt very honored and proud to be able to represent our organization in a uniform. Not to mention that Frank Hudson had prepared an excellent presentation on our abilities to present. The combination did much towards ensuring credibility to our organization.

What I am trying to get across is that yes indeed, there is a time and a place to show off our identity and to do so with a uniform that shows you are a member of a world class organization. However, there is a responsibility involved, one that comes with wearing any uniform. The wearer of a uniform is looked upon as a representative of the organization that the uniform stands for. If you see a police officer in uniform you have a pre-conceived notion of safety and security – this is someone you can trust. If you see a Coast Guard employee in uniform you associate them with lifesaving, or nautical communications, and so on.

The picture that you portray to the public is what they will remember, whether it's good or bad! What I wish to do with this article is to assist our members with the PROPER wearing of our uniform: basically the do's and don'ts of wearing a CCGA uniform.



General Member  
Epaulette



Crew



Advance Crew



Coxswain

IF you are going to wear our CCGA uniform – let me stress that there is no requirement to wear one – there are a number of requirements you will conform to.

If you wear the uniform you wear it as a uniform – there are NO variations. For the current CCGA National Uniform Standards speak with your Unit Leader or Zone Director, or contact the Victoria office. You will not wear denim pants or blue jeans with a uniform shirt. Don't wear brown shoes with the uniform. No decorations other than CCGA authorized commendations may be worn with the uniform. Neither the CCG nor the CCGA are armed services, and it is inappropriate to wear decorations from armed services of any country regardless of the honor they represent. The CCGA has their own series of commendations for our membership, which CAN be worn with our uniform. Suspenders or braces of any colour are not approved. If head-gear is worn, it must be a navy blue or black baseball style cap with the silver CCGA emblem on the front, or else the approved style Tilley hat, no exceptions.

Finally, only CCGA approved insignia may be worn on our uniform, and this is only in silver – again consult the National Uniform Guidelines for proper placement and or rank insignia. If you have Internet access, you can go to [www.ccg-pacific.org](http://www.ccg-pacific.org) and click the "Members" tab, then "Insignias," to see the different insignia listed. Do not attempt to embellish your uniform with pins or badges which you may feel are appropriate. Our uniform should **not** be worn into public drinking establishments. The uniform shall always be unstained, clean and neat in appearance.

Our uniform is a very public portrayal of our organization, please wear it proudly and wear it properly **if** you wear it.

*Craig Dunn, President, CCGA(P)*

**ZONE FOUR REPORT**

With Seasons' Greetings from Zone 4, the following brief report:

**Port Alice, Unit 43:**

Tourism was quite down in Port Alice for the last little bit and thus there were no incidents.

**Port McNeill, Unit 50:**

Several incidents have occurred over the last bit including the following. In mid August, the owner-operated vessel *Naiad Explorer* was involved in a rescuing a kayaker. The kayak was overturned and ended up being filled with water with only one end of the kayak sticking out of the water.

In the beginning of September, a joint search and rescue with the RCMP was conducted just outside of Port McNeill. A fish boat called in a Mayday as it was sinking. The only person on board decided to jump overboard and swim for the shore in the middle of a rainy night. The owner-operator vessels *Babine II*, *Twilight Rock* and *Port Lincoln* were searching on water for the sole boater only to find him on the shore not wearing too much but willing to swim to the rescue boat from the rocks. He was quickly discouraged from doing that and was picked up on shore and taken aboard the *Babine II*.

In mid September, the *Naiad Explorer* rescued a sailor from the shores of Cattle Island off Port Hardy. The sailor thought his sailboat was going to overturn during one of the tacks and decided to jump into the water only to find the sailboat sailing away after the dismount. He was picked up by the *Naiad Explorer* on the shore suffering from hypothermia and being dropped off onto the Canadian Coast Guard vessel *Cape Sutil* where he was treated.

**Zeballos, Unit number pending:**

A new Unit is being formed and the final paperwork is being submitted with the new members who are very keen at joining the Canadian Coast Guard Auxiliary - Pacific and start their training.

**Alert Bay, Unit 51:**

No incidents to report.

