

DOLPHIN

AGM 2001

From the Meet and Greet gathering on Thursday night, right through to the Sunday farewells, the Canadian Coast Guard Auxiliary (Pacific) AGM 2001 was packed full of activities, excitement and emotions.

The Volunteer Development Workshops on Friday provided the opportunity to share ideas and learn new skills. With the sound of the pipes, the formalities started on Saturday with the Opening Ceremonies and Boating Safety Trailer dedication. Members got down to business Saturday afternoon and Sunday at the annual meeting.



The official opening ceremonies of the 2001 CCGA(P) Annual General Meeting began with dignitaries and officers being piped in. The three-day gathering was an opportunity for training, networking, socializing and taking care of business.



Harry Strong,
National
CCGA

In between, there were awards presentations, celebrations, tours, trade show, demonstrations, dedications and dinners.

The respect for and the importance of the role played by the CCGA(P) was evident from the presence of the USCG and USCG Auxiliary, Pacific Fleet, CCGA National, DFO, municipal and provincial governments and special guests who attended and brought greetings.

The presence of the Lieutenant-Governor and the Chatelaine brought a certain regal touch to the dedication of the Safety Trailer and the awards presentations on Saturday.

This edition of the Dolphin captures some of the events and highlights of the AGM 2001 in words and pictures. A special thanks to Paul Atterton and Kyu-Chang Jo, the official photographers.



red text = hyperlink

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Search and Rescue demonstration during AGM



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AGM 2001 - The twenty-second AGM for the Auxiliary and the first of the second Millennium

By Pino Bacinello
AGM 2001 Committee

Well, the Richmond AGM 2000 was almost over and then someone said.... "Let's do it again!" And yes, Zone 1 Richmond Unit 6 became the host of yet another AGM.

Huddled in a storage room, the surviving committee of the AGM 2000 debated their sanity, as well as their task at hand. It was very quickly decided that if it was going to happen, and it had to happen, we had better get a team together and get on with it.

Hastily the team was formed based on willingness and ability. Each person was somewhat scrutinized by the other so that a good team was inevitable. Within no time, the organizing committee began planning AGM 2001, this being the twenty-second Annual General Meeting of the Pacific Region.

Well, the AGM 2001 is now over and the new hosting Zone 3 has begun planning the AGM 2002. Can we believe that??? 2002 !!!

The items of importance to this 2001 organizing committee were efficiency and accountability. As a member of this committee, I may be viewed to have a bias but I do think that the said objectives were achieved. This AGM has been said to be one of the best ever.

As soon as I heard that I was bound to ask the question... "What made it that?"

In looking over my shoulder, I think that there certainly were holes and areas for improvement but, what made it so good were the activities, the involvement and the "full schedule". Certainly attending this event took some time away from people's family time and some other's beer time but AGM time is important. It is a time when we hear

(Continued on page 4)

AGM 2002 will be in Victoria

Fast on the heels of the Richmond AGM 2001, plans are already in the making for AGM 2002. Unit 35 (Victoria) is next year's Host Committee with Chair Rene Landry at the helm. Units 33 (Oak Bay), 36 (Saanich) and 37 (Sooke) will also be part of the planning committee.

"We have excellent information from the 2001 committee on which to base our plans," Rene said. "We want to iron out as many details early on so the registration and actual events go as smoothly as possible."

One of the first items to be researched is the hotel location, hopefully in close proximity to the inner harbour where SARWARS 2002 will be held.

Spouse and family tours are being planned as part of the package.

Regular updates will be published in the Dolphin.



The AGM provides an opportunity for formal and informal business and socializing. Getting together during the volunteer development workshops are (left to right) Harry Strong (CEO of the CCGA), Steve Daoust (Superintendent, CCGA, SAR Branch), Frank Hudson (President 2001) and Malcolm Dunderdale (Vice-president 2001)

AGM 2001

(Continued from page 3)

from our team leaders. It is a time when we mingle and meet members from other units and countries. It is a time when we learn. And most importantly, it is a time to share, whether it be information, knowledge or regulations. I think and hope that it was a time for all who attended to walk away feeling better about themselves and the role we play in the Coast Guard Auxiliary. I also hope we learned something more than when we first arrived, in whatever area within the Auxiliary our interest may lie or whatever level of involvement we may have.

The SARWARS is also an event that is certainly underestimated. Anyone who knows Barry Hastings and his dedication to the CCGA (P) also knows the number of hours and work it takes to prepare it. More importantly though, Barry would say, the hours, commitment, dedication and ability of the participants is even more important to acknowledge. For this reason, I would hope that in years to come, the SARWARS event is followed by more people so that we all can be a part of this recognition process to those who plan and participate.

In continuing my rubber-neck view of this event, I am also compelled to say thanks to all those who participated not only in the planning of the event itself but to those who led us during this year of change as well as those who attended the AGM. These are the people who facilitate the real change within this region.

We had some very special guests at this year's AGM including National representation, the USCG and USCGA and the Lieutenant Governor. But none touched our human core as much as Captain John Palliser of RCC with "real person" attributes and humour.

The mini trade show seemed to take on a new perspective this year as many people mingled with the exhibitors to find out about the latest thing in hardware and software, not only relative to the Auxiliary but, to some degree, also for personal interest. The ability to order uniform items was also a great hit during the trade show.

The hotel and staff also are to be thanked for a job well done in providing a first-class facility for our event and certainly being very cooperative at

all times and to all of our requests.

Last but not least, my personal highlight was perhaps a small portion of the entire event but an

(Continued on page 5)



During the Opening Ceremonies, the Ed Brooke Memorial Bell was rung in honour of Paul Davie who passed away this preceding year.



Recipient of this year's Gerry Moka Award was Dale Scott of Unit 7. This perpetual award is presented to those people that have done outstanding work in boating safety/SAR prevention.

AGM 2001

(Continued from page 4)

extremely important one. That was the recognition of spouses who put up with all the time auxiliasit spend away from them and their families. Also important was the recognition of those who excelled within the auxiliary and received recognition for a job well done.

I also know that through all that, we all ought to be proud of what we do and should recognize ourselves for a job well done!!

As usual, a great thanks extends out to all the outside bodies that helped with this event, especially the Hovercraft base staff. Much appreciation

goes out also to the organizing committee which included Ryan Woodward, Christine Woodward, David Nairn, Karen Pells-Nairn, Len Babins, Jon Wilson, Alana O'Connell, Larry Theriault, Ben Weinberger, Barry Hastings and Pat Sears with additional help that came from Terry Greenslade, Greg Miller and Elaine Smith. Thanks also to the SARWARS judges and victims, Bruce Falkins for allowing us to constantly bend his ear and Stan, Melanie, Diane, Meg and all the support staff in Victoria for their help and accommodation to our many requests and e-mails.

The greatest thanks however goes out to all who attended this AGM as all the organizing in the world would have been for naught if there was no one to organize for. You guys made it what is was and I hope there will be a continuous annual increase in attendance to an event that not only deals with the official parts of the Auxiliary but truly brings people together for a single cause.

