

DOLPHIN

s a v i n g l i v e s a t s e a



Fall 2001
Vol. 11, No. 3

USCG Auxiliary Answers the Call

The tragic events of September 11, 2001 profoundly affected all of us. As search and rescue volunteers, CCGA members have a special understanding of the kind of effort that rescue crews have been involved in.

United States Coast Guard Auxiliary members have a similar understanding, but many members in the affected areas were also directly involved in these efforts.

Below, USCGAux. members recount in their words the events of September 11 and the days that followed. Our hearts go out to them and to everyone affected by these acts of terror.

“The time was 1030 Hours, 11 September 2001. My location was Lynbrook, Long Island, New York, a few miles east of JFK Airport.

‘We have an emergency situation....please report to.....?’

Those words from my Flotilla Commander were a call to action. They broke me out of the daze I had been in since the tragic news story broke earlier that morning. Now I had a mission. Leave the office, get home, put on a uniform, pack a few things, grab my PFD and report in ASAP.

My assigned reporting location was unfamiliar, located right in the middle of our county, quite a distance in either direction to the water. Surely they would then send me to either New York City (NYC), 20 miles to the west, or one of our Long Island Coast Guard Stations for assignment. Instead I found myself helping to staff a communications operation in the County Emergency Operations Center. No need for my PFD there, but I was glad to be of service...”

Michael Gromet, Flotilla 13-8 DISR

“Flotilla 10-4 sent two of its operational vessels to help out in New York Harbor directly after the tragic incident.

The first patrol left our marina at 1900 on September 11 after receiving instructions to proceed to the George Washington Bridge and become one of the CG assets, at that point,

Continued on page 4

THIS ISSUE:

President’s Comments	3
Ethics Committee	5
Comox Unit Kayak Rescue	8
Welcome to new staff!	9
In Memory: John McLean and Bill Trowell, Sr.	10



Landmarks	12
RNLI Visit	14
Coxswain Profile	16
Unit Updates	22



A Unique Advertising Opportunity is Right Here!

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

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

Remember that the Dolphin is also published on the World Wide Web, so your circulation includes both the 2000 readers of our paper copies and a worldwide audience of online readers. The "virtual" Dolphin is in full colour!

For price and distribution details, contact Special Projects Officer Tanis Toope at (250) 480-2731 or via email at dolphin@pac.dfo-mpo.gc.ca

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

DOLPHIN

Fall 2001 Vol.11, No.3

Publisher: Canadian Coast Guard Auxiliary (Pacific)

Submissions: Tanis Toope

Design: Hot House Marketing & Design Inc

Board of Directors and Officers

Frank Hudson	President
Malcolm Dunderdale	Vice-President
Bruce Falkins	Secretary-Treasurer/ Director, Zone 1
Alan de Jersey	Director, Zone 2
Glenn Driscoll	Director, Zone 3
Rob Pikola	Director, Zone 4
Allan Hughes	Director, Zone 5/Dep. SAR
Ken Moore	Director, Zone 6
Duncan Peacock	Director, Zone 7
John Thomas	Director, Zone 8/Training
John Kane	Director, Boating Safety
Craig Dunn	Director, International Strategic Alliances
Ryan Woodward	Director SAR/OPS
Jim Toogood	Equipment/Stores Officer
Scott Sutherland	Archivist/Historian
Stan Warlow	CCGA(Pacific) Executive Officer
Melanie Fugard	CCGA(Pacific) Office Manager
Tanis Toope	CCGA(Pacific) Special Projects Officer

The **DOLPHIN** is now housed at the offices of:

Canadian Coast Guard Auxiliary (Pacific)
25 Huron Street, Victoria BC V8V 4V9
Phone (250) 480-2798 Fax (250) 480-2742
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

Copyright © 2001 by the Canadian Coast Guard Auxiliary (Pacific).

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the written prior permission of the author, with the exception of excerpts, which may be reproduced in their entirety, providing the author and publication is credited.

The opinions expressed herein are those of the authors and do not necessarily reflect the policies or views of the CCGA(Pacific) or of the editors. While we appreciate the support of advertisers, we do not endorse their products or services.

President's Comments

I would like to begin my comments this issue by offering my deepest condolences to those affected by the terrorist acts of September 11 in the United States. While the tragedy of these events cannot be overstated, it is also heartening to see the strength and resolve of the American Search and Rescue teams. The striking photo on the cover of this issue reminds all of us how crucial this kind of service is, and how strong the drive to help others is even in the wake of such a huge crisis. Our hearts go out to all of those involved.

Summer Incidents

We are just coming off another busy summer season, and many of our units have been kept very busy by all of the extra boaters in their areas. My compliments go out to all of our crews for stepping up their efforts during what is always a busy time. I would especially like to thank Units 33 and 36 for the long hours they put in looking for a downed plane in Haro Strait. Our thanks go to these crews for their hard work and dedication.

Ucluelet Dedication

At the end of July Stan Warlow and I attended the official dedication of Unit 38's new vessel. The ceremony took place during the community's yearly Ukee Days celebration, so we were able to learn a great deal about Ucluelet at the same time. Stan, Ryan Woodward, and I also met with Unit 53 (Bamfield) Unit Leader David Payne at this time, and discussed his unit's equipment needs, communication needs, and unit activities.

SARScene and NACON

Besides visiting these units, I also recently attended the US Coast Guard Auxiliary's National Conference (NACON) in Portland, Oregon. I was able to share a great deal of information about the CCGA(Pacific) with other attendees, and spread the word about our upcoming SAR event. A highlight of the event was the signing of a memorandum of agreement between the USCGAux. and the Philippines CGA and Virgin Islands Search and Rescue Organization. The Royal National Lifeboat Institution also had a very interesting presentation (more about them on page 14).

I was also scheduled to attend this year's SARScene in Whitehorse, along with John Kane, Barry Hastings, and Stan Warlow, but our flight was cancelled due to the events of September 11. In light of the attacks, SARScene was run in a reduced capacity, and the national council meeting that was scheduled (during which the contribution agreement was to have been negotiated) was cancelled. The meeting has been rescheduled and will take place in Vancouver two days before the SAR 2001 event.

SAR 2001

The 2nd Annual International Volunteer Search and Rescue Marine Competition is fast approaching, and we are all looking forward to what is sure to be a successful event. A number of our volunteers have spent many hours coordinating everything, and thanks to all of their hard work, we can look forward to an excellent competition.



Frank Hudson, President,
CCGA(Pacific)

On a final note, I would like to thank the spouses and partners of all members of the CCGA(Pacific) for their support. Members of the auxiliary often have to sacrifice large amounts of their time for the organization, and without the support and understanding of their families, this would be a much more difficult task.

Frank Hudson, President

CCGA(Pacific)

USCG Auxiliary (Continued from page 1)

stopping Hudson River traffic. We joined two other vessels, a NYC Police Boat, and a 47-foot CG patrol boat. We stayed on station until relieved at 0530 and then we returned to our homeport for some sleep...During this critical 3 day period my crew and I were underway for 28 hours.”

Barry Brooks, Flotilla 10-4 DISR

“Since the attack on the World Trade Center, Division 2 has brought in no less than 4 Auxiliarists per day with coverage overnight, to assist at the station. We have performed watchstanding, SAR assistance, and administrative support duties. Auxiliarists washed windows, mopped floors, helped in the galley, and even fixed the TV. We listened to our fellow Coasties talk about their families and how the tragedy has affected them, their parents, their children and their future plans. Our presence with an ‘extra pair of hands’ has made their job a little less overwhelming.”

