

DOLPHIN

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



Fall 2002
Vol. 12, No. 3

Bobbie Brings Boating Safety tips to Nanaimo

Nanaimo's Unit 27 had a busy summer season complete with numerous SAR missions, medical evacuations, and a handful of special events. For the annual Marine Festival in July, Unit 27 was on hand as a safety vessel for the Silly Boat Races, the Fireworks Display and the Bathtub Race. With Unit 27 patrolling the harbour, an onshore group of volunteers manned the rescue van to promote boating safety and introduced everyone to Bobbie the Safety Boat. Bobbie's debut was a huge success! With over 5,000 people in attendance, Bobbie stole the show and was the talk of Marine Fest. Bobbie even managed to wow the crowds at the parade. He followed behind the rescue van and whaler, squirted kids with water and chatted with them along the entire parade route, mystifying and captivating both children and adults alike. Often we heard "How does he think and talk?" or "Is he real?" or my personal favourite "There's a little guy in there."



Photo courtesy Chris Bush, Nanaimo News Bulletin

This September, Unit 27 once again participated in the Nanaimo Fire Fair. This is a local event promoting fire safety as well as other SAR operations. It is aimed towards children and families so we sent out Bobbie the Safety Boat. Members of Unit 27 set up an informational display with the rescue van to answer questions and promote boating safety. Bobbie the Safety Boat stole the show yet again! Kids would jump off the big red fire trucks and run over to Bobbie and then follow him around the fair. It was a Bobbie the Safety Boat parade! Many children were heard saying they remembered Bobbie from the Bath Tub Parade. Bobbie has made quite an impression here in Nanaimo. He was a big hit at the Fire Fair, making the front page of the local newspaper and CH television.

See page 22 for more on the activities of the CCGA-P's Nanaimo unit.

Bob McCauley
Deputy Zone Director, Zone 8

THIS ISSUE:

President's Comments	3
Kids Don't Float	4
SAR 2002	6
CCGA National Awards	8
AGM 2003	15
Coxswain Profile	16
Training Update	18
Operations Update	20
Tall Ships	21
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@ccga-p.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-P.

DOLPHIN

Fall 2002 Vol.12, No.3

Publisher: Canadian Coast Guard Auxiliary Pacific Region

Submissions/Layout: 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
Brian Cameron	Director, Training
Dave Lamb	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-P Executive Officer
Melanie Fugard	CCGA-P Office Manager
Tanis Toope	CCGA-P Special Projects Officer

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

Canadian Coast Guard Auxiliary Pacific Region
25 Huron Street, Victoria BC V8V 4V9
Phone (250) 480-2798 Fax (250) 480-2742
Web <http://www.ccgga-p.ca>

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@ccga-p.ca
Advertising rates/standards also available here.

Canada Post Publication Agreement No. 1720570

Copyright © 2002 by the Canadian Coast Guard Auxiliary (Pacific), Inc.

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-P or of the editors. While we appreciate the support of advertisers, we do not endorse their products or services.

President's Comments

I begin this issue's comments on a sad note. Hugh Chamberlain, who was our third president (1983 to 1985), passed away on September 7th, from complications following cancer surgery. Hugh was the first president to put CCGA-P administrative systems in place and was president when the first member training manual was developed.

Hugh was a well-respected and hard working member of our community, and the work he did on behalf of our organization continues to benefit all of us. On behalf of the CCGA-P, our condolences go to Hugh's family.

SAR 2002

Congratulations are once again due to the Pacific Region's International Search and Rescue Competition's team. On October 5th in Milwaukee, Wisconsin, team members Peter Macaulay, Peter Jarvenpaa, Peter Thomas, and Morgan Mackay brought home the titles of national (Canadian) and international champions. This is the second consecutive year that Pacific Region competitors have won the international championship, and the third consecutive year our region has won the national championship. Congratulations to all competitors, including Pacific Region member Simon Pearce, who took home the heaving line championship as part of the mixed Canadian team.

Fundraising

CCGA-P fundraising efforts are definitely paying off. Not only has our latest fundraising campaign raised a significant amount of money for participating units, but a generous donation has been made by BC Ferries through their Lost and Found funds. BC Ferries Vice President (Corporate Communications) Mark Stefanson presented the CCGA-P board of directors with a cheque for over \$26,000.00 at the October board meeting. These funds will cover a large portion of the printing costs for our new SAR crew manual, which is now available. Our thanks go to BC Ferries and to all of the individuals, organizations, and companies who have generously donated to the CCGA-P.

Friday Harbor Exercise

On the weekend of September 28th & 29th, 42 CCGA-P members took part in an International SAR exercise in Friday Harbor, Washington, with members of the United States Coast Guard Auxiliary. Members from Crescent Beach, Victoria, Sidney, Oak Bay, and Gulf Islands units took part in the two-day event that was run by our American counterparts.

Thanks go to the United States Coast Guard Auxiliary for hosting this event, and to CCGA-P Vice President Malcolm Dunderdale, who spearheaded the organization of this event for our members. We look forward to continued participation in these valuable joint training exercises.

Contract

The CCGA-P contract has now been distributed to all CCGA-P supporting societies. We thank all societies who have reviewed the contract and recognized its importance. To date, 20 contracts have been signed and received by the CCGA-P head office, and more are expected. The contract will be reviewed by the CCGA-P on an annual basis to ensure it remains relevant to all parties.



Frank Hudson, President,
CCGA-P

Thanks go to Zone 8 Director John Thomas for his work on this project, which reinforces the importance of unity of purpose at all levels of our organization. If your society has any questions about the contract, please do not hesitate to contact John.

Strategic Planning

On October 19th, another successful CCGA-P annual strategic planning session was held. This session gave us the opportunity to review present and future goals, and to develop new strategies that will enable the CCGA-P to run as effectively as possible. The goals developed at this session will be incorporated into the CCGA-P 2003-2004 Business Plan, to guide our future development.

As this is the last edition of the *Dolphin* for this calendar year, I take this opportunity to wish all of you and your families a very merry Christmas and a happy, healthy New Year!

Frank Hudson
President, CCGA-P

Kids Don't Float Pilot Project a Hit

The Kids Don't Float program was introduced into the Port Alberni area this past July. The program is an effective partnership between the Canadian Coast Guard Auxiliary and Buoy-O-Boy Marine Safety Wear and the concept is quite simple—let's all do something to prevent needless deaths, involving children, while they are on the water.

The Kids Don't Float program was one of two marine safety initiatives that were undertaken in our area this past boating season. Both programs complimented each other and each was an overwhelming success.

Sproat Lake, located just west of Port Alberni, is a huge recreational area whose boating population drastically increases during the summer months.

To promote water safety the Regional District of Alberni-Clayoquot, in partnership with the Canadian Coast Guard, Canadian Coast Guard Auxiliary, B.C. Parks and the RCMP, established a two person, non-enforcement, Marine Patrol for the area. The Marine Patrol operated out of a building located at the boat launch area of Sproat Lake Provincial Park.

