

# DOLPHIN

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



Winter 2002  
Vol. 11, No. 4

## Victoria Unit Aids in Film Crew Recovery

The Victoria unit of the Canadian Coast Guard Auxiliary Pacific Region aided in one of the auxiliary's most unusual incidents yet – the rescue of a film crew from a former Russian submarine.

On December 15, as a Toronto production crew was filming aboard the ex-Cold War sub, low tides and high winds combined to uproot the pilings to which the sub was moored, allowing the sub to swing into the harbour and eventually lodge its stern in a nearby tugboat.

Production staff were able to secure a rope between the sub and the tug, and the crew were walked off safely while Unit 35 monitored the rescue. Unit 35 and rescue workers from local tugboats, the fire department, and the harbour master worked together to ensure that power lines from sub to shore were disconnected and that the sub was moved to a secure dock.

The work done in this incident by Unit 35 was best summed up by Victoria Harbour Master Dave Featherby, Sr.: "The Coast Guard Auxiliary 35, volunteers, were there in an open boat in the pouring rain and wind right through the entire thing. I asked them to stick around because if someone fell off...they're the best resource to get them out of the water and they were absolutely excellent."

Congratulations to Unit 35 on a job well done!



Built in Leningrad in 1974, the 1,770-tonne *Russian Cobra* was decommissioned and sold in 1992. Before December's incident, it was docked as a tourist attraction in front of Victoria's Harbour Canoe Club, but now sits in Point Hope Shipyards.

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# DOLPHIN

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## President's Comments

The year 2001 was a highly successful one for the CCGA-Pacific. Not only did we host an international search and rescue competition, but we brought five new dedicated response vessels online, and helped rescue a foundering Russian submarine (not to mention the hundreds of other incidents auxiliary members took part in).

All of the CCGA-P's volunteers should be proud of the dedication they have shown to the organization. Your work is definitely appreciated!

### SAR 2001

The 2nd Annual International Marine Search and Rescue Volunteer Competition took place in Vancouver at the Kitsilano Coast Guard Base on October 20, 2001. Five Canadian teams (one from each region) and six American teams competed in search and rescue, pump operations, first aid, and a mystery event for the title of International Champion. The winners were Paddy Ryan, Jon Wilson, and Joe Anglin, members of the CCGA-P. Congratulations to the winners and to all who participated. Our volunteers put on an exceptional show, and their hard work and dedication showed.



Frank Hudson, President,  
CCGA-P

### Strategic Planning Session

The latest Strategic Planning Session was held by the Board of Directors in November at the CCGA-P head office in Victoria. Facilitator Zig Hanczyk guided us through a very productive session. For the first time in its history, the CCGA-P is developing a three to five year strategic plan. As we continue to grow, we need to create a vision for the future we want our organization to take. All members are encouraged to discuss their ideas with their unit leaders and zone directors. I will be attending a National Council board meeting in mid-February to discuss these issues at the national level.

### Police Assistance

The board of directors also met in January, and discussed JRCC's new tasking policy regarding assistance of law enforcement officials. John Palliser, Superintendent of Marine SAR was in attendance and discussed this new policy with us. Palliser emphasized that the CCGA-P's role is to observe, record, and report during any police incidents, but not to enforce. Humanitarian calls are still officially considered taskings, but any incidents involving law enforcement should not involve the CCGA-P. A policy for the CCGA-P is being drafted by Operations Director Ryan Woodward, and more information will be presented at this year's AGM.

### Travel

On January 19 & 20, Executive Officer Stan Warlow and I traveled to Mississauga, Ontario, for the CCGA- Central & Arctic's Annual General Meeting. The meeting was informative and well organized, and gave the both of us many ideas about the direction the CCGA is taking, in our region and in others. It was helpful to see the similarities and differences between how our regions operate.

On February 16 & 17, I will be travelling to Fairbanks, Alaska, to attend the Annual Conference of the United States Coast Guard Auxiliary District 17. That same weekend, CCGA-P Vice-President Malcolm Dunderdale will be travelling to Portland, Oregon, to attend District 13's Conference. We look forward to exchanging ideas with our American counterparts.

## Annual General Meeting

The CCGA-P's 23rd Annual General Meeting is quickly approaching, and the AGM committee, headed by Unit 35 member Rene Landry and Zone 3 Director Glenn Driscoll, have preparations well underway for this year's events. This year's conference is being held in Victoria at the Laurel Point Inn, right on Victoria's Inner Harbour. Events include a Thursday evening Meet & Greet and Trade Show, Unit Leader workshops and the regional SAR Skills competition (Friday), and Saturday's business meeting and awards luncheon and evening banquet. Among other distinguished guests, we will be joined for our awards luncheon this year by our province's new Lieutenant-Governor, the Honourable Iona Campagnolo. This luncheon will also feature a special ceremony honouring all of the CCGA-P's past presidents.

I look forward to seeing many of you at our Annual General Meeting in Victoria!

**Frank Hudson**  
President, CCGA-P



Unit 37 (Sooke) competitors Nancy Reed and Duane Allen tend to 'victim' Louise Fitzpatrick (Unit 33 Oak Bay) during the first aid portion of the Zone 3 SAR Competition.

## Zone 3 SAR Skills Competition

Coming in second is a bit like kissing your sister, at least that is what I am told by one of my SAR teammates.

On December 1, 2001, four Zone 3 teams met in Victoria for a competition to determine which unit was going to represent the Zone for the Pacific Region SAR Skills in February 2002. Unit 37 (Sooke) entered a team consisting of myself as coxswain, Nancy Reed, Duane Allen, and Alan Reed as spare.

Our team was first up for the First Aid portion of the competition. With Nancy Reed's direction we capably took care of the "victims" and earned high marks. Next up was a ride over to the Oak Bay Marina to complete a CE (Courtesy Exam) on a vessel. Out of our three team members, we had only completed one CE in total. Challenging to say the least. We went back to Victoria Harbour to complete the on water portion. Without time for lunch, we were introduced to the Unit 33 vessel being used as the SAR unit. A concerned citizen had reported a vessel that appeared to be in distress. Our team headed out and assisted the distressed vessel.

The team had a very exciting and fun day at the competition. In the evening we enjoyed a good meal and great times at the Harbour Canoe Club.