Linda M. Oltz, Division 2 D9ER support of Station Oswego, NY

“On Tuesday, 11 Sept. 2001, from my job in Jersey City, NJ I watched as the second jet flew into the trade center. After hearing the first crash, we looked up from our jobs to see the second act happen.

On Thursday we left our dock and reported to CG Station NY. We transported Coast Guard personnel to and from the base to the cutters. During the first move of bringing our AUX vessel close aboard a 270 footer off ‘Lady Liberty’ (the statue) we lost the starboard inboard transmission. I was on the cell phone with our Flotilla Commander at the time and I asked to stay behind by transferring to another Flotilla boat we had on duty. The next time I saw my wife was at 1500 hours on Friday. Our crew took the boat home, changed personnel and went back out at 2400 that night. I am awaiting further orders to report and I will do so on a minute’s notice.

As a Navy Vet I wish I were younger so I could go back in full time. We are all deeply shocked at what we saw and feel deeply for those who lost their lives. The sights and smells are beyond the scope of those watching the TV news.

I saw sights no one from their safe homes could view. We saw military boats in the harbor at full ready, F series jets overhead, jets being refueled in the sky, and helicopters of all types, from all branches of our military, sights TV viewers have not seen.

My prayers go out to the families of those lost and to all the members of our military both volunteer and active. (I pray) that we will end this massive call up as fast as possible and bring those responsible to justice. We know we have to end terrorism.”

Charles Gerber, Flotilla 10-13 DISR

Reprinted with permission from the United States Coast Guard Auxiliary

CCGA(Pacific) Creates External Ethics Committee

At the annual Strategic Planning Session held in April, the Board of Directors of the CCGA(Pacific) decided that our continually growing organization should request the services of an independent body dedicated to ensuring the CCGA(Pacific) always fundamentally acts in an ethical manner.

In response to this decision, Vice-President Malcolm Dunderdale approached three highly-respected members of British Columbia communities (who happen to have boating experience) and asked them to assist our organization by becoming members of the newly created Ethics Committee.

On September 7, these three individuals met together for the first time as the newly established CCGA(Pacific) Ethics Committee:

Inspector Tonia Enger
RCMP Operations
Richmond, B.C.

Walter Donald
Chair and President of Murray Axsmith HR firm
Victoria, B.C

Ian Izard
Lawyer, Law Clerk and Clerk Assistant, Provincial Government
Victoria, B.C

The Ethics Committee's overall responsibility is to ensure that high moral standards and excellent character are maintained by CCGA(Pacific) and its membership. The members of the committee will be reviewing all current CCGA(Pacific) by-laws, policies, guidelines and codes of accountability, comparing these with other organizations with high ethical standards, and making recommendations to the Board on how improvements can be made to the CCGA(Pacific) framework to ensure our activities are conducted under the highest ethical standards.

While the committee will have the power to take disciplinary action if a situation warrants it, this would only occur in extreme situations. The committee is modeled after the Canadian Council for International Co-operation, the premise of which is shared learning, not disciplinary action. The Ethics Committee will be responsible for responding to questions of an ethical nature based on the CCGA(Pacific) Code of Ethics, and are there to assist all members of our organization with ethical dilemmas or questions.

For more information on the Ethics Committee, please contact Malcolm Dunderdale at Malcolm.Dunderdale@ccga-p.ca.

Reminders

60-day Cutoff

Please remember that all forms must be submitted to the head office within 60 days of the incident or event in order for claims to be processed. Claims submitted after this date will be returned unpaid

Forms

If you would like to assist in the smooth flow of paper and be sure to have your submissions (claims or requests) dealt with in a timely manner, here are the steps to follow:

- be sure to check the website regularly and download the most recent version of the form you are submitting.
- be sure that the paperwork has all the required information filled in.
- be sure that paperwork is readable (filling forms in on the computer works very well!)
- units should submit training and incident claims at the very least, once a month. When units save up their claims and submit a huge pile of them all at once, it makes for a very long Friday trying to get them all processed, especially if more than one unit sends me a stack!
- on SAR Mission Reports, the calculation is from "Time Departed" (I need a time not a place please) to "Return to Normal Ops" as a rule. Please be sure to include details of the incident in the space provided and if you run out of room, use an Annex 1 form. Do not write on the back of the form please.

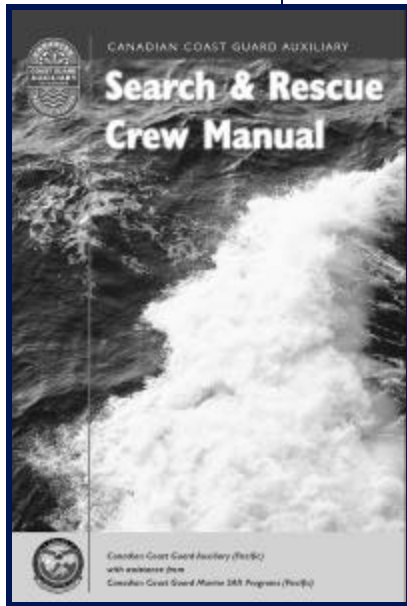
Thank you very much for your continued cooperation and for a job well done!

Melanie Fugard
Office Manager, CCGA(Pacific)

SAR Manual Nears Completion

The CCGA(Pacific) *Search & Rescue Crew Manual* is in its final stages of production, and will be available very soon. The following is an excerpt from the manual:

This manual has a distinct purpose: it provides the key concepts that are primary to becoming a safe, effective, and efficient crewmember on board a Canadian Coast Guard Auxiliary vessel. This manual also provides the basic knowledge required for a new crewmember to meet the challenges of becoming a mariner.



What makes this manual different?

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 evaluated 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 straightforward, step-by-step approach to achieving the skills along with a breakdown of positions and approaches.

Assessment and Approach: Stop Assess and Plan (SAP)

This manual uses the new Stop Assess and Plan (SAP) protocol to reduce the risk of injuries and accidents on the rescue scene. When the team is confronted with serious incidents the SAP sections of this manual provide a step-by-step approach for assessment and planning that SAR-trained coxswains and captains will use to detail the scene and assign duties to the crew before commencing action.

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. These sections encourage the crews to pre-determine and practice their language prior to the operations. The commands and signals sections enable the new crewmember to become familiar with the new terms and their meanings. Scripted examples give the reader a live example to put the terminology in context and helps them to understand the responses and procedures connected to these commands.

ON WATCH, Positions and Duties

When a rescue vessel transits to an area, sets up and prepares for a mission and then commences a search or rescue action plan the crew must perform some common tasks that are universal to all CCGA vessels. This manual is the first to specifically define the roles of the captain/coxswain and 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.

As the vessel transits or navigates to the scene, certain roles and responsibilities are normally designated for the safe operation of the vessel. One crew will be on Radio Watch and one on Navigation Watch; each will know their responsibilities as well as looking out for specific hazards.

Each job on the vessel is described in detail allowing the new crewmember to anticipate the actions that will be needed.

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.

**Compiled by Tyler Brand
Marine SAR Programs Pacific**

Legacies

Leaving a legacy is a great way to continue supporting the CCGA(Pacific). If you are contemplating drafting a will, a bequest to the CCGA(Pacific) is a simple inclusion to consider.

