

DOLPHIN

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

Richmond Units Lead Way for *Nippon Maru*

On July 10th, members of CCGA-P Units 6 (Richmond North) and 7 (Steveston) helped guide the Japanese tall ship *Nippon Maru* into Steveston harbour as a leadoff to August's Tall Ships Festival.

The 371-foot vessel entered Steveston Harbour at approximately 3:30 pm, led by dedicated response vessels from Richmond and Steveston.

The *Nippon Maru* is a second-generation sailing ship taking its name (which means 'Japan') from an earlier vessel. The original vessel was built in 1930 and in a span of 54 years, schooled 11,425 trainees and sailed over 1,830,000 kilometres.



Nippon Maru photo credit: Paul Winskell, Waterfront Productions.

“The *Nippon Maru* is a classic example of a working tall ship, and we are thrilled that she is sailing into Steveston from Japan to give people an idea of the majesty of these vessels. They are truly awe-inspiring,” says Chair of the Richmond Tall Ships Coordinating Committee, Janice Podmore.

The Tall Ships Festival, held August 8th-12th features over 20 ships from around the world, including schooners, square-riggers, brigantines, barques, and sloops. CCGA-P units will provide an on-water as well as an on-land presence at the event. Along with numerous other agencies, the CCGA-P will be involved with waterside SAR and security. The CCGA-P boating safety trailer and Bobbie the Safety Boat will be on display on land, as part of the overall festivities.



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Vol. 12, No. 2

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DOLPHIN

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President's Comments

As in past years, the summer months mean an increase in the number of boaters in BC's coastal waters, and consequently an increase in the number of incidents responded to by the CCGA-P. CCGA-P members have responded to these incidents with their usual dedication and professionalism, and many units have also increased their SAR prevention presence in their communities, spreading the message of boating safety.

A few highlights from the CCGA-P summer schedule follow:

Vessel Dedications

In recent months I travelled to both Deep Bay and Ladner to attend vessel dedication ceremonies. Unit 59 (Deep Bay) christened the *John McLean* in late May, while Unit 8 (Delta) christened the *Spirit of Delta IV* in late July (see pages 27&28 for more information on both dedications). The *John McLean* is the Deep Bay unit's first dedicated response vessel and joins a strong fleet of owner operators, while the *Spirit of Delta IV* replaces the Delta unit's previous dedicated response vessel, the *Spirit of Delta III*.

Congratulations to both units and to all of those involved in the process of getting the vessels into service for the CCGA-P.

New Units

At the June Board of Directors meeting, the creation of two new boating safety units was formalized. One unit will be based in Kamloops, and the other in the Blind Bay area of the Shuswap. Both areas have a very high boating accident occurrence and in both cases the enthusiasm that these potential members displayed was impressive. We welcome these units to the CCGA-P and look forward to working with these new members.

Training

All units should now have copies of the new CCGA-P Competency Based Training Plan, developed by Director of Training Brian Cameron. The goal of this plan is to standardize the training received by members throughout the Pacific Region, and to ensure that each unit is receiving appropriate training based on member experience and geographic needs. In order to accomplish these goals, it is imperative that each unit submits a training plan as requested by Brian. Please ensure that your unit has submitted their plan, or will do so as soon as possible.

Thanks go to Brian for all of his hard work on this project.

AGM 2003

The 24th Annual General Meeting of the CCGA-P will be held on February 20-23, 2003, in the Comox Valley. The organizing committee, composed of members of Unit 60 (Comox) and the unit's supporting society have already started the planning process for what promises to be an exciting and informative event. While the AGM keeps growing as our membership increases, it is important that it can still be held in different communities with an auxiliary presence. Many thanks to the Comox committee for taking on this challenging and rewarding task.



Frank Hudson, President,
CCGA-P

It is not too early to submit award nominations for AGM 2003. If you would like to nominate one of your fellow auxiliary members for an award, please go to the AGM section on the CCGA-P website, or contact the office for a nomination form.

SAR 2002

The Third International Marine Search and Rescue Competition will take place at the United States Coast Guard base in Milwaukee, WI, on October 5, 2002. Twelve teams of auxiliarists from Canada and the United States will compete in SAR planning, an underway SAR exercise, pump operations, a heaving line and/or rescue throw bag event, and a mystery event. Best of luck to CCGA-P team members Peter Thomas, Peter Jarvenpaa, Peter Macaulay (Unit 7 Steveston), and Simon Pearce (Unit 35 Victoria).

Contract

At the June CCGA-P Board of Directors meeting, a contract was distributed to all zone directors to forward to the societies that support the units in their respective zones. This contract formalizes the relationship that already exists between each society and the CCGA-P, and helps our organization to remain cohesive as we mature. If your society has not signed the contract yet, please do so as soon as possible. Questions can be directed to Zone 8 Director John Thomas at john.thomas@ccga-p.ca.



Members of Units 45 (Masset), 66 (Queen Charlotte), and 69 (Sandspit) took part in a training exercise in April in Queen Charlotte City. Coast Guard training officers Tyler Brand and John Millman ran the session. CCGA-P Operations Director Ryan Woodward, Vice-President Malcolm Dunderdale, and Zone 7 Director Duncan Peacock were also on hand.

Membership Communication

On May 29th, 2002, I had the opportunity to meet with two committed auxiliarists from Zone 1, Chris and Liz Deas-Dawlish. They brought to my attention a variety of issues that are of concern to all of our membership regarding inclusiveness and retention of our volunteer members. As an organization, we want to ensure that all of our members feel that they have a voice. Taking into account the helpful suggestions of Mr. and Mrs. Deas-Dawlish, the Board will be making efforts in the coming months to communicate to all auxiliarists our commitment to providing SAR and boating safety services in an environment that is respectful of all of our membership. This note is just the first step in that process.

On a final note, I would like to thank the office staff for all of the hard work they do on a daily basis. They give us the ability to accomplish so much more than we could in years past. Their efforts on behalf of the CCGA-P are much appreciated!

Frank Hudson
President, CCGA-P

Thank You

CCGA-P would like to extend special thanks to the Sidney branch of Pemberton Holmes Insurance for its charitable contribution to our organization.

Members of the Pemberton Holmes office volunteered their time to collect donations on our behalf through the sale of popcorn at this year's Port of Sidney Floating Boat Show, held April 26 - 28, 2002.

To all the staff at Pemberton Holmes Insurance Ltd, a big thank you from all of us!