A big thank you to Merilee Martell and her organizers. You did a great job!

**Jay Young**  
Coxswain, Unit 37 (Sooke)

# Pacific Region Develops New Website

In the past few months, the CCGA-P's website has undergone some major changes. These changes have been implemented in response to comments received from members and the public in general.

The first and most obvious change was the division of the site into two sections: one for members, and one for the public. Research has shown that many CCGA-P members do not have access to high-speed Internet connections, and the website was loading very slowly for them. By dividing the site into two



parts, we were able to keep most of our graphics and also make the site more accessible for our members.

The second major change was the development of the public portion of our website. As our organization continues to grow, we continue to get more requests about the CCGA-P from the media, potential donors, potential volunteers, other Search and Rescue organizations, and the general public. We want to ensure that these groups receive informative, up-to-date information that is presented in an attractive, attention-grabbing fashion. We are working particularly hard to keep our news section current, so that website visitors have an understanding of the work our units have been doing in their communities.

We are also developing a section known as Kid's Korner, which will feature games and activities for kids, with a focus on boating safety awareness.

As the CCGA-P continues to grow and develop, its website will grow and develop right alongside it.

If you have any comments or suggestions about our website development, please don't hesitate to contact our webmaster at [webmaster@ccga-p.ca](mailto:webmaster@ccga-p.ca). We appreciate all ideas!

*Visit us today at [www.ccga-p.ca](http://www.ccga-p.ca)*

## Reminders

### Blue Flashing Lights

Transport Canada has approved the use of this light for the CCGA during SAR operations only. It is acknowledged unofficially however that the CCGA may occasionally use the light for special reasons, however this must be pre-approved by the Joint Rescue Coordination Centre. Abuse of the light may result in charges under the Canada Shipping Act.

### Forms

Please remember to download the current set of forms from the CCGA-P website. All forms can be found under *Operational Information* in the Members Area. It is especially important that the office receives the latest version of the new membership application, which includes information on what unit the applicant is joining, and what gender he/she is.

Office Manager Melanie Fugard requests that all Unit Leaders update their unit information, including member addresses, email addresses, and phone numbers as well as next of kin information.

The CCGA-P head office now has a toll-free fax line. The number is 1-866-522-2742. The local fax number, 480-2742 is still in service as well.

## Unit Shields

At last year's Annual General Meeting, Unit Leaders attended a workshop entitled Marketing Ourselves for the Future. The seminar was led by Victoria-based designer Paul Barron (President of Hot House Marketing) and focused on the creation of a unified image for the CCGA-P.



One of the initiatives that came out of the workshop was the unit shield. Barron presented a sample shield, which would feature the CCGA-P's logo and a space for each unit's name, number, and a representative image chosen by the members of the unit.

In early December, all unit leaders were contacted about this initiative, and were asked to contact their unit members and come up with an image that they felt was representative of the area they live in or the work their unit does.

As each unit forwards their image to the CCGA-P head office, it is in turn forwarded to Hot House marketing, who work with the image to create the unit's shield. The unit then receives the shield, checks it for any errors, and approves it.

This shield will allow units to display a sense of individuality while maintaining a standard organization identity. At the 2002 AGM in February, we will be distributing kits to each unit that will describe the best ways the shields can be used.

If you would like to have input into the image used on your unit's shield, please contact your unit leader.

If your unit has not yet chosen an image, there is still time to do so. You may want to consider marine and landscape icons such as waves, mountains, rivers, marine life, safety equipment or other images which relate to SAR. Please keep in mind that these designs will be embroidered or silkscreened onto materials, therefore simple icons will show up clearer in the finished product. Colours are limited to red, blue, yellow, silver, white and black, and shields may contain one or more of these.

The best way to provide us with an image is to send us either a sketch or a graphic via email or regular mail. If you are interested in creating a shield that shows a geographically distinctive part of your region, take a photo of this and send it to the office. Hot House will create an image for you based on the photo.

For more information about the unit shields, please contact your unit leader or zone director.

## In Tribute: Presidential Archive

As a tribute to the CCGA-P members that served as president of the organization, an archive has been developed for the CCGA-P web page. The archive contains photos and biographical information for each of the past presidents of the organization.

The web page will be officially activated at this year's Annual General Meeting, and will be available to the public at this time.

Our thanks go out to all of our past presidents for their years of service to the CCGA-P:

Phil Matty	1978-1980	Dave Lindley	1989-1991
Jack Simpson	1980-1982	Fred Switzer	1991-1993
Rick Weldon	1982-1983	Ralph Ashton	1993-1994
Hugh Chamberlain	1983-1985	Alex Muir	1994-1998
Mike Lucas	1985-1987	Ed Brooke	1998-1999
Gordon Hall	1987-1989	Craig Dunn	1999-2001

## Name a Boat

One of the many ways to contribute to the Canadian Coast Guard Auxiliary Pacific Region is through our new Name a Boat program.

Supporters of the CCGA-P can learn more about the Name a Boat program by visiting our website at [www.ccg-p.ca](http://www.ccg-p.ca)

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## Halfmoon Bay Unit Aids Stricken Boat Owners

On December 14, Sechelt Inlet was hit by unusually high outflow winds of 30 to 40 knots, generating seas of three to four feet in an area that typically receives nothing more than a ripple. Four marinas containing roughly 50 to 60 vessels ranging in size from 12 feet to 65 feet and two floatplanes took severe damage from these winds and seas. Vessels and floats breaking free from the first marina slammed into the neighbouring facility causing damage to vessels and floats, tearing boats and floats free and depositing some on the beach and casting others adrift in the inlet. Some owners showed up and moved their boats while some were unable to get their boats running (a large number of these boats are in winter storage with wrapped up dead batteries). The owner of the second marina affected was away and contact information was unavailable.

I arrived on scene by land and saw six vessels on the beach and one airplane partially sunk with one pontoon underwater and one wing and the tail assembly pounding on the wharf. On this float was a 16-foot runabout, sunk with just the bow sticking out of the water, and on another set of floats at least one other vessel was listing heavily, and a boathouse had collapsed onto the boat inside it.