*Rob Pikola, Director, Zone 4*

**ZONE FIVE REPORT**

On September 10th our Zone was pleased to assist in a visit from the Lieutenant Governor and his wife on board the *HMCS Regina*, John Hodgson, Deputy Zone Director, and I were honoured with an invitation to lunch on the vessel. That Sunday morning we drove up to Comox. We boarded Unit 60 Comox's Fast Response Vessel, the *Bruce Brown 2* for the short trip out to the ship. This was the first time for me out on the boat, and I was quite impressed with how it handled. Once on board the *HMCS Regina* we were introduced to the Lieutenant Governor and his wife. While we had lunch the *Bruce Brown 2* stood by waiting to transport the guests back to Comox. After lunch the guests were given a tour of the ship. Hon. Garde Gardom is a very interesting person to talk to. He knows a lot about Vancouver Island, including stories of fishing trips on the Alberni canal. John Hodgson and I stayed on board to observe the Royal Salute to the Lieutenant Governor and his wife as they prepared to leave the ship to catch a plane back to Victoria.

For us, the day also provided a chance to visit other Units in the Zone. I stopped to Chris McLean at Unit 59, Bowser Also, in Parksville I met Bruce Carlos, the past Unit Leader for the Zone's newest Unit, 42 Kyuquot. My last stop en route to Bamfield I checked out Port Alberni's new 733, which had arrived at about noon. What a fine boat it is! They will have the official launch on December 2, 2000.

*Richard Zoet, Director, Zone Five*



The final salute! to the Lieutenant-Governor and Chatelaine on the *HMCS Regina*

## CCGA(P) WEB PAGE: IT'S THERE FOR YOU

We are pleased to announce that the CCGA(P) website now supports Bulletin Board and Guestbook.

The Bulletin Board and Guestbook can help us communicate directly with our members. The following steps apply to either function.

### How To Access our Bulletin Board:

If you look the lefthand side of our webpage, you will see the Q&A and guestbook. Click!

### How To Post A Message:

When you wish to post a message to bulletin boards, click the "write" button. Once you are done entering your message, click "Submit".

### How To Modify or Delete:

To modify or delete your article, you will need to remember your password. Click the article which you want to delete or modify. Choose one of the options (Modify or Delete). Type your password and proceed. You will be able to modify/delete only messages which you yourself have posted.

### How To Find a Message:

When you wish to find article, you can use the search function. Choose the criteria to search and type the word you're looking for.

### For Those With Technical Minds:

The CCGA(P) Bulletin Board is a web-based message board written in PHP3. CCGA(P) Bulletin Board uses MYSQL to manage its messages. We are using a PHP-enabled web server ([www.ccca-p.ca](http://www.ccca-p.ca)). This program is supported in the hope that it will be useful for each unit's webpage as they are gradually built up.



*Kyu-Chang Jo, Co-Op  
Student/Information  
Technology Officer*

## OFFICE MANAGERIA

Hello one and all. All is well on the administrative front. I would like to thank you all for the warm welcome that I have received. I am enjoying my position here very much. I would like to pass along a few little reminders for anyone submitting paperwork to the office.

First off, if you are submitting a membership application form, please ensure that the unit being joined is clearly indicated on the form, as well as the gender of the person. We have a few areas where there is more than one applicable unit and Unit Leader signatures aren't always obvious. The same goes with names (think Pat, Terry, Chris, etc.). Also, please make sure the application forms are complete with date of birth and Emergency Contact Information.

Secondly, if you could please use the forms off of the website. You can get the password from your Unit Leader. All of the forms are the most recent versions. We have been updating them regularly but if you find any irregularities let me know.

Lastly, if when you fax in forms, remember that a) I only need forms once (especially course reports) and b) please use the fax number (250) 480-2702. I know some of the forms have a different number indicated but that will change shortly. For now, please use 480-2702. Thank you all for making my job enjoyable! I hope to meet a lot of you at the AGM in February!