Judith Cook
Financial Development Coordinator, CCGA-P



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Alaskan Exercise a Success

On May 11th, members of the Canadian Coast Guard Auxiliary took part in the third annual joint American-Canadian SAR training and demonstration exercise in Ketchikan, Alaska. The exercise, which was a part of the annual Ketchikan



Members of the Canadian contingent at the Ketchikan exercise included CCGA CEO Harry Strong, Unit 66 member Dana Watson, and Unit 45 member Fraser Earl.

Celebration of the Sea festival, featured four United States Coast Guard Auxiliary vessels, two Station Ketchikan boats, US Coast Guard cutter *NASHON*, two Ketchikan Volunteer Rescue Squad (KVRS) vessels, one Ketchikan Yacht Club sailboat, and the CCGA-P dedicated response vessel, *Spirit Seeker*.

CCGA-P members James Knight, Fraser Earl (Unit 45 Masset), Dana Watson, and Malcolm Dunderdale (Unit 66 Queen Charlotte) travelled the 95 miles from Masset to Ketchikan via the *Spirit Seeker*, while Geoff Gould, Nancy Gould, and Les Fox (Unit 64 Prince Rupert) travelled via Alaska State Ferries from Prince Rupert to participate in the event. CCGA CEO Harry Strong also attended the event, travelling all the way from Newfoundland for his first Ketchikan exercise.

Although the weather was not favourable (wind & rain), which cancelled the planned helo demonstrations and minimized public attendance, it was an outstanding exercise. At the end of the day, participants were rewarded for their efforts with a dinner, attended by about 60 team members and guests.

Thanks go to Craig Forrest, District 17 Alaska Commodore (United States Coast Guard Auxiliary) and all of the members of the United States Coast Guard and Coast Guard Auxiliary who organized and participated in the event. Congratulations to all who participated on a job well done!



Unit 66's vessel, the *Spirit Seeker*, rides alongside the United States Coast Guard vessel *NASHON*.

Society Receives Victoria Foundation Funding

On May 23, 2002, the Victoria Foundation hosted its annual Grant Recipient Reception in the Crystal Ballroom at the Fairmont Empress. In attendance were over 200 delegates from organizations in the southern Vancouver Island area that benefit from the Foundation's contributions.

Several organizations were featured during the reception through a series of short presentations. Dean Polvi, President of the Victoria Marine Rescue Society (VMRS) spoke briefly to the reception attendees and explained the vital role local volunteers play in marine search and rescue in the Victoria area.

Application for funds was made by the VMRS earlier this year and the awarded amount will go towards the purchase of crew safety equipment including vests and helmets for Unit 35 (Victoria). The VMRS would like to thank the Victoria Foundation for their support of Search and Rescue activities in the Victoria area and for the contribution that their organization has made to crew safety and comfort. The Victoria Foundation is dedicated to improving the quality of life in southern Vancouver Island through the creation and management of funds gifted in perpetuity, and the distribution of their earnings for charitable purposes including social services, culture, health and education.

Attending as well from Victoria were CCGA-P President Frank Hudson, Unit Leader Dermot McCann, Stan Warlow and Judith Cook.

Funding through grants received by societies such as VMRS and also by CCGA-P play an important role in our continued operations, training and boating safety education. The CCGA-P would like to acknowledge the leadership and continued support of organizations such as the Victoria Foundation.

Judith Cook
Financial Development Coordinator, CCGA-P



Victoria Marine Rescue Society President Dean Polvi speaks at the Victoria Foundation's annual Grant Recipient Reception.

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Volunteers Hold First Bobbie Workshop

On July 13th, more than a dozen CCGA-P members from Vancouver Island units travelled to Nanaimo to attend the inaugural training session for the operation of Bobbie the Safety Boat. The session was led by Boating Safety Director Dave Lamb, and is the first of a series that will allow CCGA-P units to host and operate Bobbie during public outreach and education events.



Training included exploring the background of Bobbie's US cousin Coastie, robot and equipment orientation, hands-on training using the remote control device and voice-altering headset, as well as CCGA-P protocols during operation.

Trainees quickly realized why both an operator and an assistant are necessary for the safe and effective use of Bobbie, and how much fun Bobbie can be once the basics of remote control are mastered.

To date, the CCGA-P has acquired two Bobbie the Safety Boat robots— one for Vancouver Island, and one for the Lower Mainland. Each Bobbie will be available for use by CCGA-P units during community events and public outreach to ensure that children and adults alike can learn about boating safety in an entertaining manner.

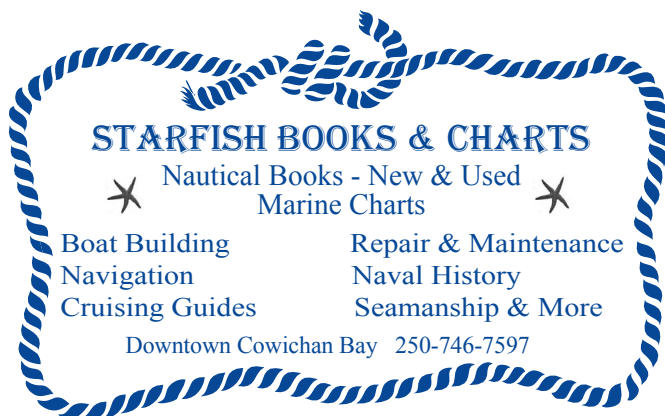
While the program is still in initial startup stages, plans are underway to establish booking schedules so that trained

operator teams can host Bobbie in their community. Being part of a Bobbie team is an excellent opportunity for members to connect with people and 'ham it up' while they pass along their boating safety knowledge.

The CCGA-P would like to recognize the corporate sponsorship of Buoy o Boy, which has provided funding for this program and demonstration PFDs to ensure children know how to put on lifejackets.

If you have questions about Bobbie the Safety Boat, email Dave Lamb at dave.lamb@ccga-p.ca or visit Bobbie's own website at www.bobbie.ca as it develops with new and exciting information for young boaters.

Judith Cook
Financial Development Coordinator, CCGA-P



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AGM Awards: Nomination Process Begins

The volunteer members of the CCGA-P work very hard, often in very dangerous situations, to ensure the safety of those at sea. To recognize this work, the CCGA-P holds an awards banquet at its Annual General Meeting every February.

If you would like to nominate an auxiliary member for one of the following awards, which will be presented at AGM 2003, please complete the online nomination form (under 'AGM' in the Members Area of the website), or print out the pdf version and fax it to the office at 1-866-522-2742. Your nomination form will automatically be sent to the Awards Committee, who will compile the results.

Please submit your nomination no later than January 1, 2003. For more information, please contact Special Projects Officer Tanis Toope at tanis.toope@ccga-p.ca or at (250)480-2731.