Thank you and job well done!

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ULTIMATE WARRIORS TAKE TO THE WATERS OF THE NORTH FRASER RIVER

By Barry R. Hastings
SAR Competition 2001 Coordinator

The Third annual Regional SAR competition took place February 23, 2001, during the Annual General Meeting in Richmond. At our AGM dinner Saturday night our MC, John Palliser, asked some trivia questions regarding the history of CCGA(P). Here's my trivia question on SAR competitions for Dolphin readers. When and what was the first trophy awarded for a competition contest? (Answer at end of article).

About the competitions

This year, the on-water portion consisted of teams being briefed regarding a vessel in the North Fraser River taking on water and sinking. Cellular telephone contact was lost. The team challenge was to locate (not too difficult, the river may be termed as a "ditch"), come alongside, secure and pump. Included in the operation was radio communications, inter-crew communications, SAP100 actions, communication with the casualty boat operator, assessing information, damage, etc. The pump operation was a timed event based on efficiency, speed, etc. (Yes. The water *was in the boat*). The teams then had to describe damage control and place the boat in an alongside tow. This was another timed event. Lines had to be properly attached, tightened and lookout actions taken. Then the team had to perform a figure of eight, secure gear and return to base. There were competitions within competitions. The challenge also included the wonderful world of the North Fraser: river currents, tugs, barges, log booms and deadheads. As

the host committee noted...."welcome to our world".

A good job was done by all the teams.

Radio

This year, the team entered the "chamber of horrors" and each member took a hard-wired radio console with a proctor who acted as their Coxswain. Each member was assigned an auxiliary vessel identification. They started off with departing base and updating their positions. There was a radio problem which put everyone on the same channel. This was designed to create "jammed communications".

Then Exercise Radio began the maydays. Coxswains would advise their radio operator of information and radio operators would receive information. There was a mayday 1 and a mayday 2, with RCC proceeds, stand downs, etc. affecting the various units. And just for fun, there was a surprise casualty enroute to a distress for one of the boats. Radio logs had to be kept by each member for their unit boat. It was 30 minutes of stress. As one candidate moaned

"Gawwww...is there anything else?" This competition really gunned the teams and they did very well considering the action.

First Aid

Judging this year was done by the Red Cross. Alana O'Connell had her scenarios and judges plus your standard moaning casualty, and an Annie.

Working as a team, participants did the bandaging, the beating and the pounding. (CPR).

Boating Safety

Courtesy Examinations were part of the program. Using the

(Continued on page 7)



Putting the finishing touches on the log.



Teams competing for the Ultimate Warrior Award.

SARWARS 2001

(Continued from page 6)



First aid competition

standard C/E form (you know the *standard* C/E form, it's the one they change every year), teams carried out the examination. BOY...were there some close scores in this one. Good job by the teams.

Results

Due to "time limitations", the AGM dinner announcements on team placements did not have time to give placement in various competition categories.

On the Water Competition

In the *On Water* section (the rescue): First - Team 8, Unit 7, Second - Team 1, Unit 6 and Third - Team 7, Unit 66.

In the *Radio Log on water*: First - Team 1, Unit 6, Second - Team 4, Unit 33, third - Team 8, Unit 7.

SAREX Incident form on water: First - Team 8, Unit 7, second - Team 1, Unit 6 and third - Team 3 Unit 35.

The overall winner on aggregate points was Team 1, Unit 6. It was a very, very close competition.

Radio Competition

Wow! First - Team 8, Unit 7. Second - Team 7, Unit 66. Third - Team 4, Unit 33.

Courtesy Exam Competition

Again WOW! Very tight. First was Team 1, Unit 6, Second was Team 8, Unit 7 and Third was Team 3, Unit 35. There were 4 points separating the First and Third place teams.

First Aid Competition

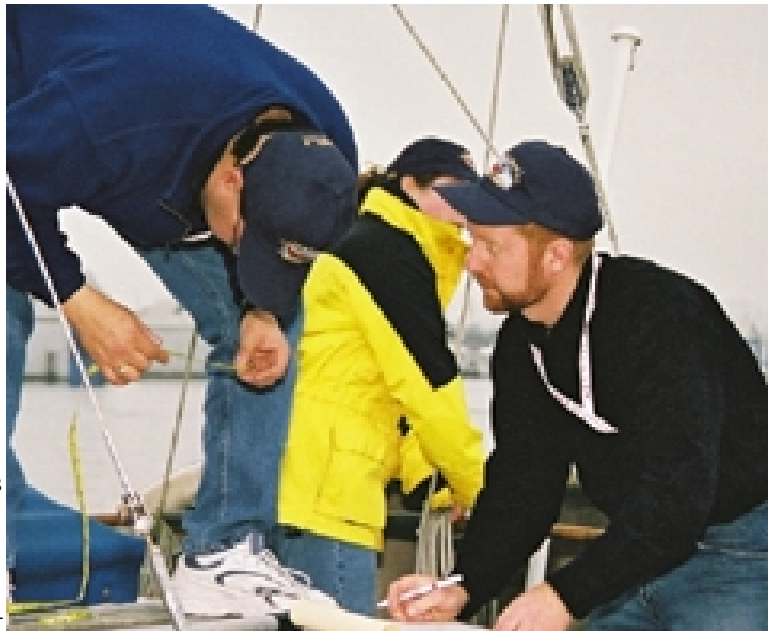
First was Team 7, Unit 66. Second was Team 1, Unit 6 and Third was Team 3, Unit 35. This was another tight competition.

An apology

Due to the workload of getting assessments done and other AGM demonstrations, the judges worked hard to get the results ready for the AGM announcements. After the AGM, as the Coordinator, I prepared individual comments for each of the teams on how the competitions were run, assessed, their areas of successes, etc. At this point I discovered there was a *tie for third place*. Team 4 was announced at the dinner as Third place winner. There were in fact two teams with the same total competition aggregate scores. Team 4, Unit 35, and Team 3, Unit 33 tied for third place. My apologies to Team 3 for NOT having this announcement at the dinner.

The final tally

First place was Team 1, Unit 6. Second place was Team 8, Unit 7, and tied for Third place were Units 35 and 33. Congratulations to all. And see you in Victoria next year.



Courtesy examinations

Answer to the Trivia question

The first trophy awarded was in 1993 at the AGM in Richmond. The competition was entitled the Ultimate Warrior. The trophy was won by Powell River.

NEW BOAT CERTIFICATES

At the recent AGM, four units received recognition for having put new boats into service last year. Certificates were presented by Captain Richard Harrison (Maritime Forces Pacific) and by Mike Henderson, (Regional Director CCG).



Pino Bacinello accepts the award on behalf of Unit 5 (Crescent Beach). The new Titan 249 offshore, the “Vigilant”, is manufactured by Carswell Industries in Sidney, BC.

