

# DOLPHIN

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



Summer 2003  
Vol. 13, No. 2

## Nanaimo Hosts Regional Search & Rescue Competition

The Canadian Coast Guard Auxiliary–Pacific held its annual search and rescue (SAR) competition on Saturday, June 28<sup>th</sup>, at the Pacific Biological Station in Nanaimo, BC. As in past years, this event was an excellent opportunity for CCGA–P volunteers to test their skills and knowledge, and to exchange information and ideas with their fellow members.

The competition consisted of five events, which were undertaken by five teams of three competitors each from Steveston, Victoria, Bamfield, and Nanaimo. A team from Powell River was also scheduled to attend, but unfortunately had to cancel at the last minute, so last year's champions from Unit 7 (Steveston) rose to the challenge of taking their place.



Photo by Mark Brett

Events began at 8 am sharp, and teams rotated between five stations that tested them in first aid, seamanship, theory, emergency preparedness, and on–water rescue. Teams had to demonstrate their first aid skills, write exams on seamanship, collisions regulations, and navigational aids, and assist a family aground in a disabled sailing vessel, among other activities.

*See page 5 for more SAR 2003 coverage*

## THIS ISSUE:

President's Comments . . . . .	3
Alaska's SAFE Boat . . . . .	7
Member's Story . . . . .	8
CCGA 25 <sup>th</sup> Anniversary . . . . .	10
Coxswain Profile . . . . .	12
Training Update . . . . .	14
Operations Update . . . . .	16
Unit Updates . . . . .	18
Saanich's New Vessel . . . . .	20



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# DOLPHIN

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## President's Comments

The summer season is upon us again, and as in past years, the CCGA-P has been very busy both off and on the water. Search and rescue incidents, boating safety events, pleasure craft courtesy checks, and training events have all been keeping our volunteers very busy. While CCGA-P activities continue year-round, the summer is traditionally a time of heavy activity, and this summer is proving to be no different.

I would like to start by offering my congratulations to the CCGA-P teams that competed at the annual regional search and rescue competition, held in Nanaimo on June 27-29. As a CCGA-P member who has attended a number of these competitions over the years, I was very impressed at the calibre of performance put on by all teams. Events like these make it clear that the CCGA-P training program is working well, due in large part to the work of CCGA-P volunteers and the valuable support of the Canadian Coast Guard.

I would like to thank all the volunteers that helped to make this event such a success.

## Strategic Planning

The CCGA-P Board of Directors recently completed our annual strategic planning session. This valuable exercise allowed the board the opportunity to focus on past, current, and future goals, and to give a structure to the growth of the organization. A number of important issues were discussed, including the resource allocation plan, a leadership development matrix, and the delivery of the pleasure craft operator competency (PCOC) course. An update was also given at this session on the structural review, as mentioned in the last *Dolphin*, which is being conducted by a team of MBA students from the University of Victoria. So far, the team has put in 260 hours of work on the project, and have compiled a great deal of information through member interviews and an online survey. The results of the review should be ready mid-September.

## 25<sup>th</sup> Anniversary

As most of our members are already aware, 2003 marks the 25<sup>th</sup> anniversary of the Canadian Coast Guard Auxiliary. In honour of this momentous occasion, the Canadian Coast Guard-Pacific will be flying the auxiliary burgee from their vessels and raising the CCGA burgee at their regional headquarters in Victoria. A ceremony will be held in Victoria in October to mark this event, and all CCGA-P members will be welcome to attend. Further details will be made available via our website at [www.ccg-p.ca](http://www.ccg-p.ca).

A national celebration is also being held in Kingston, Ontario on August 8-9, 2003. All CCGA members past and present should be proud that this organization has reached this milestone.

## Gaming Update

Changes have recently been made to the British Columbia Gaming Commission's application procedures. All applications that fall within the public safety category can be submitted annually after July 1<sup>st</sup> and before August 31<sup>st</sup>. Approved grants will be paid by November 30<sup>th</sup>. A number of CCGA-P supporting societies have already submitted applications this year, and many more are working on applications. A number of new supporting societies are also being



Frank Hudson, President,  
CCGA-P



established in some of the CCGA–P’s more remote communities, which is very encouraging for the organization. We are aware of how difficult it can be to marshal substantial support in small communities – kudos to those volunteers who are taking this valuable step in the fundraising process.