Blue Spirit Award
Certificate of Merit
John McLean Award
Lindsay Halliday Award
Tolonen Award

Certificate of Commendation
Gerry Moka Award
Lifetime Membership Award
Operations Director's Award

For more detailed information about the criteria for each award, please check the CCGA-P website under the 'AGM' link.

Non-Members

In order to honour those that support the CCGA-P but are not members, the following awards are presented annually at the AGM. Nomination procedures are identical to those for CCGA-P members:

Certificate of Appreciation: To individuals or organizations that have contributed to the work of the CCGA-P in some way during the past year.

Honorary Membership Award: To a non-member who has given outstanding and exceptional service to the CCGA-P.

ANSWERING THE CALL....



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A Guide to Reporting Wreck

What is a Receiver of Wreck?

A Receiver of Wreck is an officer of the Canadian Coast Guard appointed by Order-in-Council under Part VI of the Canada Shipping Act to act as a custodian of wreck in the absence of the rightful owner.

What is wreck?

Wreck can be a ship or boat of any description, an aircraft, or a part of a ship, boat or airplane (e.g. cargo, stores, tackle); it can be any part of a ship, boat or aircraft that floats, sinks to the bottom or lands ashore; it can be cargo or the personal belongings of the crew or those shipwrecked persons.

Who can salvage wreck?

A salvor may be an individual, a company, the owner of wreck or the owner's representative, or municipal, provincial or federal agencies.

What must I do as a salvor when I discover wreck?

The salvor, unless acting on behalf of the owner of wreck, has an obligation to report the fact to the Receiver of Wreck. The salvor is required to complete a Notice to Salvors of Wreck form.

As a salvor can I keep any wreck I discover?

Not unless you are the owner. A ship that sinks or goes aground or cargo that is lost over the side is still the property of the shipper, the company to which a vessel is registered, or an insurance company.

What is the role of the receiver?

The Receiver of Wrecks acts as custodian for wreck in the absence of the rightful owner. The receiver has a responsibility to attempt to locate the owner within a one year period. If after one year no owner is located, the receiver may dispose of the wreck to the salvor or sell the wreck through public sale. Under some conditions wreck may be disposed of in less than one year.

Where is the Receiver of Wreck located?

All receivers are officials of the Canadian Coast Guard. There are 19 wreck districts across Canada administered by 25 Receivers of Wreck.

Would I be compensated for any salvage costs incurred?

Salvors are entitled to *reasonable* salvage costs and expenses for their efforts.

CCGA & Wreck

All CCGA members waive their rights to salvage wreck during authorized activities. The Memorandum of Agreement between the Minister of Fisheries and Oceans and the Canadian Coast Guard Auxiliary states that "all Auxiliarists and vessel owners have as a condition of enrollment and continued membership, waived all salvage rights that may arise on an authorized activity."

The CCGA-P bylaws also address this issue under *Section 5: Rights of Salvage*: "Upon joining, all members will waive rights of salvage which may arise by reason of operation of an 'Auxiliary vessel' as that term is understood by the Auxiliary in activities authorized by the Auxiliary."

Naval Lore

What happens to wreck if the owner is located?

The owner must pay the salvor *reasonable* salvage costs and expenses. For wreck of low value the receiver can set the amount. The Federal Court of Canada may decide in more significant cases.

What happens to wreck if the owner is not located?

If wreck is of minimum value the receiver may sell the wreck to the salvor in lieu of salvage expenses. If wreck is disposed of through public sale and the salvor is not the successful bidder, he or she is still entitled to salvage expenses.

Who receives the proceeds for the sale of wreck?

Proceeds from the sale of wreck go first to the Receiver General for Canada to cover the expenses of the receiver. Beyond that, all or part of the proceeds may be made available to cover a salvage award beyond the salvor's expenses. The remainder (if any) reverts to the Receiver General for Canada.

What should a salvor not salvage and why?

- a) Military wreck: In most cases neither the Canadian nor foreign governments will grant permission to salvors to salvage military wreck because of danger associated with unexploded ammunition.
- b) Wreck that consists of or contains goods of a dangerous nature (e.g. PCBs, chemicals).
- c) Wreck of known historic or archaeological value should not be disturbed.

As a salvor how can I protect my discovery from other salvors?

Unless the owner has given permission, salvors have no specific legal right to the property. The receiver is not responsible for protecting the wreck site.

What are the consequences if I do not deliver wreck to the receiver?

The deliberate failure to deliver to the receiver wreck that has been removed from a site is considered to be plundering. When wreck is hidden by a salvor, the receiver may take action such as search and seizure or legal action.

Where can I obtain additional information?

Canadian Coast Guard, Receiver of Wreck
Navigable Waters Protection Division
Suite 350, 555 West Hastings Street
Vancouver, BC V6B 5G3
Phone: (604) 775-8867
Fax: (604) 775-8828
<http://www.pacific.ccg-gcc.gc.ca/nwp/index.htm>

I know the difference between a pier, a wharf, and a jetty. Do you?

A pier is a structure, usually constructed of timber and supported on wooden pilings, and built out into the sea. They are very common in our area and many of those built by the Department of Transport have recently been divested to municipalities and in some cases to private ownership.

A wharf, on the other hand, is a structure or projection built, usually of wood and stone, and constructed along the banks of an anchorage for ships to lie alongside to on- and off-load cargo or passengers. The structure is sometimes referred to as a 'quay' (pronounced 'key'). However, a quay is a solid stationary artificial landing place lying alongside a shore for this on- and off-loading of ships.

A jetty, finally, although similar to a wharf, is built out from and along the shore of a port or dockyard. It is a solid structure built out into waters deep enough to accommodate the draughts of the ships to be serviced, to permit them to be alongside in order to off-load and be repaired.

Kenneth Moore, courtesy and permission of the Chief & Po's Association



Comox Valley

Nestled between the Beaufort Mountains and the Strait of Georgia, the Comox Valley is a distinctive collection of small communities, farms and forested areas located on the central east coast of Vancouver Island. It contains an endless variety of beaches, mountains, quaint rural attractions and vibrant downtown centres. The Comox Valley is one of the most diverse recreational and cultural destinations in the world.

What can you do there?

- Ski, golf, kayak, fish, go boating, hike and go to the theatre, all in the same day
- Enjoy the best seafood on the West Coast
- Dig for fossils, walk a replica of an underground coal mine and see historic aircraft
- See the trumpeter swans in their natural environment
- Experience mountain, ocean, glacier and forest views all at the same time
- Watch wildlife, birds, and whales
- Ski at Mount Washington in knee-deep powder, which is perfect for downhill or cross country skiing, snowboarding and tobogganing

Comox Unit to Host AGM 2003

The 24th Annual General Meeting of the Canadian Coast Guard Auxiliary Pacific Region will be held in Comox, BC, on February 20-23, 2003.