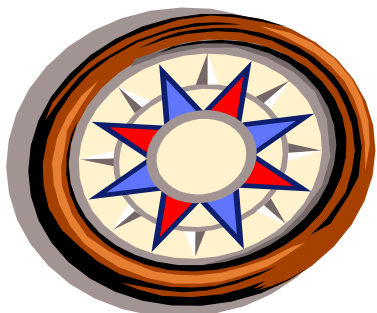
“It is an awesome SAR platform with the stability and performance to safely meet the needs of SAR work in both shallow, rocky and, at times, heavy seas within our area. We think we got a great match to our needs,” Pino says.



The Port Alberni vessel, the Alberni Responder, is a Zodiac 733. It was put into service in December, 2000. The vessel is equipped to SAR standards and is powered with twin 150 hp Mercury o/b’s and the difference between the older OMC’s and the new digital Mercury product is amazing. The vessel is equipped with a Raytheon radar, GPS and chart plotter. Unit Leader Ian Arklie, accepts the certificate.



Noel Hay accepts the certificate on behalf of the new boat for Unit 33 (Oak Bay).



Unit 29 (Ladysmith) is using a “Fisheries Version,” of a Hurricane 733. That is to say, that they have a stand-up console with a windshield and a roof, powered by twin Evinrude 150’s. Unit Leader Irwin Tollefson accepted the certificate.

PRESIDENT'S REPORT - THE CCGA(P) TAG TEAM

Three guiding principles for the coming year

Hello everyone. It's been just over a month since the AGM and I take this opportunity to thank the AGM organizing committee for the superb job they did in making this year's event the best ever. After organizing the AGM two years in a row, I know the Committee is very relieved that next year's event will be taking place in Victoria.

It is an honour to have been elected your President for this year. Literally and figuratively, immediate Past-President Craig Dunn has left very big shoes to fill. My pledge to you is that I will do my best to ensure that the standard of excellence set by Craig is continued. In everything we undertake, the answer to the following question will guide me: "Is what we are about to do in the best interest of our organization?"

Thank you, Craig, for all you have done for the Canadian Coast Guard Auxiliary (Pacific), and for accepting the position of Director of Strategic Alliances this year. Your experience and knowledge of our organization will be a very valuable asset to us as we work to move the CCGA(P) forward.

Thank you also to outgoing Director of Zone 5, Richard Zoet, for his 8 years of service on the Board and all of his efforts in support of the CCGA(P).

I would like to welcome to the Board our three new Zone Directors, Glenn Driscoll, Zone 3, Allan Hughes, Zone 5, and Duncan Peacock, Zone 7, who moves into the position with Malcolm Dunderdale's election as Vice-President. Welcome also to Ryan Woodward, our new Director of Search and Rescue, John Kane, our new Director of Boating Safety and Paul Atterton, our new Treasurer. While Jim Toogood and Scott Sutherland are not new to the Board, they have agreed to serve in new roles on the Board this year, with Jim taking on the Equipment/Stores Officer, and Scott taking on the role of our Archivist/Historian. Almost last, but not least, John Thomas is continuing as Director of Training this year, while Stan Warlow takes on the role of Board Secretary.

The knowledge, skills, abilities and dedica-

tion of this year's Board members will serve us extremely well as we strive to improve our organization and move it to the next level.

In terms of this year's priorities, we will be having our annual strategic planning meeting at the end of April. The plan will include current year priority initiatives and will contain a three-year vision for the CCGA(P). At the meeting, I will be proposing that the Board adopt three basic principles to guide us. These principles are: TEAMWORK, ACCOUNTABILITY and GROWTH

As one of many Teamwork initiatives underway, Malcolm Dunderdale is coordinating the USCGA/CCGA(P) joint exercise scheduled during Ketchikan's Celebration of the Sea, on the weekend of May 5. There will be more on this initiative in the next edition of the Dolphin.

One of the Accountability initiatives getting underway is the establishment of an Ethics Committee. This Committee will be concerned with the application of ethics and professionalism throughout the CCGA(P), and deal with any ethical dilemmas faced by the CCGA(P). Members to this Committee will be finalized at the April Board of Directors meeting.

Our organization has grown significantly over the past few years, and will continue to grow. And Boating Safety has some big plans to expand this year. John Kane lays out some ideas in his report in this edition of the Dolphin.

In early March, I attended my first National Council meeting in Sarnia, Ontario. Seeing Lake Huron covered in ice seven inches thick brought home to me the fact that ours is the only region in the country that has to provide SAR services year round. This requires significant funding, and I am happy to report that I have been assured that we will see an increase in our portion of the Contribution Funds for fiscal 2001/2002. I expect to know the final figures by the time this edition of the Dolphin goes to print.

Thank you for the opportunity to serve you as your President. 2000 was a fantastic year for us, and this year will be as good as that or better. Just watch us grow!

BOATING SAFETY

New Boating Safety Trailer receives a smashing good christening

By Dave Lamb, Boating Safety Program, Regional Events Co-ordinator and Dale Scott, Boating Safety Program, Special Projects Officer

With great ceremony, waving flags and flashing lights, the trailer arrived escorted by two RCMP motorcycle officers and a patrol car. The Lieutenant-Governor proceeded with a short speech about the importance of volunteers and the great service the Auxiliary provides to the community.

The highlight of the ceremony came when the Chatelaine smashed a bottle of champagne on the “bow” of the trailer. It was now official – the trailer was part of the fleet of the Canadian Coast Guard Auxiliary (Pacific).

Following the ceremony, a luncheon was held, with the Lieutenant-Governor and Chatelaine as Guests of Honour. During the meal, awards of appreciation were presented to the Corporate Sponsors who supported the trailer project.

Later in the afternoon, the trailer was on display during the open house at the Hovercraft Base, giving the public its first opportunity to view the trailer’s interior classroom and display areas.

We would like to sincerely thank all the members of the Coast Guard Auxiliary (Pacific) for their support of this project over the past year and for the many kind words of praise we received at the AGM.



Her Honour, Mrs. Helen Gardom, did the honours with smashing success and christened the trailer on the first blow. In a letter to Craig Dunn, the Lieutenant-Governor commented “Needless to say, Mrs. Gardom was more than pleased to handle the “Christening” with one swing. For her a record!”

Excitement and anticipation were in the air, along with sunshine and a strong breeze. During the AGM in Richmond, members, guests, family and many corporate sponsors, gathered in the hotel parking lot for the dedication of a new project, the Community Boating Safety Trailer. Special guests, including the Commissioner of the Coast Guard, John Adams, members of the Auxiliary Pacific Region Board and Boating Safety Program, were escorted to the outdoor staging area by a piper. When everyone was in place, our President, Craig Dunn, escorted and introduced the Lieutenant-Governor of British Columbia, His Honour Garde Gardom, and the Chatelaine, Her Honour Helen Gardom, to the podium.



With much pomp and ceremony, the boating safety trailer arrives with a police escort

BOATING SAFETY REPORT

Boating Safety is in a growth period this year

By John Kane, Director of Boating Safety

The vision of the CCGA(P) is to make the Boating Safety Program the flagship for the rest of the country. Such a vision can only be achieved if we all work together. If we are to be successful, we must all become familiar with where we fit in and how we can each contribute.