Approximately 85% of the recreational users of Sproat Lake utilize this particular boat launch area and the swimming area is next to the launch area as well.

After consideration, it was decided that this would be an ideal location to establish the Kids Don't Float program and to display the very colourful board that explains the program. The Kids Don't Float program provides loaner personal flotation devices for children. The PFDs were available for use free of charge on the honour system.



The PFDs were used on a daily basis by both boaters who had forgotten life jackets for their children and by kids who happened to be swimming at the park. The recreational users, who included tourists from everywhere, were very impressed not only that such a service was available, but that it was available free of charge and on the honour system. I am pleased to say that at the end of the summer, all life jackets were accounted for— quite remarkable.

The program, at Port Alberni, owes its success to the partnership that was formed with the Sproat Lake Marine Patrol. In addition to promoting the program with everyone who passed through the boat launch, its members ensured that the PFDs were put out early in the morning and taken in around 8:00 pm.

This is an extremely valuable asset for the promotion of the CCGA. The numerous positive comments were awesome. I have already thought of ways to enhance the program during the 2003 boating season, and I look forward to assisting other units that are contemplating this initiative. If you have questions as to how your program can be set up, please contact Program Coordinator Malcolm Dunderdale at malcolm.dunderdale@ccga-p.ca.

Ian Arklie
Unit Leader, Unit 39, Port Alberni

Congratulations

The Kids Don't Float pilot project was a success for the other units that participated in it as well. Unit 102 (Fraser Valley) put their station at Cultus Lake, and ended up with more PFDs than they began with! According to Unit Leader Carol Smith, "The response was great! People really thought this was a great idea and we should have more stations. We look forward to another great year with the program".

Zone 7 Director and Kitimat unit member Duncan Peacock noted that the program was very well received by the public in their area, and that kids were already borrowing PFDs while unit members were still putting up the sign!

Congratulations to these units and the other units that participated in this pilot project on a job well done. A number of new Kids Don't Float stations will be erected next summer in areas served by the CCGA-P.



Buoy o Boy Marine Safety Wear

Since 1939



PROUD SUPPORTERS OF THE
CANADIAN COAST GUARD
AUXILIARY-PACIFIC'S
BOBBIE THE SAFETY BOAT &
KIDS DON'T FLOAT PROGRAMS

Pacific Team Repeats SAR Competition Victory

On October 7th, volunteer members of the Canadian Coast Guard Auxiliary-Pacific took home the title of international champion at the Third International Marine Search and Rescue Competition, held in Milwaukee, Wisconsin.



Steveston-based competitors Peter Macaulay, Peter Jarvenpaa, Peter Thomas, and Morgan Mackay took first place in the one-day event, which involved 6 Canadian and 6 American teams going head to head in four competitive marine search and rescue events.

Victoria-based competitor Simon Pearce also brought the Pacific Region top honours in the heaving line competition as a member of Team Canada, which was made up of one member each from 4 of the 5 Canadian regions.

“We are extremely proud of the training and skill demonstrated by the Pacific Region team in this competition,” says Coast Guard Auxiliary-Pacific President Frank Hudson. “Not only is this competition an opportunity for our volunteers to share their

CCGA-P competitors Morgan Mackay, Peter Macaulay, Peter Jarvenpaa, and Peter Thomas accept the International Marine Search and Rescue Competition Champion award from United States Coast Guard Auxiliary National Commodore Viggo Bertelsen, jr (left), and CCGA National CEO Harry Strong.

lifesaving skills and hone their proficiency, but it is an excellent opportunity for them to give the public a live, behind-the-scenes look at the activities used to aid distressed mariners.”

The International Marine Search and Rescue Competition is held on an annual basis in a different North American location every year. Previous competitions, held in Montreal and Vancouver, have also featured winning teams from the Canadian Coast Guard Auxiliary’s Pacific Region. This year’s win was dedicated by Pacific Region team Coxswain Peter Thomas to the memory of Jimmy Ng, an active member of the Steveston unit who was recently killed while on duty as a Richmond RCMP constable.



A SAR competitor endeavours to rescue a ‘victim’ in the heaving line competition.

Campbell River Unit Members Aid US Auxiliarist

On September 9th, a sailing vessel caught fire near Campbell River with one person onboard. The person onboard quickly determined the fire was not containable and declared a Mayday on channel 16. Comox MCTS received the Mayday call and quickly issued a Mayday Relay broadcast for the sailing vessel for mariners in the area to assist.

Shortly after declaring the Mayday the person onboard the flaming vessel abandoned ship into his dinghy. A vessel in the vicinity launched its tender and recovered the person from the sailing vessel who was in the water after capsizing in the dinghy. Canadian Coast Guard resources from Campbell River, Powell River and a 442 SAR Squadron Cormorant helicopter were tasked.

The person was recovered from the water and taken to Cortes Bay and given treatment for hypothermia. The crew from the *Point Race* fast response craft arrived in Cortes Bay to administer first aid and treatment for hypothermia. After the patient was stabilized, the *Point Race* transported him back to Campbell River.

A call was received in the CCGA office in Victoria that there was a need for assistance for this person to get back on his feet after his harrowing incident. CCGA members in Campbell River were alerted and Deputy Unit Leader Larry Bowers rolled out the hospitality carpet. Larry assisted in getting the gentlemen some cash, some clothes, made him dinner and played taxi driver. Geoff Sanders on the *Point Race* assisted in arranging overnight accommodations at the Coast Hotel.

With the assistance of the team in Campbell River, within 24 hours a very grateful gentleman was back on his way home. Although the vessel was a complete loss he was extremely thankful to a tremendous response from the Canadian SAR system and the follow-up compassionate care from members of the CCGA.

Thank You

The extremely grateful member of the United States Coast Guard Auxiliary who was involved in this incident sent a thank you letter to the Honorable Robert Thibault (Fisheries and Oceans) which was also forwarded to all those involved in his rescue and recovery. He credits the coast guard rescue system for saving his life, and also specifically thanks the members of the CCGA-P who were involved in his recovery in Campbell River.

Congratulations are due to all those who not only saved a life but ensured that this individual was taken care of afterwards as well.

**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

CCGA National Awards Program

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 national body of the Canadian Coast Guard Auxiliary has developed an awards program to honour the achievements of Coast Guard Auxiliary volunteers nationwide.

Any CCGA member can nominate an individual that they believe deserves one of these awards by filling out a nomination form, which can be found on the CCGA website at www.ccg-gcac.org/publications/awardpro_e.pdf or can be obtained through the CCGA-P head office.

The completed form should be forwarded to the CCGA-P head office. The CCGA-P board of directors will review the nomination and forward it to the National Awards Advisory Committee with their recommendations.

Heroism Medal

This is the CCGA's highest honour. It is given to members of the Auxiliary in recognition of extreme skill in performing an assist or rescue that involves risk to the Auxiliarist's life. This award recognizes heroism in the face of grave personal risk. The individual must have exercised extreme skill, as opposed to superior skill required for the Medal of Operational Merit. Neither the assist nor the rescue need be successful.