Unit 60 (Comox) will be hosting the meeting, and members have already begun preparations for what promises to be a very successful event.

“Both our unit and our supporting society are excited about holding next year’s AGM in the Comox Valley,” says Unit Leader Roger Wishart. “We believe the location is ideal for this event, and we plan on making it as enjoyable and informative as possible.”

AGM 2003 will feature positive elements from previous AGMs, such as a trade show, silent auction, and awards banquet, and will also take some new directions. The SAR Competition, traditionally held on the Friday of the AGM has been moved to June to complement the new competency-based training cycle developed by CCGA-P Training Director Brian Cameron. The sole focus of Friday’s daytime AGM events will be unit leader and board member training and development.

The Comox committee has also promised a first-rate spousal program for all spouses attending the event. A range of optional trips will be made available to those interested, focusing on adventure, the outdoors, or a day of pampering at a local spa— there will be something for everyone.

Meeting and accommodation space has been reserved at Courtenay’s Coast Westerly Hotel (pictured right), which is conveniently located near numerous restaurants and shops. As more information about reservation procedures and room rates becomes available, it will be posted on the CCGA-P website.

Please contact the CCGA-P at info@ccga-p.ca if you have any questions.

Tanis Toope
Special Projects Officer, CCGA-P

AGM Activities

There will definitely be the usual events:

- ♦Trade Show (to see the latest equipment and deals)
- ♦Meet and Greet (to renew or make acquaintances and contacts)
- ♦A chance to meet the Board of Directors
- ♦See who's who in Search and Rescue and learn the latest developments
- ♦Attend the awards banquet and see who's getting leadership, bravery, humanitarian, operational and administrative awards
- ♦Hear the latest in the direction and activities of your organization

The highlight will be the unit leaders workshop. All unit leaders (or their representatives) and the board members will get together for a day of training and information briefings, ending with a tour of 442 SAR Squadron and a hands-on look at the new Cormorant SAR helicopter. The workshop is being specifically designed to inform and challenge both the brand new unit leader and the salty old unit leader. Find out why the CCGA-P is quickly becoming one of the leaders in world SAR. This is your organization and it is an exciting time, with many changes. This is your chance to find out first hand how you can get involved and what great opportunities lay before your unit!



Spousal Program

Besides all the Comox Valley has to offer, Unit 60 is putting together four tantalizing Spousal Packages that are suited to everyone, from the laid back to the most adventurous (non-unit leaders can participate in these packages on Friday).

1. For the ultra active: be a **rescue crewmember**. Here's a chance for your spouse to see what you do, as he/she participates in a training exercise on the *Bruce Brown II* (pictured left), a fast response rescue vessel.
2. For the recreationist: a special **Mount Washington** package that includes transportation from the hotel to the best skiing, snowboarding, snowshoeing, tobogganing, luge track, and tubing on the Island.
3. For the laid back wanting some special pampering: a trip to the Kingfisher Oceanside **health spa** for massages, reflexology, baths, wraps and facials. The spa's amenities include an outdoor heated pool, hot tub, steam cave, sauna, and fitness area.
4. For the true tourist: a **city tour**. A visit to one of the museums, local sites, a shopping visit to one of the many unique, family-run shops or a search for antique treasures and collectibles, finished off with a pub lunch.

Take a break and treat yourself and your spouse!

AGM 2003 Organizing Committee

Coxswain Profile

Bill Nadeau: Coxswain, Unit 27 Nanaimo

Bill Nadeau is a coxswain in Unit 27 (Nanaimo). Recently, I asked Bill some questions about his experiences in the CCGA-P:



How did you get started in the CCGA-P?

During my tenure as a live-aboard charter captain I once was trapped in a tiny remote cove in a small islet just north of Vancouver Island for three days while hurricane force winds ripped treetops and stirred the seas into a hellish boil. Listening to the fierce winds tear through the darkness was overwhelming. We were prepared for this storm and safely tied down but the nights still seemed long and an incredible sense of loneliness overcame my crew and guests. On one evening the loneliness and helplessness was exacerbated as we monitored the transmissions between a struggling fishing vessel and its rescuers. Although not far from them, we lacked the resources to extend any kind of aid— I could feel their despair. They eventually foundered upon a shallow reef and sank. The loss was traumatic. When I returned home after that trip I signed up for the Coast Guard Auxiliary and began training and working with the local unit in Nanaimo.

Do you see your unit as facing any special challenges? If so, what are they?

Our unit is growing quickly and with growth comes a great need for thorough training and practice. We are also discovering that our community is growing and ultimately finding a substantial increase in water activity. With that comes an increase in rescue calls and an even greater increase in the need for public education on water safety.

Perhaps the biggest challenge is fundraising for the purchase, maintenance, and training of a bigger and more effective rescue vehicle.

Your unit is involved in boating safety activities. Can you give me some examples of the boating safety work your unit does?

We work closely with the media to inform them of not only safety bulletins, but our own activities as well, be it training or actual SAR calls. Our hope is that people can learn from the experiences of others. We conduct on-water training exercises monthly and hold regular information seminars on boating safety. Finally, we attend many public functions such as fairs, outings, public events, expositions, as well as setting up information booths at malls on a regular basis.

Describe your most memorable SAR incident or CCGA-P experience.

Many years after the incident that prompted me to join the CCGA-P, on a late night call to search and investigate a 'flare sighting', I could not help but recall that disturbing evening. It was 2:00 in the morning and the night was cold, the visibility was low and the seas seemed abandoned and rough. We searched for hours and eventually verified that there were no vessels in or near the reported area. En route back to the base another May Day call came in from the Rescue Coordination Centre. This time it was a confirmed sighting of a small vessel adrift without power and with people possibly in the water.

Again I could not help but recall that night we were trapped in the cove with people stranded in the storm. This time we could help. Their position was reported a few miles to the north of us and drifting to the northeast. We plotted our course and wasted no time in getting underway. If someone was in the water they would not last long as hypothermia sets in quick around here— we had to get there fast. Our bearing took us straight into the seas and it was a little rough but with night vision and two lookouts we challenged the conditions with the throttle wide open.

When we located the distraught vessel we discovered that no one had actually been in the water but the vessel was adrift and in peril. The passengers— a young couple out on a midnight cruise, could not restart their stalled motor and the deteriorating weather was pulling them further out to sea where the waves and wind picked up. They were relieved and happy to see us, confessing that they felt as though their pleas for help were swallowed by darkness. Their gratitude made me forget my soaked clothes— they were safe now— and we had made a difference.