With this vision comes values:

- Accountability* – to the program and the people within;
- Commitment* – to the workload and responsibility
- Respect* – trust and teamwork in our relationships among ourselves and with others
- Environment* – valuing people, diversity, openness and continuous learning.

The framework to do this consists of several objectives:

1. Restoring confidence and credibility:

We need to promote a common sense of purpose and co-operation among “all” CCGA(P) members in order to achieve public respect and support for our roles and responsibilities.

2. Renewal:

We need to develop new ways to deliver our services.

3. Organizational effectiveness:

This objective aims at creating a more integrated and forward-looking organization, one that emphasizes teamwork, planning, accountability and results.

The vision and direction of the Boating Safety Program promotes priorities and objectives related to improving the quality of the program. It provides an opportunity for all members to play a role in revitalizing the program.

This is only a brief outline of things to come. As the new Director of Boating Safety, I look forward to working with EVERYONE this year to make our Boating Safety Program “The best it can be!”



Please note: Boating Safety has two pager numbers. One is for John Kane, Director/Training/Pleasure Craft Safety Check Co-ordinator at 1-800-458-4246 or 604-979-3070. The second is for Dave Lamb, Public Events Program Co-ordinator at 1-800-342-5343 or 604-601-4464.

If you have any concerns, problems or just want to talk boating safety, please call or e-mail John Kane at kanej@home.com

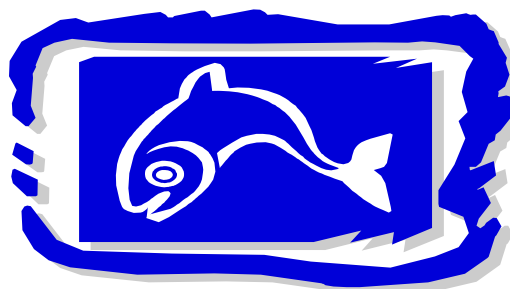
Save the Salmon Fishing Derby

By Duane Allen, Unit 37 (Sooke)

For those of you who are not only Coast Guard Auxiliaries but are also interested in the enhancement of the salmon stocks in our local rivers and oceans, here's an opportunity to show your support and have a fun fishing event too.

On June 30, the Sooke Marine Rescue Society and the Sooke Salmon Enhancement Society are putting on a “Save the Salmon Derby”. All proceeds from the event will be shared by the two groups.

I have invested countless hours river fishing year after year, only to recognize the need for these enhancement programs. I think that this joint venture is good for our community and it's organizations.



We welcome members, family and friends to come out and enjoy a day that is sure to please all.

The entry fee is \$30. The first prize is two electric Scotty downriggers and a black box with installation on your boat.

If you are interested, please let me know by e-mail at rescue117@telus.net or call me at 250-642-4207.

CANADIAN COAST GUARD AUXILIARY PACIFIC



Partnerships in Excellent Service

Crew Level Training Program (A Partnership)

Skills to improve service and prevent accidents



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Program Components

The Crew level Training course can be tailored to fit the requirements of different CCGA groups. The following modules are available:

Chapters

- P SRU Performance
- P Personal Safety
- P Vessel Safety
- P Electronic Communications
- P Practical seamanship
- P Boat handling
- P Navigation (collision regs)
- P Towing
- P Search
- P Rescue

Rescue vessels are getting faster and the electronics more efficient. A CCGA rescue vessel is a different machine than it was ten years ago. Both the Coast Guard and the Coast Guard Auxiliary are acquiring technology that is surpassing the level of training that we deliver. The obvious solution is the implementation of a training program: The CCGA needs training with inherent integrity to ensure the delivery of excellent performance on the water.

We need a uniform level of safety and knowledge before new members step on board the vessel. There is always the chance that a new crew member may be thrown into a complex and dangerous scene that first time out. The Coast Guard Auxiliary approached the Victoria Rescue Coordination Centre in 2000 and asked for support in the development of a competency based crew training system that would reduce the chance of injury and improve the level of performance for new



The CCGA needs quality training to enable the prevention of accidents causing death or injury during the course of an auxiliary crew member's duties.

members. The Coast Guard (A. Keighan and T. Brand), supervised by Capt. Palliser set up a development team made up of 35 CCGA members and started work on a set of performance standards and a basic manual for CCGA crew level. The team of 38 took only two months to produce a draft crew manual and a set of performance standards for crews. The material was developed to address the needs of a new crew member all the way through their first year of training. The crew manual describes in detail all of the duties and expectations of a Rescue Vessel Crew member. The Standards and the Crew Manual are the first two parts of a comprehensive training program that the CCGA instructors will use to train in

2001. These instructors are experienced auxiliaries who have been trained in performance based evaluation and delivery of competency based materials.

Program Content

All of the basic crew components involved in good seamanship and rescue operations are included in both the standards as well as the crew manual. This manual is only one part of a competency based training program that ensures a top level of performance that will become universal onboard all Coast Guard Auxiliary vessels. Each crewmember is evalu-

ated against a performance standard that describes the skills and knowledge necessary to function as a well-trained member of a CCGA rescue crew. This manual was written around those standards and delivers a straight forward, step-by-step approach to achieving the skills along with a breakdown of positions and approaches

Crew Level Program

Development Team

In the fall and spring of 1999/2000, CCG Marine SAR trained 40 Auxiliary instructors to deliver this type of material. Each of these instructors will receive an extensive kit that includes all the materials, and exercises necessary to deliver any combination of the modules offered. The lesson plans will be designed to guide new instructors step by step through the sessions as well as serving as a quick reference for the more experienced instructors. CCGA instructors are taught to be positive, constructive and accountable to the standard of performance demonstrated by their students. After all, it is the performance of the student that is most critical. The strength of a training program does not lie in the books or documents, It lies in the quality of people who create and deliver it. The stronger the team, the

better the material and the training.

John Thomas the CCGA(P) training director and Tyler Brand (CCG) set out to solicit the expertise in the ranks of the CCGA Pacific region. A team of 35 was assembled to write, review, and create the first pieces of a comprehensive training program. The experience and resources of the team members took a 6 month project and completed it in 50 days. The draft of the manual and the standards were delivered in February 2001. And there has never been a manual written like this one before.

What Makes This Manual Different from all of the others?

Crew Level Manual

This manual delivers specific descriptions of the duties and responsibilities of a crewmember on board a CCGA vessel.

- P **SAP:** This manual uses the new Stop Assess and Plan (SAP) protocol to reduce the risk of injuries and accidents on the rescue scene.
- P **Commands and Signals:** Each chapter includes a list of common commands and signals used by the Canadian Coast Guard and the Coast Guard Auxiliary Coxswains during complex and dangerous operations
- P **On Watch:** This manual is the first to specifically define the roles of each crewmember in reference to the mission of the vessel. These position sections will help a captain or coxswain, assign duties and responsibilities to his/her crew as well as enable the crew to understand their role in the mission without a lengthy explanation.



