

DOLPHIN

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



Spring 2003
Vol. 13, No. 1

Comox Valley Hosts CCGA-P Annual General Meeting

On February 20 to 23, 2003, the Canadian Coast Guard Auxiliary- Pacific held their 24th Annual General Meeting in the Comox Valley. As in past years, members and guests alike took advantage of the opportunity to meet other members and to take part in teambuilding activities.

Events began on Thursday, February 20th with a trade show and meet & greet. Attendees were treated to exhibits of marine-related products as well as informational displays from the local 442 Squadron and the AGM host committee, Unit 60 (Comox). The 2nd annual silent auction also kicked off on Thursday evening, and guests and members were encouraged to bid on a wide variety of items, including artwork, marine equipment, and airline tickets. All funds raised by the auction were earmarked for CCGA-P AGM costs.

Friday's events focused on unit leader training and development. The day began with a tour of 442 Squadron, where the new Comorant helicopters were on display. Following the tour, unit leaders attended a harassment awareness workshop led by Mark Langer from the Department of Fisheries and Oceans. The workshop was followed by lunch, and then a presentation on the law of discrimination by human rights lawyer Marcia McNeil. This presentation was followed by sessions on boating safety, the CCGA-P website, and the new approach to training. Delegates then broke into smaller groups and discussed relevant issues including remote unit training, co-crew station training, and coxswain training.

See page 6 for more AGM 2003 coverage

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CCGA-P Annual General Meeting 2003 members and guests are addressed by CCGA-P President Frank Hudson at the opening ceremonies. A number of guest speakers, including Comox Mayor Jim Brass and BC Lieutenant-Governor Iona Campagnolo spoke during the opening ceremonies and the awards luncheon that followed.





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DOLPHIN

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President's Comments

Once again, another successful CCGA-P AGM has come and gone, and once again our members had the opportunity to meet one another and exchange ideas and information. This year's AGM was held in the Comox Valley, and was an overwhelming success, thanks in large part to the organizing committee – kudos to all involved. Thanks also go to the CCGA-P office staff, for going above and beyond the call of duty and devoting so much of themselves to this organization.

While the AGM is a time for celebration, it is also an important opportunity for the election and appointment of new directors to the CCGA-P board. I would like to thank the CCGA-P membership for putting their trust in me to remain as president for another year, and would like to welcome new board members Don Willson (Zone 4 director) and Bob McCauley (SAR/operations director) as well as Equipment Committee Chair Simon Pearce aboard. I would also like to acknowledge all of the hard work done by last year's directors, including Ryan Woodward (SAR/operations) and Bruce Falkins (Zone 1 director). Bruce and Ryan will both remain on the board this year as secretary/treasurer and Zone 1 director respectively. I look forward to another productive year with all of the directors. Best wishes also go to outgoing Zone 4 director Rob Pikola, along with thanks for all of his efforts on behalf of the organization. We wish him well in his new home of Prince Rupert.

The past two years have been ones of unprecedented growth. Guided by three basic principles of teamwork, accountability, and growth, we have created a stronger, more mature and more professional search and rescue and boating safety organization. With this in mind, the CCGA-P Board of Directors plans to undertake the following activities in the coming year:

Public Awareness

The CCGA-P Business Plan for 2003-2004 has been completed and submitted to CCGA National. While the allotment of contribution agreement funds was not finalized at the time of publication, it is expected that the CCGA-P will receive the same amount of funding or more as last year. While these funds help with our operational and training expenses, they do not cover the true operational and capital costs of running our organization. We rely on public support to fulfill our mandate of saving lives on the water, and will continue to use a number of means to make the public aware of the crucial work done by the CCGA-P. Community displays, personalized letters, and personal visits with potential sponsors and donors are just some of the methods that the board will continue to use to raise the organization's public profile.

Training

The new crew training program and *Search and Rescue Crew Manual* have proven very successful, and development on both will continue in 2003. In the upcoming year, potential training aids such as dedicated crew training vessels will be investigated for feasibility, and a membership pleasure craft operator competency card (PCOC) compliance rate of 100% will be strived for. The annual regional SAR competition will also be held, and as in past years the winning team will represent the CCGA-P at the international SAR competition to defend the CCGA-P's title of international champion. This year's international SAR competition will be held in St. John's, Newfoundland, on September 26-27.



Frank Hudson, President,
CCGA-P



Boating Safety

The CCGA-P boating safety program is a very dynamic one. An extraordinary amount of growth in this area has occurred in the past two years, and will likely occur in the near future as well. Two of the most popular new programs, Bobbie the Safety Boat (pictured left) and Kids Don't Float, will be expanded in 2003. The National Search and Rescue Secretariat will be providing \$142,560.00 in NIF (New Search & Rescue Initiative) funds to expand and further develop the Bobbie program, and at least four new Kids Don't Float boards will be placed with units throughout the region.

A renewed focus on the pleasure craft courtesy check program will also be undertaken in 2003. The coast guard's office of boating safety will be gradually stepping away from the program, so it is essential that CCGA-P volunteers have the resources necessary to conduct these important safety checks of vessels.

Strategic Planning

The CCGA-P strategic plan, which is a guideline for future developments in the CCGA-P, will be updated this year to reflect the changing needs of the organization. A balanced scorecard will also be developed for measuring progress of our financial, operational, and strategic goals. Other aspects of the strategic plan that will be worked on this year include the initiation of a strong membership recruitment program, the initiation of leadership development programs for all levels of the organization, the continued development of policies and procedures to guide the organization, and the continued development of a resource allocation plan.



Zone 1 SAR competition members attend to a "casualty" onboard a vessel. The competition, which was held on Saturday April 26th at Horseshoe Bay featured teams from Units 2 (Indian Arm), 5 (Crescent Beach), 6 (Richmond North), 7 (Steveston), and 14 (Gibsons), as well as a boating safety team from Unit 103 (Vancouver). The competition was won by Unit 7 members Morgan McKay, Chris Caron, and Noel Mercer. The CCGA-P regional SAR competition will be held the weekend of June 28 & 29 in Nanaimo.

Two final projects that developed from the strategic planning process have recently been initiated. A complete review of CCGA-P bylaws will be undertaken by a committee headed by Unit 64 (Prince Rupert) member Geoff Gould. Geoff's years of experience with the CCGA-P and former legal practice speak to his qualification for this position.