The first set of floats was broken up and not attached to shore, secured in place by pilings with several boats still on it. There were perhaps eight to ten people wandering around on the floats, with not one of them wearing a PFD. JRCC was called and advised of the situation. JRCC tasked Unit 12 (Halfmoon Bay) to proceed from Halfmoon Bay, which they did bucking six to eight foot waves from Welcome Pass to Agamemnon Channel. I cleared people off the floats and proceeded to my base at Tillicum Bay, picking up 12 daughter vessel lines and PFDs and heading back to the scene. The Sechelt Indian Band sent an 18-foot aluminium boat and three crew to assist as well, and these resources commenced recovery and transfer of vessels and aircraft. As well, the *Kinnard* and her

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salvage barge responded by refloating the aircraft and raising the 16-foot runabout. All together the auxiliary crews and Sechelt Indian Band staff were on scene for six hours recovering and transferring approximately 16 vessels and moving one aircraft to shore for removal as well as stabilizing and securing the scene. It was a fine example of people working together in a bad situation.

It is my feeling that the combination of the right training and equipment prevented injury or loss of life in this situation by preventing unskilled and under equipped personnel from dealing with this situation.

Special mention should go to Unit 12 members Rob Jackson, Rick Clements, Walter McPhee and CCGA life member Gordon Hall, as well as to the Sechelt Indian Band crew and to the master and crew of the *Kinnard*.

**Brian Fawkes**  
**Deputy Zone Director, Zone 6**

## New Faces

### Judith Cook

Judith Cook joins the CCGA-Pacific as Financial Development Coordinator. Her part-time position will assist in addressing the fundraising needs of the region as she provides consistent donor database maintenance and follow-up to projects such as the recent province-wide mailout campaign.

Previously a volunteer, Judith has participated in public outreach activities for the Victoria Marine Rescue Society since 1998, and is excited about the opportunity to contribute to the Auxiliary on a regional level. "It really is a privilege to align my volunteer efforts with a professional position," says Judith. "I look forward to being part of the growth and maturity of the CCGA-Pacific as an organization."

Judith hails from a communications and public relations background. A University of Victoria graduate, she has lived and worked in Greater Victoria for over 10 years, and feels more settled in Victoria than any place she has ever lived. "Every day I see mountains, trees and the ocean, and I know how lucky I am to live here. I hope I can give back to the community in many ways."

### Alicia Sarnecki

Alicia Sarnecki is the new CCGA-P co-op student for the January to April term. Originally from Edmonton, Alicia moved to Victoria four years ago to continue her studies. She is currently in her fourth year of Commerce studies at the University of Victoria, specializing in international business. Her work with the CCGA-P will include the completion of the media skills handbook, as well as other special projects. Alicia feels that working here will provide her with solid experience relevant to her degree.

In the past, Alicia has worked for a variety of non-profit organizations, both on the administration and practical side of things. She is looking forward to being a part of an organization as dedicated to helping people and successful in achieving this goal as the CCGA-P.

## Thank You

I have received comments from others that were present at the time of the Sechelt Inlet incident complementing Mr. Brian Fawkes for his organizational ability and his ability to take control of the situation. Not only was he faced with the described disaster of vessels and floats breaking free from their moorings but he was faced with the prospect of persons in the water with no PFDs. These persons insisted on observing the events and standing on broken floats that were in the area. Not only was he concerned with their safety, but he controlled, directed and participated in the rescue and securing of vessels and aircraft notwithstanding the adverse conditions that prevailed.

As unit leader of Unit 12 (Halfmoon Bay) I would like to applaud the actions of Mr. Brian Fawkes, in taking control of this situation, and bringing it to a successful conclusion.

In addition to the actions of others, I wish to take this opportunity to thank the Coxswain and crew of the Unit 12 vessel that responded to this situation. Crewmembers Walter McPhee and Rick Clements, under the capable guidance of Coxswain Rob Jackson, were very professional in their handling of the situation. I would also like to thank Owner- Operator and CCGA Life Member Gordon Hall, who was also on scene, for his assistance in bringing this matter to a successful conclusion.

Too often adverse conditions and situations such as this are considered to be "part of the job" and as much as this is "just part of the job they volunteered for" I believe these members of the CCGA-P should receive recognition for a job well done. I'm sure that the owners of 14 vessels and one aircraft are also thankful for the actions of these members.

R.L. "Bob" McKee  
Unit Leader, Unit 12 (Halfmoon Bay)

## Pacific Region Wins Again!

Pacific Region team wins International Search and Rescue Competition

CCGA-P members from Unit 6 (Richmond North) and Unit 1 (Howe Sound) have taken home top honours at an International Search and Rescue Competition.

On October 20, 2001, at the Vancouver-based Second Annual International Marine Search and Rescue Volunteer Competition, Pacific region competitors Paddy Ryan, Jon Wilson, and Joe Anglin competed with ten other CCGA and United States Coast Guard Auxiliary teams in four events: SAR exercise, pump operations, first aid, and a mystery event, which turned out to be a written navigation test.

The Pacific Region team took home awards in the first aid, mystery event, and SAR exercise categories, and were named National (Canadian) and International SAR 2001 champions. The awards ceremony was attended by United States Coast Guard Vice-Admiral Ray Riutta, Canadian Coast Guard Deputy Commissioner Guy Bujold, United States Coast Guard Auxiliary National Commodore Viggo Bertelsen, Jr., and Canadian Coast Guard Auxiliary Chief Executive Officer Harry Strong, who congratulated all volunteers for their dedication and sense of duty.

This friendly event was a great opportunity for auxiliary units to learn more about each other's skills and training. It was also a great forum for raising public awareness and a chance to provide well-deserved recognition to auxiliary members.

A wonderful time was had not only by the competitors, but by the guests and the spectators that watched the weekend's events. Pacific region can be very proud of its hard-working volunteers that helped make SAR 2001 such a great success.

The next International SAR competition will be hosted by the United States Coast Guard Auxiliary in Milwaukee, Wisconsin, on October 5, 2002.



International SAR Competition winners (l-r) Joe Anglin, Paddy Ryan, and Jon Wilson receive their trophy from Canadian Coast Guard Auxiliary CEO Harry Strong and United States Coast Guard Auxiliary National Commodore Viggo Bertelsen, jr.