## Boating Safety Van

The Canadian Coast Guard Auxiliary–Pacific recently unveiled a new boating safety resource designed to capture the public’s attention and spread the boating safety message. The CCGA–P’s new boating safety van was acquired from the Central & Arctic region of the Canadian Coast Guard’s Office of Boating Safety, and is designed to serve as both an information station at public events and a portable display for the SAR prevention message. We see this resource as an excellent example of the new dynamic partnership that is developing between the CCGA–P and the Canadian Coast Guard’s Office of Boating Safety. CCGA–P units interested in using the new boating safety van can contact Director of Boating Safety Dave Lamb at [dave.lamb@ccga-p.ca](mailto:dave.lamb@ccga-p.ca).

On a final note, I would like to acknowledge the courage and dedication displayed by CCGA–P members during a recent number of serious incidents (see page 11 for more on this). Despite life–threatening conditions, auxiliariasts once again answered the call for help with bravery and professionalism. Thanks to all on a job well done.

Have a safe summer,

**Frank Hudson**  
President, CCGA–P

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*(Continued from page 1)*

The competition concluded at around 1:30 pm, and teams returned to the Coast Bastion Inn to attend a number of valuable training sessions, followed by an awards banquet. CCGA–P Training Director Brian Cameron then thanked all of the volunteers that helped make the event a success, and CCGA–P President Frank Hudson presented last year’s international SAR competition champions (Peter Thomas, Peter Jarvenpaa, Peter Macaulay, and Morgan Mackay) with floater jackets to commemorate their exceptional performance. Last year’s winners also spoke to the group about their experiences at the international competition, and the benefits they derived from it.

Finally, the overall winners of the day’s events were announced: Curtis Bolton, Brian Humber, and Barry Franzmann of the Nanaimo unit took home the top honours, which means that their team will represent the Pacific region in the 4<sup>th</sup> annual international SAR competition, to be held September 26 & 27 in St. John’s, Newfoundland. Right before the evening concluded, a draw was held from the remaining competitors to choose a team alternate who will also travel to the international competition, and Victoria’s Simon Gatrell was chosen.

Overall, the competition was an overwhelming success. Congratulations to all of the competitors, and to the winning team, good luck in Newfoundland!

**Tanis Toope**  
**Special Projects Officer, CCGA–P**



SAR competitors from Zone 1 administer first aid to a “casualty”.

## Competitors

The following CCGA–P members took part in the CCGA–P regional SAR competition:

### **Zone 1 (Unit 7 Steveston)**

Morgan MacKay  
Mark Scott  
Chris Caron

### **Zone 3 (Unit 35 Victoria)**

Simon Gatrell  
Richard McIlmoyle  
Alex Delaney

### **Zone 5 (Unit 53 Bamfield)**

Russell Markel  
James Mortimor  
Dennis Morgan  
Sophie Boizard (alternate)

### **Zone 6 Replacement Team (Unit 7 Steveston)**

Peter Thomas  
Peter Jarvenpaa  
Noel Mercer

### **Zone 8 (Unit 27 Nanaimo)**

Curtis Bolton  
Brian Humber  
Barry Franzmann



## Leaving a Legacy Means Making a Difference!

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

### Your impact as a search and rescue volunteer is not limited to your lifetime.

There are many ways you can leave a legacy to the CCGA–P:

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

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

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

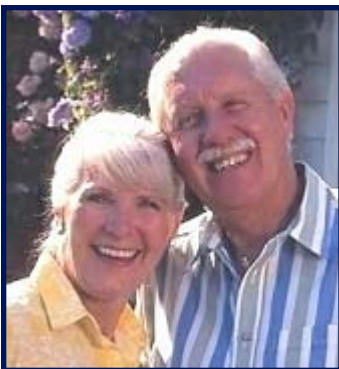
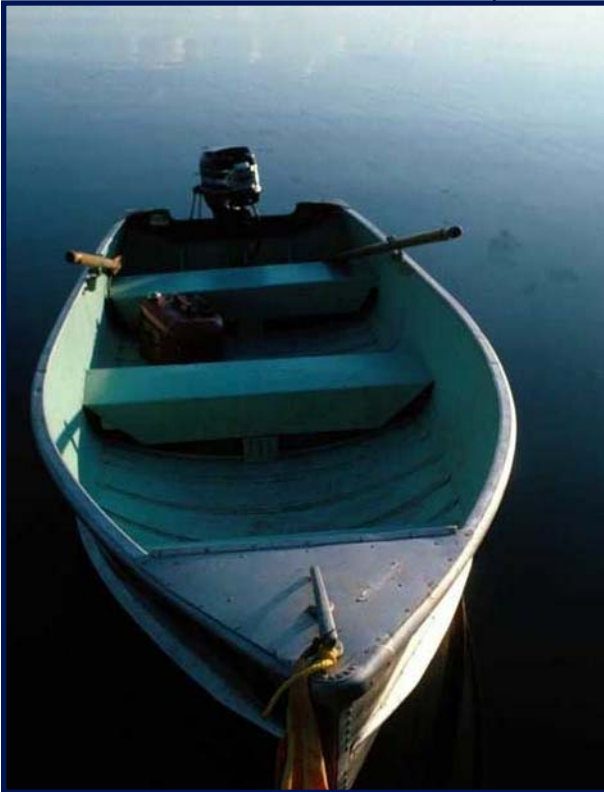
“There are only two rules to change:  
One is to begin; the second is to continue.”  
–*unknown*