ANSWERING THE CALL...



The TITAN 249XL

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

Exemplary Service Medal

This medal was created to honour the lifetime achievements of members whose contributions have been outstanding for the organization.

The medal recognizes excellence in those individuals who distinguish themselves by contributing significantly to the CCGA as a national organization and in enabling the Auxiliary to achieve its goals and objectives in the saving of lives, prevention of accidents and providing for safer boating, over an extended period of time.

The requirement to justify this award is exceptional performance of duty that benefits the Auxiliary as a whole. This performance must have a measurable, positive effect on the entire organization.

Leadership Medal

This medal is given to members of the Auxiliary in recognition of sustained professional and/or leadership achievements in operations or administration. The Leadership Medal is for members who have maintained an outstanding level of performance and/or achievement over a period of time to further authorized activities of the Auxiliary.

Operational Merit Medal

This medal is awarded to Auxiliarists in recognition of superior skill in performing an assist, or rescue, or other meritorious operational service. The award recognizes deeds or activities performed in an outstanding professional manner and/or of an uncommonly high standard that brings considerable benefit to the accomplishment of the CCGA mission. To receive this medal, superior skill is required, not extreme skill, and there does not have to be a risk to the member's life.

Humanitarian Service Medal

This medal is presented to members of the Auxiliary and non-members who distinguish themselves by meritorious, direct participation in a significant act or operation of a humanitarian nature. Direct participation is defined as being physically present at the designated location, and having directly contributed to and influenced the action. Service rendered in the act or operation being considered must meet the following criteria: must be above and beyond normal duties; must have major significance; must have provided immediate relief; and must have affected the outcome of the situation.

Administrative Excellence Medal

The Medal of Administrative Excellence is given to members and non-members of the CCGA in recognition of outstanding administrative achievement or service to the Auxiliary. This requires services that were accomplished in a manner which is worthy of special recognition.

For more information on any of these awards or the nomination process, please contact the CCGA-P head office.

General Awards

Along with the Humanitarian Service and Administrative Excellence medals, the following can be awarded to CCGA members but also to non-members who have supported the CCGA in some way:

National Council Honorary Membership

The National Council Honorary Membership is awarded to members and non-members of the Auxiliary who have contributed exceptional meritorious service to the CCGA. The requirement for this award is meritorious performance of duty that enhances the goals of the Auxiliary as a national organization. This performance must clearly be of a nature much higher than that normally expected, and which has a significant positive effect on the ability of the CCGA to achieve its mission and goals. This distinction is intended for those individuals who have provided a notable service to the Auxiliary and its programs. They have made outstanding nationwide contributions to the purpose and promotion of the Auxiliary.

Certificate of Appreciation

The CCGA Certificate of Appreciation can be awarded to members or non-members of the Auxiliary who have given noteworthy co-operation or assistance to the Auxiliary and its activities. This award focuses attention on the unsung heroes, the volunteers who ask for nothing, but whose exemplary compassion and charity are part of the CCGA culture. Recipients have usually been involved in CCGA activities for several years and normally have not received a national or regional award.



Leaving a Legacy Means Making a Difference!

Throughout your service to the Canadian Coast Guard Auxiliary-Pacific, you've dedicated hundreds, perhaps thousands of hours ensuring the safety of those in peril on the sea. Your commitment to this organization shows in your continued support long after your days of active crew duty.



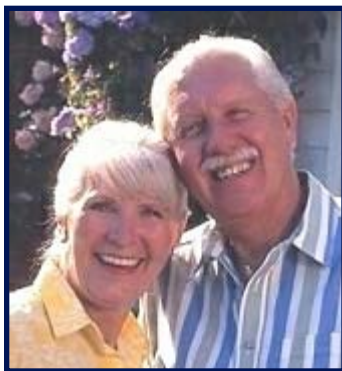
Your impact as a Search and Rescue volunteer is not limited to your lifetime.

There are many ways you can leave a legacy to the CCGA-P: Donations of boats in working condition to the CCGA-P can be handled as a tax-deductible contribution. If you are not using your boat much, or have a second boat, the combination of the tax deduction and elimination of the expense associated with keeping an under-utilized boat can be very advantageous to you, the donor.

Planned gifts accepted by the CCGA-P include charitable bequests, gift annuities, charitable remainder trusts, gifts of life insurance, and other deferred gift arrangements that benefit the CCGA-P and its volunteers.

Major contributions may be recognized through the naming of a rescue vessel after a donor or family. This highest level of private donation creates a legacy that will ensure continued Search and Rescue support for years to come.

“There are only two rules to change:
One is to begin; the second is to continue.”
—unknown



*Legacies live forever.
Legacies give forever.*

Leave more than memories

The decision to make a gift through your will to the CCGA-P is a way to express compassion and provide support beyond one's lifetime. It is an enduring expression of leadership to continue building the best community possible.

Make saving lives your legacy

Contact **250-413-2850** for more information on our legacy programs. Information is also available online at www.ccca-p.ca under our **Donate Now** section.

BC Ferries Support CCGA with Generous Donation

CCGA-P volunteers will soon benefit from an influx of training and equipment dollars, thanks to BC Ferries.

On October 19th, BC Ferries Vice President Mark Stefanson presented the CCGA-P board of directors with a cheque for \$26,469.00 from the BC Ferries Lost & Found auction funds.

Part of the funds raised will go towards the purchase of safety equipment for CCGA-P Search and Rescue crewmembers, a necessity in marine emergencies. The other portion of the raised funds will go towards the printing costs of the newly-developed CCGA-P Search and Rescue Crew Manual. Developed over the last 1½ years by a highly-trained group of CCGA-P volunteers and Canadian Coast Guard employees, this manual will provide all CCGA-P members, as well as other marine safety organizations, with a comprehensive crew-level training program. Funding shortfalls had stalled the project, but BC Ferries' donation has made immediate printing and distribution possible.

“We are extremely pleased that BC Ferries chose our organization as the recipient of these funds,” says CCGA-P President Frank Hudson. “Our community-based units rely on public financial support to continue their operations, and consider BC Ferries a valuable partner in our mission of protecting the safety of those at sea.”



BC Ferries' donation will help pay for the printing costs of the CCGA-P Search and Rescue Crew Manual.



CCGA-P Directors (l-r) Dave Lamb (Boating Safety), Jim Toogood (Equipment), Ryan Woodward (SAR/Operations), Allan Hughes (Deputy SAR/Operations/Zone 5), Alan de Jersey (Zone 2), Dave Lindley (Representative, Zone 3), Ken Moore (Zone 6), John Thomas (Zone 8), Bruce Falkins (Secretary/Treasurer/Zone 1), Craig Dunn (Strategic Alliances), Frank Hudson (President), Bob McCauley (Deputy Zone 8), Malcolm Dunderdale (Vice-President), Brian Cameron (Training), Duncan Peacock (Zone 7), and Scott Sutherland (Archivist/Historian) pose outside of the Canadian Coast Guard Base in Victoria, BC, with BC Ferries Vice President Mark Stefanson (right).