For more information, please visit our website at <http://www.ccgpa-pacific.org/t-donate.html>

ANSWERING THE CALL....



TITAN  BOATS

A division of

Carswell Industries Ltd. #110 - 2031 Malaview Avenue W. Sidney, BC. V8L-5X6
Tel: (250) 656-3153 Fax: (250) 656-3157 Webpage: www.titanboats.com

Comox Unit Aids in Kayaker Rescue

On August 5, 2001 members of the Canadian Coast Guard Auxiliary Unit 60 (Comox) were paged out to assist 442 Squadron from Comox Air Base. Winds were SE 20+ in overcast, rainy conditions. Three persons were reported as being taken aboard a 30-foot sailboat while attempting to leave Tree (Sandy) Island when the winds increased, causing one of their three kayaks to overturn three times. Coxswain Roger Wishart and crew James MacCormack and Fred Maniak



The *Bruce Brown II* makes a beach approach.

arrived at Tree Island, locating the anchored sailboat near the 442 Squadron Labrador Helicopter that had landed on the northern end of the island. SARTECHs were unable to safely approach the three casualties on board the vessel. The *Bruce Brown II* approached alongside the sailboat and transferred the three persons onboard to the covered protection of our cabin below and ensured they had warm blankets to cover themselves. The *Bruce Brown II* then made a shallow water approach in the lee of Tree Island and picked up two SARTECHs from the beach. After the medical assessment by the SARTECHs, it was decided that transporting the casualties to Union Bay via the *Bruce Brown II* was the warmest solution to the kayakers' dilemma. The *Bruce Brown II* returned the SARTECHs to the beach at Tree Island, then departed for Union Bay. All

three kayakers were found to be recovering well from their cold exposure and were returned to their parked vehicle at Union Bay.

Roger Wishart, Unit Leader
CCGA(Pacific) Unit 60 - Comox

**MODEL 733 OB: THE SAR PLATFORM
OF CHOICE WORLDWIDE - OVER 500
UNITS DELIVERED.**



**Zodiac Hurricane
Technologies Inc.**
7830 Vantage Way
Delta, BC V4G 1A7
Ph: (604) 940-2999
sales@zodiac.ca

Visit our website: www.zodiac.ca

Microsoft makes discount software available to non-profit groups

On July 17, Microsoft Canada unveiled its Charity Open License Program. This program, which was previously known as the Charitable Organization Not for Resale Program, can be accessed by CCGA(Pacific) units interested in purchasing software for unit activities.

On their website, Microsoft maintains a list of applications, systems, and servers available to Canadian Charitable Organizations. This list usually includes very useful programs, such as Word, Excel, and Access.

Any unit with a society can purchase software at a discounted rate through the program. Any units that do not have societies can contact the CCGA(Pacific) head office for assistance on purchasing software through the CCGA(Pacific).

For more information on this program, please visit the Microsoft website at:
<http://www.microsoft.com/Canada/smallbiz/openlicense/charity/content.asp>

New Faces

Genevieve Crane

Genevieve Crane joins the CCGA(Pacific) as a co-op student for the fall season. Genevieve is a fourth year Commerce student at the University of Victoria, where she specializes in entrepreneurship, marketing, and human resources. Her duties with the CCGA(Pacific) will include developing and maintaining our volunteer and fundraising databases, assisting in the organization of the AGM, and working on our marketing campaigns.

Genevieve is no stranger to the ocean. She hails from the small coastal fishing village of Ucluelet and has a profound love for the water: "I am very happy that I have been able to pursue both work and school in Victoria," says Genevieve. "It is a city with a strong connection to the sea."

Genevieve has previously worked in a number of capacities: accounting, youth employment program supervisor, and day camp manager. She has also been an active community volunteer for many years. She is pleased to be working for such a vital non-profit organization as the CCGA(Pacific) and looks forward to helping the CCGA(Pacific) in their fundraising efforts.



Unit 27 (Nanaimo) participated in the Nanaimo Fire Fair on September 15th. Members of the unit were present, along with their units' display (pictured above).

In Memory

The CCGA(Pacific) recently lost two of its long-time members, John McLean and Bill Trowell, Sr. They are remembered here by fellow auxiliary members and family.

John McLean

John McLean of Unit 59 (Bowser) passed away on September 7, 2001 in St. Joseph's Comox. For those who did not know John, he was a life member of the CMRA/CCGA and saw our organization from its infancy to what it is today. His contributions over 23 years epitomize the spirit of the volunteers in our organization.

John was born in 1914 in Point Grey, Vancouver. He married Doreen in 1941 and served with the Royal Canadian Air Force as a Flight Engineer in Coastal Command from Coal Harbour, Vancouver Island. John worked after the war with the VLA in Courtenay until his retirement in 1977.

John was involved in SAR and communications through his involvement in Civil Defense and was known to travel the coast with 442 squadron. In 1972 neighbors of the McLean family were lost at sea and in response John and Doreen joined the Canadian Coast Guard's, Coast Watcher Program.

In 1975 John joined the District Civil Defense to assist in communications and SAR in the Qualicum area. In 1976 he was involved in the Pilot Project of the CMRA and his was the second unit formed behind Richmond. In 1978 the Canadian Marine Rescue Auxiliary was formed and John signed the charter and incorporation to bring our organization into being.

During the 1980s John helped establish the units in French Creek and Comox. In 1980 the CMRA vessel *Sea Mac* was brought online for SAR in Unit 59. In 1982 the *Arluk* was placed into service and continues on the CMRA/CCGA tradition of volunteers saving lives at sea, with Chris McLean at the helm today.

John McLean served as Unit 59 Leader in Deep Bay/ Bowser until 2000 when the torch was passed to his son Chris. A third generation of the McLean family has joined the CCGA: Chris' son Angus is a junior member and is active in CCGA activities with Unit 59, truly a McLean family tradition.

John was awarded an Honorary Life Membership in June 1983, a Service Recognition from SAR Station Parksville in 1988 and 20 years service with the CCGA/CMRA in 1999. John was awarded a commendation from the Rescue Coordination Centre in 1996. Throughout this time Doreen played a valuable role in support of the CCGA/CMRA.

John reached out and has made an indelible mark on our organization, along the way saving lives, supporting and contributing to his community; for this we are truly fortunate to have been a part of his life. Friends and family remembered John's life at a Memorial in Qualicum Beach September 17, 2001. We mourn his loss and will miss him dearly.

Allan Hughes

Director, Zone 5/Dep. SAR, Canadian Coast Guard Auxiliary (Pacific)



Three generations of CCGA(Pacific) members: Doreen, John, Angus, and Chris McLean

Bill Trowell, Sr.

The recent passing of Bill Trowell Sr, leader of CCGA(Pacific) Unit 73 Inverness, came as a shock to all who knew and worked with him. Bill was a vibrant and enthusiastic member of the Prince Rupert marine community since he arrived in Canada from England in 1974.

On behalf of all members of the Canadian Coast Guard Auxiliary our condolences go out to his family and friends during this sad occasion.

I knew Bill Trowell Sr. for some 27 years, initially during the mid-70s when Bill, myself and eight other Prince Rupert community members set the wheels in motion to bring the first marine rescue organization to the area under the name of Prince Rupert Rescue 15. Bill and Rescue 15 joined the Auxiliary at the start when it was CMRA during the late 70s and became part of Unit 64 at that time. Two years ago Rescue 15 gained their own unit identity by joining forces with Unit #73 which was on the verge of collapse.