*Melanie Fugard, Office Manager*

## BOATING SAFETY TRAILER UPDATE!

The Community Boating Safety Trailer project is an initiative that the CCGA(P) Boating Safety Program has been developing with private industry since Spring 2000. The primary purpose of the trailer is to educate and train the public to boat safely. As well, it can be outfitted as an Incident Command Center during disasters.

The project utilizes a converted 45' Semi-trailer donated by Williams Moving and Storage. Williams has used the trailer for training their employees. Canadian Freightways, a national trucking company, has offered the use of a tractor and driver.



## BOATING SAFETY COURTESY CHECKS

For many years the Canadian Coast Guard Auxiliary has been carrying out what was originally called Courtesy Examinations. This name gave a “threatening” message to some boaters so it is being changed to “Pleasure Craft Courtesy Check.” Until two years ago Coast Guard also carried out this service, but because of coming changes in legislation they’ve had to drop the practice.

In the Pacific Region we have built up the number of checks to somewhere about 1500 per year but it has now appeared to be stalled around that number. In its new 5-year plan, CCGA(P) Boating Safety is going to set up an organization that will hopefully encourage all Units to take on the responsibility of assisting boaters with this safety-check service.

We now have three Units in Zone 1 which are manned 100% by Courtesy Examiners (Pleasure Craft Courtesy Checkers). In the other Zones we want to encourage Units to elect a Zone Boating Safety Officers and in each Unit, Unit Boating Safety Officers. We hope to double the number of checks in the next three years.

The RNLI has started a parallel programme called Sea Check. In one year they have recruited 400 Sea Checkers and did 2,300 boat checks in their first year. That is about the same number per person that we do but they got there in one year. The RNLI aims to bring the number up to 20,000.

The trailer will consist of five distinct areas: Boating Safety Equipment Display, Education Area, Literature Area, Children’s Area, and Theme Static Display.

During the first year, the trailer will travel primarily throughout the Lower Mainland. In subsequent years the trailer will travel farther afield to include other areas of British Columbia. The trailer will be on the road every weekend during the boating season, May through September, and will be available at other times of the year if required. It will be attending scheduled parades and community events, nautical events and boat shows and traveling to as many boat launching ramps as possible.

Our Courtesy Examiners are taught that, in conjunction with checking to see that all the necessary hardware is aboard and in good condition, they should try to teach boaters the reasons for having the equipment and how to make best use of it.

For instance, if you are talking about lifejackets and Personal Floatation Devices, you explain to them the value of wearing them at all times and making sure that they fit the person correctly. We can give them the example of a family with several children on board who were motoring along the Sunshine Coast. One of the small children fell overboard and no one was aware of it. Another boat happened by some time later and picked up the child, who was wearing a lifejacket. They had him out of the water before the family realized that he was gone. If he had not been wearing the jacket he would most certainly have drowned. They also explain that if you’re in the water without protection the heat transfer from the body to the water will be twenty-five times faster than in air, quickly leading to hypothermia.

We need new recruits to carry out this most valuable service. If you start to get a little long in the tooth for the Fast Response Boats how about using your valuable sea experience to carry out the duties of a Pleasure Boat Checker. Contact John Kane, Deputy Director, Boating Safety at 1-800-458-4246.

*Ken Moore, Director of Boating Safety*

Work on the trailer is coming along very well. All the modifications have been completed on the interior. Work on upgrading the decaling on the exterior of the trailer will be undertaken in December. We are in possession of most of the safety equipment that will be used for display. There are still a few items to acquire. We are still waiting to hear from one or two of our Corporate Partners who might be able to supply what we need.

There will be an official ceremony to launch the trailer at the CCGA (P) Annual General Meeting in Richmond in February, 2001. We look forward to seeing you there.

*Dave Lamb (Unit Leader Unit 4)  
and Dale Scott (Unit 7)*

## ZONE EIGHT REPORT

**Unit 27, Nanaimo**, continues to grow under the direction of Unit Leader Kevin Perkins. After taking possession of their vessel from the City of Nanaimo last year, they have re-powered her, added a dozen new members and taken up residence in part of an old city firehall. Nanaimo is aggressively working to replace this vessel with a larger one and is pursuing a large fund raising project to that end. The unit continues to be active in both training and calls and is looking forward to having more RHIOT Coxswains after this winter's classes.

