

DOLPHIN

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



Fall 2003
Vol. 13, No. 3

Canadian Coast Guard Auxiliary - Pacific Region Receives Heroism Award

OP Publishing, better known to most people as the publisher of Pacific Yachting Magazine, hosted the first annual Service on the Sea Awards dinner on Thursday, October 16th at the Vancouver Sheraton Wall Centre. Representatives of the Canadian Coast Guard Auxiliary-Pacific, on behalf of the entire Pacific region, were presented with the award for Heroism.

The Award for Heroism is awarded annually to an individual, or group of individuals, who at some personal risk, demonstrate outstanding determination to assist others who find themselves in need while working, playing or otherwise using our waters. This year, the entire Canadian Coast Guard Auxiliary-Pacific Region was nominated to receive the award in recognition of outstanding acts of heroism.

On hand to accept the award were: Frank Hudson, President, CCGA-P; Bryon Wilson, Coxswain and Past Unit Leader, Unit 5, Crescent Beach; Rick Allart, Unit Leader, Unit 34, Mill Bay; Richard Sager, Coxswain, Unit 34, Mill Bay; Mark Livingstone, Unit Leader, Unit 38, Ucluelet; and Curt Hansen, Coxswain, Unit 60, Comox. The Honourable Mike Harcourt and Captain John Armstrong, Washington Marine Group and award sponsor, presented the award.



Photo by John Palliser

Captain John Armstrong, Curtis Hansen, Mark Livingstone, Byron Wilson, Honourable Mike Harcourt, Frank Hudson, Rick Allart and Richard Sager

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DOLPHIN

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President's Comments

With the onset of autumn winds and waves, it is appropriate that the Canadian Coast Guard Auxiliary-Pacific was presented with the first Service on the Sea Award for Heroism by former Premier Mike Harcourt at a gala awards dinner in Vancouver on October 16th. Having all our members recognized through this award for the lifesaving services we provide to the citizens of the Pacific region, from Sooke to Stewart, is truly an honour and one in which every member of the CCGA-P can take great pride.



Frank Hudson
President, CCGA-P

Structural Review Update

The structural review of the CCGA-P, undertaken by a team of MBA students from the University of Victoria, is now complete. A presentation of the review results is scheduled as part of the November Board of Directors meeting. Details of the review results will be communicated to the membership shortly after the November Board meeting. Thank you to all who took the time to provide your views on how the structure of the CCGA-P can be revised to better serve our membership and the public. Kudos are also due to the review team of Tim Morris, Alison Biddlecomb and Lisa Morris, who spent over 600 hours of work to bring the project to completion.

ISAR 2003

Unit 27, Nanaimo, members Curtis Bolton, Brian Humber and Barry Franzmann, along with Unit 35, Victoria, member Simon Gatrell, ably represented the Pacific Region on September 26th and 27th at the 2003 International Search and Rescue Competition in St. John's Newfoundland. While our team was unsuccessful in retaining the title of International Champions, we were awarded the sportsmanship trophy. Congratulations to Team Newfoundland, who claimed the title of International Champions this year. Having attended the last three International Competitions, I was extremely impressed with the level of competency displayed by all teams this year.

Coast Guard Staff Change

Congratulations are due to Yvette Meyers, who has left the position of Director, Marine Programs, Canadian Coast Guard Pacific Region, to take up new responsibilities as Harbour Master with the Vancouver Port Authority. As a mariner who spent 10 years serving on Canadian Coast Guard vessels on all 3 coasts, the Atlantic, Arctic and Pacific, Yvette's experience with and knowledge of marine issues has been of great benefit to the CCGA-P during her tenure. Congratulations Yvette! We wish you all the best in your new post.

Office Activities

I would be remiss if I did not acknowledge the incredibly valuable contributions our office staff continue to make to the efficient running of our organization. There have been a number of changes over the past few months with the departure of Judith Cook and Tanis Toope who have moved on to pursue other career opportunities. True to form, Stan Warlow, Executive Officer, has dealt with the issues quickly and professionally and found more than able replacements for our departed staff. Jennifer Harrison and Robin Ashforth are now part of the office team that are moving our organization forward to new levels of administrative excellence!

As this is the last edition of the Dolphin for 2003, I take this opportunity to wish all of you and your families a very joyous, festive holiday season and a happy, healthy and safe New Year!

