

DOLPHIN

saving lives at sea



Summer 2001
Vol. 11, No. 2

Pacific Region Keeps Growing

Hard work and dedication have always been the cornerstones of the CCGA(Pacific), and numerous new developments illustrate how they are paying off for the auxiliary. Perhaps the most obvious signs of development and growth are the three new boats that are currently patrolling the waters of Unit 14 (*Gibsons*), Unit 38 (*Long Beach*), and Unit 62 (*Klemtu*). Since February's AGM, three CCGA(Pacific) FRVs have been leased to these units. "By working as a team, we have been able to facilitate the placement of new vessels into numerous ports," says Executive Officer Stan Warlow. "We plan on continuing our work of coordinating vessels with units."

Growth can also be seen in the fundraising sector. "Never before in the history of the Pacific region have the Board of Directors, the eight individual zones, and all of the units and their supporting societies been so coordinated in helping one another achieve our fundraising goals," says CCGA(Pacific) President Frank Hudson. Numerous units and supporting societies have also begun applying for gaming commission funds, a project that Stan Warlow is overseeing.

And last but not least, the Pacific region has the honour of hosting this year's International Volunteer Search and Rescue Marine Competition (SAR 2001), to be held October 20 and 21 at the Kitsilano Coast Guard Base. Five Canadian and six American teams will be competing in search and rescue events, and the Pacific region will be defending our title of National Champions. Everyone is welcome and encouraged to join in this excellent opportunity to meet auxiliary members from all over North America.

If these developments are any indication, the CCGA(Pacific) will continue to grow and strengthen. All successes for the CCGA(Pacific) and its members contribute to the most important work of all: saving lives at sea.

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Tony Brearley, Doug Currie, and Gary Grisewood (Unit 14) guide their new Mark VII into Gibsons.





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DOLPHIN

Summer 2001 Vol.11, No.2

Publisher: Canadian Coast Guard Auxiliary (Pacific)

Submissions: Tanis Toope

Design: Hot House Marketing & Design Inc

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The DOLPHIN is now housed at the offices of:

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25 Huron Street, Victoria BC V8V 4V9
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Web <http://www.ccg-pacific.org/>

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 pdf format, or to provide any other feedback, please contact us at: dolphin@pac.dfo-mpo.gc.ca
Advertising rates/standards also available here.

Canada Post Publication Agreement No. 1720570

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President's Comments

As a member of the CCGA(Pacific), I am very fortunate to be able to work with auxiliary members throughout the region. While many of our volunteers perform widely different tasks, I have noticed that a common bond unites us all: hard work and dedication. As recent developments prove, the CCGA(Pacific) is growing at an astounding rate, which can be attributed to this hard work and dedication. At the local level, unit members are working together to keep their units strong, units are working together within their respective zones, zones are working to support other zones, and at the board level, board members are working on behalf of the entire organization to ensure that we continue to grow.

I would like to take this opportunity to thank the board for all of their hard work and dedication, and to thank all of our volunteers for your valuable contributions to the CCGA(Pacific).

While I could go on for pages about everything that has happened and is happening in the CCGA(Pacific), space and time restraints force me to share just a few highlights:

New Boats

One of the major indications of the CCGA(Pacific)'s growth is the number of boats owned by CCGA(Pacific). Since the AGM, three auxiliary-owned boats have been delivered to various units. A *Mark V*, that was transferred to us from the Coast Guard, has been readied and was delivered to Klemtu by the CCGS Bartlett, while the *Mark VII* owned by the auxiliary has been delivered to Gibsons. Most recently, the 733 previously owned by the Oak Bay Unit has been purchased by the CCGA(Pacific) and delivered to Unit 38 (Ucluelet). Congratulations to all of these units!

RHIOT

The CCG has tentatively committed 50 seats to the CCGA(Pacific) for RHIOT training. We will continue to work towards providing our members with as many RHIOT seats as possible.

Whittier Dedication

On June 16, VP Malcolm Dunderdale and Executive Officer Stan Warlow travelled to Whittier, Alaska, to mark the commissioning of the new USCGAux. Station and the dedication of their new vessel, a 27-foot rigid hull inflatable *Safeboat*. Malcolm had the opportunity to put this vessel through its paces. The station, a train caboose that was donated to the city of Whittier by the Alaska Railroad Corporation, has been transformed into a shore-side facility for the unit.

Malcolm was able to employ his boating skills on land, by manoeuvring a *Coastie*, the USCG Auxiliary's educational tool for kids (see photo). The *Coastie* has been so successful in the United States that the CCGA is planning on purchasing a *Coastie* to help promote boating safety.



Frank Hudson, President,
CCGA(Pacific)



Stan Warlow looks on as Malcolm Dunderdale
manoeuvres the Coastie.



BC Ferries Cookbook

On June 15, I attended the launch for the BC Ferries and BC Ferry and Marine Workers' Union 40th Anniversary Employee Cookbook at Departure Bay in Nanaimo. The cookbook, which features recipes from BC Ferries employees, was funded completely by the corporation and the union, and all of the profits will be donated to the CCGA(Pacific). 2000 cookbooks were printed in the first run, and they are selling like hotcakes! More information on the cookbook, as well as an order form, can be found on page eight. An order form will also be placed on our website, allowing all of our members to order the book, get some great recipes, and further support the auxiliary! Our sincere thanks go to BC Ferries and all of the employees that worked on this project.

SAR 2001

The 2nd Annual International Volunteer Search and Rescue Marine Competition is being hosted by the CCGA(Pacific) at the Kitsilano Coast Guard Base on October 20 and 21. Much like last year's event, which was held in Laval, Quebec, six American and five Canadian auxiliary teams will be competing in SAR events. Last year's Pacific team took top honours—let's hope for a repeat performance by this year's team! Admission to the event is free, and all auxiliary members, friends, and family are encouraged to attend.

Fundraising

Executive Officer Stan Warlow is developing a streamlined system for unit applications for BC Gaming Commission funds. Assisting Stan in this project is one of our newest volunteers, Bill McElroy. Bill has many years experience with the Gaming Commission and will be a great resource for the auxiliary.

Stan and his team are also hard at work on developing posters, billboards, and brochures that will help promote the CCGA(Pacific) throughout the province. Many of these materials will provide a space for each unit to identify themselves on a local level. In keeping with the CCGA's fundraising code of ethics, Stan is also developing a direct mail system that will benefit the organization region-wide. Many units can also look forward to direct assistance from Stan and individual board members on this project.