**Unit 29, Ladysmith**, is enjoying their new Hurricane 733. Training has taken on a new meaning for them. They are also being tasked more by RCC and have been averaging one incident a week of late. New Unit Leader, Irwin Tollefson and Deputy Bruce Wilson are busy with the business of growing the unit.

**Unit 26, Cowichan Bay**, Unit Leader, Lyle Willson reports:

"Recent on water training included a night exercise with other local Auxiliary units and the Ganges Miniberries in which we had aboard a representative from Victoria Coast Guard Radio so he could get some familiarization with some of the local CCGA vessels and members. There was also a fairly comprehensive on water exercise a couple of weeks ago involving three owner operator vessels from this unit as well as the Miniberries from Ganges.

Our fall winter classroom training program is underway covering a wide range of subjects. Cowichan has also requested that the BOD look at the viability of them putting a RHIB at Maple bay. The matter is currently under committee review."

**Unit 34, Mill Bay**, spent the past year getting to know their new vessel, *Pacific Energy*, a custom Lifetimer aluminum 6.5m RHIB. They are currently constructing their new dock which will include a carriage system to store the boat out of the water and have it available for emergency launching. Floation is two welded sections of donated propane tanks that are 30ft long and 4ft in diameter. Launch date for the dock is early December with the unit in service before the end of the year.

*John Thomas, Director, Zone 8*

## AWARDS: YOUR CHOICES?



The CCGA(P) likes to recognise its members who contribute above and beyond the every day duties of membership in the Auxiliary. To do this we have a number of awards that we present at each year's AGM. What we require from you, the member, is the name of the individual who has distinguished themselves, whether in a situation of Search and Rescue, Boating Safety, or overall Unit/team support. You don't have to recognise or know of all of the awards, just send us a short note to explain the reason why you feel the individual should be recognised.

*As volunteers, we all put in a great deal of time and effort - those that go the extra nautical mile should be recognized.*

Rob Pikola and myself are on this year's Awards Committee. Please forward any suggestions to either Rob Pikola or myself c/o 25 Huron Street (the CCGA(P) Head Office), or e-mail us at [Rob\\_Pikola@CCGA-P.CA](mailto:Rob_Pikola@CCGA-P.CA) or [Bruce\\_Falkins@CCGA-P.CA](mailto:Bruce_Falkins@CCGA-P.CA).

As a special note, this year might be a good time to recognise those older members, often referred to as "SAR Dinosaurs" who have contributed for so long to our organization. Rob and I look forward to your responses.

*Bruce Falkins, Vice President*

*Some of the awards you can nominate people for:*

**Gerry Moka Award:**

To those who have done outstanding work in SAR Prevention

**Blue Spirit Award:**

In recognition for contributing to SAR Prevention.

**Certificate of Commendation:**

To those Members and/or Units that have displayed commitment and professionalism through their service with the CCGA(P), nominated by their fellow members and/or Units.

## HAZARDS HOUND VOLUNTEER BOARD MEMBERS

**B**ored at that board meeting you volunteered for? Well, don't nod off. If you fall asleep at the switch, you may regret it. Did you know you can be sued, personally, even if you are a volunteer? Or that the courts expect board members to use skill and prudence in making decisions? Or that you can be held financially responsible if your board steps outside its authority.

Issues like these could strike terror into the hearts of board members – if they knew about them, says Vancouver lawyer Mike Mangan, a specialist in the risks of volunteering. But too often they don't. Many board members are woefully ill informed about their legal responsibilities and liabilities, he says.



“You are a total turkey if you sit on a board and do not have a copy of your society's constitution and bylaws,” he said flatly. That's because any society that acts outside its powers can fall prey to the legal term *ultra vires* – “beyond the life of” – with serious consequences. “Always check that you are in bounds,” he told about 45 board members who recently attended his three-hour seminar in Victoria.