## In Memory

### Mike Wynn

On January 13, 2002, Mike Wynn died as a result of injuries sustained in an avalanche in Jasper National Park, while conducting his duties as a National Park Warden.

Mike was an active member of the Misty Islands Marine Rescue Society in Sandspit. He played an instrumental role in the acquisition of the Fast Response Vessel *Shingle Bay*, and showed tireless dedication as he responded to a number of taskings, during the usual cold and late night missions.

He will be deeply missed by his wife Lori and two-year old son Joseph. A trust fund has been established for Mike Wynn's family at the TD Canada Trust branch in Jasper.

Persons willing to make donations can do so at any branch of the TD Canada Trust Bank in Canada by asking to deposit funds in the name of "Mike Wynn - Family Trust".

Donations can also be forwarded to: "Mike Wynn - Family Trust" c/o Janet Cooper, Jasper National Park, Warden Service, Box 10, Jasper, Alberta, T0E 1E0.

### Scott Giroux Unit Leader, Unit 69 (Sandspit)



Unit 53 (Bamfield) competes in the heaving line toss portion of the Zone 5 SAR Competition, held in Port Alberni on January 19. Unit 60 (Comox) won the competition, and will compete in the Regional SAR Skills competition in Victoria on February 22.

# South Island Hosts Pacific Region's 23rd Annual General Meeting

The 23rd Annual General Conference of the Canadian Coast Guard Auxiliary Pacific Region is quickly approaching. This year's conference is being held on February 21-24 at the Laurel Point Inn, 680 Montreal Street, Victoria, BC.

As in past years, much of Friday will be devoted to two major events: the SAR Skills Competition, and the Unit Leaders' workshops.

This year's SAR Skills competition will feature eight teams from throughout the Pacific region, who will compete in search and rescue and boating safety exercises for the chance to represent the Pacific region at the International SAR Competition in Milwaukee in 2002. Everyone is encouraged to attend the event,



This year's Annual General Conference is being held in scenic Victoria, BC, at the Laurel Point Inn. Victoria boasts numerous attractions and is a picturesque setting for any conference.

which will take place in Victoria's Inner Harbour.

The Unit Leaders' workshops will focus on a number of topics this year, including communications and fundraising. Among other speakers, a representative from the insurance company Marsh Canada will be passing along valuable information to our members. These workshops also give our unit leaders the opportunity to meet and share experiences with their fellow CCGA-P members.

Saturday's events begin with the official opening ceremonies, which are followed by an awards luncheon with the Lieutenant-Governor of British Columbia, the Honourable Iona Campagnolo. Following lunch, the Board of Directors will hold their Annual Business Meeting, which will be followed by an Awards banquet and dance.

Events are concluded on Sunday with introductions of the new Board members.

All of us are looking forward to a memorable event. If you have any questions about the Annual General Conference, please contact the office at (250) 480-2798.



A team competes in last year's SAR Skills Competition. The competition was a part of the 22nd Annual General Meeting, held in Richmond, BC.

## Schedule of Events: Annual General Meeting 2002

Thursday, February 21	16:00 to 20:00	Registration/Meet & Greet/Trade Show
Dress: Casual (blue work dress)		
Friday, February 22	06:30 to 10:00	Registration
Dress: Office casual (work dress)	07:00 to 08:00	Breakfast
	08:00 to 16:00	SAR Skills Competition
	09:00 to 16:00	Unit Leaders Workshops (mandatory Unit Leader attendance)
	12:00 to 13:00	Lunch
	18:00 to 20:00	Dinner
Saturday, February 23	07:30 to 08:30	Breakfast
Dress: Semi-formal, Jacket & tie (#1 uniform)	09:00 to 11:00	Opening Ceremonies
	11:30 to 13:30	Awards Luncheon with Lieutenant-Governor
	13:30 to 16:00	Business Meeting
	18:30 to 24:00	Awards dinner & dance
Sunday, February 24	07:00 to 08:00	Breakfast
Dress: Casual (blue work dress)	09:00 to 11:30	Board introductions

All events will take place at the Laurel Point Inn, with the exception of the SAR Skills Competition, which will take place in Victoria's Inner Harbour.

## Message from the CEO

### A Job Well Done!

Dear friends:

In every part of the country, the Canadian Coast Guard Auxiliary is going through significant changes and we're already seeing the true benefits coming from the application of a "best practice" philosophy in everything we do. It didn't take very long for our drive for excellence to start paying off. We're quickly becoming a more proactive and a more visible national organization with a better focus on our priorities.

Increased presence in the media, expanded role in marine SAR and Boating Safety, increased leadership role in the Marine Community and innovative approach in the implementation of safety initiatives; the CCGA is moving full throttle ahead.

This Annual General Meeting is an opportunity to meet auxiliiarists and recognize their dedication to our organization. When you come to Victoria this year, don't miss a chance to thank the members of your regional Board of Directors and the staff of the CCGA-Pacific office. The volunteers, board members and employees of CCGA-P all deserve the credit and recognition for a great year and a job well done!

Harry Strong  
Chief Executive Officer  
Canadian Coast Guard Auxiliary

## Book Reviews

The *Dolphin* is pleased to bring members the latest in SAR developments, and begins with a new series of reviews. Both reviewed books, *Deadly Frontiers* and *Deep Trouble*, are very well written by professional investigative journalists and go far beyond magazine and newspaper accounts and reality TV shows on search and rescue.

***Deep Trouble: True Stories and Their Lessons***  
By Matt Boze & George Gronseth  
International Marine Press, 1997  
186 pages

Coastal BC is a mecca for paddle sports and diving, and *Deep Trouble* tells all about sea kayakers who were not prepared. The authors go beyond news clippings to research deeply into the situations, how SAR responded and the invaluable lessons learned. Extremely well researched and professionally insightful, this gem provides case studies from around North America that marine SAR pros will find both fascinating and challenging. Some chapter headings: Drifting, Hard Knocks, Open Coast, Sea Caves, Long Swims, Rough Passages, Great White, Vanished, Rosario Strait Rescue, and Happy Endings. Riveting accounts are grouped and end with lessons learned. A must-read guide to recreational shipwrecks and tales of woe.