### Leave more than memories

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

### Make saving lives your legacy

Contact **250–413–2850** for more information on our legacy programs. Information is also available online at [www.ccg-a-p.ca](http://www.ccg-a-p.ca) under our **Donate Now** section.



*Legacies live forever.  
Legacies give forever.*

## U.S. Coast Guard Auxiliary Dedicates SAFE Vessel

On May 17<sup>th</sup>, the United States Coast Guard Auxiliary dedicated a new SAFE (Secure Around Flotation Equipped) boat in Seward, Alaska. The 25-foot vessel, formerly assigned to United States Coast Guard Station Ketchikan, was delivered in August 2002 to the Seward station. The SAFE boat will primarily serve in a 40-mile radius from Seward, supporting the U.S. Coast Guard in search and rescue. This fast boat is equipped with state of the art electronics and is well designed for small boat towing. Initially it will be operating a weekend safety patrol schedule during the boating season.

As the Seward Flotilla grows and is capable of providing a greater portion of the trained personnel, it is expected to assume a larger responsibility for the SAFE boat operations. This will facilitate the addition of weekday emergency response and the extension of operations into the spring and fall seasons. The proposal to man SAFE boats with Alaska auxiliaries was based on observations of the success of Canadian Coast Guard Auxiliary-Pacific search and rescue vessels used in British Columbia.

The CCGA-P and the United States Coast Guard Auxiliary District 17 (Alaska) have developed a close relationship over the years through joint training exercises and other projects. The CCGA-P's highly successful Kids Don't Float and Bobbie the Safety Boat programs were both introduced to the organization by District 17 members, and CCGA-P members have travelled annually to Ketchikan, Alaska for the Celebration of the Sea festival for a number of years.

The dedication ceremony at the Seward Boat Harbour south boat ramp in Alaska included music by the Air Force Band of the Pacific brass quintet, followed by orientation rides on the vessel and tours of the U.S. Coast Guard Cutter *Mustang*. Attending the ceremony on behalf of the CCGA-P was Vice-President Malcolm Dunderdale.

In the past, the Seward Auxiliary has relied on privately owned boats to undertake safety patrols and SAR missions. Like all members of the U.S. Coast Guard Auxiliary, the boat owners and operators are civilian volunteers who work regular jobs during the week. The volunteers dedicated in excess of 4,000 hours during the summers of 1999-2001 to meet the demanding challenges of safety patrols and SAR operations in Resurrection Bay and the surrounding waters. During this same time frame, the auxiliaries performed 46 SAR cases involving 161 boaters and property valued at more than \$2.9 million.

*Excerpts from U.S. Coast Guard new release No. 075-003*



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## Voices

When I first arrived in Prince Rupert in October of 2000, my boating experience went as far as paddling a canoe. Within my first few weeks of being in town I was taken to the Unit 64 CCGA–P meeting and loved it. That first night we went out on the *Rainbow Responder* on a routine exercise. Being on the water opened my eyes to the vast new perspective of experiencing the Northwest coast by boat.



Lina Behie (Unit 64 Prince Rupert) proudly flies the CCGA burgee.

Three years later I have many photo albums highlighting the experiences of travelling to the surrounding islands and passageways of the Chatham Sound corridor. Soon after joining, my bedroom walls were covered with charts from the Prince Rupert Harbour to Hecate Strait, Porcher Island to Ketchikan. Now I look at that territory and enjoy the memories and future opportunities of exploration.

Unit 64 has been an entertaining group to volunteer my time with. I've always enjoyed the meetings filled with banter from a nice group of guys. The flow of who shows up to meetings is always changing; even so there is strong motivation for all to be there: to get out on the water, to learn more about vessels and offer a valuable service to the boating community.

It was always my pleasure to carry a pager and take that responsibility seriously. Most calls came at night and it was a groggy but quick dash down to the boat. To be cruising through the harbour at midnight under a full moon was the best. To help some broken–down boater on the other end was even better.