To illustrate his point, Mangan described a BC group that was formed with a very narrow purpose in mind – to say prayers. Its members met for many years and then one member died and left the group a large tract of land suitable for camping. A campground was set up, and years later a child was injured there and her family threatened to sue. Directors checked with their lawyer and were horrified to find their bylaws did not allow them to run a camp. According to the law, the directors who had permitted the society to act *ultra vires* could be held personally responsible.

Luckily, the girl recovered, and the organization had a chance to rewrite its constitution, said Mangan, whose talk was sponsored by the Victoria Chamber of Commerce and Victoria Insurance Brokers' Association. [...]

Mangan's anecdotal style entertained, educated, and

terrified people. What happens, for example, if a board member bumps into the society bookkeeper in the grocery store and the bookkeeper happens to mention she is having trouble balancing the books? “Do you go home and forget about it?”

Better not. That's exactly what happened to a board member in BC and 10 days later someone in the organization disappeared with \$200,000. “A judge expects better of a director who is tipped off in this way,” warned Mangan. “When you take on a role as a non-profit director, you wear the hat seven days a week.”

Something similar happened to a man in the audience who refused to be identified. He was involved in a non-profit organization that folded, but 18 months later, board members were presented with an outstanding bill of \$7,000. “I was the only one on the board with any property, so they came after me,” said the man. “I was so hurt. When you go out and try to do something as a volunteer and you get slapped, it's really shocking. But the real outrage was that I was sent a bill with absolutely no chance of defending my position.”

He said Mangan's information could have helped him beforehand, but could also have a chilling effect on people's participation in the third economy. But Mangan says boards with heightened sensitivity to these issues are safer and better run, while “the most at-risk directors are those who don't care.”

Doreen Shaw, a board member with Community Options for Children and Families, found the seminar “really scary.” “We sort of apologize when we ask people to become board members. We say it won't take too much time. We never stress the responsibility part, and it is obvious that we should.”

Absolutely, said Mangan, who pointed out a person may think they can sidestep liability if they are not called “director,” but only an “adviser.” Wrong. “It doesn't matter what your label is,” said the adjunct professor in UBC's law faculty. “If you are a member of the executive group, a director, a governor – you can be the Grand PooBah – but you will still be held to your obligations.” *(cont'd on p. 24)*

## UPCOMING VESSEL LAUNCH!!

The CCGA(P) Unit 33 (Oak Bay) is pleased to announce the launching of their new FRC. Based on optimal performance, size, and storage/seating custom options, the Oak Bay Sea Rescue Society commissioned Carswell Industries of Sidney, B.C. to construct a purpose built SAR vessel based on the Titan 249 model RHI. The vessel, equipped with twin 200 hp Mariner Opti Max engines, will be ready for sea trials in early December.

The Oak Bay Sea Rescue Society will launch the new vessel at the Royal Victoria Yacht Club on Sunday December 17<sup>th</sup> at 1300 hrs. All Auxiliarists are cordially invited to attend the launching and commissioning ceremonies. A no host bar and other refreshments will be available.

The *Jack Groves*, which has served the Oak Bay area well for the past ten or so years, will be moving on the further service within the CCGA(P).

## NOTES AND TRADES

Unit 54 Campbell River would like to trade 2 large for 2 medium suits of the last issue. We are good guys but not big guys, or 1 for 1. If interested, or for more details, please call Tom Hall at 1-250-923-7593 or contact him via email: [tomhall@island.net](mailto:tomhall@island.net).

## VESSEL LAUNCH TOO!

### This just in:

You are invited to the dedication of the NEW Alberni Responder, at 1300 hours on Saturday, December 2, 2000 at the Government Launch in Port Alberni, BC. All are welcome; we hope to see you there! RSVP to by November 25th to Melanie Fugard at (250) 480-2798.

*(cont'd from p. 23)* And once on a board, the obligations are substantial. "You are a fiduciary," he said. This means you act for someone else's benefit – i.e. a non-profit society – and the courts expect you to act "according to the very highest standards they impose on anyone."

This calls for full disclosure, complete loyalty, no conflicts of interest, confidentiality, skill and diligence. "You have to tell the whole truth ... be completely candid about any of your affairs that affect the society ... and put the society's interests ahead of your own. "You have to be careful, cautious, and use common sense in managing the society."