- P **Live examples:** Every section has real life examples, scripted scenarios and actual Vessel Log excerpts from experienced rescue crews. The new crewmember and experienced member will all benefit from seeing how other vessels and units approach these fundamental duties

Coast Guard Auxiliary Performance Standards

Over the last twelve years, Rick Tolonen, Tully Waisman and many more have developed sets of skill standards for crew level one and level two. Last year the Coast Guard produced a set of national standards that gave a general description of performance at the crew level in reference to many different documents. From this the CCGA Pacific Development team produced a set of detailed performance standards that cover all of the skills and knowledge needed for crew level one and two together.



CCGA Instructors are Positive Constructive and Accountable to the students as well as the performance standards.

Questions?
Regarding CCGA crew level training please contact :

Tyler Brand
Canadian Coast
Guard Marine SAR
Programs
250 480 2740
brandt@pac.dfo-
mpo.gc.ca

AGM 2001



Images from AGM 2001: (clockwise from upper left) SARWARS event, Lieutenant-Governor and Commissioner John Adams present Certificate of Commendation to RCMP officer and Auxiliarist Tonia Enger, the string game was part of the volunteer development workshop, a smiling registration team greeted AGM participants, more SARWARS events and a very happy SARWARS team.



Annual Awards 2001



At the AGM, (clockwise, starting upper left) Barry Hastings receives a **certificate of Merit** for his work with S.A.R. Wars, Graeme Stewart accepted the Regional Co-ordinator's Award on behalf of Unit 12 (Halfmoon Bay), Dave Lamb received the Lindsey Haliday Award for his contribution to Boating Safety, Paul Atterton received the Directors' Certificate of Merit for Volunteers and Ernie Gladstone accepted the Tolonen Award on behalf of Unit 66 (Queen Charlotte City).



Unit Events - Safe Boating Day at Montague Harbour, May 12

Try This Quiz

by Ken G. Morissette

We are going to have a "Safe Boating Day" at Montague Marina on Saturday, May 12 from 10 a.m. to 4 p.m. This is an ideal time to get a free safety check of your boat and equipment. We will also have demonstrations of our fire-fighting equipment, First Aid, safety equipment, and knots and lines.

Come and learn about emergency flares, fire extinguishers, hypothermia, search and rescue techniques and pollution control.

SAFE BOATING QUIZ

- When refueling your boat, everyone on board should:
 - Sit down
 - Put on PFDs (Personal Floatation Devices - lifejackets)
 - Go ashore
 - Check their wallets
- When traveling in open water and another boat is approaching head-on, you should:
 - Sound five quick blasts on your horn to signal danger
 - Sound one blast on the horn and alter course to starboard (right)
 - Stop
 - Go in circles until the other vessel passes
- To go water skiing the minimum number of people required is:
 - Four
 - Two
 - Three
 - One
- In B.C. waters what is the standard minimum length of anchor line?
 - 200'
 - 50'
 - 100'
 - 300'
- How many fire extinguishers are required on a 26' powerboat with a propane stove?
 - None - use water - a bucket on a rope is good enough
 - One - located near the helm station
 - Three - one in the engine compartment, one in the cockpit, and one in the cabin
 - Two - one in the cockpit and one by the entrance to the cabin with the stove
- When traveling in an open boat on a sunny summer day, everyone should:
 - Sit in the rear of the boat
 - Wear a hat
 - Drink lots of water
 - Stand in the bow of the boat
- If you see someone standing on the deck of his boat waving his arms up and down at his sides, you should:
 - Leave the area immediately - there is danger
 - Wave back, boaters are friendly people
 - Radio for the police
 - Approach slowly and ask if you can be of assistance
- How many PFDs (life jackets) should you have on a 24' boat?
 - One, for the skipper
 - Four
 - Six - in case you have company
 - One for every person on board
- Before setting out on a boating excursion you should:
 - Tell someone ashore where you are going and when you expect to arrive there
 - Check the marine weather forecast
 - Have recent marine charts of the area in which you will be boating
 - All of the above
- A 22' powerboat traveling at night must display the following lights:
 - A red port side (left) and a green starboard (right) side light
 - One all-round white light
 - One all-round white mast light, a red port side and a green starboard side light
 - Two all-round white lights
- Shown on a marine chart, a buoy with a red balloon shape above it, indicates what?
 - Danger - stay away
 - The buoy has a light on it at night
 - The buoy may or may not be there
 - The buoy is used for collecting weather data.

(Continued on page 17)

Safe Boating Quiz - continued from page 16

12. If your boat is in immediate danger of sinking, what is the radio distress call you should broadcast?
- a) Mayday, Mayday, Mayday
 - b) Help, Help, Help
 - c) SOS, SOS, SOS
 - d) Pan pan, Pan pan, Pan pan
13. Which VHF radio channel should you use for the above distress call?
- a) Channel 13
 - b) " 9
 - c) " 16
 - d) " 22 Alpha
14. What safety equipment is required on ALL vessels, no matter how small?
- a) A sound-signaling device
 - b) Distress flares
 - c) 50' heaving line
 - d) Bilge pump
15. What is the order of right-of-way for the following vessels - B.C. ferry, sailboat, tug boat with tow, 20' powerboat?
- a) Sailboat - tug boat - ferry - powerboat
 - b) Ferry - sailboat - tug boat - powerboat
 - c) Tug boat - ferry - sailboat - powerboat
 - d) Powerboat - sailboat - ferry - tug boat

- server to watch the skier.
- 4. a - 200' of anchor line is the accepted standard for B.C. waters - 50' is accepted on the Great Lakes.
 - 5. d - Two fire extinguishers are required - one in the cockpit area, and one by the entrance to the cabin with the stove.
 - 6. b - Wear a hat. Sunstroke is very insidious; you may not feel it until the next day - then, wow!
 - 7. d - This is a standard distress signal; approach and offer assistance.
 - 8. d - No matter how many people are on board, there must be a proper fitting PFD for every one.
 - 9. d - Tell someone where you are going, when you expect to arrive (phone them when you get there), check the weather, have charts of the area. (If you don't get there, and are overdue, we will know where to start searching for you.)
 - 10. c - Red and green side lights and an all round white mast light. The mast light may be split into a separate white stern light and a forward white mast light.
 - 11. b - The buoy has a light on it.
 - 12. a - Mayday, Mayday, Mayday is the distress call when there is a threat to life.
 - 13. c - Channel 16 is the distress calling channel on VHF radio.
 - 14. a - A sound-signaling device is required on all craft, even a sailboard - a whistle, or?
 - 15. c - The order of right-of-way is: Tug boat - ferry - sailboat - powerboat. Maneuverability is the big factor in determining right-of-way.
- Until next time, keep safe - we don't want to have to come searching for you.

ANSWERS

- 1. c - All people should be off the boat while it is being refueled.
- 2. b - Sound one blast on the horn; alter course to starboard and pass to the right.
- 3. c - At least three people are needed to water ski - the skier, the boat driver, and an ob-



While at AGM 2001, participants were invited to tour and see a demonstration at the Canadian Coast Guard Sea Island Hovercraft Base.