Some calls took on a more serious nature, where loss of life affected us all deeply in the community. I recall being at a gathering of friends on a Sunday night late April 2001. The pager went off as “mayday – lives in danger” many times. I could see the water from the house – it was ripping big with white caps. This is not good, I thought.

Indeed it wasn't. Four young lives were lost that night on the Skeena, despite the response from many community members including the *Rainbow Responder*. My crew let me drive the boat back to harbour that night after we had been stood down. It was a night like no other. One of our members was lost in that accident. It was a huge loss for everyone on the Northwest coast.

Mayday calls don't always turn out so badly. A fond memory of a mayday call last summer involved a beached fishing vessel taking on water at 4 am. It took nine hours, but the coast guard and the CCGA–P team saved two men, their dog and their full hold of fish. I personally took home two salmon as a gift, which I smoked and shared with my whole family in Alberta.



The rewards for volunteering with the CCGA are immeasurable. The training, water time and the community service barely covers what I got out of being with Unit 64. I've met a great group of individuals and enjoyed all my outings with them.

As life goes, I've now taken up residency in Saskatoon. I am incredibly grateful for how fulfilling the CCGA-P made my last three years in Prince Rupert. I am especially thankful to Geoff Gould and the whole crew for the fun and helpful atmosphere in which they operate the Prince Rupert Marine Rescue Society. I wish them all the best in the future.

**Lina Behie**  
**Unit 64, Prince Rupert**



The crew of the Prince Rupert unit's *Rainbow Responder* assists a kayak outing (May 2003).

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## 25<sup>th</sup> Anniversary



The year 2003 marks the 25<sup>th</sup> anniversary of the Canadian Coast Guard Auxiliary. During the past 25 years, CCGA volunteers have saved 4,200 lives, assisted 40,000 people, conducted 50,000 courtesy exams, and attended 4,500 boat shows.

In honour of these outstanding accomplishments, CCGA regions across the country will be holding ceremonies to thank their members for all of their hard work.

In the Pacific Region, a 25<sup>th</sup> anniversary ceremony will be held in October at the Victoria Coast Guard Base, in conjunction with a burgee raising ceremony, initiated by the Canadian Coast Guard in honour of the auxiliary.

A national celebration will take place at Fort Henry (Kingston, Ontario) on August 8–9, 2003. The Central and Arctic region SAR challenge will be held on Saturday, August 9, 2003, and there will also be a special sunset ceremony in honour of the Canadian Coast Guard Auxiliary in the evening, followed by presentations of awards for 25-year members and SAR challenge winners.

For more information on the CCGA–P celebration, check our website for regular updates: [www.ccg-p.ca](http://www.ccg-p.ca)

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## It Was a Dark and Stormy Night...

Major windstorms struck the southern Gulf of Georgia on June 7<sup>th</sup> and with 30+ knot winds, seas in the Gulf were soon 2 to 3 metres. Rescue Centre received multiple maydays and calls for assistance.

Unit 7 Steveston was paged at 11 pm regarding a vessel sinking off Steveston (911 information). The vessel was located on Roberts Bank (flare sighting detection). When *Auxiliary 7* arrived on scene the subject vessel was alongside the coast guard hovercraft *Siyay*. As the person onboard was attempting to board the hovercraft, he slipped and fell through the skirt and became trapped between the two vessels in the water. Man overboard was called. The situation was deteriorating and was compounded by rough seas, high winds and a night operation. *Auxiliary 7* separated the subject vessel by using her bow to push aside the vessel from the hovercraft and became a recovery platform. The crew were then able to assist the coast guard hovercraft crew in recovering the person from the water. One life was saved.



The *Pearkes* is one of Unit 14 Gibsons' owner/operator vessels.

Meanwhile, Unit 14 Gibsons was responding to a call at approximately the same time. A vessel with four persons aboard was out of fuel in heavy seas off Gower Point. The *Pearkes* (a Unit 14 owner/operator vessel) was called out, and responded with a crew of five. Heavy seas and low visibility made it difficult to locate the distressed vessel. Contact was established via cell phone, instructing those aboard to don their PFDs, and to use their hand flares to make themselves visible. On locating the vessel, the situation appeared dire – the vessel was broached, and being badly buffeted by the seas. The 3-metre Zodiac from the *Pearkes* was launched, armed with a towline.