He warns board members against accepting air fare vouchers and then driving to the destination and pocketing the difference. "It is an indictable offence under the Criminal Code ..." And what if a person knows someone else who did this, but didn't report them? "Can you spell: PARTY TO AN OFFENCE?" Safeguards would include having board members provide copies of used airline tickets, and receipts, before being reimbursed, or else giving them a certain amount of money and allowing them to make their own arrangements.

Ironically, many societies want experts on their boards, but then run into conflicts of interest with them. Say a group needs computers and has a computer expert on the board. What should the director do? He can offer advice, obviously, but must excuse himself from any discussion of the bid, and submit his own bid first, so there is no chance he can benefit from peeking at the others. "You must disclose fully and promptly the nature and extent of interest," and there has to be good reason, well documented, to use this person's equipment over another's

He also recommends that whenever significant dollars are spent for travel, education, or benefits, members ensure that the whole board approve the expenditure ... and that the money is spent on the most effective person. "Otherwise, imagine the annual general meeting where a society member calls the board on this." [...]

Take care, too, when signing contracts. Ensure you do so in your capacity as a director, then if the society defaults you cannot be sued personally.

*Reprinted with permission from Victoria Times Colonist, November 6, 2000. Written by Grania Litwin, T.C. Life writer.*



## TRAINER'S ANCHORAGE: A RESPITE AND RESOURCE FOR TRAINERS

An anchorage is a safe place where mariners go to relax and recuperate. The Trainer's 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. If you have E-mail please send me a quick note ([tylerbrand@home.com](mailto:tylerbrand@home.com), [brandt@pac.dfo-mpo.gc.ca](mailto:brandt@pac.dfo-mpo.gc.ca)) and I will add you to the distribution list.

### Good News!! Crew Level Manual on the Way!

The Coast Guard is presently working on the CGA Crew Level Reference guide. It will be combination of many of the manuals and guides that we have already. This document will be a comprehensive reference guide that contains and exceeds the knowledge and theory necessary to achieve the standards (performance objectives) defined for CGA Pacific Crew Level.

The first stage is facilitated by the office of the Superintendent of Marine SAR. This stage involves the secondment of a SAR trainer to compile and develop the performance standards for the CGA crew level and assemble and write a Crew Level Reference Guide.

Stage One began on October 30th and will include 45 workdays dedicated to this project. Stage One will be complete on January 31st, 2001.

### Stage One Objectives

Using the next forty-five workdays (315 hours) we can accomplish two things:

1. Compile the work that has already been done and use it to help create the foundation for the final performance standards of crew and coxswain levels in the CCGA(P).
2. Using existing documents such as: IAMSAR Volume 3, Small Craft Training Manual and The Coastal SAR Manual, write a comprehensive reference guide for the CCGA(P) operational members.



### MAY DAY, MAY DAY !!!!!

**Send Me your Work! Give your time and Expertise**

In order for this project to succeed we need your help. We are creating a huge manual and a set of objectives for crew level performance. Many of you have worked on this same material and if you would like to see your work used in the CCGA(P), then submit it to me, and you will get credit for your efforts.

Send this to:

c/o Tyler Brand

Marine Search and Rescue VICTORIA  
25 Huron St., Victoria, B.C. V8V 4V9  
CCG e-mail [brandt@pac.dfo-mpo.gc.ca](mailto:brandt@pac.dfo-mpo.gc.ca)  
Phone: (250) 480-2740

There is a lot of work to be done in stage one. The more help we get the better the final result will be. The CGA needs a reference manual that every Unit can use. Our goal is to never let it sit on the shelf but disintegrate from over-use! This project needs your involvement. All of the following tasks can be done by mail or e-mail.