In Memory

Jimmy Ng

Unit 7 (Steveston) member Jimmy Ng was tragically killed in a car accident on September 15th when his RCMP cruiser was broadsided by a speeding car. Jimmy was a 6-year veteran of the RCMP and was 31 years old.

Jimmy joined CCGA-P Unit 7 over a year ago, when he transferred from the Duncan RCMP to the Richmond RCMP detachment. Jimmy volunteered not only as an active member of Unit 7, but as a member of the board of directors of the Richmond Marine Rescue Society, the fundraising organization that supports the Steveston unit.

In a statement issued to the public, Jimmy's parents focused on his history of helping and caring for people. He accomplished this both in his work as a police officer, and in his volunteer work teaching first aid, his work as a volunteer fire fighter and his years of volunteer work with the Coast Guard Auxiliary and Search and Rescue. Everywhere Jimmy lived he volunteered his time to the community.

Jimmy was a popular member of his unit, and his loss has devastated the members of the CCGA-P who worked with him. A number of CCGA-P members attended his memorial service on September 21st in Richmond and took part in the funeral procession.

Those who knew and worked with Jimmy considered him to be friendly, helpful, and very focused on giving back to his community. Our deepest condolences go out to his family and friends.



Tucker Brown

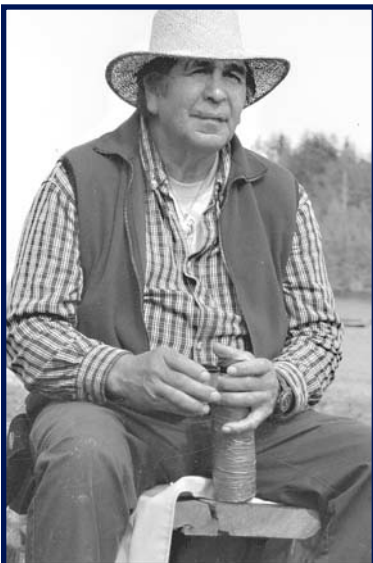
On September 29th, the CCGA-P lost Unit 66 (Queen Charlottes) member Captain Robert (Tucker) Brown after his courageous 9-month fight with bone cancer.

Born a full-blooded Haida Native of Skidegate, Tucker (a member/coxswain of Queen Charlotte Unit 66 for 13 years) was an inspiration to his fellow members.

For most of his adult life, Tucker worked on the ocean. He worked for many years aboard the *Nanceda*, halibut fishing on the Bering Sea off Alaska. Tucker also worked on a number of other fishing vessels, and all who worked with him can say that his work ethic, strength, experience, ingenuity, humour and winning personality made him a valuable asset on every boat he stepped aboard.

During his lifetime, Tucker also worked as a carpenter, rock scaler, logger, and totem pole restoration engineer. In 1989, he got a job with Parks Canada running the M.V. *Shearwater* in the national park reserve and Haida heritage site. Shortly after, he joined Unit 66 of the CCGA-P.

Along with his great humour, Tucker was one of the toughest mariners around, yet one of the gentlest and kindest in nature along with true humility— he always stood in the background, giving others credit.



Tucker's wishes were to be cremated. His ashes were placed next to his mother's grave in Skidegate. A memorial service was held in his honour on October 12th.

Tucker made many valuable contributions to his unit. Along with fellow Unit 66 members Ernie Gladstone and Malcolm Dunderdale, Tucker helped bring the then-new FRV vessel (*Spirit Seeker*) from Kitsilano Base to Haida Gwaii. The group was tasked by JRCC/CCG to three separate SAR incidents during the 500-mile transit before reaching home base.

Tucker's wife Monique requested that CCGA-P members attend the memorial service. After all, she said, being part of the auxiliary was what Tucker really enjoyed being part of the most.

Hugh Chamberlain

On September 7th, CCGA-P Past President Hugh Chamberlain passed away following complications from cancer surgery.

Hugh Chamberlain joined the Canadian Coast Guard Auxiliary in 1978, when it was known as the Canadian Marine Rescue Auxiliary (CMRA). At the time, the CMRA was in transition— many units were using boats borrowed from the Canadian Coast Guard, and were just starting to fundraise to purchase their own RHIs (Rigid Hull Inflatables).

In Hugh's Sidney unit, they began raising money for a community-owned vessel. The Provincial Emergency Program also considered purchasing a vessel for Search and Rescue at this time, but the city of Sidney strongly supported the CMRA. The Sidney unit ended up purchasing the CCGA-P's first community-owned vessel.

In 1983, Hugh became president of the CMRA(West). At this time, the organization's administrative structure was just beginning to form, and its foundation was set. Hugh's expertise was in administration and he used these skills to further the objectives of the CCGA-P. He worked closely with the coast guard to establish an Auxiliary office at Kitsilano Base. His term as president, which ran until 1985, also saw the development of the original claim form, and the original training manual. There was also unprecedented growth in volunteer Search and Rescue at this time, and the CMRA(West) really began to take off, and joined with the Provincial Emergency Program.

Hugh was made a life member of the CCGA-P in 1988.

Hugh's career included human resource management, hospital administration, and management consulting. Before his passing, he was a lecturer with the School of Business at Victoria's Camosun College.

A celebration of Hugh's life was held on September 28th at the Interurban campus of Camosun College, where Hugh was a faculty chair. Hugh was a well-respected, bright, and giving member, and will be missed by his colleagues in the CCGA-P.



Book Reviews

Designed For Life: Lifejackets Through the Ages

By C. J. Brooks

Mustang Engineered Technical Apparel Corp,
1995

203 pages

There once was a time when having personal flotation gear aboard vessels was prohibited, since it was feared that sailors who were press gang'd or shanghai'd into service might use the lifejackets to escape from having to work aboard their ship. No such safety devices were carried aboard Lord Nelson's ship at Trafalgar, for example. Life was cheap. During the Second World War, the British Navy estimates that it lost scores of thousands of crew members due to inadequate personal survival outfits.

Designed For Life is the only comprehensive history of the development of lifejackets in English (the only other one is in German). It traces man's earliest recorded personal floats made from animal bladders and hollow gourds, right through to today's sophisticated survival wear systems for women and men who work on the sea, fly above it and travel in space. This fascinating account was put together by a Canadian military physician and published with the support of Mustang Survival.

Heroic Rescues At Sea: True Stories of the CCG

By Carolyn Matthews

Nimbus Publishing, 2002

266 pages

For anyone who would like to gain an appreciation of the broad range of challenging situations that marine SAR personnel can run up against in different parts of our country, this volume is a collection of more than 2 dozen incidents from both coasts and the fresh water interior.

Compared to the tight, in depth reporting contained in Dean Beeby's *Deadly Frontiers* (reviewed in Winter 2002 edition of the *Dolphin*), this author's accounts are sprinkled with numerous minor technical errors which marine SAR buffs might find distracting, if not maddening.