Zone Three Report

Zone Three units have busy training schedule

By Glenn Driscoll, Zone Director

Someone once told me the fastest way to lose a volunteer is to have nothing for them to do. Gratefully, in Zone 3 – with the Gulf Islands (Unit 25), Oak Bay (Unit 33), Victoria (Unit 35), Saanich (Unit 36) and Sooke (Unit 37) there is no chance of having nothing for volunteers to do in the foreseeable future. Zone Three is a busy Zone ! Funny thing – the increases in active new membership across the Zone reflect our activity and enthusiasm.

As the new Zone Director, (despite being a little wet behind the ears from a recent training exercise!), I am supported by a tremendous team including our newly-elected President and Deputy Zone Director, Frank Hudson and former Zone Director and Deputy Unit Leader (Saanich) Bob Holmes. Foremost among the Zone advisory team is each one of the Unit Leaders – Ian Mott (Gulf Islands), Noel Hay (Oak Bay), Rene Landry (Victoria), Dave Lindley (Saanich) and Jay Young (Sooke). Thank you already, gentlemen.

Elsewhere in this issue of the Dolphin, you will find the specific details of the SAR Competition held at this year's AGM. The competitors from Zone Three won third prize! Congratulations to Coxswains Simon Pearce and Lisa Fairley for putting together great crews !

As I write this column, I will have been on the job for less than three weeks. Already three major inter-unit training events have taken place, and a whole lot more of them are anticipated. Unit 33 hosted a jump-in-the-pool-with-suits-on night on February 26. The Ganges Lifeboat Station has co-ordinated two inter-unit, on-the-water training exercises. One had to be cancelled due to incidents, and the other involved towing an aircraft. Thank you to all units who participated and, most especially, thank you to those units who minded the store when the others left their operations areas. There will be lots of other opportunities coming.

Zone-wide, First-Aid, VHF Operator Proficiency, Pleasure Craft Operator Competency and on-the-water activities are now being, or soon will be, scheduled. Auxiliarists wishing to participate are encouraged to contact their Unit Training Officer who will be able to fill in the required details. Thank you to Rick Tolonen (Training Officer, Unit

35) and Mark White (Deputy Unit Leader, Unit 35) for co-ordinating and delivering a zone-wide Courtesy Examiners Course to about 20 auxiliarists on the weekend of March 17/18.

At the Annual General Meeting of CCGA-P held in Richmond, Zone Three was invited to host the AGM for 2002 and Rene Landry, Unit Leader of Unit 35, agreed to be the Organizing Committee Chair. Thank you, Rene! We have a tough act to follow, but with the support of the folks in Richmond and the fabulous location we have, I know it is going to be great. Volunteers throughout the Zone are being recruited already.

New coxswains in the zone include Nicole Wallace (35), Todd Genereux (37), Brian McKee (33), Kim Bentzon (33), Don Harrison (Unit 25) and Cora Platz (Unit 25). Congratulations everyone for completing successfully one of the most extreme courses in rescue boat handling offered anywhere in the world.

Unit 37 Report

All's well in Sooke. Rescue 37 is performing its job well. There is now a photo of Rescue 37 on the CCGA(P) Unit 37 web site. Membership is slowly increasing.

Our special-events vessel Spirit of Sooke has been performing well with its new OptiMax 225hp engines.

Congratulations to our new Deputy Unit Leader Todd Genereux, who just completed his RHIOT course. Our previous DUL, John Vanbergen, moved away from Sooke. We wish him the best of luck (one of the Victoria area units might want to look him up). Welcome to our new Training Officer, Nelson Lemieux, who replaced Mike Umbach. Mike stepped down as his wife had a baby boy on March 2.

Unit 33 Report

Noel Hay, Unit Leader of Unit 33 is pleased to recognize the following members for their support of Unit 33 in the past :

Ten Years - David Holmes, Garrison White and Paul Elworthy.

Fifteen Years - George Baracos, Chuck Hester, Jack Cummer and Alex Muir.

(Continued on page 19)

Zone Five Report

Units working hard on getting boats into service

By Allan Hughes, Zone Director

I'm delighted to have been elected to the Board of Directors to represent the Zone 5 membership and also elected by the Board to be your Deputy Director of SAR Operations. Along with John Hodgson, our Deputy Zone 5 Director, we will be working with your Unit over the next two years.

Zone 5 is very diverse, with a total of 9 units, approximately 140 members, 3 co-crewed units that work alongside the regular Coast Guard, three community-owned boats and a very dedicated group of owner operators.

My experience with the CCGA is broad; it has spanned five units since 1990. I have held positions in both the CCGA as a Unit Leader, Coxswain and served on two Society Board of Directors. My beginnings with the Canadian Marine Rescue Association (CMRA) began in 1990 on Vancouver's North Shore with what was then Unit One. I was a Coxswain on their two boats in Deep Cove (Indian Arm) and Fisherman's Cove (Howe Sound), and then, moving to Richmond, was a Coxswain with the Guardian (Auxiliary 6). In 1994 I moved to Ucluelet and with the members identified the need for an enhanced SAR capability in Barkley Sound. We incorporated a society and within 2 years established a Coast-Guard loaned FRC in Ucluelet. In the spring of 2000, I relocated to Unit 60 (Comox) and crewed on the Bruce Brown 2 as a Coxswain.

My first priority is getting up to speed on Zone 5 activities and assisting Ryan Woodward with the SAR Operations portfolio. Zone 5 initiatives for the next fiscal year are to hold a SAREX for east coast Vancouver Island in the upper Georgia Strait and the establishment of a Zone Boating Safety Officer. The Zone Boating Safety Officer will coordinate an expansion of the Boating Safety Program within the Zone and initiate the training and planning involved.

Last year Unit 54 in Campbell River responded with the regular Coast Guard on 76 incidents, Port Alberni launched a new 733 the "Alberni Responder" to replace their Zodiac 640, Ucluelet lost their Coast-Guard loaned boat and is actively raising funds for a replacement. The Bruce Brown 2 in Comox is getting re-powered with twin 225hp as we go to press with the Dolphin.

One thing that my experience in the CCGA

has shown me is that members of our organization are dedicated, skilled, and enterprising and will drop everything at a moments notice to aid fellow mariners in distress, day or night. This commitment enables us to be the organization we are today and become an even better one in the future.

I would like to thank Richard Zoet for his 9 years of service as our Zone Director. Richard will continue to be a valuable asset to Unit 53 in Bamfield, crewing with the Coast Guard there.

I would encourage you to call, e-mail or write me at anytime with your ideas, questions or concerns and I look forward to working with you over the next two years.



A broad range of businesses and services in the marine trades set up at the AGM trade show.