### We need Volunteers to:

- ◆ Write small sections
- ◆ Review and Develop Sections
- ◆ Research References
- ◆ Search for Photographs and Graphics

Contact us at CCG e-mail or phone listed above

### 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. Right now we're discussing Integrity and Credibility.

### Integrity and Credibility *Continued*

How to get it, How to keep it! (NOTE: This part is continued from Step One in the last edition)

### Step Two: Get your learners to commit to you.

It is an astounding sight to behold, a class full of motivated enthusiastic adults that are ready and willing to embark on a lesson or an exercise. It is the

horror of horrors to stand in front of a group of hostile and resentful adults that have decided that you are wasting their time.

### The Buy-in.

Your group will be happier if they have made a conscious decision to be active in the present goals. Many show up expecting to passively take in a lecture and watch a video or two. You must identify your expectations of performance and effort immediately. You can explain that, although common classroom practice, an instructor using only lecture and video has a very slim chance of meeting the day's goals.

**Attendance is never mandatory! "If you do not wish to be here, then off you go!"**

If you present your sessions as though they are designed to produce learners that will be holders of exquisite knowledge and capable of elite performance (this should be true), then they will be inclined to commit to action. Your adult students are welcome to leave and go about their business but if they stay they should participate.

### Sign Here:....One Strategy for BUY IN

A Salesman once said: "The amateurs fight to get in the door while the professionals have to fight to get out."



There are many ways to get your learners to commit; all of which involve sacrifice on your part. Integrity and credibility demonstrated by you will bring you one step closer to conquering the critics. They need to see you offer up first. You need to invest trust and give them the credit which they have not yet earned. Each student must be treated as if they are your colleagues and complete equals in all respects. They must be treated as though they are honest, hard working, and completely devoted to learning. Present a list of promises to the class that you are prepared to sign:

#### Sample List:

1. I promise to be candid and honest in my opinions.
2. I promise to devote a maximum effort to my team even if it involves a direction in which I do not agree with.

3. I promise not to engage in gripe sessions regarding the company, government, or politics.

4. I promise to be positive, constructive and accountable for all my efforts towards all class goals and feedback to classmates.

5. I promise to support all my classmates in their teaching or learning efforts from now on.

Sign Here:

Once the list is posted or written on the board then you can explain that these are promises that you have made to them and **not your expectations of them**. They are welcome to sign with you or not. You are not keeping track of who signs or does not. Usually every one signs and if they sign then they are bought in. They are yours. You must now carefully obey your own rules. They will be watching for your credibility.

Written by Tyler Brand, Canadian Coast Guard

## OBSERVE, RECORD REPORT CONT'D

(con't from p. 1)

### Perception

Our role has an up-side, as a regular Coast Guard colleague (from Central Region) related to me. "The Auxiliary have become the guys in the white hats — the good guys," he told me, with a bit of regret. The Coast Guard, now under the DFO, is being required to take on more of an enforcement role itself. My friend says that's led to a change in public perception, and a bit of a slide toward the traditional US Coast Guard image.

So we, the Auxiliary, really are out there simply to help, and pose no threat of writing anyone a ticket. Kind of a sea-going "Good Samaritan" image that you should build on with your community.

That being said, we do have responsibilities concerning safety. What Auxiliarists are trained, and authorized, to do is keep our eyes and logbooks open, and our radios and cell phones at the ready. If necessary: Observe, record, report.

With the vast differences in size and operations of our 50 units, it's difficult to give specific hard and fast directions on how to report. You may want to bring this up at a Unit meeting, and chew over

procedures so everyone knows the drill. For example, some Unit Leaders will want to be informed, and even make the call to authorities, other may leave it to the coxswain to report directly.

**Here are some general guidelines:**

On the safety side, blatant and potentially life-threatening infractions of Transport Canada/Coast Guard regulations should be passed along. Immediate reporting can be done to CG radio, on a secure channel, or, if you have the option, over cell phone. Where time is not critical, use the detailed notes you are recording for your logbook, and use them to make a call to the CG base in your Zone. Remember, your logbook is a legal document, and a potential court exhibit. Clear, concise log keeping is a must.



When it comes to potential police matters, again, the role of the Auxiliary is simple, if not necessarily easy. Observe, accurately record, and report. Again, remember your logbook is a legal document! Again, depending on your location, you may be dealing with municipal or RCMP. Do not put your crew in harm's way. For reporting to police, always use secure communications when possible. When you are assisting police (and other enforcement agencies) ensure that they know, and your crew knows, that they are not auxiliary peace officers.