Ships of Canada's Marine Services

By Charles Maginley & Bernard Collin

Vanwell Publications, 2001

288 pages

This album of both historic and modern vessels paints a sweeping impression of all of the non-military federal government ships that have ever plied Canadian waters in support of the marine safety and fisheries management missions, including ice breakers, SAR cutters and aids to navigation tenders. We learn, for example, that the white slash identifying stripe on coast guard hulls was introduced in the 1970s.

Charles Maginley's next book, soon to be released this fall, is a history of the Canadian Coast Guard, which is celebrating its 40th anniversary this year.

**Reviews by Adrian Lee
Unit 103, Vancouver**

AGM 2003 Promises to Inform and Entertain

The 24th Annual General Meeting of the Canadian Coast Guard Auxiliary-Pacific is being held in the Comox Valley on February 20-23, 2003. As in past years, the Annual General Meeting is an opportunity for members and supporters of the CCGA-P to meet and mingle, and to learn about the latest developments in rescue equipment, training programs, and Pacific region activities.

One of the most important parts of the CCGA-P AGM is the awards ceremony, where we honour some of our volunteers for their hard work and dedication. Last year, recognition awards were presented to CCGA-P past presidents by the Lieutenant-Governor of British Columbia, Iona Campagnolo. This year, we hope to have another memorable awards ceremony involving outstanding members of the CCGA-P receiving the recognition they deserve.

Members of the Comox unit have already begun planning for the AGM, and are very excited about the directions this AGM will be taking. They are developing a comprehensive spousal program that promises to meet the needs of all attending spouses, and they are organizing a tour of 442 Squadron, which will include a look at the Comorant Search and Rescue helicopters.

If you would like more information on our upcoming AGM, please contact the CCGA-P at info@ccga-p.ca or at 250-480-2798. We look forward to seeing you there!

Tanis Toope
Special Projects Officer, CCGA-P



Members from Unit 59 (Deep Bay) and Unit 60 (Comox) participate in a joint training exercise aboard the *John McLean* and the *Bruce Brown II*. Unit 60 will be hosting this year's AGM.

Call to Action

Our AGM Silent Auction proved so popular last year, we're running it again!

With the 2003 AGM approaching quickly, it is time to begin building our list of auction items. CCGA-P needs your help to collect items suitable as door prizes or for the 2003 AGM Silent Auction. Our goal is to have each unit contact local sponsors in their communities to secure and contribute items appropriate for the auction. Both private and corporate sponsors can donate auction items. Last year, we saw fine contributions on the auction block such as a Robert Bateman limited edition print and a Karel Doruyter original oil painting, a 1989 Minivan, and an ICOM radio. In addition to these, several sponsors provided in-kind gifts such as survival gear, gift certificates and more. Funds raised will help to offset AGM costs.

Help us make this year's event a success. Anyone wishing to donate towards the Silent Auction can contact Financial Development Coordinator Judith Cook at 250-480-2648 or judith.cook@ccga-p.ca

Time is running out for CCGA-P AGM award nominations! All nominations must be submitted to the CCGA-P office by January 1, 2003. Please submit your nomination online (under 'AGM' on the member's website) or contact Special Projects Officer Tanis Toope at 250-480-2731 or tanis.toope@ccga-p.ca for more information.

Coxswain Profile

Mike Janicki: Coxswain, Unit 7 Steveston

Mike Janicki joined the Steveston unit of the CCGA-P in 1993 and is just starting his third consecutive year as unit leader. Like a number of our Lower Mainland units, Unit 7 had an extremely busy summer, and faced a great deal of tragedy, including the loss of member and RCMP constable Jimmy Ng.

Recently, I asked Mike a few questions about his CCGA-P experiences:



How did you get started in the CCGA-P?

I used to work on deep sea research vessels (seismic data collection, mostly navigation); then, I decided to return to university to get my Engineering degree.

During one summer, after school was out, the local Steveston unit had an advertisement recruiting new members. At that time I joined with Jim Toogood as unit leader. With my 11 years of sea time, my experiences easily fit.

I worked my way through Engineering and worked at becoming a P.Eng (Professional Engineer).

I worked for a company that made high end electronic marine charting systems and participated in the design of overlaying Radar image on the chart.

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

There have been too many incidents to say one is more memorable than another; they all have different characteristics. The incidents that tend to be recalled are those incidents that involve fatalities.

One of our most recent high profile incidents was the capsizing of the *Cap Rouge II*, where we (Auxiliary 7, I was coxswain) attended quickly and performed our duties as trained.

Steering clear of the media during that event, most of the public was unaware of the presence and duties that the Auxiliaries (Auxiliary 6 also attended) played during the event.

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

I don't think that the unit has any special challenges that any other unit doesn't have, like crew recruitment. My philosophy I tell the unit members is that your career should come first, your 'life' (family and social) next and whatever you can afford to volunteer to the Auxiliary. We have a good core group that are dedicated to the Auxiliary.

Steveston is not a major pleasure craft harbour. There is going to be a little bit of work to be done to bring up the boating safety aspects, not just SAR duties.

Oh, one special challenge is defending the SAR competition title. I won't allow any of the current winners to compete again.

What are some of the boating safety activities your unit is involved in?

Boating safety has not been very significant in Steveston, probably because Steveston Harbour is predominately a fishing harbour.

During the Tall Ships Festival, we managed to have Bobbie the Safety Boat cruise around the waiting lines and spread his knowledge and humour.

I try to keep up with the boating safety issues, speaking to the public regarding equipment required and possible reasons why to have the equipment. If time exists, I'll try and perform some courtesy exams (CEs) at a local boat launch and invite some non-CE members to attend. My feeling on performing CEs is not to see how many forms I can fill out, but to pass on the information regarding boating safety.

What sort of direction would you like to see the CCGA take in the future?

The CCGA-P seems to be moving in a positive direction. Problems and issues are identified and solutions attempted. I'm not sure, but I think Unit 7 has been a catalyst for a number of changes to the CCGA-P. The structure and accountability of the board of directors and executive officer that have been put in place show me that there is a concern for the CCGA-P structure and function of an organization.

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

Actually, one of the first 'talks' I have with a prospective member is the fact that the member may have to deal with death and that running around being a rescue hero is not what it is usually about.

One thing that all unit leaders look for, or hope for is reliability. You show up when you said you were going to show up, whether that was for a public event or responding to a page out.

Any final thoughts?

The roll of a unit leader can be very rewarding, however, you need to work at it. A constant stream of communications and information needs to be shared with the members and you need to take and consider the concerns of the members.

Establish relationships with various other related organizations, such as police, fire and EHS so that when needed the various parties at least know of each other and their abilities.

Lastly, keep on top of the paperwork or it will bury you!

-interview by Tanis Toope

Director Report

Training

Train as if your life depends on it— because somebody's might.