Until next time...

Frank Hudson
President, CCGA-P



Volunteers
Saving Lives
at Sea

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Making News

Tony Latimer and The New VI Jump on Board with the Auxiliary

From the deck of the Forbes and Cameron marine weather forecaster Tony Latimer, of The New VI, has been bringing us the good (and sometimes no so good) news about the weather in BC for just over 2 years. On Thursday, October 23, Tony will jump on board with the Canadian Coast Guard Auxiliary - Pacific to promote boating safety to the province during the *Thursday VILand LIVE at 5pm* show.

The segment will feature different members of the Canadian Coast Guard Auxiliary - Pacific and can be seen regularly on The New VI during Tony's weather broadcast. The show starts at approximately 5:30 pm and will run every other Thursday throughout the winter season beginning October 23, moving to a weekly spot over the busy boating season in the spring.

Topics will cover all aspects of boating safety including: how to safety outfit your vessel; how to react to emergencies (watch for the live man overboard demonstration); and choosing the right PFD's for the style-conscious and safety-conscious. On the first show, Tony's boat and venue for his program, the *Forbes and Cameron*, will be placed under the microscope as it undergoes a Courtesy Examination performed by Bob Holmes of Unit 36, Saanich.

'This is a very positive and fitting collaboration for us,' noted Jennifer Harrison, the person responsible for co-ordinating the connection between the CCGA-P and the New VI. 'Having members of the Auxiliary as regularly scheduled guests adds a unique new dimension to the marine focus of my weathercast. While at the same time, it's a great opportunity for the Coast Guard Auxiliary to educate the public about boating safety and create an awareness and appreciation for who they are and all that they do as volunteers.'

**Tune in to the
Thursday *VILand LIVE at 5pm* show
every other Thursday during the weather report to see
the Coast Guard Auxiliary and Tony Latimer
live in action on the water!**



Photo by Jennifer Harrison

Alex Delaney, Richard McIlmoyle, Frank Hudson,
Casey Mielnichuk, Simon Pearce, Mark Palmer
and Tony Latimer



SOS Awards

The Service on the Sea Awards, designed to honour those who have demonstrated innovated leadership, outstanding service and an unflinching desire to make BC's maritime industries and recreational pursuits the safest and most dynamic in the world.

The award for Heroism recognizes those individuals who have risked their own well-being to assist others in need on BC waters.

Look for the article featuring the Service on the Sea Awards in the December issue of Pacific Yachting.

(Continued from page 1)

Following are four incidents, of the almost 3,000 incidents our members have responded to in the past three years, that demonstrate the valuable contribution made by all members of the CCGA-P to help ensure the safety of our communities.

SAR Sinking Fishing Vessel

On 13 September 2002, the CGA Unit 38 was paged and tasked to assist the foundering fishing vessel *Canadian Pine*. The *Canadian Pine* had struck Jenny Reef in Carolina Pass, just outside of Ucluelet Harbour, shortly after midnight.

The *Canadian Pine* had contacted Tofino CG Radio which immediately issued a "Mayday Relay". JRCC Victoria paged and tasked the CG-MLB *Cape Calvert* from Bamfield and CGA Unit 38 out of Ucluelet. With the Bamfield CG crew almost one hour away, it was extremely fortuitous that CGA Unit 38 was within minutes of the rapidly sinking vessel. Twenty-two minutes after the CGA Unit 38 was tasked, the CGAV *John Hamelin* arrived on scene and began rescuing the six crewmen. There was only two feet of freeboard remaining on the *Canadian Pine* at the time of the Auxiliarists' arrival. The Auxiliary Unit reported a low swell, yet combined with the reef rock on a pitch black night, the situation was significantly dangerous. The *John Hamelin* also sustained some damage when it came in heavy contact with the *Canadian Pine*.

As recounted by **Mark Livingstone, Unit Leader, Unit 38, Ucluelet**

SAR Kayak Person In Water

On 22 June 2003, a kayaker placed a distress call to the Rescue Coordination Centre via cell phone. He reported that he and two other friends were kayaking when one of his friend's kayaks overturned in Lambert Channel. His friend, unable to get back into his vessel, was left clinging to his overturned craft, while the reporting kayaker made it ashore. A third kayaker remained in close contact with the kayaker in the water.