### *Excerpt*

Joel was rushed forward over the shallow plateau with the receding water; a six-foot deep hole opened before him at the edge of the plateau. The water rushing out created a waterfall into the hole. As he shot over the lip, he braced as he landed in the trough. The next wave hit and capsized him.

***Deadly Frontiers: Disaster & Rescue on Canada's Atlantic Seaboard***  
By Dean Beeby  
Canadian Press, Goose Lane Edition, 2001  
215 pages

Pacific Region search and rescue has some pretty spectacular incidents on land and over water, but the graveyard of the Pacific off Bamfield has an evil twin back east. This articulate, professional journalist is compared to John le Carré by the *Globe and Mail* and it is hard to put the book down once you pick it up.

Auxiliarists will be intrigued by all the behind-the-scenes exposés of rescue personnel as they struggle to overcome great odds and immense problems, such as Swiss Air 111, the Northwest Atlantic and well meaning but ill prepared volunteer rescuers.

### *Excerpt*

"I'm probably going to ruin your night, but there seems to be a Swiss plane that just crashed," said the familiar voice on the other end of the line. "There's a fleet of ambulances heading out to Blanford." He saw the scanner, which had been quiet all night, had suddenly erupted with a flurry of urgent calls for emergency help.

With CCGA-P units stationed near the airport and national SAR Skills back east, this book is a well-kept secret.

**Reviews by Adrian Lee**  
**Unit 4 (Vancouver)**

# Pacific Region Launches Awareness Campaign

December 2001 saw the start of an awareness and fundraising campaign that coordinates the whole Pacific Region. Personalized letters, which offer information on the CCGA-P's SAR activities, were sent to more than 14,000 British Columbia boat owners and marine recreationists.

Our goal is to create a solid and consistent donor base from which to develop and maintain ongoing fundraising opportunities.

While the program is still in its pilot stage, it has already proved to be an excellent opportunity to elevate public awareness. This is an important step in establishing our volunteer status with the general public. Funds raised in the Pacific Region will stay in the Pacific Region and we hope to earmark donations for the units from whose communities the funds were derived, as well as ensure that units with smaller donor bases benefit.

Feedback from the public has been encouraging and supportive. Frank Hudson, President of the CCGA-P, says "It's important for us as an organization to make the public aware of our volunteer status, services and our needs. I believe that consistent and well-planned fundraising is significant to our success as an organization."

This direct mail campaign is the first step of a much larger fundraising initiative, one that will benefit all units in the Pacific Region. In time, we anticipate that the generosity of British Columbians will make our volunteer operations much more sustainable.



**"For those in peril on the sea"**

Donate today to the Canadian Coast Guard Auxiliary Pacific Region

Call 250 480-2798 or go to our website at [www.ccg-p.ca](http://www.ccg-p.ca)

**The Canadian Coast Guard Auxiliary Pacific Region** is a non-profit organization made up of highly-trained **volunteers** who provide **24-hour marine Search and Rescue services** to British Columbia's coastal waters. We are tasked with responding to maritime distress calls and conducting marine search and rescue (SAR). We also educate the public with **boating safety programs** and provide **courtesy examinations of vessels**.

**Volunteers Saving Lives at Sea**



**Over 1400 dedicated individuals** volunteer with the Canadian Coast Guard Auxiliary-Pacific (CCGA-P). These volunteers belong to one of **47 community-based stations** throughout the region. Each station recruits from the communities it assists, so the SAR and boating safety services provided are based on local needs. Some stations have community-owned Fast Response Vessels, while other stations provide SAR service through dedicated Owner-Operator Vessels. Collectively, over **150 vessels** are available through the CCGA-P for marine Search and Rescue in the Pacific region.

**Emergency Response**  
Very often, the CCGA-P is the **first responder** to a wide variety of marine emergencies, such as:

- **Vessel collisions**
- **Boating emergencies** (fires, sinkings, collisions, mechanical problems)
- **Large-scale disasters** (airplane or ferry disasters, flooding, earthquakes)
- **Missing persons** (boaters, kayakers, canoeers, divers & swimmers)
- **Medical Evacuations**

**How you can help**  
We are always looking for dedicated volunteers but, most of all, we need your financial support. The vast majority of our funds come from the public. Without this **ongoing community support**, our rescue services would be seriously reduced, putting lives in danger. **Your donation will go directly to saving lives and enhancing the safety and security of our seas.**

**Support the CCGA-P in your community today!**

Call 250 480-2798 or go to our website at [www.ccg-p.ca](http://www.ccg-p.ca)

The Pacific Region informational rack card is now available for all units. If your unit is interested in obtaining some rack cards for distribution to the public, please contact the CCGA-P office.

## Coxswain Profile

### Ernie Gladstone: Coxswain, Unit 66 Queen Charlotte

*Tell me a little about your unit and your role in the unit.*

Unit 66 is made up of about 15 members from Queen Charlotte and Skidegate. I became a member of the CCGA about 8 years ago after being recruited by my friends and long term members Tucker Brown and Malcolm Dunderdale. When I first joined, we did not have a vessel and relied on owner operator vessels to respond to callouts. Myself and some other members work for Parks Canada, who is responsible for Gwaii Haanas in Southern Haida Gwaii. Through Parks Canada we were also fortunate to have access to their vessels, which we used to respond to some incidents.



I took over the role as Unit Leader from Malcolm Dunderdale about five years ago. We had tried for many years to get a vessel for our unit through the CCGA. Finally, at one of our unit meetings, Malcolm, Tucker and I agreed that we were not on the top of any priority list to receive a vessel and the only way we would get one was if we raised funding on our own. After some brainstorming we put together a proposal and submitted to the Gwaii Trust, a trust fund here on Haida Gwaii. We felt it was a long shot, but to our surprise, we were soon ordering our unit vessel – a 733 that we call the *Spirit Seeker*. We now house our vessel in a boathouse that we share with the local RCMP detachment. We have been on many callouts with the *Spirit Seeker* and it has paid for itself many times through the lives it has saved.