We talk a lot about training— but what is training? Well, the aim of our training is to provide the members of CCGA-Pacific with the skills and knowledge needed to do their jobs effectively. Effectively is the operative word and the job is saving lives on the water. My part, as the Director of Training, is to provide the direction or the how we get there. Good training must be committed not just to getting a certain performance but to getting a *higher* level of performance from our members— that commitment, motivation and inspiration comes from the unit leader. Even when the skills and knowledge are already there, training can improve performance, build trust, credibility and professionalism— that comes from the member.

In all cases training must be a planned and evaluated activity

Six months ago, when I stepped in as the Director of Training, I did an assessment of the training needs, basically a SAP: STOP – ASSESS – PLAN. The execution of this plan takes time. In some cases it was preparing material such as a standard to follow, or a manual, course material and policies and direction. In other cases it was convincing individuals that a proper training plan coupled with accountability was a benefit to the organization and each individual. And, like the execution of any plan, we made allowances and adjustments as new information was presented. Perhaps it's time for a review as to where we stand on a few of these parts:

RHIOT: A nomination procedure was issued to all unit leaders in April for the 2002-03 RHIOT season. The aim was to ensure CCGA-Pacific was sending the best calibre of candidate to a course that is considered to be a world-class boating course. The procedure involved detailed nomination information from the unit leader on not only the individual, but also how he/she fit into the unit and how the unit would benefit from this individual's leadership. The next step was up to the individual as he/she had to pass a home study package on theoretical knowledge, a medical and a 2-hour, on the water practical skill evaluation. The result has been that we have some of the highest calibre individuals going on a world renowned course and returning to units to provide positive leadership as CCGA-Pacific becomes an authority in marine Search and Rescue.

PCOC: The policy has been issued (as seen in summer 2002, vol. 12, issue 2 of the *Dolphin*). The PCOC is now an integral part of our training approach. It provides us with a measurable evaluation of basic boating knowledge on new members. Of course by this time, all current members will have either presented proof of a PCOC (prior to July 1, 2002) or have written the CCGA PCOC and obtained a 70% pass by August 30, 2002. This is a serious matter; not only is it the law, but it is part of the crew level qualification. It may prove difficult for

CCGA-Pacific to support units with training hours and dollars, training courses, first aid training and various pieces of equipment, if the unit isn't serious about training and following CCGA-Pacific direction and policies. Remember, the best way to reduce SAR incidents is by prevention and the best prevention is through boating safety education. Pleasure craft regulations are one of the best tools we have and it is up to all of us to support this program 100%.

EVALUATION: In the last *Dolphin*, I talked about the six components of our training approach (a training standard, reference material, delivery, evaluation, recording and support). I mentioned that due to a lot of work by several individuals we have the Crew Level Training Standard and excellent training manual (both available on our web site). I also talked about the methods that are available to deliver this training. Now, I am going to talk about the evaluation—remember, training must be a planned and evaluated activity. Our aim was to build a team of evaluators that could assist the unit or zone and provide the measurable element to our training. To this end, with the skillful help of Tyler Brand and Lyle Brewster, we conducted our first ARTE (Advanced Rescue Trainers / Evaluator) course in Victoria (August 23rd to 25th) for Zones 3 and 8. The next course is scheduled for Comox, for Zones 4, 5, and 6, followed by a northern course and one in Vancouver. The graduates of these courses will be joined by the 30 to 35 graduates of the Small Craft Training Instructors course that was run two years ago. The latter group will be updated with a home study package and directives. Together these evaluators will ensure our course is true and we maintain a measurable training standard. In layman's terms, it means that every qualified crewmember in CCGA-Pacific will be the same, no matter what unit.

RECORDING: Once again due to the hard work of Tyler Brand and Lyle Brewster, we are putting on the finishing touches to an electronic database, so evaluators can input data and unit leaders and training officers can access their unit information, in order to ensure their training is on target and up to date. We are also working on a personal log book, which can be kept by the individual member as a record of his or her accomplishments and activities.

All these activities are tools to the training system and approach CCGA-Pacific is taking in order to “raise the overall measurable training standard of all units and members”. The glue that holds this system together is the planning. It is the unit leader of each unique unit, who sets out a unit training plan by taking *what* is to be trained from the standard and manual, fitting it into *when* the unit trains and ensuring that it is evaluated and recorded. As I said before, the unit training plan is like having an agenda for a meeting and this meeting lasts the whole year. Your time as a volunteer member of CCGA-Pacific is valuable and should not be wasted. You are the ones that risk your lives to save others on the water— you deserve the best training possible. The tools are available; it is now up to each unit leader to organize and plan the training to succeed.

Brian Cameron
Director of Training, CCGA-P



CCGA-P members from Units 5 (Crescent Beach), 25 (Gulf Islands), 33 (Oak Bay), 35 (Victoria), and 36 (Saanich) joined members of the United States Coast Guard Auxiliary in a joint training exercise on September 28th & 29th in Friday Harbor, Washington. The San Juan Island Fire Rescue vessel and members of the United States Coast Guard also participated in the event.

Special thanks go the CCGA-P Vice President Malcolm Dunderdale for all of the hard work he put into coordinating this event for members of the CCGA-P.

Director Reports

SAR/Operations

As we wind down from another busy summer you should all take a moment to pat the member next to you on the back for a job well done. In addition to an overwhelming number of special events (including the Tall Ships Festival in Richmond) and exercises (including the SAR exercise with the US Coast Guard Auxiliary in Friday Harbor) CCGA-P units have been involved in a significant number of incidents. Many of these incidents have been notable either due to their nature, or the impact that the Auxiliary resources have had on the outcomes which have invariably been handled with a level of skill and professionalism for which we can all be proud of.

Although incomplete at this point, we do have some statistics for the 2002/2003 fiscal year to date: over 540 responses by CCGA-P members to over 488 incidents, accounting for a total duration spent on-water of over 976 hours and 2877 person-hours.

The revision implemented to the SAR mission report form earlier this year is also paying dividends in allowing us to capture some enhanced data on the impact of our activities. To date, based on the information provided on the SAR mission reports by the units, 92 lives have been saved, 603 people have been assisted and over \$8.8 million in vessels and equipment have been saved or assisted by members of the CCGA-P. Because the revision was implemented part way through this fiscal year, and that we have yet to achieve complete adoption of the new form by the units, we know that these numbers have some inherent inaccuracies (especially the value of property assisted which we believe to be around 30% of the true value). As we go forward, it is extremely important that the data is consistently provided on the SAR mission reports submitted to the office.

All units are reminded to please ensure that they submit a SAR mission report for each and every incident they are tasked to— regardless of the duration or scope of their involvement. For the months of April, May and June 2002 there were 57 incident reports that should have been submitted by CCGA-P units or Owner Operators that were not received. Remember that we build the record of our accomplishments out of a collection of individual incidents— one at a time! Every SAR tasking counts, and every SAR tasking has the potential to drastically affect lives regardless of whether it is one of the only taskings you will do for the year or one of 100.