In spite of the poor conditions for maneuverability, a towline was secured to the bow of the distress vessel. Re-boarding the *Pearkes* was very difficult, but was accomplished in spite of violent seas. Towing commenced at a speed of about 5 knots, but shock-loading due to two-metre waves caused the towline to part! It was suggested by the Joint Rescue Coordination Centre that the four persons from the distressed vessel be taken aboard the *Pearkes*, but sea conditions made such a transfer impossible. Using the pike pole the towline was retrieved and towing once again commenced. An hour and a half later the *Pearkes* made it into Gibsons Harbour, where the disabled vessel and its four very seasick passengers were safely docked. Another four lives were saved.

In addition to the above incidents, there were many other callouts for auxiliaries – Unit 27 Nanaimo had four taskings on this same windy day. Thank you to all CCGA-P members who stand ready and able to assist others in need.

**Bob McCauley**  
Director of SAR/Operations, CCGA-P

## Coxswain Profile

### Peter Thomas: Coxswain, Unit 7 Steveston

Peter Thomas is a coxswain with Unit 7 Steveston, and was a part of the international search and rescue competition 2002 winning team.

Recently, I asked Peter a few questions about his CCGA–P experiences:



Peter Thomas (centre) took part in the 2003 regional SAR competition in Nanaimo, with fellow Steveston unit members Peter Jarvenpaa (right) and Noel Mercer.

*Tell me a bit about your experience with the CCGA–P.*

I have been a member of the CCGA–P for five years, serving with Auxiliary 7 (Steveston). Currently, I am privileged to carry out my duties as a duty coxswain. I'm involved with the auxiliary so that I can concurrently challenge myself and assist those on the water. The opportunity for personal growth that comes with this pursuit is complimented by the many friends I have met across the country. I have always lived my life modeled on two fundamental principles: the first to meet everyday with personal challenge and growth, the second, to pass it on.

*What sort of changes have you seen take place in your unit during your period of involvement?*

From the day I joined to the present day, I have seen much change for the better. Our structure as an organization from CCGA–National down to the operational unit is based on sound principles of service to our respective communities. We maintain a regional philosophy for operational considerations, resulting in the local user having direct input to their operational concerns. We are blessed with dedicated individuals at all levels of the organization, committed in their own way to contributing to the overall success of the provision of service.

*Describe your most memorable SAR incident or CCGA–P experience.*

I attended my first rescue the night I joined the unit. We had been tasked to assist a sixty-foot sailing vessel restricted in her ability to maneuver, due to a fishing net having become fowled in her prop shaft and rudder. We motored out at 3 am in twenty knots of wind in the middle of a fish opening in the Fraser River attempting to tow the stricken vessel to safety. As per normal for our organization, we got her and her crew home safely. This level of service has increased with my association, from the severity of calls to the frequency of tasking.

*Your unit is one of the busiest SAR responders in the Pacific region. What sort of special challenges do you think this creates?*

Last year we responded to over 75 calls for assistance. This places a heavy burden upon our supporting society and the region as a whole for without either of them we couldn't and wouldn't be doing anything. At the operational level we often forget those working the logistic reality which launches the operational resource. At the individual level, I am continually impressed with the training being demonstrated by the volunteers I am privileged to serve with. As a unit we have all benefited from a consistent focus on training; be it in the classroom or

on the water we are always being challenged. In my opinion, this is critical to our function, membership, and future as an organization. We have always believed that training hard makes the rescue easy. This adage has served me well in everything I have done, continuing to this day.

*Describe your experiences at ISAR 2002 (the international SAR competition).*

As we are proximal to some of the most deceptive water on the coast complicated with the element of many man-made hazards, our type of assistance ranges from saving lives to recovery of property or safety patrols. We often work and train side by side with regular coast guard members and resources for which I am grateful. This experience coupled with the training and desire to have some fun led three members and myself to attempt numerous SAR competitions. We finally were fortunate enough to represent our region at the international competition in Milwaukee last fall. I was confident in my crew's ability to meet the odds head on, as we were doing what we do every time we get tasked. I must admit though, I was humbled to be recognized as a part of the international winning team, particularly because of the friendships and memories the team carried with it at the presentation ceremony. On the plane ride home, this now headache ridden team was already discussing the next challenge.

I wish those who follow in our footsteps every success: let's keep our trophies in capable hands.

*What sort of direction would you like to see your unit and/or the CCGA-P as a whole take in the future?*

I see two related challenges to the operational unit component. First, the need to attract a suitable membership capable of sustaining our operational needs into the future. In this regard, I am eager to pursue training opportunities to developing new members, including juniors. Having spent years working with the youth of this country I remain convinced that tremendous future capability and resources lie untapped in this area.

The second consideration is based on developing a leadership training structure for our coxswains. These are the lowest level of operational leadership we have. We expect the most of these members, either in the provision of operational command and control or in the provision of succession to subsequent zone, region or national appointments. These considerations warrant training relevant to the needs briefly outlined. I remain committed to doing whatever I can in pursuing these challenges at the individual and collective level.