Recently members of CCGA(Pacific) Unit 73 Inverness/Rescue 15 have elected the following members who I am sure will continue to conduct business as Bill Trowell Sr had done during his tireless years of marine search and rescue volunteer service.

Unit Leader:	William Trowell Jr.
Deputy Unit Leader:	Bruce Tessier
Training Officer:	Edward Trowell
Boating Safety Officer:	Talon Gillis
Admin. Officer:	Derry Bott

On behalf of our CCGA(Pacific) President Frank Hudson and also as a friend I attended the Church service, the spreading of Bill's ashes in Butzy Rapids, and the wake in Prince Rupert.

Our condolences and thanks go to Bill's wife Barbara Trowell and to the Trowell family for their strength and organization during this sad occasion. Thank-yous for participation go to the members of CCGA(Pacific) Unit 73 Inverness, CCGA(Pacific) Unit 64 Prince Rupert, Captain Eddie Kavanagh and crew of the CCG Vessel *Point Henry* for being there with your vessels, the piper in full dress, the good Reverend of the Prince Rupert Anglican Church and to all friends who made this sad occasion so meaningful to each of us.

I know that Bill would have been very pleased and happy with this.

Malcolm Dunderdale
Vice-President, Canadian Coast Guard Auxiliary (Pacific)

Esprit de Corps

For as long as I can remember I have been a part of Rescue 15 and it has been a part of me.

Back in 1974 when my family first moved to Canada, my father helped build Rescue 15. Over the years his dedication and pride in the group rubbed off onto my entire family. In 1982 I officially joined the ranks of the members. Even though my jobs were cleaning the boats and equipment, I was proud to be a part of the group and its history.

I went on within Rescue 15 to become a ground pounder for land SAR and a crew member with the Coast Guard Auxiliary. Today I am the SAR Chief of Rescue 15/Unit Leader & Coxswain for my CCGA unit, and I am as proud as ever to be a part of Rescue 15.

I would like to say a word of thanks to my father, for without his interest in SAR, neither my brother nor I would have ever been blessed with the enjoyment and pride that goes with being a member of the Coast Guard Auxiliary & Rescue 15.

The above article was written by me back in April 2000; I have submitted it to the Dolphin as extending a final thank you to my father for giving me this gift of being in Search & Rescue.

Addendum:

On August 10th 2001 at 1103hrs, I received a call from the RCMP informing me that my father had an accident at his house. I raced over to find him on the front lawn with B.C. Ambulance & P.R. Fire/Rescue working on him; also at the house were three RCMP officers. I would like to send my deepest thanks to those Emergency Services personnel for their efforts, and a great thank you to the RCMP for comforting my mother before Edward or myself could get to the house. My sincere thanks go out to all those Auxiliary members and Coast Guard Personnel that wrote to my family or sent emails of support.

Will Trowell, Jr., Unit Leader
CCGA(Pacific) Unit 73 - Inverness



LANDMARKS

Congratulations to the following members who will be receiving their ten-year pin from the CCGA(Pacific) this year:

Unit 1 (Howe Sound)

Linda Coules
Beverly White

Unit 35 (Victoria)

Amanda Gray
Cherrie Streigh

Unit 48 (Bella Bella)

Harry Innes

Unit 60 (Comox)

Allan Hughes

Unit 2 (Indian Arm)

Robin Overbye
Jimmy Watt
Jay Willoughby

Unit 36 (Saanich)

Cari Manz

Unit 50 (Port McNeill)

Robert Butler

Unit 63 (Kitimat)

Adolfo Pereira

Unit 7 (Richmond)

Helen Hing

Unit 39 (Port Alberni)

David Taberner

Unit 53 (Bamfield)

Steve Oakes

Unit 67 (Stewart)

Donald Nelson
Lorraine Nelson

Unit 8 (Delta)

Penny Hill-Calam

Unit 43 (Port Alice)

William Cliff
Mark Lucas

Unit 55 (Powell River)

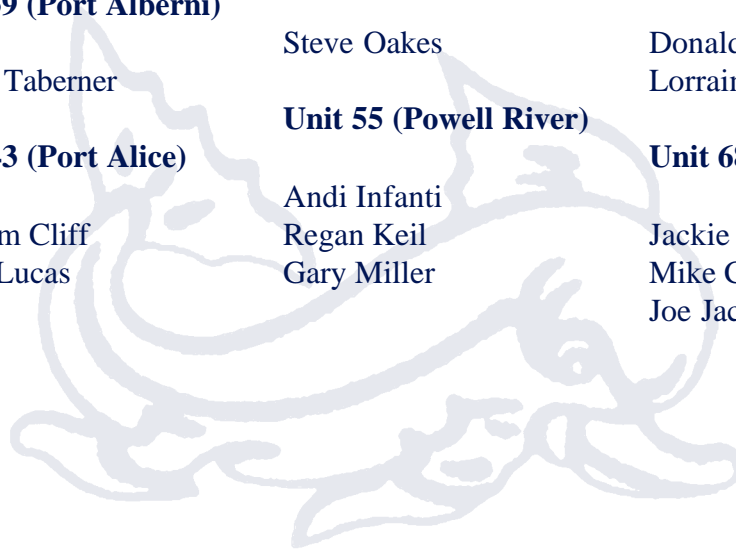
Andi Infanti
Regan Keil
Gary Miller

Unit 68 (Ocean Falls)

Jackie Crocker
Mike Crocker
Joe Jackson

Unit 29 (Ladysmith)

Bruce Wilson



Congratulations also go out to the following members who will be receiving their five-year pin from the CCGA(Pacific) this year:

Unit 2 (Indian Arm)

David Gobeil

Elizabeth Deas-Dawlish
Dave Gordon
James Grimston
Ron Jupp

John Spencer-Nairn
Robert Wood

Unit 8 (Delta)

Vincenzo Fratino
Carl Neibel
Garry Stenersen
Ted Thorstenson

Unit 4 (Vancouver)

Christopher Deas-Dawlish

Mike Michalson
Mike Neilson
Ron Snelgrove
Edwin Sorensen

Unit 7 (Richmond)

Don Loopeker

CCGA(PACIFIC)



Unit 9 (Okanagan)

Gerald Campbell
Richard Coleman
Fred Hrebik
John Magee
Denis Percival
Jim Wilson

Unit 12 (Halfmoon Bay)

Bob McKee

Unit 14 (Gibsons)

Wayne Larocque

Unit 25 (Gulf Islands)

Dan Harvey
Ian Mott
Brian Wolfe-Milner

Unit 26 (Cowichan Bay)

Adrian Southern
Roger Southern
Michael Stone
Michael Tansley

Unit 29 (Ladysmith)

Don Hall
Owen Popplestone

Unit 33 (Oak Bay)

MacKenzie Moseley

Unit 34 (Mill Bay)

Luke Baker
Mike Baker
Karen Coward
Michael Coward
Sarah Milne
Stephen Titus

Unit 35 (Victoria)

Kendra Houghton
Sarah Joannis
Todd Polvi
Eric Tolonen
Maureen Woodward

Unit 36 (Saanich)

Nancy Prockiwi

Unit 37 (Sooke)