*What sort of changes have you seen take place during your years with the CCGA-P?*

I guess the largest change I have seen would have to be with our board of directors. Our board over the last few years has taken a very proactive and innovative approach to how they do business, particularly with some of the strategies they have developed to raise funding for the region. There have been many improvements to most things that we do, from the *Dolphin*, to the hiring of our Executive Director, to the bylaws which we operate under. The CCGA-P in my view is very successful in comparison to the other regions in Canada. At the past few AGMs I have been both amazed and very appreciative of the effort and the personal time our board members have put into this organisation.

I am looking forward to this year's AGM in Victoria and hearing about our accomplishments in 2001.

*Describe one of your most memorable SAR incidents.*

Unfortunately the SAR incidents that stick out as the most memorable had very tragic endings so I will mention two other memorable experiences as an auxiliarist.

When the construction of the *Spirit Seeker* was complete, Malcolm, Tucker and I decided that we would travel to Vancouver for a final inspection, bring it out for sea trials, then run it home. We took three days stopping in Campbell River, Port Hardy, and Bella Bella along the way. We spent 20



hours on the water in total. Just as we were about to cross the Hecate Strait from the north end of Banks Island, we got a call from JRCC. There was a missing person south of Sandspit and they requested we do a shoreline search. It wasn't the most comfortable ride I've been on, but we crossed Hecate Strait in one hour and 45 minutes. The missing person was located soon after we got there.

Another memorable experience was travelling to Alaska on the *Spirit Seeker*. We launched in Masset, crossed Dixon Entrance and three hours later we were in downtown Ketchikan. The American Coast Guard Auxiliary was very welcoming and we participated in their annual Festival of the Sea event in Ketchikan. The trip home was even more memorable. We went for a swim in our dry suits at 50' 40" (the Canada/US border) and saw a number of whales and dolphins.

*What are some of the unique challenges you face as a northern unit?*

Units in the north, in my view, are less structured and less competitive than those in the south. They tend to be made up of members that have spent their lives living around the water and have become involved with the CCGA to help wherever they can if someone is in danger on the water; when called out on an incident, they are always there. They know the waters, they know the tides, they know how to handle the boat. If I were in trouble and had to be rescued, they would be my first choice as crewmembers on the *Spirit Seeker*.

There have been some recent shifts, but in the past it has been more difficult for northern units to get the same training and equipment that is offered to the units in the south. This is partially because of our remote location (high cost of travel for training) and our low number of incidents. Because we have fewer incidents, some feel that we do not need as much equipment or updated equipment. It is now being realized that we do have fewer incidents, but the few incidents that we have tend to be very serious. We are in areas where mariners are generally very experienced and have spent their lives on the water. When they get in trouble, they are not lost or out of gas – they are in trouble. A lot of our callouts last one or more days and nights and we are generally the only vessel on-scene in bad weather conditions and out in open water.

Another challenge is our ability to raise funding. The northern units tend to be in smaller communities where the pool to fundraise to support our unit is quite limited. There are about 1000 people in Queen Charlotte and we must compete with local schools, volunteer fire departments, community fundraising events, sports teams, etc. The fundraising opportunities are very limited and we are forced to rely only on our exercise funding through the CCGA to support our unit.

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

We are all volunteers and we are not expected to put in any more time or effort than we have available, but you can expect that the time and effort you do commit will help in saving a life.

*-interview by Tanis Toope*

## Recognition

Three members and two units of the CCGA-P were honoured recently for various contributions to their communities.

On December 7 in Richmond, Units 6 and 7 (Richmond and Richmond North) received the city's Constellation Award for their work as a Community Service Group. Both units were recognized for their work in Search and Rescue, boating safety activities, and emergency preparedness. The award was a part of the first annual Volunteers are Stars Gala Dinner and Awards, and was accepted on behalf of the units by Unit 6 member Terry Greenslade.

On December 10 in Ottawa, Director of International Strategic Alliances and past president Craig Dunn received the National Search and Rescue Secretariat's (NSS) Certificate of Achievement. Craig was recognized for his numerous achievements with the CCGA, both as an active crewmember and a regional and national board member. The NSS holds an annual ceremony to recognize individuals who have made outstanding contributions toward the improvement of Search and Rescue in Canada.

On January 13 in Ottawa, Unit 8 (Delta) member Norm Dyck and Unit 4 (Vancouver) member Adrian Lee were presented with awards by the Canadian Safe Boating Council.

Along with CCGA-Laurentians President Robert Petitpas, Norm was awarded the Safe Boater of the Year Award. Adrian was awarded the 2001 Special Recognition Award for his work last year in stimulating greater use of PFDs by people who paddle and race in dragon boats. The Canadian Safe Boating Council is a forum through which interested groups exchange ideas on boating safety, boating education and general public awareness of safe boating, as an enjoyable recreational activity.

Congratulations to all of our members for their well-deserved recognition!



The Constellation Award, awarded by the City of Richmond to CCGA-P Units six and seven (Richmond North and Richmond).



Craig Dunn (left) was awarded a Certificate of Achievement by the Minister of National Defense, Art Eggleton. Also pictured are Jeff Eggleton, CCGA-C&A member and 2001 Outstanding SAR Achievement Award winner, and CCGA CEO Harry Strong.

# Gulf Islands Unit Launches New Vessel

On December 9, amid much fanfare, CCGA-P Unit 25 (Gulf Islands) officially christened their new fast response vessel, the *Nu to Yu II*.

The ceremony took place at Port Browning on Pender Island, and was well attended by members of the auxiliary, members of the Coast Guard, and members of the boating community. Auxiliary members (and vessels) from Victoria, Mill Bay, Sidney, and other nearby areas were on-hand to congratulate the Gulf Islands unit.

The day's events began at 2 pm at the local Port Browning pub with brief speeches from CCGA-P President Frank Hudson, Zone 3 Director Glenn Driscoll, Coast Guard Representatives Alison Keighan and Mike Stacey, Gulf Islands Marine Rescue Society president Amarah Gabriel, and Unit 25 Unit Leader and event emcee Ken Morissette. Also present was Operations Director Ryan Woodward.

Immediately after the speeches, the Pender Island Pipe Band piped the group down to the boat, so that the official dedication could take place.

Reverend Allan McBain blessed the boat, which was followed by the christening by Gulf Islands Marine Rescue Society President Amarah Gabriel.