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

May you all be blessed with good health and excitement, and may we meet on the water doing what we love the most.

“Train to Serve”

—interview by Tanis Toope

## Director Report

### Training – 2003 Pacific SAR Competition

The CCGA–Pacific Regional Marine Search and Rescue (SAR) Competition, hosted by Unit 27, was held in Nanaimo on June 27–29, 2003.

Congratulations to the individuals that will make up the Pacific region SAR team which will represent us at the next international search and rescue (ISAR) competition in St. John's, Newfoundland on September 26–28, 2003:

**Curtis Bolton (Unit 27 Nanaimo)**

**Barry Franzmann (Unit 27 Nanaimo)**

**Brian Humber (Unit 27 Nanaimo)**

**Simon Gatrell (Unit 35 Victoria)**



Photo by Mark Brett

The regional SAR competition was an opportunity for our dedicated marine volunteers to demonstrate their SAR skills in friendly competition, participate in some valuable training and go for the prize – represent Pacific region's 50 different units, 8 zones and some 1300 members at the international SAR competition. This competition will include six Canadian Coast Guard Auxiliary teams and six

United States Coast Guard Auxiliary teams as they go head to head in order to claim the right of being the best of the best.

At the regional competition, all teams did extremely well and each individual that competed should be commended. These individuals, acting as true volunteers, gave the most valuable thing they have – their time – and as true auxiliaries performed at an exceptional level. The events for the competition were not vessel or equipment specific. Teams competed in events that were on–water, in classrooms or at dockside locations based on theoretical and practical skills. The events were designed to challenge the teams' and individual's initiative and adaptability, as well as crew level skills and ability. The teams were scored on five stands with sometimes several events per stand. The scoring was out of a possible 550 points, with all teams within a 26 point spread around the 450 point mark, which means the competition was close and the teams performed to a very high standard.

As the director of training, I believe that this competition was very important. The objective was not only to select who was going to represent Pacific region in the international competition, but to evaluate the level of training in various zones and units and provide a chance to build morale and esprit de corps. This year we added on some valuable training opportunities for the competitors, evaluators and volunteers, that helped make this competition a huge success.

One of the training sessions involved Sergeant Ken Burton of the RCMP marine section. Sgt Burton is an international presenter and educator. His unique presentation style, graphic illustrations and humour allowed us all to learn valuable insights into the tragic, but sometimes necessary world of body recovery.

Chief Warrant Officer Arnie Maccauley of the SAR school at CFB Comox entertained and educated us through dinner on the rigorous training SAR Techs undertake in order to receive their qualifications. We now have a much better understanding of their capabilities and why these men and women are so highly regarded throughout the world of search and rescue. These training sessions were well received and consisted of training that would not necessarily be presented or available through normal training avenues.

Everyone had a good time and learned new things, which was all part of the overall goal. All teams were winners and a big thanks goes out to all competitors, evaluators and volunteers from Unit 27 Nanaimo for their participation and for everyone being open to a new learning experience.

See you next year at the SAR 2004 competition and once again congratulations to the Pacific team, and good luck in Newfoundland!

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



Photo by Mark Brett



# Buoy o Boy Marine Safety Wear

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AUXILIARY-PACIFIC'S  
BOBBIE THE SAFETY BOAT &  
KIDS DON'T FLOAT PROGRAMS

# Director Report

## SAR/Operations

I would like to congratulate the units who have had new dedicated response vessels go into service this summer! My home unit Nanaimo (Unit 27) put their new vessel the *G.B. Meynell* on duty July 5<sup>th</sup> and had the official first callout on July 18<sup>th</sup>. Sidney's new Liquid Metal boat the *Jack Simpson II* was christened June 30<sup>th</sup>. Port Alice received their CCGA-P Mark VII this month and Gibsons plans to christen their new Carswell 249XL very soon!



Port Alice's CCGA-P Mark VII

I would like to acknowledge and commend the following volunteers who assist me with the operations portfolio on a day-to-day basis: Ryan Woodward for his ongoing advice in all areas; Allan Hughes for support and for continuing to manage the vessel database; Simon Pearce for chairing the equipment committee and entering the mission reports into the SAR database; Ron Gieck, membership volunteer who also handles the vessel inspection paperwork and crafts up many letters for the Auxiliary; and Jack Curry (maintenance officer for Unit 27) who has also taken on the care and feeding of the island spare Mark V.