Finally, a complete structural review of the organization will be undertaken by a team of MBA students from the University of Victoria. This review will help ensure that our organization is running in the most effective way possible, and should be complete late summer 2003.

A great deal of work lies ahead of us, but I am confident that as a team we can continue to reach and exceed our goals, and further develop a stronger, more dynamic search and rescue and boating safety organization.

On a final note, I would like to congratulate CCGA-P members Jim Toogood, Barry Hastings, and Mark Scott, all of whom were nominated for Richmond Chamber of Commerce 911 awards (see page 21 for more on this). Great work all!

Have a safe summer boating season. Until next time,

Frank Hudson
President, CCGA-P

Thank You

The CCGA-P would like to recognise the leadership and initiative of Harbord Insurance, a division of Pemberton Holmes, at the recent Port of Sidney Floating Boat Show.

For the second year running, members of the Harbord Insurance office have volunteered their time to collect donations on behalf of the CCGA-P during the boat show. This kind of support from corporate donors goes a long way in allowing us to fulfill our mission of saving lives on the water.

Our thanks goes out to everyone at Harbord for their contributions to this event. Your efforts mean so much to us!

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AGM 2003 Coverage (continued from page 1)

Following a brief break, unit leaders joined the rest of the CCGA-P guests for Friday evening's banquet. The meal was followed by brief speeches from unit leaders Paddy Ryan (Richmond North), Steve Sawyer (Gibsons), and Jim Lee (Nanaimo), who spoke about developments in their units, and how working together as a region has helped their units to grow. The new Executive Officer's award, for the CCGA-P unit that makes a significant contribution to the goals of the entire Pacific region, was presented to Unit 6 (Richmond North) with honorable mentions going to the Gibsons and Nanaimo units.



Pat Mordaunt (centre) of the Canadian Lifeboat Institution receives a commemorative certificate on the group's behalf from Captain Les Falloon (left) and the Canadian Coast Guard's Terry Tebb.

Saturday morning marked the official opening ceremonies of the CCGA-P's 24th AGM. Dignitaries were piped into the banquet room, and opening remarks were made by President Frank Hudson. This was followed by the prayer for fallen members, which was given by Unit 14 (Gibsons) member Sheila Flynn. The prayer was then followed by remarks from Comox's Mayor Jim Brass, Acting Regional Director of the Canadian Coast Guard Terry Tebb, and Captain Les Falloon of the Pacific Fleet. Mr. Tebb and Captain Falloon also presented new CCGA-P supporting society the Canadian Lifeboat Institution with a certificate commemorating the addition of their vessel to the CCGA-P fleet. Next,

opening remarks were made by U.S. Coast Guard Auxiliary Immediate Past National Commodore Viggo Bertelsen, Jr., CCGA Central & Arctic President John Levantis, and CCGA CEO Harry Strong. A presentation on the CCGA-P's achievements in 2002 was also given by President Frank Hudson and Vice-President Malcolm Dunderdale.

The morning's remarks were followed by an awards luncheon, which was presided over by the Lieutenant-Governor of British Columbia, Iona Campagnolo. Her Honour shared some thoughtful words with the congregates, and then helped CCGA CEO Harry Strong present a number of awards, including the Lindsay Halliday award for outstanding work in boating safety, which was presented to Unit 101 (Southern Interior) member Jim Wilson, and an Honorary Membership, which was presented to U.S. Coast Guard Auxiliary Immediate Past National Vice-Commodore Barbara Sands. CCGA National Awards were also presented to CCGA-P members Ralph Ashton, Bruce Falkins, and Ryan Woodward, while a posthumous leadership medal was accepted by Patricia Wishart on behalf of her son Roger.

Once the awards luncheon concluded, the business portion of the meeting began. Director reports were given, and minor amendments were made to the CCGA-P bylaws.

At the conclusion of the business meeting, the CCGA-P Board of Directors met to appoint the portfolio holders for the 2003-2004 fiscal year. Frank Hudson (Unit 35 Victoria), Malcolm Dunderdale (Unit 66 Queen Charlottes), and Bruce Falkins (Unit 1 Howe Sound) were re-appointed as president, vice-president, and secretary/treasurer respectively.

Bob McCauley (Unit 27 Nanaimo) was appointed SAR/operations director, Dave Lamb (Unit 103 Vancouver) was re-appointed boating safety director, Brian Cameron (Unit 60 Comox) was re-appointed training director, Craig Dunn (Unit 35 Victoria) was re-appointed strategic alliances director, and Scott Sutherland (Unit 35 Victoria) was re-appointed archivist/historian.

Elected zone directors Ryan Woodward (Zone 1) and Dean Polvi (Zone 3) officially took over their positions for 2003-2005, and Zone 4 Director Rob Pikola stood down and was replaced by Don Willson (Unit 50 Port McNeill).

Changes were made to the structure of the equipment committee, with the position of equipment officer being eliminated, and the committee being made a part of the operations portfolio.

Unit 35 (Victoria) member Simon Pearce was appointed as chair of the new equipment committee, and committee members Jack Russell (Unit 55 Powell River), Malcolm Dunderdale (Unit 66 Queen Charlottes), John Thomas (Unit 34 Mill Bay) and Stan Warlow (CCGA-P Executive Officer) were also appointed.

Following the director's meeting, the awards banquet was held, which honored many members of the CCGA-P for their dedication to the organization (see page 12 for a complete list of award winners). Speeches were also given by Yvette Myers, Director of Marine Programs, and John Palliser, Superintendent, Marine SAR, Canadian Coast Guard. The evening was capped off with a dance, and lucky ticket holders won raffle items throughout the night.

The final day of the AGM was Sunday, February 23rd. The day began with remarks from President Hudson, which was followed by operations, boating safety, and training portfolio reports, and an open forum which gave members the chance to ask questions and give input to their board of directors. The weekend concluded with the ceremonial passing of the burgee to next year's AGM host, which in this case was the Nanaimo unit.

Once again, the CCGA-P Annual General Meeting was an excellent opportunity for members to meet and exchange ideas and information. Congratulations are due to everyone who helped make this event such a success. Special thanks are also due to the members of Unit 60 (Comox) who worked so hard before and during the event to ensure that everything ran smoothly and that the attending CCGA-P members and guests thoroughly enjoyed themselves.