Charles Robertson
Jay Young

Unit 38 (Long Beach)

Shawn England

Unit 45 (Masset)

Sidney Bond
Laura Bonnor
Michael Bonnor

Unit 53 (Bamfield)

Elizabeth Hicks

Krista Stogryn

Unit 54 (Campbell River)

Alan Meadows

Unit 55 (Powell River)

Kule Mackenzie

Unit 59 (Bowser)

John Powell

Unit 60 (Comox)

Brian Cameron

Unit 61 (Pender Harbour)

Raymond Bunt
Jack Dennis
Donald McDougall

Unit 65 (Port Simpson)

Reuben Dennis
Lenard Price
Darrin Tait
Keith Wesley
Peter Wesley

Unit 68 (Ocean Falls)

Russ Jackson

Unit 73 (Inverness)

Kim Bourgeois

Francois Ferland
Michael Ringer

Unit 74 (Kitkatla)

Roberta Barker
Merle Brown
Vincent Davis
Jennifer Faithful
Edgar George
Ernest Hill
Wesley Hill
Charles Hyzims
Trevor Hyzims
Erwin Innes
Keith Innes
Lewis Innes
Dion Jackson
Verne Jackson
Joanne Lewis
Magnus Lewis, Jr.
Russell Lewis
Samuel Lewis
Ken Marshall
David Mason
John McKay
Theodore Nelson
Erwin Robinson
Everett Robinson
Everett Robinson, Jr.
Isaac Rush
Bill Spencer
Bertha Tolmie
Ritchie Tolmie
Randy Vicker
Barry Vickers
Neil Vickers

Executive Officer's Visit to RNLI a Resounding Success

During a recent holiday in France, I combined my vacation with a fact-finding mission by visiting the head office of the Royal National Lifeboat Institution in Poole, England.

The RNLI is one of the world's oldest and most respected non-profit marine rescue organizations. It was established in 1824 and over the years it has grown into an organization of 312 lifeboat stations, 423 vessels, 5,000 volunteers, 900 paid staff, and an annual budget of 100 million pounds.

I began my trip by attending an open house at the Poole Lifeboat Station. The Poole unit demonstrated rescue scenarios in the harbour, including overturned kayaks and canoes, and boat fires. They also set up displays of knot tying, rescue and first aid equipment, and merchandise for sale. I would estimate that several hundred people attended this event, creating a great deal of positive publicity for the unit.



A member of the RNLI fleet, stationed in Poole, England.

The next day, I met with representatives from the RNLI's head office, as well as members of the International Lifeboat Federation, which is currently establishing itself as the World Organization representing Marine Search and Rescue. Through these meetings I learned a great deal of valuable information about the fundraising, operations, public relations, and boating safety programs of the RNLI. I was also introduced to the newly launched Beach Rescue program, which is a new direction for the organization involving beach safety; sort of a *'Baywatch'* of the north.

Later in the day, I met with the Operations Manager, whose major task is to ensure that their fleet is operational 100% of the time. They attempt to have vessels repaired and back in service within 24 hours. They have a relief fleet of vessels on standby at all times.

Currently, they are setting up a closed system of pagers, which will give them the ability to support and monitor each station's callouts. In a related department, Services Information, I learned more about the interactions between units and their rescue centre, including the extensive statistics compiled on all causes of service. This allows each station to acquire the correct training to respond to the types of incidents in their area. According to these statistics, half of all of their incidents are pleasure craft related and the overall cause of service is engine failure. The RNLI has now launched the Year of the Engine boating safety program.



The RNLI promotes boating safety throughout Great Britain with numerous different projects. Pictured left is one of their boating safety posters, and below is two of their small boating safety trailers, which are stationed throughout the nation.



My final day in England was spent at the RNLI's Inshore Lifeboat Centre on the Isle of Wight. All of the RNLI's RHIB boats are manufactured at this plant. They also modify their outboards to be inversion proof, which would allow any engine that has been submerged to restart at the push of a button. Scientific testing of several new prototype RHIBs was underway at both facilities.

I learned a great deal of valuable information at the RNLI. I am very excited about sharing this information with all of our members, and implementing some of their systems within our own organization. We have a goal!!

Stan Warlow
Executive Officer, CCGA(Pacific)

Coxswain Profile

Greg Miller: Unit Leader, Unit 6 Richmond North

Greg Miller is the Unit Leader of Unit 6, Richmond North. Greg joined his unit six years ago, became a coxswain three years ago, and became Unit Leader last February.

Recently, I met with Greg, and we talked about his experiences in the CCGA(Pacific), the changes he has seen take place over the last few years, and the direction he would like to see the organization take:

Tell me a bit about your unit (Unit 6, Richmond North) and the work you do.



Unit 6 has approximately 32 members, and about eight of those members are active coxswains. Our members possess a wide range of skills, and every Thursday night we meet and share these skills with each other. We also do a few hours of on-water training on the weekends in the summer.

Our unit is also very involved in boating safety education. We have lots of Courtesy Exam inspectors, and we often set up displays at yacht clubs and boat launches.

How did you get started in the CCGA(Pacific)?

I grew up on the coast in a boating family, so I had that background before I had even heard of the auxiliary. Actually, it was my brother who first heard about the group. He was doing some research on firefighting and police work, and he came across the auxiliary. My brother joined right away, but I held out because at that time auxiliary members had to buy their own equipment, so it was quite an expensive endeavor. After

about a year, my brother decided to do some traveling, so I borrowed his gear and took over from him.

You have been Unit Leader for a relatively short period of time (seven months). Do you enjoy this leadership role?

I do enjoy it, but it takes lots of time. It has been a struggle for me to find enough time, but fortunately my unit provides me with a great deal of support. Most of our members are fairly experienced and don't need the day-to-day direction, so basically I just deal with paperwork and special projects.

At first I thought my age might be a bit of a problem since I'm one of the younger members, but everybody has been really helpful.

What was your most memorable SAR experience?

Two summers ago our unit was helping out with Vancouver's Symphony of Fire, and about 20 minutes before the fireworks started, a pleasure craft drove right between a tug and a barge and capsized. Our unit was the second resource on the scene, right after the Coast Guard's *Osprey 1*, which was being manned by auxiliary members. It was my first night as coxswain, and it was probably one of the biggest incidents our unit has been involved in, so it was quite memorable for me. It was a tragic event because four people died,

but at the same time it was a real confidence booster for me since we were able to work so effectively with other auxiliarists and the Coast Guard and ultimately save nine people. It was reassuring to see how well our members and other unit members were able to communicate with each other.

What was your most frustrating SAR experience?

They can all be frustrating!

One summer, we got a call for a MOB somewhere between Tsawwassen and Duke Point. A passenger had either fallen or jumped overboard during a ferry trip, but this wasn't discovered until the ferry docked and her car was left onboard. We had to search this huge area in total darkness, knowing that probably our only chance of finding anyone was to run into a body. We started looking at 11 pm and weren't stood down until about 7:30 the next morning, which for most of us was a workday.

As you know, the CCGA(Pacific) has changed a great deal over the last five or ten years. How would you as a Unit Leader like to see the CCGA(Pacific) develop and grow over the next few years?

I think that over the past few years our unit has really changed from being Unit 6 oriented to CCGA oriented, and I would like to see this continue. Our unit really works at fundraising, and when we have enough money for our present needs we keep working at it so that we can help out other units.