Zone Three Report

(Continued from page 18)

After several months of warning coxswains "Don't break the boat!", Noel Hay was able to transfer the responsibility of the Zodiac 733 Hurricane *Jack Groves* to CCGA-P on February 28th, and accept payment from CCGA-P on behalf of the Oak Bay Sea Rescue Society. The "Groves" had an un-eventful trip under a beautiful spring sky with light winds, 2 foot chop, and maintained an easy 40+ knots from Oak Bay to Victoria. Griff Lewis, former Unit Leader of Unit 33 and an active long-term Coxswain drove the "Groves" in the company of Oak Bay's new Titan 249, the *Oak Bay Sea Rescue*.

CCGA(P) Web Page

A Guide To Your CCGA (P) Website - Read this and follow the path through the pages and you can win a pair of goggles!

By Susanne Hammer, Co-op student

Last year, it was decided by the Board of Directors and our members to design and post our own web site in order to represent the CCGA (P) on the Internet, to inform the members about the CCGA (P), and to clarify our role as a non-profit organization of volunteers providing marine search and rescue services and boating safety education in the Pacific region of Canada. Over and above that, it shows the structure of the CCGA (P) and how our organization works.

The web site aims to be informative and easy to use in an attractive and logical manner. You can find the information you need without searching for a long time. The pictures on the home page are carefully chosen 'eyecatchers' that make it easier to remember the CCGA (P) web page and to see where we work and what our duties are. Also you see our new logo on the right.

For those who couldn't attend our AGM, where Malcolm Dunderdale and I made a presentation, this article provides an orientation to the web site and a reminder for others.

Contents of the CCGA (P) Website

On the home page, you see listed below the pictures all the topics which are contained on your CCGA (P) web site, so you get a general idea of all the information at a glance. The information has

been listed in the following categories: CCGA (P), Members, Boating Safety, News, Support, Guest Book, Search and Home.

First Category: CCGA (P)

'About us' gives you the history of the CCGA (P). Recognition of the CCGA (P)'s activities are shown on this website, too. For example there is a little news clip on video from the former Regional Director of the CCG.

In 'FAQ' we have collected the 'frequently asked questions'. This will be, in some cases, an easy way for you to answer your questions.

You can learn more about the structure of CCGA (P) by clicking on 'People' – about the composition of the Board, the Unit Leaders and our Staff at the Head Office in Victoria. When you click on one of these member's names, an email message is automatically opened, so that you can contact them if you wish. You can also download different screen savers, watch some related short movies and get information about events such as boat launches or Boating Safety initiatives. We have also included the "AGM" button so that our members can obtain information about the Annual General Meeting quickly and easily.

Behind the "Region" button, you can see the location of all Units on a map. When you click on

Welcome to the Canadian Coast Guard Auxiliary, Pacific Region

The CCGA(P) is a non-profit organization tasked with responding to maritime distress calls and conducting marine search and rescue. Staffed by 1400 volunteers, this organization is made up of 48 units which cover the entire coastline of British Columbia.

CCGA(P) | Members | Boating Safety | News | Support | GuestBook

About Us	Membership	Safety	News	Donate
FAQ	Join	Weather	Incidents	President's Club
People	Bulletin Board	Links	Dolphin	Gifts
Region	Photo Gallery	Training		Boats
Units	CCGA(P)egroup			Search
	Award			Pledge

Volunteers Saving Lives at Sea

CCGA(P) Web Page

a Unit, you will see the number of members, the Unit Leader and Deputy Unit Leader and the vessels belonging to the Unit.

By clicking on the 'Units' button you can also find out something about all the Units within the CCGA (P) how many Units there are, each Unit Leader and Deputy Unit Leader, how many members each Unit has and which vessels are part of that particular Unit. The second page is the same one as clicking on a Unit in "Region".

Second Category: Members

Under the 'Membership' button you can find all the forms; membership application, junior membership permission, request for member disenrollment, special events, travel, training course request, vessel offer form and so on. All forms are dated to ensure that members use the most current version. Except for the membership application form (which needs a signature) you can send us all forms by e-mail. If there is a form you need that is not posted, please give us a call, email us or send us a fax. As well, you can read the McNish Report, about the Insignias, the BOD Minutes, the BOD Manual, the Rules and Regulations of the CCGA (P), and the Business Plan.

There is a separate file for joining the CCGA (P) called 'Join'. This file outlines the basic qualifications for new members and acts as an initial screening process.

"Bulletin Board" contains information about current events, tasks or topics that concern all the members. Here are all the e-mails written to the CCGA (P) concerning the Board, Units, Vessel launches and new items posted on the website itself.

By clicking the "Photo Gallery" we can see pictures of different events such as the SAR Competition, the AGM 2000 or training.

"CCGA (P) – e-groups" contains the link to our e-groups where members can discuss interests with each other. These e-groups belong to Yahoo now so you need a User-ID and password before you can get onto our e-groups site.

In "Awards" you can obtain some information about the CCGA(P) Awards.

Third Category: Boating Safety

'Safety' is one of the key objectives of the CCGA (P). Our aim is to reduce the number and severity of marine incidents by raising public awareness and providing boating education. Here,

you can get information about the CCGA (P) Safety Program, and equipment requirements for pleasure crafts.

We want to bring you up-to-date 'Weather' through the CCGA (P) web site. Here you can find different links such as the Interactive Marine Weather Buoy's, Satellite Images, the Canadian Tide Tables and many others.

Behind the 'Links' button, you will find a lot of sites related to other SAR and boating safety organizations. Some examples are the Canadian Coast Guard, the Canadian National Search and Rescue Secretariat, United States Coast Guard, United States Coast Guard Auxiliary, RCC Victoria and associations like the ADAS – Uruguayan Maritime and Coastal Rescue Honorary Association or the Bahamas Air Sea Rescue Association.

If you click on "Training" you will be informed about training opportunities in cutting-edge technology and marine search and rescue skills for all our members. This training is necessary to provide SAR services to support the Canadian Coast Guard.

Fourth Category: News

"News" contains newspapers articles or short video clips about events and activities that have happened recently in connection with the CCGA (P).

The "Incidents" button informs us about incidents which have recently happened. Here we can read the incident report including the Unit, involved the incident type, the location and the incident summary.

At the 'Dolphin' button, you can get the official newsletter of the volunteer CCGA (P). We provide links to all the editions printed in the last two years. This way you can always get some information about the current things that have happened and changes in connection with the CCGA (P).

Fifth Category: Support

The Donor Directory develops a public awareness concerning the CCGA (P) needs, both financial and in kind equipment donations. This is a new initiative of the region in response to demand. Our organization is thriving – we are seeing increases in the number of members and the number of incidents responded to. We also require additional resources such as vessels and safety equipment.

Continued on page 22

From the National Office

Hired telemarketers don't allow Auxiliary to develop its own expertise

The National CCGA Office wants regional Auxiliary associations to work with them in setting up fund-raising programs that will allow the CCGA to diversify its revenue base and provide additional and sustainable means to achieve its mission.

Harry Strong, Chief Executive Officer of the CCGA, wants to remind units and regional associations not to hire commission-based fundraisers to conduct solicitation campaigns on behalf of the Auxiliary, either through telemarketing or other schemes.