Tanis Toope
Special Projects Officer, CCGA-P



CCGA-P Board of Directors,
2003 – 2004

SARScene 2003: Working Together to Save Lives

October 15-18, 2003 in Kingston, Ontario is where you'll find participants from all across Canada and around the world who have come to share their stories and learn more about new search and rescue techniques, initiatives and products.

During the four day conference, delegates will be able to attend presentations on various subjects of interest, visit the exhibits and speak with the exhibitors about new products, participate in the popular SAR Games and see the exciting demonstrations being organized by the Joint Rescue Coordination Centre and others.

SARScene 2003 will feature presentations from Canadian and international experts, over 50 exhibits, SAR demonstrations on the historic waterfront, SAR Games and canine competition, and other special events.

SARSCENE 2003 is co-hosted with the Ontario Provincial Police, with help from the Ontario Search and Rescue Volunteer Association.

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Second Annual Silent Auction a Stellar Success

Aside from a full agenda of business meetings, tours, award presentations and training sessions, the 2003 AGM offered delegates the opportunity to bid on an exciting selection of items during the silent auction. This year's selection of artwork, marine gear, travel and accommodation certificates had something to pique everyone's interest – from airline tickets to marine radios, original artwork to all-weather gear.

Bidding was steady throughout the weekend, but on Sunday morning it transformed into a race down to the wire. Thanks to the generosity of auction donors and the enthusiasm of buyers, the 2003 AGM silent auction raised a whopping \$10,000. Funds raised from the weekend-long auction helped to offset the cost of the AGM.

CCGA-P would like to thank the following corporate and private donors for their support of the 2003 Annual General Meeting and Training Conference:

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Roy Henry Vickers
Mike Wetklo
Stan White
Unit 1 (Howe Sound)
Unit 6 (Richmond North)
Unit 12 (Halfmoon Bay)
Unit 14 (Gibsons)
Unit 60 (Comox)



Going Outside, by Ted Harrison was one of the limited edition prints available at the CCGA-P silent auction.

Zone 1 – Lower Mainland

Director: Ryan Woodward

Deputy: Greg Miller

1 – Howe Sound 7 – Steveston
2 – Indian Arm 8 – Delta
5 – Crescent Beach 14 – Gibsons
6 – Richmond North

Zone 2 – Central Coast

Director: Alan de Jersey

48 – Bella Bella 62 – Klemtu
49 – Bella Coola 68 – Ocean Falls

Zone 3 – Lower Vancouver Island

Director: Dean Polvi

Deputy: Sandy Beaman

25 – Gulf Islands 36 – Saanich
33 – Oak Bay 37 – Sooke
35 – Victoria

Zone 4 – North Island

Director: Don Willson

42 – Kyuquot 51 – Alert Bay
43 – Port Alice 52 – Port Hardy
50 – Port McNeill 54 – Campbell River

Zone 5 – Northern Strait of Georgia

Director: Allan Hughes

Deputy: Lyle Brewster

12 – Halfmoon Bay 59 – Deep Bay
55 – Powell River 60 – Comox
58 – French Creek 61 – Pender Harbour

Zone 6 – Boating Safety

Director: Ken Moore

Deputy: Brian Fawkes

101 – Southern Interior 104 – Kootenay
102 – Fraser Valley 105 – Kamloops
103 – Vancouver 106 – Shuswap

Zone 7 – North Coast / Charlottes

Director: Duncan Peacock

45 – Masset 66 – Queen Charlottes
63 – Kitimat 67 – Stewart
64 – Prince Rupert 69 – Sandspit
65 – Port Simpson 74 – Kitkatla

Zone 8 – Mid-Island / West Coast

Director: John Thomas

Deputy: Bob McCauley

26 – Cowichan 38 – Long Beach
27 – Nanaimo 39 – Port Alberni
29 – Ladysmith 53 – Bamfield
34 – Mill Bay

Zone Realignment Finalized

Dear Member,

At the CCGA-P Board of Directors meeting on May 4, 2003 the Board of Directors unanimously passed and endorsed the revised zone realignment proposal.

The proposal identified that the workload of the zone directors was not equitably distributed and in many zones units were not aligned in a manner that reflected an operational or logical synergy. This in turn had a direct impact on the delivery of services and support to individual units. The redistribution of the units assigned to zones was needed to strike a balance of operational, geographic and logistical synergies.

The zone realignment proposal was circulated to all unit leaders last year to ensure that all unit leaders had an opportunity to discuss the proposal with unit members and to provide feedback to the board through their zone director. The suggestions that were received were incorporated into the final document.

Your new zone directors will be in contact shortly with each unit to introduce themselves, and a handover of current or outstanding issues will take place between zone directors this month.

Also, the board last year identified that our current organizational structure was in need of review to see if we operate in the most efficient and effective manner. We have been fortunate enough to have engaged the services of three University of Victoria Master of Business Administration students to review our organization and make recommendations on how we may better structure our organization to better meet the needs of all of our stakeholders. This review is necessary due to the tremendous growth of the CCGA-P over the past few years. We expect to have a report completed by the fall and will make the recommendations available to all unit leaders and circulated for comment.

If you have questions or concerns regarding the zone realignment, please feel free to contact Zone 5 director Allan Hughes at allan.hughes@ccga-p.ca or by telephone at 250-703-6401 or by fax at 250-339-0648. He would be pleased to answer your questions or concerns. Should you have any questions regarding the structural review, please contact your zone director, or myself by email at frank.hudson@ccga-p.ca, or by telephone at 250-888-5452.

Frank Hudson
President, CCGA-P

Zone / Unit Alignment Effective June 1st, 2003

New Awards Unveiled at AGM 2003

Two new awards were unveiled at AGM 2003 to honour the hard work and dedication of the members of the CCGA-P. The first award, which was presented on the evening of Friday, February 21st, was the Executive Officer's Award. It was presented to the Canadian Coast Guard Auxiliary-Pacific unit that made a significant contribution to the goals of the entire Pacific region, as judged by the CCGA-P Executive Officer. The inaugural winner was Unit 6 (Richmond North). Honourable mentions were also given to Units 14 (Gibsons) and 27 (Nanaimo). In 2002, all three of these units worked hard to accomplish their own goals, but also focused on the needs of the region as a whole.