Do you have any advice or words of wisdom you would like to share with new or prospective members?

This is about commitment and sacrifice. Being a volunteer for the CCGA requires a promise that one's performance and reliability will not be affected by the fact that we are not getting paid. Quite often volunteer work is considered a lesser priority because it is donated time and resources, but an attitude like that in this particular volunteer organization can be disastrous.

As a new or prospective member, you will be expected to commit a lot of time in preparing yourself to become an effective and safe SAR team member, but the rewards are unlike anything else. No glory— just a lot of guts— and a lot of personal satisfaction.

-interview by Tanis Toope

Member News

Pleasure Craft Operators Competency (PCOC)

The Minister of Fisheries and Oceans has announced the requirement for all powerboat operators to have proof of operator's competency. The Canadian Coast Guard and the Canadian Coast Guard Auxiliary are avid supporters of boating safety. This regulation is driven by safety, with the goal of increasing boating safety awareness in an effort to reduce boating deaths and injuries. This regulation is being phased in on September 15, 2002, when "all operators of pleasure craft under 4 metres (13 feet) including personal watercraft must carry proof of operator competency."

As members of the Canadian Coast Guard Auxiliary, we are seen as boating safety specialists and are looked upon to provide positive leadership to the boating community. This program is not only required by law but effects the public perception of our credibility and professionalism. We cannot fulfill our SAR mandate without acknowledging the importance of prevention. We conduct courtesy inspections and provide advice to the public at boat shows, marine activities and exhibitions.

The Canadian Coast Guard has accredited several course providers, including a special Boating Safety Course manual specifically designed to assist CCGA members in obtaining their PCOC. Unit leaders have already been given a CCGA - PCOC package, which includes CCGA Boating Safety manuals, examination sheets, answer sheets and administrative registration forms.

Is there a difference between the PCOC offered by other providers and the CCGA? In most cases no. Unfortunately, we have all heard stories of the person at a boat show who wrote the test 10 times to get a pass! This may not be the ideal candidate for the auxiliary. If we administer the CCGA - PCOC and the individual gets the 70% pass, we know that individual has reached the first measurable standard in basic boating knowledge. We also know what areas he/she might require some additional help in, and the individual gets to keep the manual as the first part of his/her reference library. The CCGA-PCOC, because it is controlled by us, has been incorporated into the CCGA-Pacific crew level standard training approach, along with the requirement for Standard First Aid and a Restricted Radio Operators Certificate (RROC).

At some time, Auxiliary units may be in the position to provide PCOC courses to the public as accredited providers. This can happen only when CCGA-Pacific has all of its members PCOC qualified. Some units may want to pursue this opportunity as a fundraising method or as a way of providing boating safety awareness, especially in areas where no other provider is available.

PCOC is the law, it is part of the crew level qualification, it supports the CCGA, it provides credibility and professionalism to both our SAR and boating safety activities, and it may be used for fundraising by some units or used as another way of promoting boating safety to the public. It seems pretty clear to me that we should all support the CCGA-P's goal of 100% compliance by August 30, 2002.

After much discussion, it was decided by the CCGA-P Board of Directors during their June 2002 meeting that the following direction would be followed:

New Members:

- ✓will write the PCOC as part of their crew level qualification;
- ✓will obtain a 70% pass in order to achieve the measurable standard within the probationary training period or 3 months, whichever is less.

Current Members:

- ✓proof of a PCOC (card number, sponsoring organization) recorded prior to July 1, 2002 will be accepted;
- ✓those active members that have not shown PCOC proof by July 1, 2002 will be required to write the CCGA-PCOC exam and obtain a 70% pass no later than August 30, 2002 (Associate members are encouraged to write the CCGA-PCOC);
- ✓the CCGA-PCOC can be administered as a home study package or done as a challenge.

This is a serious matter for the CCGA-P Board of Directors and as a result the Board will consider moving any member (other than new members in the probationary period) not PCOC qualified by August 30, 2002 from active to associate status. This is not meant to sound threatening, but it is the direction that must be followed for all the right reasons. This matter has been around long enough; the deadline is now here.

Individuals who took advantage of obtaining their CCGA-PCOC received the Boating Safety Manual, had the exam administered and received their CCGA-PCOC free of charge. Unfortunately, effective immediately there will be a \$10.00 administrative fee charged to cover the cost of the manual, exam administration, registration work and the issuing of the plastic card. This really isn't a bad deal, when you consider the going rate for PCOC by another provider may range from \$30.00 to \$80.00; also, existing members may receive a \$5.00 rebate. This fee is not being charged by the CCGA-P but by the administrators of the program.

The best way to reduce SAR incidents is by prevention and the best prevention is through boating safety education. The competency of operators of pleasure craft regulations is the best tool we have and it is up to all of us to support this program 100%.

Brian Cameron
Director of Training, CCGA-P

RHIOT Information

Here are some tips for CCGA-P members planning on going to RHIOT school:

Get off the wheel and lead: one of the most important small boat leadership skills is getting off of the helm and giving your newer crew a chance to drive. This is especially important on incidents where coxswains in training should be practicing the most important skills, mainly communication and navigation. A coxswain should be able to control the vessel effectively during a mission without being on the wheel. When at RHIOT school the instructors will expect you to do this. Remember, a sure sign of ineffective leadership is a coxswain that drives, talks on the radio and looks at the radar while the crew twiddles their thumbs.

Practice your Manoeuvring: One of the challenges for Auxiliaries that are not professional mariners but have careers in other fields is getting enough boat handling and manoeuvring practice. This does not mean holding onto the wheel at 40 knots; this means good old fashioned docking practice. The difference between a bad dock and a consistently good one is about 600 attempts. This is a great way to train without consuming a bulk tanker in fuel. Here are some tips for practicing slow speed boat handling:

Training Tips

Pivot point awareness for twin engines: have the crew locate the vessel's pivot points and stand on them while the boat is turning on the outside arc engine. Turn the wheel the other way, switch engines and have the crew stand on the opposite pivot point.

Without touching the wheel pull the outside arc engine into reverse and carve a backwards circle in the water. The pivot point moves back towards the stern, so have the crew follow it back and stand on it while the vessel swings in its turning circle.

If you are aware of your pivot point you will be able to handle the vessel in tight spots and make fewer mistakes.

Tyler Brand
Rescue Training Programs,
Canadian Coast Guard

Director Report

Training

Training is essential—
it builds:

- ✓ trust
- ✓ credibility
- ✓ professionalism

Over the past few months, I have talked to unit leaders, members and zone directors and I have found that as our membership has expanded over the years and we have become more professional, units and dedicated individuals have gotten on with the job of “saving lives on the water”. To be quite honest, you guys have done an awesome job and we have the stats to prove it. We also have several approaches as to how to do the job, and at last count that meant three separate sets of training standards, four different log books or recording methods and probably as many as five different manuals, covering different aspects of SAR training in the auxiliary.