In a letter dated March 29, 2001, Strong says, "the CCGA has adopted on October 13, 1999, a National Fundraising Policy which includes a Statement of Ethical Principles, a Description of Authorities and Jurisdictions, a Donor/Sponsor Bill of Rights and a code of Professional Practice.

"This document was adopted to ensure that all CCGA associations would be targeting long-term

viability and profitability for their fundraising programs as opposed to short-term gains."

Strong says that a crucial element of successful fundraising is for the CCGA to develop an in-house system and have the programs developed, managed and supervised internally.

"This doesn't mean the CCGA associations cannot use the expertise of various suppliers to get support. But keep in mind that if we develop our own expertise and talent, we will take in all the benefits of our efforts," Strong says.

"We strongly feel that using telemarketing agencies doesn't allow the Auxiliary to develop its own expertise and it is not a fair approach to donors since only a portion of donations actually go to the CCGA."

The National Council reaffirmed the CCGA Fundraising Policy in March of this year.

CCGA(P) Web Page continued from page 21

Donations can form a solid financial base for our organization as we continue to grow. The 'Donate' button gives you information about different ways of giving (contribute by phone, mail in donation, how to make a will).

The "President's Club" is a new category we've developed to recognize donors who contribute \$500 or more annually.

"Gifts" contains once more the different ways of supporting the volunteer CCGA (P) e.g. by gift of securities, gift of life insurance, gift of other tangible property, gift of a residual interest and so on.

By clicking the "Boats" button you obtain information about Boat Donations, the necessary conditions, the possibilities and the procedure to make a contribution of a boat to the volunteer CCGA (P).

"Pledge" underlines benefits that donors get by pledging a gift.

Sixth Category: Guestbook

In this category you can leave your name or any comments (about the web page, for example) or just read other peoples' comments.

Eighth Category: Home

By clicking on the "Home" button, you can always return to our home page.

The CCGA (P) Website is registered with many search engines so that many people can find us through Yahoo World, Yahoo Canada, Alta Vista, Alta Vista Canada, Google, MSN, Excite, Lycos, Infoseek, Hotbot, Fast, Dogpile, LookSmart, Webcrawler, Search BC, ASK and Northern Light.

If you would like to put information on the website (about incidents or Unit activities, for example) please send an e-mail to our Webmaster Kyu-Chang Jo, webmaster@ccga-p.ca.

Are you still hoping to win something at the end of this article? Are you still excited? What you have to do to win a pair of goggles is to find out how many times the new logo of the Canadian Coast Guard Auxiliary (Pacific) is used on the website! We will raffle off three sets of goggles! Please e-mail your answers by April 27, 2001!

Go nuts!!!

SAR / Operations Report

Reviewing and improving services

By Ryan Woodward, Director

Hello all! To begin with, I would like to let you all know how much I'm looking forward to working with each of your units, zone directors and the rest of the "team". I sincerely hope that I can do the job, the organization, and your efforts justice.

The last month has been a whirlwind of activity for me in learning the job. The good news, which I am very happy to report, is that I still have some hair left. The bad news is that what's left is rapidly turning gray. However, this is in no means a reflection on you folks or your work; it's a reflection of the magnitude of our organization (we are a **very** large, very complicated group).

Between Allan Hughes (Deputy Director and Zone Director for Zone 5) and myself, we've got a few projects started, which should give us the groundwork for looking to the future and improving the services we deliver. Specifically:

- Updating RCC's resource book,
- Checking all of our vessels AVI expiry dates (which have to be redone every two years *right??* – not so subtle hint) and developing a means of "re-minding" units when they are coming due,
- Reviewing and updating the McNish Report (each of your units has been asked for their input into this project),
- Conducting an inventory of pagers,
- Dealing with the medicals required for crewing on CCG vessels,
- Laying out a means of handling the Special Event Requests for the upcoming season.

The other side of this job is dealing with the growing fleet of CCGA vessels. As of the time of writing (hopefully it will be there by the time you read this), a Mark VII, recently transferred from CCG, is being readied to go to Unit 14 (Gibsons) to replace the tired CCG-loaned Mark V there. A **huge** thanks from all of us to **Rick Tolonen** and his crew for all of

their hard work in getting the boat re-powered and ready to go.

Paperwork

I know how much all of you love doing the paperwork after an incident. Okay, **maybe** you don't. But what you should realize is that long after the incident is over, the written report will be the only record of your efforts. Please try to make the SAR Mission Reports as profes-



Gibson's new Mark VII

sional as the work you do on the water.

When filling them in, put yourself into the shoes of the person reading it who wasn't at the incident with you – how complete is the picture they will get? Use as much space as you need to accurately describe the events. I can assure you that you won't be criticized for including too much detail!

A note of reminder from the AGM: RCC is **NOT** your float plan. Each of your units must establish and use your own float plan system.

In the meantime, if you have any operational issues, questions or concerns, please don't hesitate to contact me. My job is to help **you** do yours. Remember to always think safety first!

Unit Events

Joint training improves partnership

Members on Southern Vancouver Island and the Gulf Islands recently got to practice a particular set of search and rescue skills during joint training exercises with the Canadian Coast Guard in Ganges, on Saltspring Island.

The two organizations train together weekly every Thursday night. These recent exercises on Sunday, March 11 were a special event. With the generous donation of a floatplane from Harbour Air, the focus was on approaching and rescuing a disabled plane.

There was an unusually high turnout, Zone 3 Director Glenn Driscoll said. Organized by the Coast Guard station at Ganges in conjunction with Unit 25 (Gulf Islands), the session attracted some auxiliaries who had not been out for training in a long time.

About 45 volunteers from Mill Bay, Cowichan, Brentwood, Sidney, Oak Bay, Ganges and Galiano were in attendance for the four-hour session. The CCG had three vessels on-site, the Skua, the Skua I and the Ganges I.

“We tend to adopt a slightly more professional manner when doing joint exercises with the Coast Guard” Driscoll said. “Joint exercises also improve the professional working relationship between the CCG and the auxiliary.

“While the Skua is the primary CG vessel in this area, the CCGA vessels are normally first to a scene, often relinquishing on-scene command to the Skua. The better we know each other, the better their staff are aware of our training and



Interest was high for recent joint exercises between auxiliaries from Mill Bay, Cowichan, Brentwood, Sidney, Oak Bay, Ganges and Galiano and the Canadian Coast Guard station Ganges.

skills, the better the response. In a high-stress situation, it pays off if you know who you are working with and have worked together before.”

Driscoll also commented that the exercises were only possible because some auxiliaries agreed to stay home “and mind the store”, covering SAR incidents for others who were participating.

The exercises covered information such as what to expect with a disabled aircraft, whether it had crashed on landing or was intact, precautions to take when removing the crew from a capsized plane, pollution control sequence to minimize the environmental impact of leaking fuel, the critical importance of a speedy response, safety procedures involved with recovering a disabled aircraft and docking while towing the aircraft.



Harbour Air in Ganges donated the use of a single engine Beaver aircraft and pilot, Paul Roach, for the joint training exercises. (Photos by Kim Krejnik, Ganges CG Station.)