The other new distinction presented for the first time was the Roger Wishart Award, named in honour of the late unit leader of Unit 60 (Comox). This award was given to the CCGA-P member who made outstanding contributions to the organization in the fields of training, boating safety, and SAR/operations. This year's winner was Jay Willoughby, from Unit 2 (Indian Arm). Jay was chosen as the first recipient of this award because as a courtesy examiner, owner/operator, and vessel mechanic he typifies the type of all-round contributor the award was created for.

Congratulations to those that received awards – your hard work is definitely appreciated!



Jay Willoughby (Unit 2 Indian Arm) receives the Roger Wishart Award from Unit 60 (Comox) Unit Leader Roger Casson (right).



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Awards

The following awards were presented at the CCGA-P's 24th Annual General Meeting at ceremonies held on Saturday, February 22nd:

Certificates of Commendation

To those members and/or units that have displayed commitment and professionalism through their service with the Canadian Coast Guard Auxiliary-Pacific.

Brian Wolfe-Milner (25 Gulf Islands)
Duke Warren (60 Comox)
Ted Wallis (60 Comox)

Certificates of Merit

To those members and/or units that have given meritorious service to the Canadian Coast Guard Auxiliary-Pacific.

Paddy Ryan (6 Richmond North)
Terry Greenslade (6 Richmond North)
Steve Sihota (6 Richmond North)
Mike Janicki (7 Steveston)
Jim Toogood (7 Steveston)
Dave Schur (7 Steveston)
Bob McCauley (27 Nanaimo)
Steve Jackson (27 Nanaimo)
Brian Humber (27 Nanaimo)
Mike Baker (34 Mill Bay)
Luke Baker (34 Mill Bay)
Victor Lironi (34 Mill Bay)
Jennifer Jacques (34 Mill Bay)
Greg Blanchette (38 Long Beach)
Shawn England (38 Long Beach)
Stan Hutchings (64 Prince Rupert)
Geoff Gould (64 Prince Rupert)
Mike Sorensen (64 Prince Rupert)
Kevin Wiley (64 Prince Rupert)



Unit 101 (Southern Interior) member Jim Wilson receives the Lindsay Halliday Award for boating safety from the Honourable Iona Campagnolo and CCGA-P Boating Safety Director Dave Lamb.

Honorary Memberships

To non-members who have given outstanding and exceptional service to the CCGA-P.

Hal Ross (Office in Charge, Canadian Coast Guard Powell River)
Barbara Sands (Immediate Past National Vice Commodore, United States Coast Guard Auxiliary)

JRCC Award

The Joint Rescue Coordination Centre's award for unit operations.
Unit 74 (Kitkatla)

Office of Boating Safety Award

In recognition of significant contributions in the advancement of boating safety in the Pacific region.

Jim Wilson (101 Southern Interior)

Mike Award

In recognition of the first rescue of the year performed by a CCGA-P unit in the aid of their fellow mariners.

Unit 33 (Oak Bay) – Mike #002

Incident Duration Award

In recognition of the CCGA-P unit that took part in the year's longest incident. This award was based on the reports provided to the office.

Units 54 (Campbell River) and 66 (Queen Charlottes) – 12.5 hours each

John McLean Award

In recognition of outstanding service given to the CCGA-P by an owner/operator.

Ken Morisette (25 Gulf Islands)

Tolonen Award

To the CCGA-P unit that accomplishes an outstanding operational record in volunteer marine search and rescue in a support role to the Canadian Coast Guard.

Unit 7 (Steveston)

Operations Director's Award

In recognition of outstanding SAR readiness demonstrated consistently by a CCGA-P unit.

Unit 63 (Kitimat)

Blue Spirit Award

In recognition for contributing to SAR prevention (principally courtesy exams, but also includes vessel inspections, boat shows, and mall participation)

Jim Miller (103 Vancouver)

Gerry Moka Award

To a CCGA-P member who has done outstanding work in prevention.

William Holtz (12 Halfmoon Bay)

Lindsay Halliday Award

In memory of Lindsay Halliday. In recognition of his years of service to safe boating. Awarded for outstanding service and dedication to the boating safety program.

Jim Wilson (101 Southern Interior)

National Awards

CCGA National awards were presented during the awards luncheon on Saturday, February 22nd, to the following CCGA-P members:

Leadership Medal (posthumous)

Roger Wishart

Administrative Excellence Medal

Ralph Ashton

Certificates of Appreciation

Bruce Falkins

Ryan Woodward



Patricia Wishart (centre) receives the CCGA Leadership Medal on behalf of her son Roger from the Honourable Iona Campagnolo and CCGA CEO Harry Strong.

United States Coast Guard Certificates of Appreciation

were also presented to Unit 54 (Campbell River) members Tom & Barbara Hall, Larry Bowers, and Cindy Enns, for the outstanding compassion they showed to a member of the United States Coast Guard Auxiliary after he lost his vessel and all of his belongings in a vessel fire near Campbell River. The certificates were presented by United States Coast Guard Auxiliary Immediate Past National Commodore Viggo Bertelsen, Jr.

Survival

It's Thursday September 5, 2002. Elaine's birthday dinner was to take place at a quiet spot where good food, relaxation and good times are a part of the norm. This would naturally be our boat! What was not part of the norm is the event that was about to change our lives and hopefully with this article, those of many around us.

We took a Seair floatplane from south terminal in Richmond and flew right to our dock and within 15 feet of our vessel *Bella Ciao*, which was moored at Secret Cove, an RVYC out station. The next morning we left Secret Cove for a casual cruise up to the Garden Bay out station in Pender Harbour. The sun was beaming in the sky, and seas were calm, with only a ripple. We put on our lifejackets and checked all the safety gear and electronics as we always do when we go on either our whaler or the dinghy, and we took off and put our crab and prawn pots down just off Francis Point.



It was about 18:00 hrs as we made our way slowly out of the bay. Elaine and I have had substantial training and experience that went from basic power and sail to advanced navigation, weather and coast guard auxiliary training. We always monitor channel 16 when out and always listen to the weather conditions before heading out. This was no different. *Bella Ciao's* tender, *Bellina*, also served as a coast guard auxiliary vessel in Crescent Beach and has had hundreds of hours in rough seas, calm seas and all in between. She has always felt and been very safe, and was fully equipped with safety and navigation equipment. The boat was immaculate and though the seas appeared choppy as we got to the mouth of the bay they certainly did not appear to be too rough for our comfort zone based on our knowledge and experience.