We’re all getting the job done, but we have different approaches. It’s like having a band with everyone playing a different instrument and a different piece of music— all playing very well, but not necessarily playing together. We want to keep the different instruments because that represents the different units and their uniqueness, but it is time we started playing off the same sheet of music. My mandate as the Director of Training is to raise the overall measurable training standard of all units and members throughout the CCGA-P, or basically, to get everyone playing off the same sheet of music.

The benefits of this approach are numerous when we consider the legal and moral aspects, or just the fact that other organizations such as other CCGA regions, the Canadian Coast Guard, the United States Coast Guard, and other SAR providers are looking at us as a professional team leading the way in SAR.

The training approach we are taking actually involves six components: a training standard, reference material, delivery, evaluation, recording, and support. Over the last year there have been many members of the CCGA-P working very hard at reviewing the various unit training standards, as well as the CCGA national standard, in order to make a unique CCGA-P Crew Level Training Standard. We also had many dedicated members form a writing team, which resulted in the Search and Rescue Crew Manual that specifically supports the Pacific training standard. Now that a lot of the input has been made comes the question: how do we deliver this training to the members?

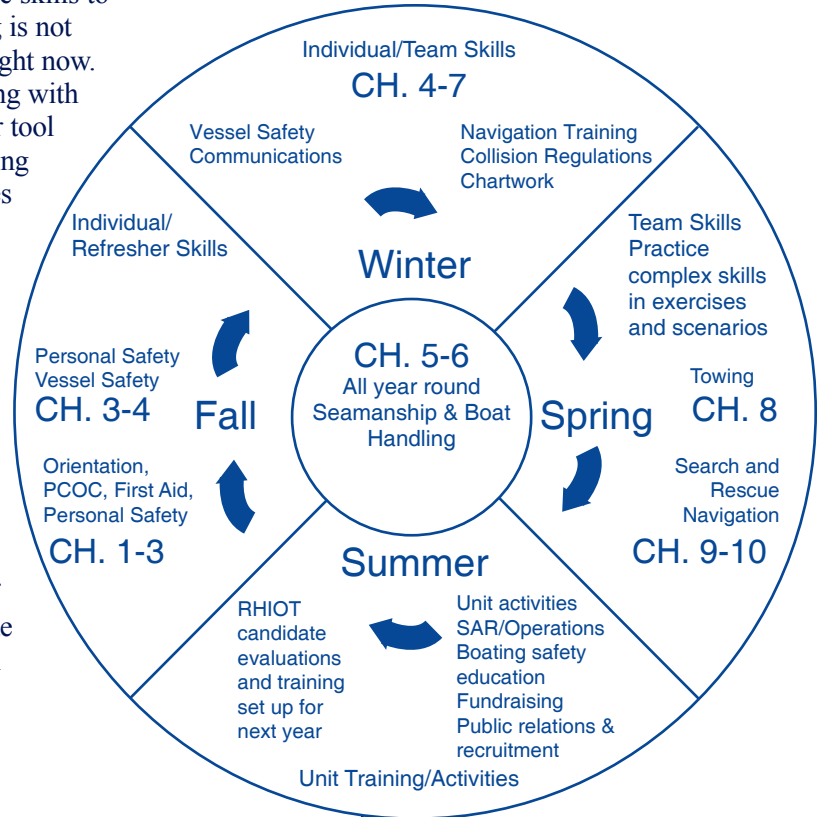
The first part consists of a training cycle, which is really a logical representation of the training standard, so that specific unit requirements are taken into account, such as high SAR operational periods, recruitment, public relations, fundraising and boating safety efforts. A training cycle allows for new skills to be acquired by new members and the practice or perfection of skills by existing members, while being flexible enough to accommodate the uniqueness of each unit. The training cycle starts in the fall and finishes in the summer, which typically has the highest number of SAR missions.

The second part of the delivery is the actual presentation to the individuals. The general approach to training within the CCGA-P will be based on competency-based training.

Competency-based training is a term that represents a shift from attend-type courses such as seminars, workshops and the canned generic speech-type lecture, with an instructor that is not allowed to deviate from the syllabus. It’s the old, one lecture for all no matter how much you know. The shift is towards more

Crew Level Training Cycle

emphasis on the learning of the specific skills and knowledge along with the accountable evaluation of those skills to a measurable standard. Competency-based training is not really new; in fact, many units use this approach right now. The instructor assesses the needs of the group, along with the levels of performance, then reaches into his/her toolbox of delivery techniques and fine tunes the training session so that it fits the group. This approach gives the instructor and student the freedom to try different strategies to get to the desired performance level, and gives the students that have already reached that performance level a chance at being evaluated and moving to the next level. It also evaluates skills as well as knowledge (skills being considered more important than book knowledge). Our approach will use all leadership levels within a unit, especially the coxswains, subject instructors, and subject specialists, all coordinated by the unit leader in order to support training activities. The delivery of training to a member (new or existing) can be made by pulling the best technique for the situation from the toolbox. The toolbox can include some of the following but is not necessarily limited to:



1. Home study packages
2. Skill level evaluation sessions (such as administering the CCGA PCOC)
3. Informal sessions (evaluating operational performance one-on-one)
4. Scenario/exercise-type sessions
5. Formal instruction:
 - a) Classroom training sessions (including lectures, videos, guest lectures, exams, tabletop scenarios or training weekend courses);
 - b) On dock training sessions (including skill drills, scenarios such as first aid, man overboard, pump operation, seamanship, docking and slow vessel manoeuvring and communication practice);
 - c) On the water training sessions (including boat handling skills, team scenarios such as man overboard, towing, etc., complex scenarios with search patterns, navigation and major exercises with other units, and various levels of SAR competitions.

All of these activities are effective tools to help training, as long as they fit into a logical skill advancement, which can be achieved when the unit leader prepares a well thought-out unit training plan. The unit training plan is like having an agenda for a meeting. How many of us have gone to meetings without an agenda or chair— they drag on and on, it's confusing, and at the end we feel like we haven't accomplished a thing; our members volunteer, and their time is too valuable to waste. The skills we are passing on may very well save their lives or the lives of others on the water.

Brian Cameron
Director of Training

Director Report

SAR/Operations

Another hello to everyone!