And don't forget the Coastal Watch program in your area. Information on the program should be readily available if the program is active in your community. More on this at the AGM in February, 2001.

Oh, and by the way, the Universal Shoreline Speed Restrictions, we have been told, are still under review in Ottawa, so the project is now divided in two: inland waters and tidal waters. Inland waters will be done soon; tidal waters will take longer because of the extensive consulting process. But, whatever the outcome, the Auxiliary is not an enforcement agency, and will not be enforcing speed restrictions when the regulations are passed. Auxiliary vessels should not be tasked to retain or restrict a speeding vessel under any circumstances. Just Observe, Record and Report.

*Scott Sutherland, Director, Search & Rescue*

*(cont'd from p. 28)*

The pride in the Unit was best characterized by the often emotional words of praise delivered by Pino Bacinello, Unit Leader. Pino spoke of the belief, the commitment and the effort necessary to effect a transformation of the Unit from the owner-operated and funded resource of the past, to the community-owned and supported resource of the present.

Then: the Piper's tune heralded the commencement of the blessing and christening of *Vigilant* officiated by Chaplain Bruce Rushton. As though carefully choreographed, a loud C-R-A-C-K reverberated through the air setting-off a chain reaction of exploding bubbles released upon impact. A sudden gust of wind dispersed the bouquet of champagne over *Vigilant* and the crowd. Nudged from her resting position, *Vigilant* then slipped effortlessly into the sea to the sound of jubilant applause.

The following day, an informal Open House was scheduled with *Vigilant* available for inspection by the public followed by a series of familiarization cruises for the balance of the day.

Approximately 150 enthusiastic people took advantage of a voluntary ride in a state of the art SAR vessel, with the Unit hopeful that such an experience might stimulate a heightened awareness of safety in the minds of the boating public.

Put simply, the event was a success. Another beautiful weekend at sea-side, with an abundance of camaraderie, best wishes for the future, and moments of pride and reflection.

*by John Hallier, Unit Training Officer  
Unit 5 - Crescent Beach*



Sandy Morrice, representing the Peace Arch Rotary Club, cracks the champagne for the *Vigilant's* long life ahead

## UNIT 5 COMES OF AGE: FRC VIGILANT IS LAUNCHED



Unit 5 Crescent Beach's new Fast Response Vessel testing the wind and waves  
*(all photos: Elaine Smith, Unit 5)*

To a marine based Search and Rescue (SAR) unit, the launching of a new vessel is a traditional event worthy of special ceremony. This was no exception for Coast Guard Auxiliary Unit #5 as their new Fast Response Craft (FRC) was officially launched into the waters of Crescent Beach and christened *Vigilant* by local dignitaries on Friday, September 22, 2000.

The ceremony was blessed with clear skies, balmy temperatures, and a light onshore breeze which ensured an excellent turnout of invited guests and VIPs. Following an informal reception at the Crescent Beach Yacht Club, the event got underway with a welcome by Mr. George Evans, President of the Semiahmoo Peninsula Marine Rescue Society, the fund-raising arm that supports the local Auxiliary.

After acknowledging the major financial supporters and thanking the residents of the community for their overwhelming response to the call for a dedicated FRC, Evans turned the podium over to Mike Stacey, Rescue Co-ordination Centre (RCC), Victoria.

Stacey's inspirational message on the importance of working together at all levels of SAR reflected the co-ordinated efforts of the Unit, its fund-raisers, and the community during the previous 18 months. Together they saw a vision of the future become the reality of today. He also read a letter from Capt. John Palliser, RCC Victoria, who commended the outstanding achievement that had taken place, and the positive impact *Vigilant* would make to the region's SAR resources and overall capability.

Members of the Unit were honoured for their dedication and past service to the community which had resulted in the saving of 28 lives at sea. *(cont'd on p. 27)*



One of the generous community supporters was the Ladies' Auxiliary Ladies Auxiliary Legion Branch 240 Ocean Park.



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



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