We had been out in much worse conditions and this was just a little uncomfortable but nothing to stop us from retrieving our prawn pots – we thought.

18:30 We are at the first pot. We had three down. Winds are blowing at about 15 knots from the Northwest. Seas are about a 3-foot chop mixed with a low swell. Elaine is at the controls to keep us into the wind.

18:45 We are on to the second pot. As I am pulling up the second pot, Elaine is struggling to keep *Bellina* into the waves. She tells me that the controls are sticking. Within a few seconds, she cannot change from neutral into forward. Seeing the sea conditions in such a situation, I release the prawn pot immediately, line and all, and go to the controls. By this time the engine stalled and would not restart, as we could not get it out of what now appeared to be in gear and into neutral.

After a few attempts, I abandoned the task and proceeded to start the auxiliary engine so that we could at least maintain our bow into the waves and not get swamped. As I am struggling with all this, and in a matter of seconds, the seas turn *Bellina* around and start to flood the aft. *Bellina* had an automatic bilge pump that I switched to manual mode as all this happened but one wave was so big that it flooded the whole boat with about 12" of water.

At this point we knew we were in trouble and as Elaine was previously trying to balance the boat, I called to her to call a May Day. The words did not finish coming out of my mouth when we got portside swept by another wave that flipped the boat up at about 50 degrees when I last remember having my feet still on the boat. At this time Elaine jumped into the water so as not to get trapped under it or in the case of sinkable vessels being sucked in by the sinking

Survival Stories

BC-based author Keith Keller is currently working on a British Columbia Coastal SAR history research project for the Gulf of Georgia Cannery Society. He is interested in collecting SAR stories and marine artifacts from members of the maritime community.

If you have any information or items you would like to share with Keith, please contact him at kkeller@island.net

water. I quickly jumped within close range of her. The vessel was now upside down and I was in disbelief.

We did not get the chance to call a May Day. Could we have called it earlier? Could we have avoided going out in such conditions? All thoughts were quickly put out of my mind and I went into survival mode. If we delayed action for much longer we could have separated and/or not been able to get back on the boat's bottom. Knowing that a Boston whaler would not sink, though clearly they can flip like any other, I instructed Elaine to swim to the boat and climb on. I swam to the boat, climbed on and helped Elaine get up on it and instructed her to straddle the hull. At this point we inflated our lifejackets and I told Elaine not to worry, as someone will have seen us for sure. By now we were about a mile from land off Pearson Island, sitting on top of our upside down blue bottom whaler, life jackets on and hoping for someone to see us or hear our whistles while slowly drifting towards Francis Point and being pounded by the waves. We were really cold – the waves were pounding on my back up to my mid-back and shoulders. I cannot imagine how cold we would have been if we had not got up on the hull. We would not have survived half an hour, as it is a well-known fact that one would be severely hypothermic within 20 minutes in these waters.

I did not know this at the time for sure but I suspected that as a result of what took place, we were towing the prawn pot. This was a good thing as it acted as a sea anchor and our drift on the bottom of *Bellina* was amazingly stable and slow in spite of the heavy waves and winds.

19:00 All we had is each other, our lifejackets with the whistles attached and a huge desire to live. We blew our whistles constantly and in turns in order to conserve energy and ensure we did not get light headed. There was no traffic to speak of. A plane went by at some distance but obviously did not see us. A tug went through in the distance but also did not see us.

20:15 It was getting dark. Despite this, I saw a boat coming from the Malaspina Strait and more specifically from Welcome Passage. This truly was welcomed. The boat was slow and went in to a bay approximately 4 NM south of us and hope was starting to get questioned. It appeared that they did not see us and were most likely too far away to hear our whistle.

The boat hovered around the little bay and clearly, they were prawning. I then decided to get my white handkerchief out and stand on the top of the bottom of the boat and wave the handkerchief, blow the whistles and shout for help. It was what appeared to be our last chance. After a little while, though it appeared to be a long time, I saw their navigation lights come on and I could clearly see some white sea foam at their bow, which meant that they were coming towards us. They had seen or heard us. I sat back down straddling the boat and told Elaine that they had seen us. Unsure if I was just keeping her hopes up or if I was serious, she questioned me and I told her to look behind her. She did and turned around with a great sigh of relief.

20:30 The vessel *Raubette* was now here and threw us out a line, which we proceeded to tie to the bow of the boat's bottom cleat. They then got close to us and we transferred onto their vessel where I advised Comox Coast Guard Radio of what had happened. CCR sent the CCGA-P unit out of Pender Harbour to assist in the towing of the vessel back to the RVYC out station. In the meantime, those wonderful people gave us a change of clothing and blankets to keep us warm. We were hypothermic but not serious. We survived it.

Pino L. Bacinello, M.V. *Bella Ciao*

Boating Safety Tips

What have we learned from all this? Much! And though the most important lesson was how precious and fragile life is, there were also some very valuable boating safety lessons that I would like to share with those who love the sea like we do:

- never go out boating without filing a sailing plan. Leave it with a responsible friend, a neighbour, or someone at the dock
- wear your lifejackets and:
 - attach two whistles to all your lifejackets
 - ensure your lifejacket works (test it to ensure it will keep you afloat)
 - attach a strobe to your lifejacket, so that you can be seen at night if you go overboard
 - carry a flare or two in your lifejacket pocket
 - carry a vhf radio on your lifejacket or on your person
- have a sea anchor on board if you are going out in seas that are more than rippled
- never leave your vessel if it hasn't sunk. Climb out of the water as much as you can to reduce the effects of hypothermia
- become familiar with all aspects of your vessel's operating and mechanical systems. Always check the work done by someone else as your life could depend on it
- if your vessel is equipped with an auxiliary engine, ensure that it is working properly
- do not defy the seas; they are both cruel and kind. Be aware and do not fear them but do respect them

Coxswain Profile

Jim Brewin: Coxswain, Unit 62 Klemtu

Jim Brewin is the CCGA-P unit leader for Unit 62 Klemtu. He joined the unit in 1996, and took over as unit leader in the fall of 2001.

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



Klemtu Unit Leader Jim Brewin (centre) poses with unit members Brian Baldwin (left) and Elmer Starr.

How did you get started in the CCGA-P?

I joined the CCGA in Klemtu in 1996 when I came here to work as a police officer. I haven't worked with any other units but have been active with Canadian Power and Sail Squadron for years.