Even numbered units are reminded again that their CEs and AVIs were due to have been completed within 90 days of the AGM on all vessels (Dedicated Response Vessels and Owner Operators). The majority of units have yet to complete this mandatory task and are requested to have the inspections done as quickly as possible and send them to the CCGA-P office.

In addition to the current distribution by email, the CCGA-P website is being updated with new operations bulletins, memorandums and policy. Please check back occasionally for updates. If your unit is unable to access these updates from the website, and is not receiving them by email, please let us know so that we can arrange for hard copies to be sent. As always, operations related questions, comments or concerns are welcomed. Until next time— keep up the great work & stay safe!

Ryan Woodward
Director of SAR/Operations, CCGA-P

Reminder

Unless otherwise instructed, please only submit each incident report to the CCGA-P office once. Please do not fax, and then send originals via mail; while we appreciate the diligence the arrival of duplicate reports can cause a significant amount of time to be spent (and potential delays in receiving payment) dealing with the duplicates.

Treasurer's Report

I am pleased to announce that the half day spent setting budget priorities and allocating budgets in April of this year is producing excellent results in managing our finances for another year. As in a previous number of years, at the first meeting of the CCGA-P board of directors, we spent a significant portion of the meeting listening to portfolio holder's requests with anticipated program costs. We allocated our budget according to the priorities that the board established. Many of these costs as you can appreciate are demand costs, and as such are hard to anticipate.

In October we once again reviewed our spending trends at the 6 month mark of the budget year to make sure each and every priority was properly funded. As a result of this review we were able to identify and move some additional funds into our Boating Safety portfolio which while in the process of training almost 60 new courtesy examiners had depleted the budget they had been given.

I am pleased to say that we will be doing this exercise again in the coming months to make sure that every dollar this region received is spent in the most cost effective and most appropriate manner possible.

If you have any questions regarding this process please don't hesitate to contact me at Bruce.Falkins@ccga-p.ca.

Bruce Falkins
Secretary/Treasurer, CCGA-P

CCGA-P Members Help Make Tall Ships a Success

Over 50 CCGA-P volunteers from throughout the Lower Mainland took part in this summer's Richmond Tall Ships Festival, from August 8th to 12th.

Vessels from Units 5 (Crescent Beach), 6 (Richmond North), 7 (Steveston), and 8 (Delta) all helped escort a number of the ships into Steveston Harbour, which included the challenging task of clearing smaller vessels from the path of the tall ships. Units 6 and 7 also spent much of the weekend patrolling the site, handing out information to incoming vessels, and even keeping spectator vessels a safe distance from a tall ship gun battle!

Despite the long hours put into the Tall Ships Festival by CCGA-P on-water crews, Units 6, 7, and 8 also handled an unusually high number of SAR incidents during the same weekend. These incidents, which were both related to the Tall Ships Festival and completely unrelated, included a medical evacuation from Steveston, a suicide attempt up the Fraser River, and numerous vessel-related calls stemming from strong winds on the Sunday of the event.

A number of volunteers from both the Lower Mainland and Vancouver Island also participated in on-shore activities. Volunteers worked in tandem with the Canadian Coast Guard to distribute boating safety information to the festival's spectators, and Bobbie the Safety Boat even made an appearance, much to the delight of the younger members of the audience.

By the conclusion of the Tall Ships Festival, it was estimated that over 500,000 people visited Steveston during the five day event. Many thanks are due to the members of the CCGA-P who donated their time to help entertain, educate, and protect all of those who attended. Special thanks go to Jim Toogood and Mike Janicki, who put a great deal of hard work into planning this event.

Tanis Toope
Special Projects Officer, CCGA-P



The tall ship *Hawaiian Chieftain* was one of the vessels that took part in the Richmond Tall Ships Festival. CCGA-P units helped to control spectator vessel traffic near the tall ships.

Unit Updates

Boating Safety Units

A number of new boating safety units have recently been established by the CCGA-P in the interior. Currently, new units in Kamloops and the Kootenay and Shuswap areas are actively recruiting members. We hope to see some enthusiastic new individuals in these units. If you would like more information on any of the new units, please contact the unit leaders listed below:

Unit 104 (Kootenay): Jon Wilson
ph. 250-427-5225

Unit 105 (Kamloops): Jim Knowles
ph. 250-851-0419

Unit 106 (Shuswap): Bob Clayton
ph. 250-675-3755

Because of the recent growth in boating safety units, the CCGA-P has assigned new numbers to these units, and has reassigned numbers to the existing boating safety units:

Unit 9 (Southern Interior) is now Unit 101

Unit 3 (Fraser Valley) is now Unit 102

Unit 4 (Vancouver) is now Unit 103



Many CCGA-P SAR units run boating safety programs as well. Pictured above, Doug Mitchell of Unit 36 (Saanich) mans a courtesy exam table at the Capital City Yacht Club. Unit 36 offered courtesy exams to boaters this summer in Sidney.

Unit 27– Nanaimo

Nanaimo was very lucky this summer to be the host city for the BC Summer Games and to host the first annual Adventure Games. Unit 27 was again on hand as a safety boat for the sailing competitions at the BC Games and the kayak races for the Adventure Games. Thankfully no SAR missions were undertaken at either event, and the CCGA-P gained some excellent press coverage.

Unit 27 has also been busy fundraising for a new boat. This September we are proud to say that we have ordered up the hull and are working on the next phase of our fundraising plan. Unit 27 volunteers have worked tirelessly to get a new boat and this first step has really been a fantastic morale booster! We look forward to having our new SAR vessel online as early as mid 2003.

This summer, Unit 27 recognized two members who have actively volunteered for 10 years. Ed Singer and John Crutch were given plaques commemorating this achievement at our summer BBQ. Congratulations Ed and John! Unit 27 and the Nanaimo community are proud to have volunteer members like yourselves!

It has been a busy year for Unit 27 with 75 rescue incidents since Jan 1st. This group of volunteers deserves a big pat on the back for a job well done! Good job everyone!

Bob McCauley Unit 27, Nanaimo

Unit 103– Vancouver

The SAR Prevention & Safe Boating specialty team covering Howe Sound, English Bay, False Creek, Burrard Inlet and Indian Arm was recently re-designated as Unit 103. On September 16th, members met to review ways and means to increase active membership, raise funds and deliver programs. The priorities for the group this winter will be communications, recruitment and training in preparation for next year's launch of the boating season. For more information, please go to: www.ccca-p.ca/unit4. New marinas will also be targeted.

Members took part in a two day Canadian Coast Guard oil spill response course which involved deploying slick booms near the Vancouver Police Marine Squad docks and at Kitsilano Coast Guard Station (www.ccca-p.ca/unit4/oil_spill.htm). Unit 103 raised awareness for the Auxiliary during all four nights of Celebration of Light fireworks, with a shoreside display near the Kitsilano Base. Donations were received from grateful boaters who lacked navigation lights, as the unit had a courtesy supply of temporary lights on hand for their use. While a shortfall of hands meant only a minimal involvement in the Vancouver Wooden Boat Show at Granville Island, Unit 103 was able to assist at the Office of Boating Safety's Tallships Festival mobile display.