Strategic Planning

On April 28, the board of directors held the Annual Strategic Planning Session, during which the goals and objectives of the CCGA(Pacific) for 2001-2002 were discussed. Some of these goals include the establishment of External Alliances and Relationships with other agencies, increasing the CCGA(Pacific)'s public visibility, publishing a crew level training manual (which should be ready by late October), and developing a Boating Safety Program. Work is ongoing on these and other goals.

As the year progresses, I look forward to working on these and other projects with many of our volunteers. I have no doubt that the commitment of this organization's volunteers will only serve to continue us on our path of teamwork, accountability and growth.

**Frank Hudson, President
CCGA(Pacific)**

Critical Incident Stress Program

Members of the CCGA(Pacific) will now be covered by the Department of Fisheries and Oceans' Critical Incident Stress Program.

As a member of the auxiliary, you may experience conditions involving a high degree of risk. Any time you respond to a JRCC tasking, you could become involved in a critical incident. Should this happen, both you and your family could experience emotional or physical trauma as a result of the incident. Through training and safety awareness you can minimize the risk of trauma, but you can't always prevent a critical incident from occurring.

A critical incident is any traumatic event which shocks you enough to upset your normal means of coping during or after the incident. How much an incident affects you depends on many factors: the time of day the incident occurs, the number of people involved and the severity of any injuries. Your stress level prior to the incident and the support you receive also make a difference.

You may experience a critical incident differently from another auxiliary member. You may have been through trauma before without any effects, but find that another incident leaves you feeling unable to cope. How you react depends on the particular circumstances at the time of the incident.

Pre-trauma Awareness

Learning about CIS before you become involved in a traumatic event is an important means of prevention. CIS awareness is now included in appropriate training sessions. Designated supervisors and the Peer Team also receive instructions regarding their roles in the CIS program.

CIS Peer Team

One of the most important parts of the CIS Program is the CIS Peer Team. The Peer team is made up of Fisheries and Oceans employees and spouses, located throughout the Region, who have been trained to provide you or your family with assistance following a critical incident.

Mental Health Professional

A Mental Health Professional (MHP) trained in CIS debriefing is on call to provide support to employees and their families following a critical incident.

Confidentiality

An integral part of the CIS Program is the assurance of confidentiality. Whenever a debriefing is conducted, confidentiality is the first ground rule established by the MHP. Whatever experiences you choose to discuss during the debriefing remain in confidence with the other participants. Remember that the goal of the CIS Program is to provide support to you and your family following a critical incident, so that you may all resume your roles at work and at home without any lasting effects.

Critical Incident Stress Signals

Everyone reacts a little differently to a critical incident. Some of the most common reactions include:

- Nausea and digestive disorders
- Sweating and profuse tremors
- Increased heart rate and blood pressure
- Sleep disruption
- Confusion and disorientation
- Poor concentration and decision making
- Flashbacks
- Anxiety
- Withdrawal and depression
- Sense of loss or grief
- Emotional numbness and helplessness
- Anger and resentment

Activating the Program

Should you or another crewmember become involved in a critical incident, your coxswain or a controller at the JRCC will activate the CIS program on your behalf, by calling a 24-hour emergency number. You may also activate the CIS Program any time you or a crewmate are involved in a critical incident by contacting Office Manager Melanie Fugard at (250) 480-2798 or through the JRCC controller at (250) 363-2994.

Boat Safety Course Teaches Kids Rules of the Waves

In BC over 100 children are killed or seriously injured in water accidents each year. That's why Steve Sawyer, [unit leader] of the Gibsons Coast Guard Auxiliary, is developing a water safety course for young children on the Coast.

Sawyer and auxiliary training officer Gary Grisewood spent a day recently with students in a Davis Bay Elementary Grade 4/5 class giving them some practical information and an experience they'll remember for years to come, as part of a pilot project.

The day started with an in class lesson on boating and water safety and then all of the students went for a ride in Sawyer's [former] police boat over to Plumper Cove Provincial Park on Keats Island where they had a barbecue, some play time, and then piled back on the boat to be at school for the final bell.

"It was totally cool," Eric Stracken, 11, said of the boat trip. He said his favourite part was listening to the stories Sawyer related to the class.

Those stories included real situations Sawyer's been in where Coast Guard Auxiliary members had to save someone's life because they were not wearing their life jackets, or failed to bring a radio on board a ship with them.

Ayla White, 10, said the most important thing she learned in the course was to wear a life jacket, "no matter what," and Sara Sorensen, 10, said she won't ever go out in a boat again without "telling someone where I'm going. Because that could save my life."

Gibsons unit members and students from Davis Bay Elementary School pose for a picture at Plumper Cove Provincial Park.



These are all messages Sawyer was hoping the students would get.

“We had hoped to make the students aware of so many little things in this course that they maybe hadn’t heard of or thought of before,” Sawyer said.

Things like wearing a life jacket were pretty common knowledge for the Grade 4/5 students, but other things like how to stay warm and avoid hypothermia if you end up in the water were new to some students.

After an hour of in-class discussion, the students were ready to put their new knowledge to the test on board the *M.V. Pearkes*, an ex-RCMP patrol boat that Sawyer owns and uses in auxiliary Coast Guard search and rescues.

Every student wore a life jacket and practiced walking slowly on board the vessel and being attentive to parent helpers and Coast Guard [Auxiliary] members around them.

Once at Plumper Cove on Keats Island, the students went ashore to enjoy hot dogs and pop donated by the Supervalu in Gibsons.

Sawyer hopes to expand the course next year to involve all students in Grade 5 from Gibsons to Davis Bay (this auxiliary’s patrol area) and maybe include other Coast Guard auxiliaries as well.

Christine Wood, *The Coast Reporter*. Reprinted with permission.

Unit 42 Shows Courage and Compassion in Sailboat Incident

On July 4, 2001, Unit 42 (Kyuquot) responded to a call for help from a sailboat in their waters. An 82-year old man was sailing with his 76-year old wife, who had fallen unconscious and needed immediate medical attention. Two of the unit’s vessels, the *Sea Rider*, and the *Storm Chaser*, set out in the six foot chop to find the boat and guide it back to the Red Cross Dock in Kyuquot.