What do you consider to be your unit's main focus?

Because of the small size of our community, about 350 people, and the lack of facilities and equipment for boating safety activities, we do mainly response-oriented duties. Klemtu is a very remote native village, situated on Swindle Island, approximately 45 miles northwest of Bella Bella, on the inside passage. We receive approximately 12 calls for assistance each year. We are 125 miles from Kitimat and 155 miles from Prince Rupert. Most of the calls we respond to are related to vessels breaking down or running aground.

Do you work with any of the regional coast guard stations?

Because of our remote location we often are the only resource available to respond. We do also see the Canadian Coast Guard vessels such as the *Tanu*, the *Gordon Reid*, etc., in the area, and they often come to assist if a major search or rescue is being conducted in the area. We have done some training with CCG vessel staff, and have relied on their assistance for various things in the past. We are looking forward to having a CCG lifeboat station in the vicinity, near Bella Bella, in the near future.

What are some of the challenges your unit faces because of your geographical location?

Probably the biggest challenge we face in this remote location is the lack of funding for equipment or training. The CCGA-P have assisted as much as they can, but clearly such a remote location could use a better vessel for responding to calls on a year-round basis. It is only now that we are acquiring a radar for our (CCGA-P loaned) Mark V. This will indeed help us in poor visibility and night calls.

Do you feel the northern units face any special challenges? If so, what are they?

Special challenges for northern and isolated units include the difficulties in raising funds as I stated earlier, but also such things as long response distances. We could easily be called to respond to an incident eighty or ninety miles away. This factors greatly in fuel requirements, and even the type of vessel that we should have to be able to offer help when we arrive on scene.

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

Probably the most memorable call that I responded to was a winter call in 1997, when myself and one other unit member were dispatched to the area of a float-plane down. It was in the middle of a snowy and stormy night, and the winds and high waves hampered the search. We had to run about twenty miles to begin the search, and we were lucky enough to locate the tip of a yellow airplane wing, just protruding out of the water. The rest of the plane was submerged. Downwind on the nearest island we located the two occupants of the plane. They were wet and very cold, but uninjured. We managed to get them to a nearby fishboat, so they could dry off and hypothermia could be treated.

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

Our unit will be working with the CCGA-P crew manual, so that we can improve our overall skills in a uniform manner with other units. We will also be looking at forming a society, so that we can access funding for better equipment.

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

No great words of wisdom, other than to encourage other members to attend the AGM each year. I certainly have enjoyed the past two AGMs, and getting to meet other people along the coast who work at this worthwhile endeavour.

-interview by Tanis Toope

Director Report

Training

During the last year, we introduced a new training approach for the CCGA-P. I'm normally a pretty direct type of guy, but we decided that it was better to take a more educational approach, where we took the time to explain this approach to the board members, unit leaders and auxiliary members. A few key issues like the RHIOT nomination procedure, a new member orientation package, unit training plans, and a couple of trial ARTE (advanced rescue trainers/evaluators) courses were selected and the time was taken to explain why this approach was so important to us, in the CCGA-P.

Everyone I talked with was enthusiastic and supportive. Generally, they understood why we needed this approach and liked the direction we were taking. Let me share with you some of the questions I get, so that you can better understand the direction we are taking to auxiliary training and why.

What is the mandate for the director of training?

The director of training is appointed by your board of directors and is responsible to the board and all auxiliary members specifically:

- to raise the overall measurable training standard of all units and members throughout the CCGA-P; and,
- to manage the training budget in an accountable fashion.



In April, members of the CCGA-P from Units 25 (Gulf Islands) and 33 (Oak Bay) took part in a multi-agency search and rescue exercise with the Canadian Coast Guard and the Canadian Naval Reserve. The exercise took place near Sidney, and involved a search for a missing vessel with four passengers.

Are we there yet?

No, not yet. Someone once told me the TTT rule – Training Takes Time, then you go over it again and again, so that by the time you need it, it's near perfect. We have the training standard and the manual. We have some great instructors, knowledgeable coxswains, dedicated training officers and very good unit leaders that are working on the delivery of that material. We have run some trial ARTE courses to train members to assist training and its evaluation at the unit and regional level. We are also working on the recording and supportive systems for this approach. It all takes time. We are not there yet, but we are getting closer.

As the director of training, do you have to do all the training?

No. That would be impossible for me to personally train some 1300 auxiliary members in over 50 units all across British Columbia. My job is to look at the big picture and plan the direction we're going – a more strategic approach for Pacific region as a whole. I plan the ARTE courses and ensure common courses such as RHIOT and first aid are available. I also ensure that we follow the training approach and work on the proper evaluation techniques, recording and support systems. I make sure our training is responsive to our operational needs and that it gives you the tools, so you can do your job. The real work of how you, as a member, get your training and meet the standard is really up to your unit leader, with the help of your zone director. They use the unit training plan, which is a more tactical or unit approach as to how you are actually going to do the training in order to meet the standard.

Why do we need a unit training plan?

Well, a unit training plan is your unit's organized plan or agenda of how your unit is going to conduct your training over the next year. It contains times, dates, topics, instructors, references, and equipment needed. It is like having a contract – it shows that your unit leader is responsible and accountable for your training and it allows you to plan, commit and feel secure in the thought that you are trained to do what is being asked of you – to save lives on the water.

What do we do when we finish the crew level training?

The time required to reach the crew level standard will vary according to the uniqueness of each unit (remote vs. urban, demographics, quality/quantity of the membership, enthusiasm, society activity, community involvement, even vessel type and a host of other variables). That's why I couldn't possibly tell a unit how to reach the standard, but I can say that the standard is the same for everyone. In a few units, they have already been following a training plan and are now working to ensure everyone is "checked out" to the new standard. Many other units have taken the manual and instead of saying that they know it all, they have gone back to basics and ensured everyone is up to speed. Besides learning what's in the crew level manual, unit leaders must also ensure you are trained in the unique operations of your particular unit. It is a real challenge to properly cover all the classroom training, on dock and on water training, as well as unit unique training, plus the integration of this training into the duty crew system. Over the next year, with a little imagination and initiative, your unit leader can conduct some refresher training, train new members, pick up old members who missed training and introduce some advance crew level training topics, but the basics for all training will always be the crew level standard.

What about the future?