Once the ceremony was complete, coxswain John Martin took the vessel out for its first run. Accompanying John were Richard Dalon, Gulf Islands Director, CRD (who purchased the vessel's radar), and representatives from the Pender Island Community Services Society, the vessel's major local sponsor.

The ceremony was capped off when the pipe band piped the group back to the pub for a few celebratory drinks.

The *Nu to Yu II* is a rigid hull inflatable powered by two efficient outboard motors, and is capable of speeds in the range of 40 knots. It is equipped with radar and will respond to emergencies throughout the southern strait and Gulf Islands. It will also be used in training other auxiliary crewmembers on Galiano and Saltspring Islands.

The *Nu to Yu II* replaces the original *Nu to Yu*, an 18-foot Boston Whaler. Both boats were named in honour of their major sponsor on Pender Island, the Nu-to-Yu thrift store, operated by volunteers of Pender Island Community Services Society.



Gulf Islands Marine Rescue Society president Amarah Gabriel christens Unit 25's new vessel, the *Nu to Yu II*.

## Director Report

### SAR/Operations

Another hello to everyone.

During the last few months I had the pleasure of being one of the many members of the auxiliary to attend the dedication of the CCGA-P's newest dedicated response vessel – Unit 25's new rigid hull inflatable the *Nu-To-Yu II*, at Port Browning, Pender Island. Congratulations and a hearty thanks for all the hard work done by Ken Morisette and the members of Unit 25 Gulf Islands. Thanks go as well to Dave Lindley and the crew of the *Sidney Titan* for the transportation to the event.

Based on the SAR Reports submitted to the CCGA-P Office, it has been a busy fall. CCGA-P resources (dedicated response vessels, owner operators and CCG co-crewed) have been involved in the responses to over 750 incidents (totaling over 4,750 person-hours).

At this point, we know that the involvement of CCGA-P personnel and vessels is actually significantly higher, but the SAR Reports are not being forwarded to the CCGA-P Office. Not being able to accurately describe the tangible participation of our membership in SAR activities hurts the CCGA nationally, within Pacific Region, at the unit level and ultimately hurts the members. Please try to ensure

that SAR Reports are sent in each and every time! This not only includes the dedicated response vessels, but also includes the owner operators and the co-crew units. Similarly, let us know if you participated in a special incident – it's not always evident from the reports themselves how truly challenging some incidents have been to resolve – let us know (point it out, be extra descriptive in the report, highlight it, circle it, put a post-it on it, or send me an email describing it!).

The most prevalent types of incidents have been Mechanical Failure (103 incidents) and Disabled Vessel (73 incidents), collectively being responsible for 24% of all CCGA-P taskings this fiscal year. Interestingly, these

incidents were resolved by towing in only 100 (57%) of the cases reported. Other common incident types have been: Grounded (69 incidents), Adrift (no persons on board) (54 incidents), False Alarm (50 incidents), and Overdue (44 incidents). Unfortunately 32 SAR Reports have been received where it could not be determined what type of incident actually took place.

Towing activities: I'm sure that none of you have to be reminded about the potential dangers associated with towing activities. Please ensure that effective crew communications are always practiced whenever engaging in a tow, that gloves are NEVER worn while handling a towline under load and that towlines are never secured to bits or cleats using half-hitches.

For more information on towing, please refer to the CCG SAR Seamanship Reference Manual Chapter 10. (available for download at [http://www.ccg-gcc.gc.ca/sar/nsm-msn/main\\_e.htm](http://www.ccg-gcc.gc.ca/sar/nsm-msn/main_e.htm))



Spectators of the Zone 3 SAR Competition were given a tour of Victoria's Inner Harbour.

While on the subject of seamanship, all of our vessel operators are reminded that how we operate our vessels is often seen as a direct reflection on our professionalism and skill as both mariners and rescuers. It is not enough to simply follow the rules; we must be extra diligent in how all of our actions appear to the public (if in doubt, assume you're being watched by a reporter). This includes: obeying all posted speed and wash restriction signage, obeying aids to navigation, using extra caution when passing/overtaking other vessels, maintaining a safe distance from other vessels, and being aware of the wash from our vessels and how it can affect other marine traffic (such as kayakers and canoeists).

On the administrative side, the updated, redesigned and re-tooled CCGA-P Resource Book has been delivered to the Joint Rescue Coordination Centre.

Many thanks to Allan Hughes for all his hard work and many long hours collecting and compiling the information, and to the units which helped us get the book finished by getting us the information we needed. For the units that have yet to respond (there are still a few out there) please do try to get the information in; if JRCC doesn't know what resources they have available to them, there's a chance you may not be tasked!

Other changes you may notice include the revision of the dedicated response vessel standing orders and the Vessel Offer Form (both are available on the website). The DRV standing orders needed a minor facelift, and will soon be accompanied by standing orders for owner operators, and standing orders for units operating CCGA-P loaned craft. The vessel offer form is now a much more comprehensive document which should speed the process of getting new vessels accepted into service.

Vessel news: The CCGA-P owned vessel *Nunalla* is now with Unit 59 (Deep Bay) and is at the beginning of a long refitting & repairing process, after which it will be going into service as the Dedicated Response Vessel *John McLean*.

As always, please don't hesitate to get in touch with Allan Hughes or myself if you have any questions or comments.

Until next time, stay safe!

**Ryan Woodward**  
**Director, SAR/Operations**

*Editor's Note: The statistics in this article were current as of the date of the article's submission (January 4, 2002).*



The *Nu-To-Yu II* (left) and the *Pacific Energy* at Port Browning, Pender Island.

## Unit Updates

### Unit 38—Long Beach

Unit 38 has been on and offline a fair amount this fall with engine problems. Finally on a call in four-metre seas and while towing a large vessel, one of the engines failed completely. The unit is presently working on replacing both engines to put the John Hamelin back into service.

Congratulations go to Greg Blanchette, the newest RHIOT school-trained coxswain.

### Unit 39—Port Alberni

The Alberni Marine Rescue Society has a bingo license in Port Alberni and is raising a steady monthly income for their society.

Unit 39 hosted the Zone 5 SAR Competition January 20, 2002. Teams from Zone 5 attended and competed for the right to be part of the Regional Competition at this year's AGM in Victoria (see results on page 11).