An air ambulance arrived and lifted the woman to the nearest hospital in Campbell River. The helicopter did not have enough room to transport the woman’s husband as well, so auxiliary members helped him to lock up his boat, and drove him to the hospital, which was four hours away by water, logging road, and highway.

Sadly, the woman did not survive, but thanks to the auxiliary members that drove him to the hospital, her husband did have a chance to say goodbye before she was removed from life support. He was extremely grateful to all of the auxiliary members involved for all of the help they provided to him and his wife.

Although this incident did not have a happy ending, the members of unit 42 should be extremely proud of the work they have done and the help they provided this couple, both in and out of the water.

Reminders

AGM 2002

Preparations are underway for the 2002 annual general meeting, to be held in Victoria. For more information, please contact Unit 35 Leader René Landry at landry@rescueteam.com.

Forms

Office Manager Melanie Fugard asks that all auxiliary members that use the forms on the website check the site at least once a month to ensure that they have the most current forms. Melanie would also like to remind members that payments for incidents are on a dock-to-dock basis. Please be sure that when you calculate your time for payment that you are using “Time Departed” to “Return to Normal Ops” to determine the length of time. Many people are using the time paged as the start. This will be changed on the incident form. Also, round up to the next quarter hour (i.e. Time for payment: 3 hours and 36 minutes. This will become 3.75 hours).

Please remember to include the unit number on all application forms. Our fax number is (250) 480-2742.

BC Ferries Launches CCGA(Pacific) Fundraising Cookbook

The employees of BC Ferries have banded together to create a cookbook, the proceeds of which will go directly to the CCGA(Pacific).

To mark the end of BC Ferries' 40th Anniversary celebrations, BC Ferries and the BC Ferry and Marine Workers' Union launched their 40th Anniversary Employee Cookbook on June 15.

Copies of the 40th Anniversary Employee Cookbook will be sold for \$10. Proceeds will go to the CCGA(Pacific) in communities served by BC Ferries. The corporation and union partnered to share the production costs associated with this project.

As part of BC Ferries' 40th Anniversary activities, which began June 15, 2000, employees were encouraged to come forward with ideas and suggestions for a celebratory project involving as many employees as possible. One suggestion was the development of a 40th anniversary employee cookbook.

A special launch for the cookbook was held on June 15 at Departure Bay in Nanaimo. In attendance were BC Ferries Corp. President and CEO Bob Lingwood, BC Ferry and Marine Worker's Union President Trevor Oram, and our own CCGA(Pacific) President, Frank Hudson. The event included barbeque samples of Captain Ed McDonald's featured BBQ salmon recipe.

Last year alone, BC Ferries attended 28 marine rescues. This cookbook acknowledges the important role BC Ferries takes in assisting organizations like the CCGA(Pacific) to protect the safety of those at sea.

To order a copy of the cookbook, simply fill out the order form below, or call the CCGA(Pacific) at 250-480-2798. Cookbooks are \$10 each, and the proceeds will go to the CCGA(Pacific).



Cookbook Team Leader Joan Broadhurst receives flowers at the cookbook launch from Bob Lingwood, President and CEO of the BC Ferries Corporation. Looking on is BC Ferry and Marine Workers Union President, Trevor Oram.

BC Ferries 40th Anniversary Cookbook Order Form

Proceeds from sales of the BC Ferries 40th Anniversary Cookbook go directly to the CCGA(Pacific).

I would like to order ____ cookbooks at \$10.00 per book.

Payment Method: Cash Cheque Credit Card (Visa or Mastercard)

CC #: _____ Exp.: _____

Signature: _____

Purchase Total: _____

Name: _____

Address: _____

City: _____ Postal Code: _____ Phone: _____

Please send the completed form to: Canadian Coast Guard Auxiliary (Pacific)
25 Huron Street, Victoria, BC V8V 4V9 or order by phone at (250) 480-2798

New Faces

The Canadian Coast Guard Auxiliary (Pacific) has Two New Staff Members at the Victoria Office

Jasmin Buhl

Jasmin Buhl is filling the shoes left by German co-op student Suzanne Hammer. Like Suzanne, Jasmin comes to us from the University of Cooperative Education in Heidenheim, where she is studying Business Information Systems. She will be completing a three-month work term with the CCGA(Pacific), developing our fundraising and inventory databases, and performing clerical work. Jasmin has worked in database development, marketing, and public relations fields, and she looks forward to helping the CCGA(Pacific) develop and implement new fundraising campaigns, and assisting in the promotion of the CCGA(Pacific)'s public image.

Jasmin's first impressions of Canada have been very positive:

"I have met a lot of people already and they have all been so friendly and nice to me. Victoria is a very beautiful city, and I'm very glad to be here. And then there's the food: I lived in Portland, Oregon for a year during high school, and there were many North American foods I'm glad to have again, like bagels, muffins, and especially sushi!"

Jasmin has already enjoyed some of the West Coast's best draws. She has been out on one of the Coast Guard's 733s (pictured right) and spent a weekend in Vancouver and Whistler, where she saw her first wild bear.

We look forward to working with Jasmin, and wish her the best of luck with the Auxiliary.

Tanis Toope

Tanis Toope began in mid-May as our new Special Projects Officer. An Edmonton native, Tanis moved to Victoria four years ago to do her Master's degree in English and has since joined the ranks of permanent prairie defectors.

Tanis has worked for a few startup companies, so she is used to the constant change that is a part of any growing organization. While her last typically vague title was 'Communications Coordinator', Tanis has worked as a writer, editor, desktop publisher, and marketer, all of which will come in handy in her new position.

"I've only been with the CCGA(Pacific) for a short time, but I've already found it very rewarding," says Tanis. "There are so many exciting developments occurring in the organization, and I'm very happy to be a part of it. I'm looking forward to helping the CCGA(Pacific) continue to grow."

Tanis would love to hear from you, whether you have an idea for the next Dolphin, or you just want to say hello. She can be reached at (250) 480-2731 or at tanis.toope@ccga-p.ca.



Jasmin, Tanis, and Morain McLaughlin (CCG) on a CCG 733.

In Memory

The CCGA(Pacific) recently lost two of its long-time members, Bill Burn and Mike Lucas. They are remembered here by fellow auxiliary members and friends.