The future for the CCGA-P is very bright. The actual direction will depend on your board of directors, but the training approach will always support our operational needs and the strategic direction we are taking. If I were to look into a crystal ball, I could see more ARTE courses, a coxswain training package specifically designed for our needs, a unit leader, deputy and training officer package, a training database for reference and easy use by the unit leaders to monitor their training, and a slick recording and support system. I could also see an auxiliary-run advance boat handling course, perhaps a sea survival course, or a basic and advance unit maintenance officer's course, an advance crew level standard, auxiliary first aid instructors and advance medic training, specific training vessels to support training courses, and a static or mobile training school that can help units and zones with their training. I think the potential for the future is endless, but we must ensure that we master the basics before we add all the specialty type training. In some cases training can appear to be repetitive, but the big mistake is to move too fast and not learn the topics well enough. Nobody learns everything the first time around; we learn by doing and practicing. Remember training should be fun and realistic but in the end you must always train as if your life depends on it – because someday, somebody's will.

Brian Cameron
Director of Training, CCGA-P
brian.cameron@ccga-p.ca

What is our training approach?

The model we are following is a systematic approach to training that involves 6 basic steps:

1. having a training standard
2. having reference material or a training manual to support the standard
3. the delivery of that material
4. the evaluation of the members to the training standard
5. the recording of that training
6. the support of the whole training approach

Director Report

SAR/Operations

Greetings! As the newly appointed director of SAR/operations I'll take a few moments and introduce myself to you all. I am an active member in Unit 27 (Nanaimo) and the deputy zone director for Zone 8. Previously, I have served as deputy unit leader and maintenance officer for our unit.



CCGA-P vessels (l-r) *Roberts Bank Lifeboat*, *Spirit of Delta IV*, and *Auxiliary 5*.

Last year I began helping Ryan Woodward, the previous director of SAR/operations and the deputy Allan Hughes enter the data for the vessel database. Both Ryan and Allan have been a tremendous help to me since continuing on with the portfolio. They have laid down some excellent plans and policies in regards to SAR/operations and I am looking forward to the challenges of keeping the portfolio moving in a positive direction. A HUGE thank you goes out to Ryan and Allan for all of their time, efforts and hard work!

What a great AGM in Courtenay! It provided a forum in which to meet some new people, share ideas and recognize a professional and talented group of auxiliaries. Since the AGM in February, I have had the opportunity to visit Zone 1. Ryan Woodward organized a meet, greet and introduction to the SAR units in his zone, their boats and the unit leaders. It was an

excellent and informative weekend and was a definite eye opener for me on the high caliber of training, professionalism and integrity that our members have. Thanks goes out to the units in Zone 1 for putting on an excellent weekend! It is interesting to see how units operate according to the specific needs of their community. No one unit is alike. I look forward to meeting with other units in each zone in the months to come.

This year so far has been considerably quieter in the number of taskings compared to 2002. As of January 1st, CCGA-P members have attended to approximately 80 taskings in the first 3 months of the year. In 2002, that number was approximately 135 for the same time frame. Since the beginning of the year, CCGA-P members have assisted approximately 50 people and saved 6 lives. This statistic accounts for just under 425 volunteer hours and about \$810,000.00 worth of property saved or assisted.



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We are working on a hepatitis B vaccination program for our members. Have a look on the website for information relating to hep B vaccinations. Melanie Fugard is organizing the details starting with the Comox and Salt Spring Island units. Once immunization is complete with those units, we anticipate finishing off the island units and then organizing the mainland units. Melanie has done a tremendous amount of work in organizing this program for our members and her efforts are greatly appreciated. Thanks Melanie!

The busy boating season is right around the corner! Stay safe!
You're doing a great job!

Bob McCauley
Director of SAR/Operations, CCGA-P



On May 1, 2003, the Richmond Chamber of Commerce held its first annual 911 Awards, which honoured all members of Richmond's emergency services. Nominees included Unit 6 (Richmond North) member Barry Hastings (left), and Unit 7 (Steveston) members Jim Toogood (right) and Mark Scott (second from right). Mark was awarded the Community Safety Volunteer of the Year award. The ceremony was attended by CCGA-P President Frank Hudson (second from left) and Executive Officer Stan Warlow.

Reminder

All of the odd numbered units were given auxiliary vessel inspection packages at the AGM. They are due back now. If you haven't a current AVI on file with our office, please get them done and send them in! In addition, the special event season is well under way. Please remember to get your SE requests into the office as soon as possible.

Unit Updates

Unit 60 – Comox

AGM Spousal Program

The Unit 60 Comox AGM Committee decided during their initial planning to include something for spouses. It was recognized that much activity would be planned for unit leaders and members, but what about the spouses? Planning included significant others and female members within the Comox unit.



In addition to providing information about skiing at Mount Washington, availability of tours of the area and spa offerings, the committee pursued the idea of inviting attending spouses to be a “crew member” on board their fast response vessel *Bruce Brown II*. The idea was to offer the spouses an exposure to what regular auxiliary members did on the water. Advance notice of this invitation was sent with the pre-registration mailout. Finally AGM time was upon us – no one had replied!

Many Unit 60 volunteers manned the AGM information table and acted as support during registration. These volunteers were asked to engender interest in the spousal program. It worked! Two ladies took part on the first morning, then obviously returned to the hotel and told their friends how much fun they had. The result was the next three sessions were filled with a request for another session on Sunday. Unfortunately the crew of the *Bruce Brown II* had other demands on their time for Sunday.

The sessions included suiting the spouses in survival gear, briefing them about the boat and crew, then away to adventure within Comox Harbour. When tides permitted the trip included venturing up the Courtenay River to a working sawmill, almost to the hotel but limited height of the bridge prevented passage. Other trips included sightings of sea lions, seals, eagles etc. The herring season was imminent so lots of food was available.

The crew of the *Bruce Brown II* included Stefan Pletscher, Daryl Dancer-Wade, and Bob Bouck. Rob Tutt was our official photographer on board a second auxiliary vessel graciously provided by Unit 1 (Howe Sound), the North Shore Lifeboat Society, and the CCGA-P. It would appear that everyone taking part in the spousal program had a great time.