I would also like to see boating safety programs continue and grow. It's great to help in incidents, but when we get fewer calls, it means the boating safety programs are working.

I think that one of the most effective programs we have right now is the McDonalds program. We are able to get the boating safety message across to families, and especially kids.

Do you have any advice for other units interested in growing?

From my experiences, I would suggest getting involved with other units around you for training exercises, etc. It's important that units in a zone can learn to communicate effectively so that trust exists during a multi-unit incident.

I would also emphasize the importance of ongoing fundraising. We started with everything from hot dog sales to car washes, and now we're applying for money from foundations, the BC Gaming Commission, and individuals through direct mail campaigns. If you do get money from an organization, it's crucial to keep contact going with them, because once you lose contact it could be lost for good.

I also think it's important that all units keep up a professional appearance and really emphasize that they are members of the auxiliary. We had a situation where we towed a boater, and he had already heard good things about another one of our units, so he made a donation to the organization. When we work to help each other, we can really accomplish our goals.

-interview by Tanis Toope



Last year, Greg's team won the SAR 2000 National Champion Trophy at SARScene in Laval, Quebec. Let's hope for a repeat from this year's team!

This year's SAR event is being hosted by the CCGA(Pacific) in Vancouver.

Come out to the Kitsilano Coast Guard Base on October 20 and support the CCGA(Pacific) in our bid to remain national champions.

Coast Guard News

The following is an excerpt from a letter drafted to Commercial Assist Operators by John Palliser, Superintendent, Marine Search and Rescue, as it pertains to CCGA(Pacific) members:

JRCC will be ensuring that responding Commercial Assistance Vessels and Operators are both suitable and appropriate to the task.

The National SAR Manual states that if the conditions for distress or potential distress are not present, and suitable Commercial Assistance is available, that SAR units will not engage in towing.

JRCC's Standard Operating Procedures state that where the capability of a Commercial operator is not known, that JRCC should take whatever action is required to ensure safety of life, including having a CCG or CCGA resource attend and standby until the operator's competency is known.

SAR resources may be tasked in addition to commercial vessels in cases where JRCC has concerns for the vessel's safety which could be affected by: experience of the distressed vessel's operator, number of people on board (and age), current and forecast weather, incident location, knowledge (or lack) of responding vessels, eta of responding vessels. Where there is any doubt, JRCC will err on the side of safety and will still task a SAR resource to attend.

If a CCG/CCGA vessel does end up taking a vessel in tow in non-distress situations, the following policy applies:

When a Coast Guard unit has a disabled vessel under tow and assistance from the private sector arrives on-scene, the Commanding Officer shall hand over the tow to the private vessel provided he is of the opinion that:

- a) the assistance offered is adequate; and
- b) the tow can be transferred without increasing the risk and will not result in undue hardship to the towed vessel.

It should be noted that the decision in this case is left to the Commanding Officer of the CCG Vessel. JRCC will not direct CCG units to "hand over" a tow. Prior to proceeding to the scene where it is known that a CCG vessel has another vessel in tow it is recommended that commercial vessels should establish contact with the CCG vessel as soon as possible.

In all cases of distress and potential distress the JRCC will task where appropriate a SAR resource regardless of whether commercial assistance has responded or not.

The JRCC, MCTS or CCG vessels on scene will not act as mediators between commercial assistance operators during an incident.

Where vessels refuse commercial assistance and no suitable vessel of opportunity can be found, the incident may come to a point where CCG must respond in order not to compromise safety. This being the case a CCG or CCGA resource may either tow the vessel to the nearest safe haven or remove the people on board the vessel to safety, depending on the situation.

There will be occasions when CCG or CCGA vessels are either immediately on scene or very close when an incident begins. At times all that may be required to resolve a situation will take less than a few minutes of very low risk activity by the CCG/CCGA resource to resolve a situation or prevent it from getting worse. In such cases it would be difficult for a CCG or CCGA vessel to justify standing by a vessel and allowing a situation to worsen while awaiting the arrival of a commercial resource.

Director Report

Zone 1

Now that our busy summer is behind us we are preparing for what rain and wind and storms are about to descend on us. I would like to take this opportunity to thank the several hundred volunteers in Zone 1 for all of their efforts. In the last six months we have seen hundreds of courtesy exams completed. This represents many hundreds of hours of both organising and completing the exams. We have a terrific number of dedicated members in Zone 1, both within the three dedicated boating safety units, and within the remaining SAR units. They continue to set the highest standard with regard to courtesy exams, boating safety demonstrations, and public awareness activities.

The many members that participate in the SAR program have had a very busy summer.

With their relatively new equipment and their excellent working relation with the local CCG units and the high number of calls and excellent performance, I am sure they will continue to demonstrate that trained volunteers are a terrific SAR resource.

Particularly I would like to recognise the work of the unit leaders and societies within this zone. Their hard work has seen every fast response boat in the zone replaced within the last five years, new equipment which all of our volunteers deserve.

I would also like to recognise the hard work of the SAR 2001 Competition Group that have worked tirelessly to make sure that Pacific region puts on a great show.

Bruce Falkins
Director, Zone 1

Contest

Name the Saanich dory and win a SAR 2001 t-shirt!!

Unit 36 recently 'sold' the former Brentwood Dory to the CCGA(Pacific) (see page 20 for more details) and now it needs a new name.

Contact us at Dolphin@pac.dfo-mpo.gc.ca with your name ideas. The person that submits the name that is chosen will win a fabulous SAR 2001 t-shirt!

The entry deadline is December 1, 2001. Enter as many times as you like!



Director Report

SAR/Operations

From all accounts it has been a SAFE and busy summer. Evidence of just how busy you have been follows below!



Zone	Incidents	Person Hours
1	141	999
2	5	11
3	136	920
5	55	250
6	86	570
7	32	364
8	56	315

Note: Due to the commercial nature of the traffic in Zones 2 and 4, not all statistics were available at the time this graph was made.

Since April 1, 2001 - CCGA(Pacific) Dedicated Response Vessels, Owner Operators and CCG vessels with CCGA crewmembers aboard have responded to over 506* incidents. While this number may seem impressive, it pales in comparison to the staggering number of hours contributed by our members during the course of these incidents - over 3,427 person-hours (the equivalent of one person working 40 hours per week for more than 85 weeks!). Those 506 incidents were handled by 31 different units using 47 different boats, and involved 482 of our members! What we all know is that the time spent on-water performing SAR is actually a small portion of the amount of time put in by our members in total. This doesn't include time spent doing Boating Safety Displays, Courtesy Checks, Training (on-water and classroom), Special Events, maintenance, administration and fundraising or the countless hours put into events such as the AGM or the International SAR competition.

A note about Special Events: So far this year, 21 different units have made requests for a total of 86 events, with authorizations for 150 hours of SE time (another 4 events are still pending). The average Special Event request has been for 3.4 hours (including 4 requests for more than 12 hours, and one for 24 hours). The average Special Event Authorization so far has been 1.8 hours.

Other significant developments:

The CCGA(Pacific)'s fleet has expanded again. Unit 36 has "sold" CCGA(Pacific) the former *Brentwood Dory*. Preparations are now underway to put the 18' Musling into service in the New Westminster area of the Fraser River.