Mike Lucas

Mike Lucas will be remembered for his significant contribution to the CMRA/CGA as a founding member, life member, courtesy examiner, unit leader, Zone director, Vice President in 1983, and President in 1984-1985 and 1986.

During the early years, our organization was struggling to build credibility within the SAR system and also in expanding our units to the upper coast. We also had serious competition from other volunteer organizations, which was hampering our operations and growth.

Mike was a senior manager at Crown Zellerback at the time and brought his considerable management skills and respect to the young organization, with candour and his quick wit. He had a unique sense of humour and his board meetings were never dull.

Mike was a member of the Royal Vancouver Yacht Club, a competitive sailor in his early years and then an avid cruiser with his wife Irene in their power vessel "Vestri".

He had a great knowledge of the upper coast and worked hard to "sell" the idea of an auxiliary to many of our northern communities. He was also instrumental in the establishment of our national organization.

We lost Mike in May 2001, and true to the Auxiliary to the end, he asked that donations to the CCGA be made in his name.

On May 28, 2001 a committal service was held on the waters of English Bay. It was fitting that the Coast Guard Cutter "Osprey" and the Coast Guard Auxiliary vessel "Auxiliary 1" stood by in tribute, as Mike was given to the sea.

Gary Thompson, Unit 4

Bill Burn

I first met Bill Burn in 1982, just before the Coast Guard Cutter "Relite" was about to be transferred from Campbell River to Powell River. Bill played a major role in having that vessel transferred to Powell River where the local CMRA Unit #55 agreed to provide crew.

During the first few minutes that we met I asked if I could use the telephone. He was heading off somewhere, for a few minutes, and he said "Sure, go right in the back door and don't worry about the little lady that you will meet. Tell her I said it was OK." When I entered Bill's home through the back door, which I later learned was used more than the front door, I bumped into Merle (Bill's wife) who naturally wanted to know who I was. After I explained to her that I was with the Coast Guard and that Bill had said it was all right to use the phone she replied, "I don't care about the

Coast Guard Business!” I replied that “At this moment, neither do I. I am making a tee-off time reservation at the local golf course.” Merle and I have been friends ever since.

Bill always kept the door open for the Coast Guard and the Coast Guard Auxiliary. He cared deeply about both organizations and was especially concerned with the welfare of the people with the Coast Guard who were stationed at Powell River.

Prior to his involvement with the CGA, Bill was a member of REACT (a CB Radio organization that assisted in SAR) and he was known then, over the Citizens Band Radio airways, as the “Roadrunner”. When the CMRA came along, he was one of the first to enlist and he participated as a vessel owner with his boat “Exodus” and as a crewman aboard the various CG vessels stationed at Powell River. Along with Ralph Ashton, he was a VHF Radio instructor and was designated as a Licensed Examiner by the Department of Communications. In this capacity he and Ralph taught and tested hundreds of people and assisted them in getting their Restricted Radio Operators Licences. He and Ralph worked as a teaching and examining team for many years and, together, the money they raised from the radio courses, raffles and their famous jalapeno jelly (pronounced Jalapeno Helly) that they sold at the Powell River Sea Fair benefited the CGA Unit 55 at Powell River. This money was used to send non-funded Unit 55 CGA members to the Annual General Meetings.

One day when he wasn't working at the Powell River Mill, as a paper maker, he started the “Order of the Round Table”, and all who served the Coast Guard & Coast Guard Auxiliary at Powell River became Knights of that table. By the way, Bill wasn't plagiarizing when he chose the name. His kitchen table, which is the first thing you bump into and eventually sit at when you enter through the back door, is round!

After Bill retired from the mill he had extra time on his hands and started the Deadhead Marker Program. He made thousands of these markers in his basement over the years, and has left us quite a number in reserve. I imagine he will be remembered by more people than he even knew because of this program.

Bill was one of those guys that every community needs when you want to get things done without a lot of muss and fuss, and he was the main “Go To” person at Powell River, whenever the CG or CGA needed help.

He will be greatly missed not only by his many friends but mostly by Merle, his wife of 44 years, Sherri and Linda, his two daughters, and Jennifer and Daniel, his grandchildren.

Bill didn't want a lot of ceremony attached to his passing. According to his wishes, he was cremated and the ashes were shared by his family for spreading at sea and at his home. He requested that in lieu of flowers, monetary donations be made to the CGA.

Goodbye Bill.

Ray Barnes, Unit 55

Our condolences go to Mike and Bill's families, as well as our thanks for their invaluable contributions to the auxiliary.



President's Message

On October 20 and 21, 2001, the Canadian Coast Guard Auxiliary (Pacific) will be hosting the 2nd Annual International Volunteer Search and Rescue Marine Competition at the Kitsilano Coast Guard Base. SAR 2001 provides auxiliary members with a unique opportunity to apply their knowledge, learn from others, and raise public awareness of the importance of safety on the water.

Volunteers are needed to make this event a success. To volunteer in a first-aid, hospitality, security, or another capacity, please contact Volunteer Coordinator Ryan Woodward at ryan.woodward@ccga-p.ca.

Join the excitement at SAR 2001, and help cheer another CCGA(Pacific) team to victory!

Frank Hudson, President,
Canadian Coast Guard Auxiliary
(Pacific)



CCGA(Pacific) Hosts International SAR Competition

The Canadian Coast Guard Auxiliary will host its second International SAR Competition in Vancouver, BC on October 20-21, 2001.

SAR 2001 will take place at the Kitsilano Coast Guard Base. Six teams representing the United States Coast Guard Auxiliary and five from the CCGA will be competing for various awards.

The competition targets three objectives:

- Firstly, accomplish a major exercise in search and rescue that allows the rescuers to put the knowledge and skills they have learned into practice.
- Secondly, it provides an opportunity for the volunteers to increase esprit de corps and exchange information and ideas, all essential elements of an effective search and the rescue team.
- Thirdly, the competition provides a forum for the participants to receive recognition for the work that they do as volunteers during search and rescue operations.

The competition is open for viewing by the general public, and admission is free.



On October 15, 2000, the CCGA held its first National Search and Rescue Competition in Laval, Quebec. Five Canadian and six American teams competed in search planning and radio communications, a first aid scenario, pump operation, and a mystery event, which involved swimming in a survival suit.