Adrian Lee Unit 103, Vancouver

Zone 1– Lower Mainland

“For Exercise, For Exercise”

On September 24th at 0930 hours an Air Canada Airbus commercial jetliner originating from Toronto and inbound for Vancouver International Airport with 240 persons on board declared an inflight emergency and ditched, eventually sinking just short of runway 08 left at 1000 hours. Half of the aircraft’s occupants managed to make it into survival rafts, many with serious injuries evident. With moderate onshore winds and under bright clear skies, the Airport Authority’s emergency response plans entailed contacting JRCC Victoria, the Emergency Communications Centre for Southwest BC and others.

Almost immediately, coast guard hovercraft, Auxiliary RHIBs, coast guard lifeboats, an Air Force SAR helicopter and other agencies’ units arrived at the scene in a well orchestrated response. Meanwhile, fire, police and ambulance units rushed to Iona Beach, at the northwest tip of Sea Island, where a beach head Casualty Reception Point had been hastily established.

Triage and casualty care promptly ensued and area hospitals activated their disaster response plans in preparation for the arrival of convoys of buses and ambulances under police escort delivering their dozens of casualties. Transportation Safety Board and Coroners Service personnel were also on hand along with media reporters and Salvation Army support personnel. Back at the domestic arrivals terminal, friends and relatives awaiting the aborted landing were met by airline and airport personnel and comforted.

Fortunately the foregoing was just a pre-staged play named Operation Lowtide: Crash On Tidal, an exercise initiated by the Airport Authority that had to be postponed from a year ago in the aftermath of the 9-11 incident. Members from many Zone 1 units either took part in or observed the exercise. It was a worthwhile morning spent reckoning how all the various highly trained teams, specialized equipment and rarely required procedures can all come together for a mass casualty incident.

Adrian Lee
Unit 103, Vancouver

A Busy Weekend for Auxiliary 1

After an unusually quiet summer, the weekend of September 7th & 8th found members of Unit 1 (Howe Sound) on the water for over 14 hours. The weekend started at 6:00 am Saturday with a run to Britannia Beach to provide a safety escort for the kayak portion of the Nike Sea2Summit race. CCGA *Pearkes* from Unit 14 (Gibsons) also was present. Kayakers paddled from Britannia south to Porteau, and then north to Squamish. *Auxiliary 1* wound up escorting the stragglers, which stretched a planned six-hour trip out to a total of nine hours before we returned to base and dropped off crew members Jan Volker and John Ledsome.



Unit 2 (Indian Arm)’s recently repainted vessel, the *Deep Cove Lifeboat II*, responded to a number of marine incidents this summer and fall, including a fire on a tour boat with 79 passengers on board. The *Deep Cove Lifeboat II* was one of the first responders to the vessel’s mayday calls, and helped ensure that no lives were in danger.

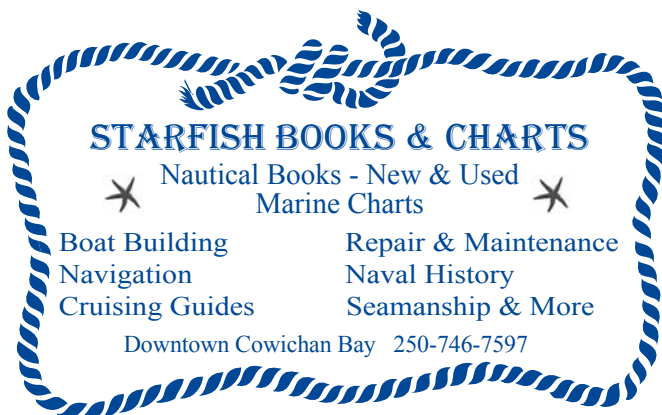
Auxiliary 1 proceeded to the fuel dock to be greeted by Sean Wheeler, another Unit 1 member, with the news that West Vancouver Fire Rescue (WVFR) had a diver in possible cardiac arrest at Whytecliff. At the same moment the pagers went off, and Vancouver Radio broadcasted a Pan-Pan. A quick zip back to recover the crew (who happened to be a nurse and a doctor), and *Auxiliary 1* was on scene at Whytecliff within 8 minutes. The casualty and two West Vancouver Fire Rescue personnel were extracted from the rocks just north of the Whytecliff beacon and transported to Emergency Health Services at the main beach. Regrettably, the diver had been in cardiac arrest for over 20 minutes when the WVFR crew arrived and did not survive. *Auxiliary 1* returned to base approximately 1½ hours after the page.

At about 10:00 pm Saturday night, the pagers went off again, this time with a code 2, for a possible flare sighting. Zone Director Bruce Falkins, a long-time Unit 1 coxswain, was kind enough to take that call. Sean Wheeler, Jan Volker, and John Ledsome, all of whom had been on the Whytecliff dive incident, were the crew. Another 1½ hours on the water for what in all likelihood was a sighting of aircraft landing lights.

The remainder of the weekend was quiet until 8:30 pm Sunday with another code 2, and a request to transport a BC Ambulance Advanced Life Support (ALS) crew to the West Vancouver Yacht Club outstation in Centre Bay, Gambier Island. An elderly woman alone on a boat was reported having respiratory difficulties. Fortunately, the crew of the yacht *Penderosa* were on hand and able to call for help and assist the woman until we arrived. After a somewhat nerve-racking trip in limited visibility, *Auxiliary 1* reached the outstation, and the ALS team attended the patient. *Auxiliary 1* crew member Dr. John Ledsome, who practices respirology, provided his professional expertise. 45 minutes later, with the patient stabilized and on board, *Auxiliary 1* departed for Fisherman's Cove. With minimal visibility (and an astonishing amount of wood in the water), it was a relatively slow trip, with *Auxiliary 1* reaching Fisherman's Cove around 11:00 pm. The ALS team transported the woman to Lion's Gate Hospital, where she was diagnosed with pneumonia.

My thanks to Sean Wheeler, Jan Volker, and Bruce Falkins for their contributions as crew and relief coxswain; to Hugh Kelsey for getting things ready Sunday night; and most of all to John Ledsome, the only Unit 1 member to be on board for the entire weekend— 14½ hours standing up in a rubber boat. John, by the way, is the oldest member of Unit 1.

David Rees-Thomas
Unit Leader, Unit 1, Howe Sound



STARFISH BOOKS & CHARTS
 Nautical Books - New & Used
 Marine Charts

Boat Building	Repair & Maintenance
Navigation	Naval History
Cruising Guides	Seamanship & More

Downtown Cowichan Bay 250-746-7597



Vital Link Ventures

Kevin Cleaver
 Ph#(250) 727-0783 Fax#(250) 727-0723
 vital.link.ventures@shaw.ca

Standard First Aid	Oxygen Administration
Marine Advanced	First Responder/AED

Training the Coast Guard since 1997