SAR WARS! Well what can I say? A huge pat on the back and congratulations goes to Director of Training Brian Cameron, Regional Training Officer Bill Dornan and their team of organizers, evaluators and volunteers for putting on a hugely successful and well organized event. I was invited to help evaluate the on-water portion of the event and definitely left at the end of the day with a huge smile on my face (and racing stripes – another story). Not only was the level of skill demonstrated by each and every team outstanding, but the camaraderie and professionalism was bar none. Congratulations to all the competitors! Great job Brian and all! And an extra special congratulations and job well done to Zone 8 and Unit 27 for taking home the first place win.

A major project underway for the operations portfolio is the resource allocation plan. This project is designed to ensure that CCGA-P SAR resources are stationed at strategic locations throughout the Pacific region for present and future needs.

The resource allocation plan will consider input from units, the Joint Rescue Coordination Centre, the Canadian Coast Guard and our own databases. This fall we will begin research zone by zone.

I would invite all members to consider the resource allocation plan and to participate by completing the unit and zone questionnaires that will be distributed. Specifically the following issues need to be determined for each area:

- Which areas need coverage?
- What type of resource is needed?
- What is the minimum equipment and training needed?
- What is the ideal member base to maintain the needed response capability?
- What ongoing support will be required to ensure response capability is maintained?



CCGA-P SAR/Operations  
Director Bob McCauley



## Insurance Coverage

After collecting all the information, reports, and recommendations our resource allocation plan committee will review the data and carefully consider all the needs and determine the best use of resources. The final report will then be written including equipment standards, vessel standards, first aid equipment standards, and recommendations.

Special Events: the number of special events continues to grow every year with 83 events currently applied for. Please ensure that you get your requests in to the office a minimum of two weeks before the event. Please remember to also send in guest authorization requests, as we need to keep track of these for insurance purposes.

Stay safe!

**Bob McCauley**  
**Director of SAR/Operations, CCGA-P**

Here are the SAR stats currently in the database for this calendar year based on the reports received in the office:

<b>Zone</b>	<b>Person Hours</b>	<b>Est. Value of Vessels Saved/ Assisted</b>	<b>Number of People Assisted</b>	<b>Number of Lives Saved</b>
1	311.25	\$1,152,100	46	5
2	10.5	\$155,500	8	
3	245.75	\$327,500	44	
5	188.46	\$642,000	34	3
7	139	\$341,500	22	3
8	242.01	\$759,105	25	6

*Note: Zone 6 is a boating safety zone and does not participate in SAR incidents. Statistics were not available for Zone 4 at press time.*

It has recently been brought to the attention of the CCGA-P that under the Canadian Coast Guard Auxiliary's insurance policy, members with pre-existing heart or circulatory conditions will not be covered under the policy in case of heart or circulatory malfunctions during authorized activities. Any CCGA-P members with pre-existing heart or circulatory conditions that are concerned about this exclusion should contact their private insurance carriers about possible coverage.

## Unit Updates

### Unit 43 – Port Alice

On June 26, 2003 the Port Alice Marine Rescue Society (PAMRS) took ownership of the Jeune Landing Federal Wharf from Transport Canada. The PAMRS will operate this facility as the Jeune Landing Marina to raise funds for CCGA–P Unit 43 Port Alice. Transport Canada contributed funding for this project that will be used to maintain the marina

On June 13, 2003 Unit 43 took delivery of the CCGA–P loaned Mark VII. The boat is being used for training and will not go into active service until all the maintenance is completed. A gaming application will be forwarded shortly; if successful it will allow the unit to replace the tube and motors.

Pictured from left to right are Ron Palmer, President PAMRS, Peter Wilson, Unit Leader CCGA–P Unit 43 Port Alice, Michael Langan, Transport Canada Regional Director, Dan Nowosad, Nowosad & Company Port Hardy, and Greg Franklin, Transport Canada Solicitor.



**Peter Wilson**  
Unit Leader, Unit 43, Port Alice

### Unit 102 – Fraser Valley

The CCGA–P's Kid's Don't Float program has been brought to Harrison Hot Springs by CCGA–P Unit 102 Fraser Valley. The loaner station has been put up at the Harrison Launch Ramp at Harrison Hot Springs. The program is new in this area and we have received a number of positive comments about the program so far. The purpose of the program is to loan children proper size lifejackets that will enable them to be safe near the water. The lifejackets are returned to the board after use. The construction of the board was done by Past Unit Leader Carol Smith, Examiner Jane Painter, Village Counselor Ken Becotte, Deputy Unit Leader Don Kerridge, Unit Leader Bill Hopkins, and Harrison Yacht Club Commodore Brad Wiess. This board will be up all summer long and we know that it will get lots of use.