“By hosting the SAR 2000 competition, the Auxiliary rose to the challenge of putting together a special event that had three major obstacles,” says CCGA National Business Manager Francois Vezina. “The first was to promote the CCGA to the public, the second was to bring the USCG Auxiliary and the CCG Auxiliary members together in a fun and educational event, and the third was to allow the event to generate revenues by establishing partnerships and sponsorship agreements.”



The CCGA(Pacific) team (Patricia Sears, Greg Miller, and Ryan Woodward, pictured above) did extremely well at the event; they were named national champions, as well as winners of the radio communications event, and the mystery event.

This year’s event will again see five Canadian (including Jon Wilson, Joe Blakeman, and Joe Anglin as the CCGA(Pacific) team) and six American Auxiliary teams competing in four events consisting of dewatering pump ops, first aid, radio communications, SAR planning and underway search, and a mystery event.

Both American and Canadian teams are looking forward to this year’s event. “I was privileged to be on the 9CR winning team last year, and I can honestly say it was one of the best experiences I have had in the Auxiliary,” says Robert Colby, IP District Commodore, District 9 Central, and now National Department Chief, Operations, USCGAux. “Practicing as a team and interfacing with the Canadian Auxiliary folks was very rewarding...we all learned a lot and I feel that we left some USA SAR knowledge with them as well.”

Join us on October 20 & 21 for SAR 2001 at the Kitsilano Coast Guard Base.

SAR 2001
organizing
committee



Director Report

SAR/Operations

It seems like just yesterday that I was introducing myself to all of you in the last issue, but the reality is, it's been a couple of very busy months. The status of the projects we've got in the oven are as follows:

The JRCC Resource Book

This is an extremely important project which is moving very slowly. We desperately need help from all unit leaders and owner operators to get this project finished (See Allan's report for more information on this one).

Pager Inventory

The pager inventory is pretty well wrapped up. A big thank you to Melanie for her help, and to the units which cooperated by providing the requested information.

Medicals

The medicals are in the process of getting done now, and in some cases are completed for the affected units (Bamfield, Ganges, Powell River, French Creek & Campbell River). Each of the units will be revisited in six months to see how many (if any) more are required.

Special Events: To date there have been 56 SEs applied for with a total of 68 hours authorized so far this fiscal year. When compared to last year's totals of 79 SEs and 151 hours, this suggests that the region will have its most active year to date in the communities we serve. It's good to see units getting involved, and it's even better to see units participating in the same events together. Keep up the good work.



Boats

Kudos go to Stan Warlow (CCGA(Pacific) Executive Officer), Mark Livingstone (Unit Leader) and the rest of Unit 38 for putting together the funds to purchase the Jack Groves (formerly Unit 33's boat) from the CCGA(Pacific). Hopefully it will serve them as long and well as it has served Oak Bay. In addition to Unit 38 and Unit 14 which received the CCGA's *Mark VII* two months ago, Unit 62 (Klemtu) has just received a *Mark V* (pictured

above) which is in the process of being transferred to the CCGA from the CCG) special delivery courtesy of the CCGS Bartlett. A HUGE thanks goes out again to Rick Tolonen and his band of merry helpers for getting the boat fixed up, equipped and ready to roll out. In even more boat-related news, the units in Zone 1 have pulled the funds together to outfit the *Pacific Whaler* (24' Whaler Outrage, pictured right, which was donated to the CCGA(Pacific) last year) with a radar arch, tow post, bolster, radar, GPS and VHF radio. The whaler is now in active duty as the Zone 1 backup vessel.

A little while back our president Frank Hudson and I made a quick tour up the Sunshine Coast with Ken Moore (Zone Director). I would like to extend a thank you to Steve Sawyer (Unit 14), Graeme Stewart (Unit 12),



Don McDougall, Harold Clay & Dave White (Unit 61) and David Ellwyn & the rest of Unit 55 for meeting with us, and to Ken for chauffeuring us there. Until I get a chance to visit your unit (and I will be trying) please remember that you can always feel free to contact myself, Allan, or your zone director with any operation issues, questions or concerns that you may have.

On the reminder side of things

Auxiliary Vessel Inspections (AVI) apply to both dedicated response vessels and owner operator vessels. The AVI must be re-done at intervals of no more than 24 months. Please contact your zone director for more information. And, also please remember that we (being the general membership) are not to go to CCG employees, managers etc. looking for resources (i.e. boats or boat parts). Please direct those inquiries to Stan Warlow.

Until next time, keep up the good work, and STAY SAFE!

Ryan Woodward
Director of SAR / Operations



Kevin Cleaver
 Phone (250) 727-0783 Fax (250) 727-0723
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Director Report

Deputy SAR Operations

After I was elected as the Deputy Operations Director, Ryan Woodward (Operations Director) and I put together a list of priority initiatives to develop a Resource Allocation Plan. The Resource Allocation Plan will evolve from several smaller documents, vessel databases, resource books, vessel and equipment standards, and AVI policy. The importance of this project is to move our organization ahead as a more professional, accountable, and effective one.

The Board of Directors accepted the priority initiatives set out by Ryan and myself at the April Strategic Planning Session. With your cooperation it will be complete by February 2002 and available at next year's AGM in Victoria. Until then, we need your assistance in developing these important documents so that we may plan our future and growth as an organization. This will enable the Board of Directors to ensure that we all have the resources and funds to complete this plan.

The first step which I embarked on April 1st was to update our vessel database at the office. Letters were sent via email, fax or mail to every unit leader asking which vessels were currently active in their unit. Once the information was collected and updated at the office, we then requested a datasheet of information which will be used by JRCC to locate vessels in an area able to respond. Contact information for the vessel and its location and capability will also be contained in the sheet. Vessels that are still on our books that are no longer active take funds away from other areas. The more vessels we have, the more it costs to insure them on our group policy used during Authorized Activities. The first deadline Ryan and I set was June 30th for all Dedicated Rescue Vessels (DRVs) sheets to be completed, and all of the unit updates done. Unfortunately not all units have responded, and this will delay the project's completion. If we don't know you're active, JRCC can't task you.

The next step is to institute an Auxiliary Vessel Inspection Program. We understand that not all areas are easily accessible for inspection, but this inspection is essential so that our insurance is valid on authorized activities. Therefore we are exploring ways of having the CE and AVIs done effectively.