Within minutes of Comox Radio issuing a 'Mayday Relay', numerous resources were tasked, among them, Auxiliary Unit 60. Auxiliary Unit 60 began the search for the kayakers in less than ideal conditions. It was very dark, the sea conditions were quite rough and the two kayakers still on the water didn't have any electronic communication equipment and the race against hypothermia made the rapid response of rescuers even more crucial. The search for the two kayakers was enabled because they had a headlamp, flashlight and whistles.

Auxiliary Unit 60 located the missing kayakers after spotting lights on the water. The victims were taken aboard CGA vessel *Bruce Brown II* and treated for hypothermia while being transported ashore. The victims were turned over to BCAS and taken to Comox Hospital. The ambulance attendants reported that the victim who had been in the water was 'quite hypothermic'.

As recounted by **Curt Hansen, Coxswain, Unit 60, Comox**

SAR Mill Bay Person In Water

On 1 May 2002, a citizen reported seeing a vessel circling 1,000 yards off Mill Bay Marina. He reported he had seen the vessel's occupant in the water attempting to grab the pleasure craft as it circled him, but unsuccessfully. He then reported he could no longer see the person in the water. A marine broadcast was

issued by Victoria Radio. CGA Unit 34, Mill Bay was on a local patrol and responded immediately to the broadcast. The victim was recovered by Auxiliary Unit 34 within 14 minutes and transported him to an awaiting ambulance. Upon his recovery from the water, the victim had already begun to turn grey. The person had been ejected from his vessel while leaning over the stern to check the cooling water inlet. He told rescuers he stopped attempting to grab the vessel for fear of danger from the propellers and chose to float on his back to conserve energy.

As recounted by **Rick Allart and Richard Sager, Unit 34, Mill Bay**

SAR Semiahmoo Bay Overboard

On 19 May 2001, a citizen ashore reported a small pleasure craft going in circles with no persons on board. Within minutes numerous resources had been tasked, among them Auxiliary Unit 5 and Auxiliary Unit 8, the *Spirit of Delta*. Auxiliary Unit 5 was first on scene, commenced a sector search, and located the missing person clinging to an aid to navigation. The victim was recovered and taken to White Rock Pier for transfer to an ambulance. The *Spirit of Delta* towed the subject's vessel to shore. The prompt response of these Auxiliary Units and the swift recovery of the victim clearly precluded a much more serious situation.

As recounted by **Bryon Wilson, Unit 5, Crescent Beach** with the assistance of Unit 8, Point Roberts (*Spirit of Delta*)

'The Canadian Coast Guard Auxiliary is everywhere. Up and down the coast the men and women of the Auxiliary volunteer to respond to calls of distress. Any time of the day or night, and any sort of circumstance can see them mobilized. It is their spirit of unselfish service that warrants recognition. Remember, only one thing is certain in their day – that at any time they may be called upon to place their own lives in jeopardy to save another's.'

The Honourable Mike Harcourt

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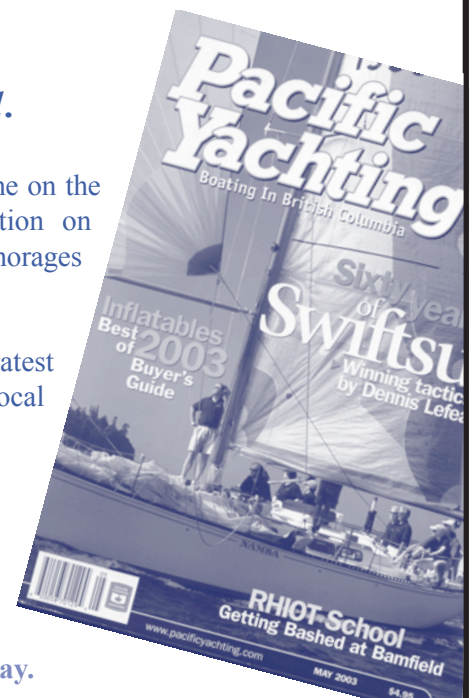
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PACIFIC YACHTING would like to congratulate the
CANADIAN COAST GUARD AUXILIARY - PACIFIC REGION
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Resourcefulness 101