The last few months have been busy. In addition to the everyday activities we take on such as training, organizing, maintaining, fundraising and performing Search and Rescue, we've also had two new Dedicated Response Vessels come into service with Units 8 (Delta) and 59 (Deep Bay).



A photo of Unit 65 (Port Simpson)'s dedicated response vessel was snapped by Zone 7 Director Duncan Peacock on a recent visit to the unit.

Unit 8 recently took delivery of and have put into service their new 8-metre Carswell rigid hull inflatable vessel the *Spirit of Delta IV*. The CCGA-P loaned Mark VII that was formerly in service with the unit has been reallocated by your Board to Unit 43 (Port Alice). Kudos go to the members of Unit 8 and the Delta Marine Rescue Society for bringing this project to completion!

Unit 43 has already begun the task of raising funds to purchase new engines and electronics for the vessel. Tubes for the Mark VII have been donated by the North Shore Lifeboat Society, and the unit has been given two drysuits from Unit 38 (Long Beach). During the period Unit 8 operated the Mark VII several major components failed and/or were replaced by the unit at their expense; some of these components were either transferred to the new vessel, or were sold to help finance the new vessel.

Unit 59 (Deep Bay) recently dedicated Auxiliary 59— *John McLean* at a ceremony in May where John's widow Doreen performed the honours. The *John McLean* was previously known as the *Nunalla*, and had been used by Unit 29 (Ladysmith) since coming to the CCGA-P. Thanks go to Chris McLean and the members of Unit 59 for their enormous efforts to bring the *John McLean* into service!

As an indication of how busy members of the CCGA-P have been in performing SAR duties, the final numbers for the 2001-2002 Fiscal Year (April 1, 2001 to March 31, 2002) are in: 1103 SAR responses by CCGA-P members to 965 unique incidents, encompassing a duration of over 2358 hours (and almost 7100 person-hours). Numbers for this fiscal year (April 1, 2002 to date) are over 179 SAR responses and over 238 people assisted.

There have been two minor additions to the SAR Mission Report forms made: estimated value of property saved/assisted and number of persons assisted. Both fields are intended to help us better capture the impact your efforts have on your communities, and the impact the volunteers of this region have as a whole. It would be greatly appreciated if units could destroy any previous revisions, and begin using the new forms as soon as possible.

In April, along with Zone 7 Director Duncan Peacock and CCGA-P Vice President Malcolm Dunderdale, I had the pleasure of visiting Units 45 (Masset), 66 (Queen Charlotte City) and 69 (Sandspit) during the Canadian Coast Guard-run Northern SAR training session put on by Tyler Brand and John Millman. Thank you to Tyler and John for putting the course on, and to Duncan, Malcolm, the unit leaders and members from the units for their hospitality and time.

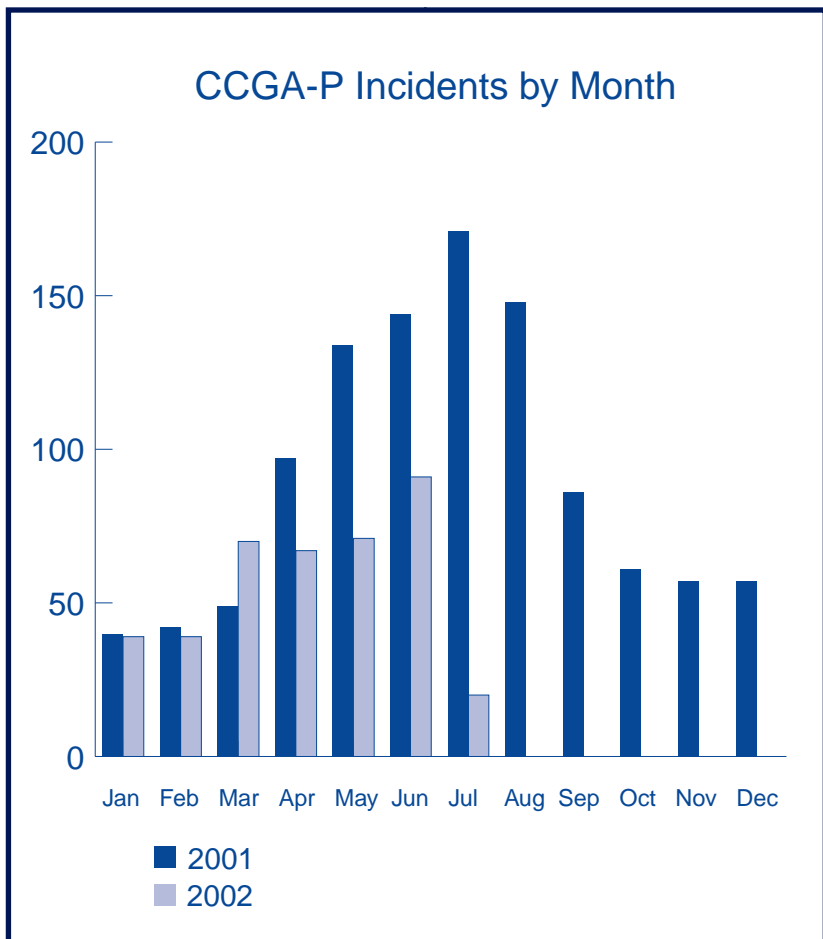
Unit members are reminded not to initiate any direct contact with Canadian Coast Guard personnel (such as Alison Keighan and John Palliser at the JRCC, Kevin Tomsett or Tyler Brand). Please contact your unit leader, who will contact your zone director and/or the appropriate portfolio holder (the exception is contacting the JRCC for any matter directly relating to a SAR tasking).

Regarding vessels being out of service, it has been almost a year since the log was initiated. During that period we have witnessed a significant drop in the frequency of outages. Admittedly from time to time there will be the need for every unit to go offline for some purpose (maintenance, repairs etc), but the extra efforts that our units have made in order to keep them minimized has been noticed, and is appreciated. Great job, and keep it up!

For all even numbered units, all of your vessels are now overdue (this includes any vessels just inspected last year) for their auxiliary vessel inspection (AVI) and courtesy exam (CE). Newly revised AVI forms are available from the CCGA-P office if required. Please make every effort possible to get the AVIs and CEs completed and submitted to the office as quickly as possible!

As always, Operations related questions, comments or concerns are welcomed. Until next time— keep up the good work & STAY SAFE!

Ryan Woodward
Director of SAR/Operations



Month	Number of Incidents	
	2001	2002
January	40	39
February	42	39
March	49	70
April	97	67
May	134	71
June	144	91
July	171	20*
August	148	n/a
September	86	n/a
October	61	n/a
November	57	n/a
December	57	n/a

* as of July 15, 2002.