The Resource Allocation Plan will be comprised of input from every CCGA (Pacific) Unit, CCG Stations, and JRCC. The document will look at your area of operation, the challenges you face and the types of vessel activity in your area. With that information we can then identify the areas of need with regards to equipment, training, and support.

Vessel and Equipment Standards will entail looking at standardized vessel construction, configurations, equipment, and performance standards. This document will lay out the minimum performance requirements for vessels and equipment. It will assist units in developing a uniform set of standards across the region. Although this document will be geared towards Dedicated Response Craft (Community Owned Vessels), it will also include the equipment carried on both DRVs and OOPs - owner operators may use it as a guide when looking at new equipment.

The Canadian Marine Rescue Auxiliary was founded on Owner Operators. They comprise a diverse variety of vessels, pleasure craft, fishing vessels, commercial craft and specialty vessels. The spirit and intent of the Auxiliary,

Thank You

City of Victoria Deputy Fire Chief Richard Couch sent a thank you letter to the CCGA(Pacific) regarding the auxiliary's assistance in towing a disabled boat. As Couch noted, "This is a great example of how multiple agencies can work together for a common cause and make the jobs of others so much easier."

mariners helping mariners, has not changed. Owner Operators still and always will fulfill a very important role in the CCGA.

They are an integral part of the team, have been our backbone, and will continue to be as we grow.

I encourage you to contact your zone director, Ryan Woodward, or myself to discuss your operational questions at any time.

**Allan Hughes, Zone 5 Director
Deputy Operations Director**

Director Report

Boating Safety

Since assuming the position of Director of Boating Safety, I have attempted to initiate a comprehensive process to improve the efficiency and help enhance the level of service. This has been a transition period; some things have gone well and others are slow in developing. Some of you have already started contributing to the formation of the new process; to those I thank you. It must be understood however that such changes in the process would result in some growing pains.

Things started off slowly with the delay in decals and pads for CEs and the short supply of boating safety publications (the lack of most publications is ongoing). The use of the Event Request and Event Follow-up forms appears to be working well. This is your way of contributing to the effectiveness of the program. These forms will give Boating Safety the stats we need to use in fundraising grant applications, and for asking for an increase in the budget (they are important no matter what the event is or how small, so please use them).

This transition has been a bit difficult but changes are necessary if we are to grow. A continued emphasis on improvements that promote coordination and integration will be the key to creating an organizational culture that is well positioned to anticipate and adapt to change.

Your input via suggestions, comments and even complaints can help with modifications to the program. This can be achieved by direct verbal or written contact with yours truly, your unit leader, or your zone director.

To all, keep up the good work and make CCGA(Pacific) Boating Safety all it can be!

In the next few months I will be planning a CE Instructors course, time and place TBA. Those interested please forward your names to me. I am looking for people from ALL zones. Anticipate courses to be run in September or October if there is a demand. Units: poll your members.

To all CE examiners, please forward your forms to me in batches of at least five or more so I can compile records.

Finally, could each unit please forward the name, phone number, address and e-mail address of your Boating Safety contact to me:

3540 Lockhart Road, Richmond, BC V7C 1M2
Phone (604) 271-594 Fax (604) 271-0596
Pager 1-800-458-4246, local 979-3070
E-mail kanej@home.com

**John Kane
Director, Boating Safety CCGA(Pacific)**

Reminders

Crew Level Manual

The production of the manual is being overseen by CCG IRB Coordinator Tyler Brand. The manual is currently in the layout stage, and a tentative printing date is set for September.

JRCC Reporting

Alison Keighan, our CCG liaison, would like to remind auxiliary members to report in to JRCC and MCTS when on a tasking. Specifically, the CCGA coxswain is to call JRCC (not MCTS) whenever paged, especially for briefing on a tasking. The CCGA vessel should call MCTS when departing on task, when on-scene, departing scene, and arriving back at base/dock. The JRCC should also be called after arrival back at base/dock for debriefing on the incident/tasking.

Stores/Equipment

Administrative Assistant Jasmin Buhl has done a wonderful job of organizing our stores, and is now working on a database that will help us keep track of equipment at the unit level. If you haven't submitted your inventory to Jim Toogood, please do so as soon as possible! Jim should also be contacted for any equipment requests.

Director Report

International Strategic Alliances

Greetings everyone! Not too much to report on the international front.

On May 4th Capt. Palliser and I attended the change of command ceremony at USCG Group Port Angeles. Also attending from Unit 35 Victoria, UL

René Landry and Sandy Beaman. Many thanks to René for providing the transportation to the event. Following the official ceremony and reception Capt. Palliser and I flew off to Ketchikan Alaska via Seattle. While in Ketchikan we took part in the second annual joint USCG/USCGA-CCG/CCGA Pacific Celebration of the Sea. I had a very good time in Ketchikan and our US hosts saw to our every need. Special thanks to Barbara Sands, Craig Forrest, and Chris Honz.

In mid-June VP Malcolm Dunderdale and Executive Officer Stan Warlow attended the dedication of the USCGA *Safe Boat* in Whittier, Alaska. Unfortunately I had prior commitments and was unable to attend. The *Safe Boat* (pictured left) is a USCG vessel loaned to the USCGAux for their use, and is the first of its kind

for the USCGA. We can all be proud that the USCGA looks to us as a model for some of their most progressive initiatives.

In closing I wish everyone a safe and happy summer!

Craig Dunn

Director of International Strategic Alliances



Director Report

Zone 2

Unit 62—Klemtu

The *Mark V* on loan from CCGA (Pacific) is now in service in Klemtu. It was delivered by the CG vessel *Bartlett* on 10 Jun 2001. The unit members express their thanks to the DIRSAR for his efforts in putting that vessel into service so quickly.

Unit 68—Ocean Falls

Jim Walls is back in the position of unit leader for Ocean Falls. Rick Andrews is deputy unit leader.

Unit leaders from Zone 2 met face-to-face in Bella Bella on June 26/27, 2001. Frank Hudson and Stan Warlow also attended.

Alan DeJersey

Zone 2 Director

Director Report

Zone 3

Several zone wide events took place this spring, including a SAR Demo in front of approximately 1,000 people at the Queen Alexandra Centre for Children on June 16th involving all local units. Thanks to Dean Polvi (35) and all the volunteers for making it a success.