Pager upgrade: The rumours are true! Very shortly those units using Pagenet pagers will be receiving new pagers. We are hoping that the updated technology will improve reliability. That said, if and whenever you have any pager trouble whatsoever, please ensure that someone from your unit contacts me with the details of the problem.

SAR reports: The newly revised SAR Mission Reports and guide are now available on the website. Please make the switch as soon as possible, and let us know if you have any trouble with them.



And the nagging section follows:

Units are reminded that when a member of their crew suffers an injury, regardless of how minor it seems at the time, that JRCC should be notified at the time the injury has occurred, and that an injury claim should be filed with the office as soon as practical.

Injuries to vessels are handled the same way. Please notify the office immediately (if it's going to keep the unit offline, please also contact me) and follow it up with: damage claim (& estimate), copy of the exercise/SAR report, copy of the log book entries, hull damage pictorial (photographs would be nice as well) and any other useful information. Be aware that until the damage claim has been received and forwarded to the insurer, that costs incurred may not be covered, and repairs undertaken before authorization has been received may also not be covered (repairs beyond what is necessary for an estimate may NOT be started until authorized to do so). If you have any questions, or are in doubt, don't hesitate to contact me.

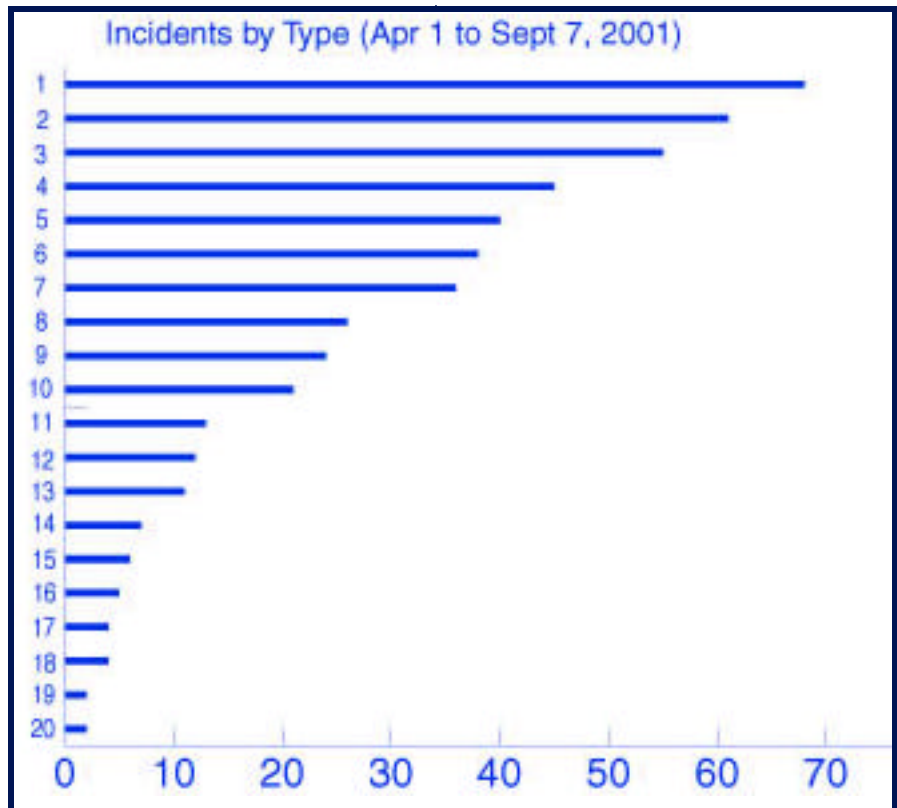
Contacting JRCC: Please do NOT contact JRCC with questions regarding tasking issues. Please compile the details of the incident, and forward them to me for discussion with JRCC. Even though there may not be an incident going on where you are, the controllers may still be very busy (especially in the summer months). Also, remember that JRCC is now keeping a log of units going offline. Please remember to contact them not only when you go offline, but when you go back online as well!

The resource book: The project is now about 60% complete; the majority of the work to still be done is in the North Island and Central Coast. Those units that haven't provided the necessary information are requested to please do so at the earliest opportunity. Once completed, this book will be the reference for CCGA(Pacific) vessels on this coast. It is entirely possible that if your units' vessels aren't in the book, that the controllers may believe that your vessels are not available and they may not be tasked!

Thanks to all of you who are doing such an outstanding job and keep up the good work!

Ryan Woodward
Director of SAR/Operations

*All statistics are based on the incident reports received by the office as of Sept 7, 2001. If the reports weren't submitted to the office, they haven't been included! If you believe that an error exists, please contact me.



Incidents by Type:

1. Mechanical	68
2. Other	61
3. Grounded	55
4. Disabled	45
5. Adrift (no POB)	40
6. Overdue	38
7. False Alarm	36
8. Man Overboard	26
9. Capsized	24
10. Unknown	21
11. Medical	13
12. Taking on Water	12
13. Foundered	11
14. Suicide	7
15. Fire	6
16. Disoriented	5
17. Collision	4
18. Swimmer	4
19. Aircraft	2
20. Diving	2

Unit Updates

Thank You

This letter was received by the Provincial Office regarding Unit 14:

On behalf of the Coastal Fire Centre, Ministry of Forests, I would like to extend our gratitude for the extraordinary efforts of Captain Steve Sawyer and his crewman Adrian White, on July 26, 2001.

A member of the public reported a wildfire at McNabb Creek near Port Mellon to Captain Sawyer who immediately responded to the location. Citizens on site of the fire were unable to control the blaze and they required immediate assistance. Captain Sawyer and Adrian White took action with pump and hose on the wildfire successfully extinguishing the blaze.

Due to nightfall and the location of the fire, a Coastal Fire Centre initial attack crew was unable to gain access to the fire site until the following morning. When they did arrive, they reported that the fire had been completely extinguished by the crew of the MV *The Pearkes*.

It is not an overstatement to say that your crew 'saved the day'. Again, our thanks to the captain and crew of the MV *The Pearkes*!

Yours truly,

Pat Hayes
Fire Control Officer
Coastal Fire Centre

Unit 12—Halfmoon Bay

As fall approaches the Unit's attention will once again focus on training. By the end of September I hope to have a training programme in place that will carry us through to next June. The Unit's second priority is recruitment; we need to fill some holes in the ranks.

This summer Unit 12 has handled its share of incidents and the only real problem we've experienced has been the pagers. We understand the problem is being addressed by Ryan and we appreciate the initiative on his part to have the pagers replaced.

Thanks to the Board for continued good work.

Graeme Stewart
CCGA(Pacific) Unit Leader, Unit 12

Unit 14—Gibsons

This summer, we acted in a number of ways that enhanced our profile in the Community. Here are a few samples:

Steve and Gary did an educational session with a classroom of kids at Davis Bay Elementary School. It was called, "Ten Ways not to Drown this Summer." They did an hour or so of lecture and Q & A at the school and then took a donated school bus and driver to bring the kids down to Gibsons Wharf, where they all donned life jackets and boarded the *Pearkes*, and we escorted them back. They loved it. It is a great community-builder, the kids learned a lot, and I'd recommend it to the other units for next spring and summer.

On the *Pearkes*, Steve, his kids, and Adrian White (his crew person on the *Pearkes*) helped put out a forest fire. They happened upon a group who were fighting a fire that went up the side of a mountain. The *Pearkes* was able to pump water up higher than the bucket brigade was able to reach, so they did some really good work there! As a result, we will be doing a firefighting training session this fall.