Bob Bouck

Unit 60, Comox

Zone 3 – Vancouver Island South

“For Exercise, For Exercise”

On Saturday April 19, 2003 at approximately 13:00 the call came through Victoria Coast Guard radio to the Joint Rescue Coordination Centre (JRCC) that the vessel *Elmere* had hit a submerged object off of Victoria. Although details were sketchy, there were injuries on board. The *Elmere* was described as a 70-foot 1880s tug. Unit 35 (Victoria) was dispatched by JRCC as they were in the general vicinity.

Arriving on scene in less than five minutes, they did notice activity on board. It was quickly determined that there were several casualties on board. This was relayed back to JRCC and Units 33 (Oak Bay) and 37 (Sooke) were quickly tasked to the scene. Unit 37 arrived on scene in minutes, quickly followed by Unit 33.

On scene it was determined that there were 18 people on board the *Elmere* at the time it had hit a submerged object. Injuries were varied, some very serious, such as second-degree burns from a stove, three casualties requiring CPR, a person falling down a hatch, and several walking wounded. It also became readily apparent that the *Elmere* was taking on water rapidly. Abandoning the vessel was not an option as there was one victim trapped on board in the engine room under a pile of chain. Pumping was commenced jointly by two units while Units 33 and 37 transferred several of the injured to waiting medical personnel in nearby Victoria, but *Elmere* was still going to have to be towed quickly to shallower waters.

At this point in time, the exercise was closed.

The United States Coast Guard Auxiliary from Washington state had come up to Victoria to visit the Canadian Coast Guard Auxiliary – Pacific. They arrived on Thursday, April 17 with a 70' tug, *Elmere*, of 1880s vintage and a 32' Bayliner named *Legacy*. The group had come up to see how the CCGA-P operated. It was decided by our Zone 3 director Dean Polvi to take advantage of this opportunity and hold a joint SAR exercise to demonstrate to the USCGA what the CCGA does. Unit 33 (Oak Bay) was able to send over their vessel with four members. Unit 37 (Sooke) arrived on *Rescue 37* with four members on board. Unit 35 (Victoria) hosted the event and their vessel had five members on board. Units 35 and 33 provided a total of 18 volunteer victims for the exercise. Most of the members were relatively new to the CCGA-P, and this was their first joint, multi-vessel exercise. At the end of the exercise, all the crew, casualties, and judges met on the fore deck of the *Elmere* for a debrief. To assist all of our members, the following items were discussed during the debrief.

The *Elmere* has three decks, with several rooms. Finding all the victims was difficult. When the exercise was called off there was still one victim who had not been located: a heart attack casualty in a forward below deck locker. This showed that the whole vessel has to be searched thoroughly. Dealing with injuries was difficult in the close quarters. In the steering house there were two victims and rescuers were at several times stepping over a victim to attend to a more serious casualty. It may be necessary to quickly move a less injured casualty out the way before dealing with another. One of the casualties was a German tourist who could not speak English. She was obviously inebriated, wandering around the vessel with a minor leg wound. One CCGA-P member got the tourist into a life vest. What was forgotten was that the vest contained a knife. The casualty was told by the member to have fun playing with the vest to try to keep the attention of the tourist occupied but was unaware of the knife in the shoulder pocket. The dewatering of the vessel also caused a challenge as the bilges on the vessel were two decks below an opening hatchway. None of the units carried an intake hose long enough to reach the bilge from the decks.

The day was very productive for all who attended. The three CCGA-P vessels were able to practice pacing alongside the *Elmere* at speed and towing the vessel *Legacy*. Simon Gatrell of Unit 35 performed an excellent job at putting the 150 tonne *Elmere* alongside at the Ships' Point wharf in Victoria harbour.

Oh, by the way, by the end of the exercise the casualty count had increased from 18 to 19 – a healthy 6lb 10oz baby girl was delivered by Unit 33.

Congratulations!

Jay Young
Unit 37, Sooke



Zone 3 members help remove a "casualty" from the United States Coast Guard Auxiliary tug *Elmere*.

Nanaimo Unit Christens New Vessel

The CCGA-P welcomed another vessel to its fleet on May 3, 2003 – Unit 27 (Nanaimo)'s new dedicated response vessel, the *Lieutenant G.B. Meynell*. The vessel, which is a Carswell Titan 249XL, was purchased by the Nanaimo Marine Rescue Society, with assistance from a number of community groups including the Royal Bank and Unit 61 of the Korean Veterans Association. The vessel, which was named after Canadian soldier Lieutenant Gerard Balfour Meynell who lost his life in the Korean War, was dedicated amid much fanfare, including a parade and ceremony that marked the 50th anniversary of the end of the Korean War.

The day's events began at 10:30 am at the Nanaimo Cenotaph, with a memorial parade dedicated to the veterans that died in the Korean War. The parade was followed by the christening of the new vessel, which took place at Nanaimo's Maffeo-Sutton Park. Those attending from the CCGA-P included members from Unit 27 (Nanaimo), members and a vessel from Unit 29 (Ladysmith) and the members of the CCGA-P Board of Directors. Words of congratulation were spoken by a number of special guests, including Lieutenant Meynell's brother David Meynell, CCGA-P President Frank Hudson, and Canadian Coast Guard representative Mike Stacey. The vessel was then officially christened by Lieutenant Meynell's niece Andrea Meynell, and the maiden voyage was made with Nanaimo Unit Leader Jim Lee at the controls. The end of the official ceremony was followed by a festive afternoon in the park with live music by a swing band, and tours of the CCGA-P boating safety trailer for the public.

The day concluded with a banquet held by the Korean Veterans Association and attended by a number of CCGA-P Unit 27 members and regional directors. Korean War veterans were honoured with words of thanks from the Consul-General of South Korea and a representative from Veterans Affairs Canada, among others. The evening was capped off with awards of recognition being presented to a number of the groups and individuals who helped the Nanaimo unit in the procurement of their new vessel. Special thanks went to Unit 27 (Nanaimo) members Bill Dornan and Jim Lee, and Nanaimo Marine Rescue Society Past-President Basil Hobbs and current President Steve Jackson for all of their hard work on this project.

Congratulations to the members of Unit 27 (Nanaimo) and the Nanaimo Marine Rescue Society for all of the hard work they put into obtaining this valuable new marine SAR resource on behalf of the CCGA-P.

Tanis Toope
Special Projects Officer, CCGA-P



Bill Dornan (Unit 27 Nanaimo) speaks during the vessel dedication ceremony.