Unit 25—Gulf Islands, Ken Morisette, Unit Leader

GALIANO CREW

Incidents: 4

Training Exercises: 5

Special Events:

Escorted 28 people in 14 canoes on two inter-island trips.

Community Events: Staged Galiano Boating Safety Day.

Courtesy Examinations: 6

PENDER ACTIVITY

Incidents: 5

Training events: 3

Pender Island is operating as a co-management team made of the present coxswains: Ed White, Jon Martin, and Don Harrison.

SALTSPRING ISLAND

Aux 25 Ganges (To and Again) participated in two training exercises in the last month, one with the Mill Bay unit and one training Saltspring members in search patterns. It also attended one SAR incident.

In the May-June period Ganges 1 responded to twelve incidents in support of the CCG vessel *Skua*.

Unit 33—Oak Bay, Noel Hay, Unit Leader

Over the past few months Unit 33 has continued to operate with full crews. Improved and expanded training, both on the water and in the classroom, is a major focus for the remainder of 2001.

Special Events have also been a focus for the unit this spring. Unit 33 was a safety vessel for the start of the Swiftsure Classic yacht race on May 26th. On June 2nd and 3rd we participated in the Oak Bay Tea Party conducting boating safety seminars on the beach, and acting as a safety boat for the bath tub races and as a security boat for the air show. Outrigger canoe races were held from Cadboro Bay around Discovery and Chatham Islands on June 9th. Our boat acted as a safety boat for the day-long races.

Our unit continues to work with the Oak Bay Marina and the Royal Victoria Yacht Club to promote boating safety through courtesy examinations.

Unit 35—Victoria, René Landry, Unit Leader

May was a busy month for our unit with eight incidents, though none too serious. Unit 35 is planning a picnic July 22nd and all are invited to be at Fleming Beach (Esquimalt Anglers). Contact René for more information.

We are experiencing some difficult times with our engines and hope to have new ones in the near future.

**Unit 36—Saanich,
Dave Lindley, Unit Leader**

Unit 36 has experienced 13 incidents over the last month, of various degrees of severity. The most tragic occurred on June 8th where two crab fishermen lost their lives. The support received from the Critical Incident Stress program was fast and highly professional.

Training continues every Thursday evening and is supplemented with a variety of weekend courses in First Aid and other items of interest.

On July 2nd Unit 36 will be holding a Boating Safety Demonstration at the Port of Sidney Marina. All are welcome to attend.

**Unit 37—Sooke,
Jay Young, Unit Leader**

Incidents have been higher than usual during May. Nothing too serious has occurred; however, the unit did manage to perform its first successful Juan de Fuca beach MedEvac on the May long weekend. It involved coming onto Sombrio Beach at night to pick up two people stranded by the tide, one with an arm injury.

The *Spirit of Sooke* was on duty for a number of weeks in May while our primary duty vessel, *Rescue 37*, was being fitted with a new tow assembly and having some engine repair and maintenance work done. All is complete on R37 and it is now back on duty with a proper tow assembly (provided by the District of Sooke).

On August 18th Unit 37 will be hosting an oil boom exercise with the local emergency planning team. This will take place in Sooke Harbour. The unit is a first response for oil spills in Sooke and this will be our first exercise in five years. Any other members or vessels who want to attend are welcome (and encouraged—parts of the exercise are very manually demanding). More information will be provided when available—plan for the whole day.

**Compiled by Glenn Driscoll
Zone 3 Director**



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Realistic Training Saves Lives

On June 9th and 10th, Comox Valley Marine Rescue Volunteers could be seen doing some very realistic training on the *Bruce Brown II*. According to the unit leader Roger Wishart “the weekend training was so realistic that a call from a concerned citizen was made to the Rescue Coordination Centre (RCC) in Victoria and two other vessels in the area diverted to offer assistance.”

Mariners are pretty good at helping other boaters, but when the weather is really bad and the situation is totally out of hand, it's the Marine Rescue Volunteers that get the call for help.

According to Wishart, “It is a really big comfort to know that when it's dark and stormy, you're taking on water and you have someone injured—you can always count on the Marine Rescue Volunteers on the *Bruce Brown II*.”

The training weekend, according to unit training officer Brian Cameron, involved two simulated casualties, who had abandoned their vessel. One person was unconscious in the water and the other in a small Zodiac with a compound fracture of the leg.

“We take every opportunity to train as realistically as possible, so that when the real call comes we're more than prepared.”

This training session involved rotating over 20 crew members and was conducted from 8 a.m. to 3 p.m. It involved first aid training, navigation, search techniques, boat handling, communications and rescue techniques.

The Comox Valley Marine Rescue Volunteers are training to Canadian Coast Guard Auxiliary standards in Marine Search and Rescue techniques. These dedicated volunteers operate the *Bruce Brown II*, a 31 foot aluminum fast response rescue vessel normally moored at Des Reid's Comox Bay Marina. The *Bruce Brown II* is operated by Marine Rescue Volunteers, but the vessel is owned by the Comox Valley Rescue Society, a charitable organization that depends on public donations for its continued operation.

As volunteer David Cameron, one of the youngest members at 18 years, says, “it's a great feeling when you can put all the training together and actually go on a rescue mission and realize you saved somebody's life.”

The Comox Valley Marine Rescue Volunteers have been credited with saving numerous lives and vessels over its short history. Coxswain Bob Bouck believes this is due to the dedicated volunteers who unselfishly give up many hours to attend training sessions and are willing to put their lives on the line 24 hours a day, seven days a week, to help other mariners in distress.

“We provide assistance to mariners, both commercial and recreational, in the waters of Georgia Strait from Campbell River to Powell River to French Creek.”

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CCGA(Pacific) President Frank Hudson met with the Minister of Sustainable Resource Management, the Honourable Stan Hagen (left) in Bella Bella on June 27. Hudson and Executive Officer Stan Warlow traveled to Bella Bella to meet with members of Zone 2. Hagen is the founding president of the Comox Valley Community Foundation, an organization that has supported Unit 60 (Comox).

Unit Updates

Unit 55—Powell River

Unit 55 continues to grow and improve. We have just had our last meeting for the summer. Frank Hudson and Ryan Woodward were present to answer some of our questions on the CCGA(Pacific)'s new policies.

Training has been going well. With summer here we are getting a chance to put our training to use.