Unit Leader Ian Arklie has accepted an offer to trial the Kids Don't Float Program in the Port Alberni area. There are a number of lakes in the area and a large recreational boating population. This year to date Port Alberni has been tasked to ten incidents.

### Unit 54—Campbell River

Unit Leader Tom Hall is looking into the establishment of a satellite unit in Kelsey Bay / Sayward. There presently is no resource between Campbell River and Port McNeill, distance approximately 90 miles. From Kelsey Bay to Campbell River it is approximately 40 miles and Port McNeill is 45 miles. One or two owner operator resources in this area should provide good coverage. The vessels should be closed cabin with weather protection, 25-35 feet in length, equipped with radar and GPS. Unit 54 members have responded alongside the Coast Guard on the *Point Race* and the *Point Race I* to 70 incidents this year so far.

### Unit 58—French Creek

Members continue to respond alongside the regular Coast Guard. The Coast Guard has supplied the CCGA with a number of SAR suits. The CCGA has also allowed the members the care and control of the 733 for training on Saturdays. Two new members have joined. Unit Leader Harold Weise is looking at two crews of CCGA members on call for two weeks at a time. Harold is now living between the French Creek Station and the Bowser Unit. He is building a new shop and has dedicated space for the CCGA to have an office. Harold's CGAV *Boomerang* is now in Deep Bay and he will assist Deep Bay with training and if required use his boat for incidents. The members in French Creek have responded with the Coast Guard to eight incidents this year.

### Unit 59—Bowser/Deep Bay

The unit has taken delivery of the newly renamed CCGA vessel *John McLean*. The unit picked up the vessel from IOS Pat Bay in December. The unit is busy preparing the vessel for operational service in April. Ryan Woodward and Allan Hughes in consultation with John Thomas will certify a

number of people in the unit that can act as Coxswains on the CCGA-owned vessel *John McLean*. Owner/operator members in Deep Bay have responded to eighteen incidents this year.

### **Unit 60—Comox**

Unit 60 continues to train its 35 member onboard the *Bruce Brown II*. The unit is looking towards a BC Gaming application to replace the two outboards on the *Bruce Brown II*.

Unit 60 participated in the Comox Polar Bear swim on Boxing Day and the Polar Bear Swim at Saratoga Beach on New Years Day. Unit 60's SAR skills team won the Zone 5 competition and is sending a team to the AGM in Victoria. Unit 60 member Brad Wood has just completed RHIOT school in Bamfield and now is Unit 60's newest coxswain. Members in Unit 60 on the *Bruce Brown II* have responded to 35 incidents this year and two incidents with their owner operators.

**Compiled by Allan Hughes**  
**Zone Director, Zone 5**

### **Unit 53—Bamfield**

The Coast Guard Auxiliary in Bamfield experienced some important changes in the last few months. On Sunday, October 28, a group of Bamfield Auxiliarists collected to elect a new Unit Leader. Shockingly (at least to me), I was elected as the new Unit Leader of our Bamfield Coast Guard Auxiliary, Unit 53. With this new job comes added responsibilities. As a proud member of the Auxiliary, I am determined to do the best job that I can. Of course, the position of Unit Leader is a new experience for me. But I believe any experience, good or bad, is something we can all learn from. I have been interacting with our Zone Director, Allan Hughes, and the Canadian Coast Guard Auxiliary Pacific Region Office Manager, Melanie Fugard, in opening the learning process.

I am excited about learning more and working alongside various community groups and their members, namely Clifford Charles, Clay Evans, Bill Mather, Rick Reece, and the Bamfield Canadian Coast Guard, in establishing ourselves as a vital service group in this community. I am honoured to be working so closely with such a dedicated and knowledgeable assembly of Auxiliarists.

In the near future the Auxiliary will be coming together as a group to assess the prospect of starting a Coast Guard Auxiliary Society as funding will be offered if such a process is concluded. Foremost, a couple of the Auxiliarists, Shawn Richards and Bill Priest specifically, are working on establishing a joint training session with the Port Alberni and Ucluelet Auxiliaries.

Last, but certainly not least, I would like to thank David Payne for his extended service as Unit Leader. Although I was not privileged enough to work with David very often, I understand that he has done a fine job of running the Auxiliary and I hope I can only begin to try to fill his enormous Unit Leader 'boots'!

**Tink Desilets**  
**Unit Leader, Unit 53 (Bamfield)**



The Bamfield crew

## Unit 1 Trains with Local Dive Operators

Howe Sound is one of the most popular diving areas in the Lower Mainland. Deep waters and unpredictable currents, however, mean that each year sees a number of diving accidents. *Auxiliary 1*, based in Fisherman's Cove, is usually among the resources called upon when such an incident occurs.

Last November Joe Anglin of Unit 1 got into conversation with the operators of the Mermaid's Cove dive shop in West Vancouver. The shop was planning to hold a diver rescue course for their own customers. With Joe's input, the course turned into an excellent training opportunity for both divers and crew members on *Auxiliary 1*.



Photo by Andrew Querner

Joe Anglin of Unit 1 demonstrates a one-person lift with the aid of a rope loop watched by coxswain Jamie McJannet and crewmember Dan Wright.

The exercise took place at Porteau Cove on Saturday, November 17th. Unit 1 members Jamie McJannet, Joe Anglin, and Dan Wright crewed *Auxiliary 1*, with Jay Willoughby, Mike Cupit, and Garland Tychon manning *Whaler Nautique*. About six divers took part. On this occasion, training focussed on ways to get an injured or unconscious diver out of the water and into a boat, with divers and Auxiliary crew in turn working through one and two person lifts and parbuckling.

All of the participants found the training useful and worthwhile. Mermaid's Cove plans to hold a second course in February,

and *Auxiliary 1* will play an integral part. This time the location will be Whytecliff Park, about five minutes from Fisherman's Cove, which will make it possible to include more members of Unit 1. Apart from the additional experience with live MOB (man overboard) recovery, we hope to gain some insight into how to deal with a diver encumbered with full equipment. Best of all, we have opened a channel of communication with the local diving community which will help us all become more effective should there be another dive incident.

**David Rees-Thomas**  
**Unit Leader, Unit 1 (Howe Sound)**