**Bill Hopkins**  
Unit Leader, Unit 102, Fraser Valley

## Unit 34 – Mill Bay

The members of the Mill Bay Marine Rescue Society and CCGA–P Unit 34 are pleased to announce the renaming of our fast response vessel. The former *Pacific Energy* has now been officially renamed the *Hayes Responder*. For units that are not familiar with us, the *Hayes Responder* is a 6.5–metre rigid hull inflatable boat built by Lifetimer Boats and is powered by twin 115–HP Yamaha four stroke outboard engines. Mr. Donald Hayes and Hayes Forest Services have generously offered to sponsor our vessel regarding day–to–day operations as well as providing us with a Hayes company vehicle every time the boat needs to be pulled out of the water, whether for maintenance or for the many community events we participate in throughout the year. All of the members of the Mill Bay Marine Rescue Society would like to thank Donald Hayes and Hayes Forest Services for their continued support and generosity. We are proud to continue our operations as the *Hayes Responder*.

On another note, the members of the Mill Bay unit and supporting society have decided to adopt a local rest stop. We are the first non–profit organization to embark on a project of this nature. Due to cutbacks in the provincial government, essential services such as garbage pickup and portable toilet care are still being taken care of, but cosmetic care such as lawn mowing, weed–eating, and litter pickup has been discontinued. Our community has been so generous with their support that our unit decided to give something back by keeping our local rest stop clean, manicured, and enjoyable for families to rest and picnic. We spoke to our local rental shop, Cowichan Rentals, regarding this project and they have generously offered to donate a variety of lawn care equipment to help with our project throughout the year during our maintenance schedule. We have had tremendous positive feedback from the community and have been having a really good time. If any other units are interested in embarking on a similar community project, speak to your local park agent and rental facility. It feels really good giving back.

## Jennifer Jacques Unit 34, Mill Bay

Members of CCGA–P Unit 7 Steveston participated in the Constable Jimmy Ng Memorial Road Hockey tournament the weekend of May 31<sup>st</sup>. Jimmy Ng, an RCMP officer who was tragically killed on September 15, 2002 when his police cruiser was broadsided by another vehicle, was an active member of Unit 7.

Pictured (l–r): Mark Scott, Joe Collins, Nadine Scott, Garth Browne, Jimmy’s mother Therese Ng, Peter Jarvenpaa, Mirka Courtemanche, Morgan Mackay, Jimmy’s father Chris Ng, Chris Caron, Mike Janicki, Nick Greenwood, Chris Trigardi, and Noel Mercer.



## Saanich Unit Christens the *Jack Simpson*

The Saanich Peninsula's newest dedicated response vessel (DRV) was christened the *Jack Simpson* and dedicated to its role as a local marine rescue resource. The ceremony took place in Sidney during Canada Day festivities on June 30<sup>th</sup>.

The *Jack Simpson* is a community resource that will be operated under the banner of the Canadian Coast Guard Auxiliary.

The introduction of this vessel into service is the latest step in an upgrade program to enhance our marine emergency response capabilities around the Saanich Peninsula.

The Saanich Marine Rescue Society is honored to name this vessel after Jack Simpson in recognition of his contribution towards the organization of an effective volunteer marine rescue group that now reaches from coast to coast. Jack was a founding member and a past president of the Canadian Marine Rescue Auxiliary. That organization has emerged as the Canadian Coast Guard Auxiliary.

The late Jack Simpson's wife Agnes and son Peter were in attendance to take part in the christening and dedication ceremony for the new vessel which now bears Jack's name.

Other distinguished guests included Mr. Frank Hudson, CCGA-P President, Stan Warlow, CCGA-P Executive Officer, and John Palliser, Superintendent of Marine SAR, Joint Rescue Coordination Centre.

### **Ron Gieck Unit 36, Saanich**



Agnes Simpson, pictured above, christened the vessel which is named after her late husband Jack.

Jack Simpson was the second president of the CCGA-P's precursor, the Canadian Marine Rescue Auxiliary. Jack volunteered many hours to organize many volunteers from diverse backgrounds into a cohesive rescue service. Jack was made a life member in the CCGA-P in recognition of his valuable contribution to the organization.



Proud CCGA-P members pose in front of the Saanich unit's new dedicated response vessel, the *Jack Simpson*. Pictured (l-r) are Saanich unit members Ron Gieck, Gary Blake, Doug Robinson, CCGA-P President Frank Hudson, Saanich unit members Dave Lindley, Bob Holmes (unit leader), and Karen Bigelow.