Unit Updates



Don McDougall (Unit Leader, Unit 61 Pender Harbour) explains the mounting of a radar reflector to an interested couple at the unit's Pender Harbour May Day display.

Unit 61– Pender Harbour

The Pender Harbour May Day Parade (Saturday, May 18th) was an overwhelming success for the community and units 12 (Halfmoon Bay) and 61 (Pender Harbour).

Unit 12 brought their 733 vessel up from Halfmoon Bay and trailered it the length of the parade with two members from Unit 12 and one from Unit 61 on board. Two other members from Unit 61 walked alongside.

This joint participation demonstrated that units work together to reach a common goal of saving lives at sea.

Located also on the parade route Unit 61 erected an open tent and display booth with boating safety material which members explained to a flow of interested public of all ages. A sign-up sheet for courtesy examinations was also available.

The day was enjoyable work for all members with the knowledge that the boating public is more aware of the role the CCGA-P plays in search and rescue and boating safety.

Unit 61 would like to thank Bob McKee and the members of Unit 12 who helped to make the May Day parade of 2002 a success for the CCGA-P.

Don McDougall Unit 61, Pender Harbour

Unit 25– Gulf Islands

It was after 10 o'clock on a Sunday night when the pager went off. I phoned Rescue Centre– a 24-foot powerboat had broken down and was adrift between Enterprise Reef and Active Pass, one person on board with a hand-held radio and a cell phone.

Our crew was paged, and was underway within 20 minutes.

It was a dark overcast night, but no rain and the sea was flat calm– a lovely night really, but a lot of flotsam and thick tide lines. As we approached Enterprise Reef there was no sign of the target vessel. However, we were able to raise him on the radio– he had drifted into Active Pass and managed to anchor in Georgeson Bay hard against the shore below the bluffs.

We got alongside and advised Rescue Centre we were rigging up for a tow. We were just about to weigh anchor and start the tow when the *Queen of Nanaimo* (alerted to our situation by the radio traffic) came around the bend in Active Pass, her big searchlight sweeping the waters for us. We radioed that we would stay put until she passed.

The boat owner (from Sidney) phoned a friend, who was coming to get him and would take over the tow from us. We got underway, towing down Swanson Channel. The friend from Sidney met us mid-channel and we transferred the tow. At this time Sea-Span's railway ferry *Carrier Princess* was coming out of Active Pass and heading down the channel toward us. We radioed *Carrier Princess*, briefed her on the situation and advised that the towed vessel had no stern light. Then we headed for home— got back to Montague about 12:30 Monday morning. That was the most recent of three 'call-outs' from Rescue Co-ordination Centre this spring.

The other two calls were to scuba divers in Active Pass, and an abandoned 12-foot aluminum boat adrift in Trincomali Channel. The divers (reported by a passing B.C. Ferry) were working Active Pass without displaying a dive flag and were not maintaining the compulsory radio watch on Channel 16. We politely 'refreshed' their diving education.

We quickly located the aluminum boat near Fernwood on Saltspring. A couple had already beached the vessel and were claiming salvage rights. We reported in and were stood down.

Ken Morisette
Unit Leader, Unit 25 (Gulf Islands)

Unit 8— Delta

On July 20th, Unit 8 (Delta) officially dedicated their new vessel the *Spirit of Delta IV* at Captain's Cove Marina in Ladner.

The new vessel will replace the *Spirit of Delta III*, which was in service in Delta for over 10 years.

The *Spirit of Delta IV* is a Carswell Industries TITAN 249XL, and is an 8-metre rigid hull inflatable, powered by twin Yamaha 150 hp engines. This fast response craft is completely equipped for Search and Rescue, with a state of the art electronics suite, high power night lighting, night vision, and extensive First Aid equipment. It normally carries a crew of four— a coxswain and three crewmen, but is capable of a large overload in the event of a serious marine accident. Improvements from the previous vessel include a roof and windscreen, which provide much-needed protection from the elements.

The new vessel was purchased through funding from the Delta Marine Rescue Society as well as local community groups, private donors, and the British Columbia Gaming Commission.

Congratulations to the Delta unit and the Delta Marine Rescue Society on a job well done!



Ron Snelgrove (Unit Leader, Unit 4 Vancouver) graciously accepts a \$500 donation from North Vancouver Legion Branch 114 Lynn Valley Vice-President Bob Maley. Unit 4 is the largest unit in the region with no society to help it raise funds. This donation will go to help train new Courtesy Examiner members and provide information packages to the 28 plus yacht clubs, marinas and launching ramps in the Zone 1 area, which runs from Indian Arm to Squamish. Unit 4 is planning to put on the PCOC (Pleasure Craft Operators Competency) to children in the area who do not have the means to pay for a course.

Deep Bay Unit Christens the *John McLean*

On May 18th, Unit 59 (Deep Bay) officially christened their very first dedicated response vessel, the *John McLean*.



Unit Leader Chris McLean takes the newly-christened *John McLean* out for a spin.

A crowd of almost 50 dignitaries, Coast Guard personnel, auxiliary members, and guests attended the ceremony both to congratulate the unit on its new vessel and to honour the memory of the vessel's namesake, John McLean.

The ceremony began with a variety of guest speakers congratulating the unit on the new vessel, including Frank Hudson (President, CCGA-P), Gillian Trumper (MLA, Alberni-Qualicum), Allan Hughes (Zone 5 Director, CCGA-P), and event emcee John Palliser (Superintendent, Marine SAR, Canadian Coast Guard). Also present for the CCGA-P were Operations Director Ryan Woodward, Executive Officer Stan Warlow, and members from Units 58 (French Creek) and 60 (Comox).

A few words were also said by Unit Leader Chris McLean (son of John McLean) and supporting society President Rob Knutson, both of whom expressed their appreciation for all of the support they have received from the CCGA-P and the community.

Following the speeches, the official ceremony began. Reverend Bruce Schwindt led the guests in prayer, and Doreen McLean, widow of John McLean, christened the vessel as the *John McLean*.

This was followed by a quick tour of the bay for a few guests and unit members in the newly christened vessel. The ceremony wound down with refreshments and a tour of the unit's facilities and owner/operator vessels.

While John McLean did not live to see his dream of a dedicated response vessel being placed in Deep Bay come true, it was clear from the ceremony that John's dream had not been forgotten, and that future generations will continue to follow John's example of helping others and giving back to the community through the CCGA-P.



Unit members and Reverend Schwindt (third from right) proudly pose in front of the *John McLean*. The *John McLean* is 24 feet long and can reach a speed of 29 knots. The vessel is Deep Bay's first dedicated response vessel, and will complement the current owner/operator fleet.