In terms of calls we had a couple of really important ones, and a lot of false alarms:

On the May long weekend we were called out to Gambier Island, where a small boat had been swamped by a wave that had smashed its windscreen and tossed its lines overboard, fouling their props. The boat was in fairly heavy seas, and without power. We took the vessel under tow and took it to a safe harbour on Gambier. Once there, we found that its occupants had been coming from Gibsons, where they had just bought and installed a marine radio. As it happened, the new radio saved their lives.

A very inexperienced pair of kayakers ignored the advice that they should stay close to shore and one of them fell out in the middle of Shoal Channel. He couldn't get back in, and we were called out. We got him into our boat and covered him in blankets - he was on the edge of hypothermia. We dropped them off at another dock and they got to their car. Steve spoke to the guy who rents the kayaks but he didn't get very far. There was an educational piece in the paper a week later about the dangers of inexperienced kayakers out in our waters.

Shelia Flynn
CCGA(Pacific) Deputy Unit Leader, Unit 14

Marine Rescue Hoax -Did It Cost A Life?

“Mayday, Mayday, I’m taking on water!”

Marine Rescue Centre received the call on a September evening just as it was getting dark. The Coast Guard cutter *Skua* from Salt Spring, the Coast Guard hovercraft from the Mainland, the Coast Guard fast response craft out of Ganges, crewed by auxiliary members, and auxiliary vessels from Mill Bay, Ladysmith, and Galiano were thrown into the search.

We all converged on the distress area and covered it like a tent. Search lights carefully probed the seas and shorelines, weaving back and forth.

Word came that someone had witnessed a group of young people on the government wharf that had a portable radio and a boat that matched the description of the distress vessel. *Skua* went in to investigate. It found the boat, identical to what we were looking for, but no people. To be doubly sure, we continued to examine areas not yet covered until certain that the scene had been completely searched. Nothing was found. Not being able to give any more details over the air, the Coast Guard stood us down. We turned into the black night, heading for home, wondering whether this was a hoax or for real.

There was nothing in the news the next day. No missing persons, no missing boat, no debris, nothing. There is little doubt this was a hoax, initiated by someone having a bit of ‘fun’ with a marine radio. But this prank may have cost someone their life.

The grave danger in a prank like this is that while all these rescue vessels are searching in a concentrated area in a futile effort, a real emergency occurs elsewhere; and that is exactly what happened. The hovercraft from Richmond, over here in the Gulf Islands responding to this hoax, was called to dash back across Georgia Strait to a real emergency on the Mainland side. It was a true ‘Mayday’ - a person in the water.

I do not know the final outcome of that incident, so a life may or may not have been lost. But while we were monitoring the radio traffic until 11:30 that night, I did not hear that the person had been rescued. Had the hovercraft been on station on the Mainland side, could it have saved a life? Who knows? But we DO know that it could have been on the scene a half-hour sooner. And we do know that an extra half-hour in the water at night in September can mean the difference between life and death.

That is the worst scenario in a hoax like this. In addition to that, while a person is ‘playing’ on the radio, they could be blocking the transmission of a legitimate distress call, and responses from Rescue Centre and other vessels.

If caught, the perpetrators of this hoax could be jailed for up to one year and fined up to \$5,000.

Please remind everybody, adults and young people alike, to respect the marine radio and especially the emergency and Coast Guard channels. Keep channel 16 clear - we need it to save lives.

Ken G. Morissette
CCGA(Pacific) Unit 25

Unit 7 Rescues Wayward Dog

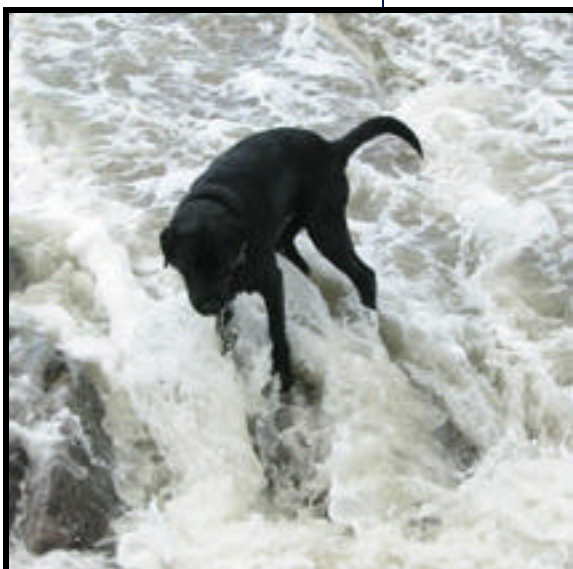
While on my day off, I was listening to my portable and heard an all-stations call from Victoria CGRadio. The station had received a report of a black lab that was being washed down stream in the South Arm of the Fraser River. Any mariners able to assist or provide further assistance were asked to contact the station.

The tide was at full ebb, and knowing black labs and their love of the water, I figured we should go and give them a hand. I called the Duty Coxswain Jim Toogood and advised him of the situation. He suggested that I call RCC, and that he and Helen Hing would meet me at the boat.

I called RCC and told the Marine Controller that Aux 7 was ready to assist the owners of the black lab. He told me that RCC had just paged us, and that the dog could be heard barking and was in the middle of the channel.

The boat was ready in under 12 minutes and on scene in another 10 minutes. Traffic advised us that the dog was last seen on Shady Island (also known as Steveston Island), a large sand bar grown over and covered with poplar trees.

I decided to go ashore and call for the dog, not knowing what to call her. I figured my Fox40 whistle just might do the trick. After spending 20 minutes following tracks up the beach it appeared that the lab decided to go inland into the bush. While calling and trying to get her attention with the whistle she popped out and took a look at this big guy in his pumpkin suit, sweating profusely. Understandably, she decided to head for safer ground by running the other way!



At this time we had some comms with the local RCMP and were told that the SPCA dog man wanted to talk to us. We sent Aux 7 over to pick up the dog man, and over he came with his long pole and a very serious expression, like he was out to get this escaped canine. I told him I last saw her in the middle of the island heading west.

As we searched for her, I asked him how he would get close enough to her to put his noose around her neck, and he told me that a couple of doggie treats should do the trick. We searched for 45 minutes up and down the island following the dog's tracks, like big game hunters.

It seemed that the dog wasn't to be caught that day (not by the dog man anyway). After comms with VCGRadio and RCC we stood ourselves down, figuring that when she wanted to come home she would swim across the channel to the Steveston side and make her way home or to the pound, whichever came first.

After dropping off the dog man we headed back to the barn and off to town for a well deserved cup of coffee and toast. It wasn't more than 15 minutes later that the pagers went off. It was RCC: the owners of the lab were at the Petro Can, and could see and hear 'Midge' and asked if we would call them. After a brief discussion Jim told them that I would be there in 2 minutes but as I was heading down the docks to the fuel barge, Midge's owners had asked a commercial fisherman to taxi them over to the island to help get the dog. I spoke with the owners, and it was agreed that we would take them out instead, with their other two dogs coming along to help find their missing friend.

In the end, instead of one lab, we ended up taking three dogs and two owners back to the fuel barge, all very happy to be back on the Big Island and heading home.

All in a day's work - the rescue of Midge the wayward black lab. What better way to spend the morning?

Robert Schappert
CCGA(Pacific) Unit 7, Richmond