We continue to work very closely with the CCG Crew of the Mallard. We would like to thank them for all their help and contribution.

Sadly, on June 18 we lost one of our members. Bill Burns, who had been a part of the Auxiliary for the past 20 years, passed away peacefully in Hospital. He will be greatly missed.

We look forward to a busy and safe summer season.

David Ellwyn

CCGA(Pacific) Unit Leader, Unit 55

Unit 61—Pender Harbour

Unit 61 has nine active members and three owner operator vessels. All vessels are well equipped with first aid kits, navigation equipment and communication equipment.

All members are presently taking a first aid course to upgrade their skills. Six members are performing CEs whenever they can.

One member Harold Clay has been involved for more than twenty years with the unit. With a large number of visiting boats to the area we are prepared to offer assistance when and where it is required.

Don McDougall

CCGA(Pacific) Unit Leader, Unit 61

Unit 25—Gulf Islands

INCIDENTS

Recently, a report of a person in the water in Active Pass was reported to RCC. The 'person in the water' turned out to be confirmed as a log. Hey, no problem, and absolutely no criticism of the person who sent in the Mayday call. It is better to be safe than sorry. If there HAD been a person in the water in Active Pass, they would need serious help in a hurry!

In another recent incident the pager roused me out of bed at 11:30 at night. The Coast Guard cutter *Skua*, and the Fast Response Vessel, *Ganges I*, wanted our help in searching for a sailboat. The sailboat had taken on board a fully charged propane tank and stowed it below deck, but did not have a proper compartment for the tank. The boat was eventually located at Thetis Island and the propane tank removed, to be retrieved later from the Coast Guard.

SAFETY ESCORT SERVICE

On a lovely Wednesday morning the *Sea-Esta* and the *Galiano* crew provided escort/rescue boat service to a school class on a special field trip. The 24 youngsters and 4 adults paddled 14 canoes from Saltspring to Wallace Island. They camped there two days and on Friday afternoon we escorted them back to Saltspring. It was a beautiful, safe trip both ways.

TRAINING, ALWAYS TRAINING

In a special exercise, working with five other auxiliary vessels, we 'rescued' 33 'injured and hypothermic' children who were 'stranded' on Russell Island, south of Saltspring. Three of the *Galiano* crew were put ashore with first aid kit, oxygen, and spine board to do their thing in the land-based rescue effort, while I delivered five 'victims' to the 'ambulance service' at Swartz Bay.

It was a good experience and we learned a lot, especially about coordinating a large shore-based rescue effort with lots of radio communication.

In another exercise we rescued a victim from the water with a badly broken leg and severely burned hand. The *Skua* and *Ganges I* were in on that one, too.

On another night the crew practiced working with the Global Positioning System.

We recently met with the Emergency Preparedness people from both the north and south ends of the island, to explain our availability and capacity. Crew member Torsten Hrančuk is our Coast Guard Auxiliary representative on the *Galiano* emergency planning committee.

Until next time—boat safely.

Ken G. Morissette
CCGA(Pacific) Unit 25

Unit 38—Long Beach

A significant event occurred at the 2001 AGM. Many of the participants themselves may have missed it! Lead by a forward-thinking Board of Directors and our Executive Officer, Stan Warlow, we voted to empower the Board to be able to assist the smaller units. Up until that point, support societies had been formed specifically and solely to support individual units.

Empowering and supporting the Board to borrow money to aid small units with vessel purchases was a giant step towards thinking globally. In doing so, we took a major evolutionary step from being an association of individual units to being a true organization!

Unit 38 is one of the first units to benefit from this change. As a very small unit in an economically depressed area, in spite of a concerted effort, it would have taken us many more years to fundraise enough money to buy a boat.

It also seems that people are more willing to help those that (try to) help themselves. One thing we have done with our fundraising is document all of our efforts. Now with the help of Stan, the Board and a couple of units, we have been given the opportunity to purchase a boat from the Board. With that break we have seen our first significant successes in our own fundraising efforts, notably from the Canadian National Sportsmen's Shows and Jamie's Whaling Station.

I want to thank the many people who have helped us so far and to encour-



Unit 38's new vessel reaches Ucluelet.

age the other small units to press on. As the Auxiliary continues to mature, I trust our example of unit-to-unit cooperation will be a model for others to follow.

Mark Livingstone, Unit Leader
CCGA(Pacific) Unit 38 –Long Beach

Unit 27—Nanaimo

Unit 27 (Nanaimo) has been undergoing changes! Due to work commitments, the previous Unit Leader, Kevin Perkins, has had to step down, and I was elected as new Unit Leader. In the past, I was Training Officer for the group. Bob McCauley was appointed Deputy Unit Leader.

I see fundraising as the biggest challenge for the coming year. Unit 27 has an aging 18.5 ft. *Boston Whaler* as its SAR vessel, and replacing this with a more adequate vessel is a top priority for the unit. We have a registered society in place, but it has been relatively dormant over the years, and we

are currently working hard at bringing it to life. Stan Warlow continues to be a great help to us in this area, and we have had helpful input from many other units.

Unit 27 has certainly been growing, and we currently have an active roster of 31 volunteers. This is an increase of 20 in the past year! As a result, there has been a real focus on training, and the group is ready for a busy summer.

There has been a lot of inter-unit training with Aux. 29 (Ladysmith), and we are very grateful for the help they have offered us as we go through the transition of new leadership. Irwin Tollefson and Bob Waltham of Unit 29 have been training two of our relatively new people to Crew Level 1 Standard, using their new 733, and we very much appreciate the help. We

can't say enough how important the inter-unit cooperation has been for us. We have also received suggestions and support from many other units and people within our zone, and beyond.

As our learning curve approaches the vertical, our deepest appreciation goes out to all who have, and are, offering their expertise and experience to us. This is a wonderful organization, and we are proud to be a part of it.

Since January 1st, we have responded to 23 calls, and we expect, as the "season" approaches, to have a very busy summer.

We at Unit 27 want to acknowledge the tremendous contribution that Kevin Perkins made to the unit in the past few years. He has been instrumental in ensuring that Unit 27 continues to be an active and vital group.

Jim Lee, Unit Leader
CCGA(Pacific) Unit 27—Nanaimo



Future auxiliary members inspect Unit 27's *Boston Whaler*.