or how to build a boathouse...in 900,000 easy steps

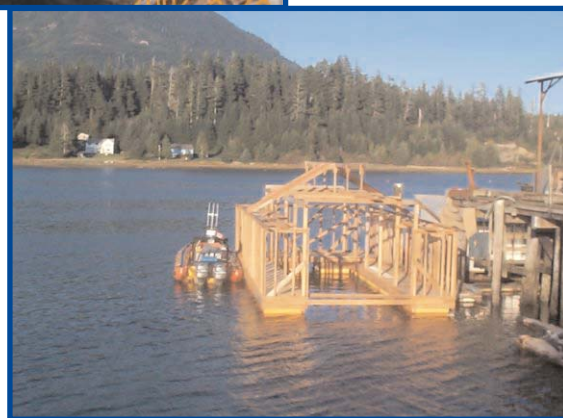
All good marine stories start with, 'It was a dark and stormy night', and this one is no different. It was on just such a night when Unit 38, Long Beach, was paged out for a flare sighting. We had been given free moorage and storage space on a private dock but unfortunately, the storage was unheated and our cruiser suits were always cold, damp and growing mold. It was then that I concluded we really needed a boathouse!

Some people don't believe us, but our DRV has twice sunk to the tubes! And the legendary heavy rains of the Wet Coast leaked through old deck seals and caused the bilge pump to run enough to drain the battery! While a heated storage space would solve the cruiser suit problem, I decided we also needed 'dry' storage for our DRV. Getting the boat out of the rain would not only solve the battery problem, it would also help protect the boat's electronics.

Few units can just write a cheque to get a boathouse built and was certainly not an option for us. So, what you need in order to undertake the building of a good boathouse is either a can-do attitude or ignorant bliss. I thought we had the former but, with the project still unfinished two years later, I'm starting to think the latter is closer to reality. Regardless, what's most important is to realize that it is possible! It can be done. If a six-man unit in an economically depressed town of 2,000 can build a boathouse, any unit can!

Fundraising in our community has been difficult at the best of times and for the longest time we have had no success at all...so how, you might wonder, did we end up with a great boathouse? Well, one day someone suggested I contact *International Forest Products (InterFor)* for a donation. I had not approached them before because I thought they were not active in this area. I was wrong. *InterFor* enthusiastically came onboard by donating enough raw log timber not only for our needs, but with enough to also pay the sawyer with an equal portion.

Turning the timber into lumber required some of our members to go out in the rain and snow and work with the sawyer – something I'm sure no CCGA member ever dreamt of being asked to do when they signed up! Much credit and many thanks to Andy Kivinen, our oldest member, who worked longer and harder than anyone else.



With 8,500 board feet of lumber now cut and stacked, something interesting happened with our fundraising. Instead of going into a business and saying, 'Can you help us build a boathouse?', I was now able to say, 'InterFor donated all the wood for our boathouse. We need flotation billets before we can start building, can you help us with this?'

And that is exactly what I said to the Ucluelet branch of the CIBC. Instead of looking at the whole project as a huge undertaking, CIBC was now able to see a tangible, do-able piece that they could call their own. They gave us \$2,500 to buy the flotation.

Finally, before we could start, we needed some sort of roof. One day I spotted a pile of used roofing and went over to have a look. The guy who had scrounged it saw me and asked if I needed some. When I said I did, he asked for what. I told him I needed it for a CCGA boathouse and he said take all you want. I took it all!

After a number of months, we had run up a significant tab at the local lumber store and sooner or later we were going to have to pay up. We put a picture of the partially finished boathouse in the local paper and asked for financial help. The crew and union of the *Tofino Lifeboat Station* responded with a donation of \$1,000. That, combined with an annual contribution from our only corporate sponsor, *Jamie's Whaling Station*, enabled us to clear the bills.

Total cost for 10 boxes of nails, 2 spools of wire, 24 sheets of OSB and rigid insulation, switches, lights, locks, doors, and all the other stuff has been less than \$10,000. At some point in the future, we hope to install a boat door and a \$2,500 dry dock I've dreamed up.

I long ago lost track of the number of combined hours all the workers have put into the boathouse, but it's probably between 500 to 800 hours. My original plan was to put together a work party of twenty guys that could swing a hammer and build the whole thing in just one weekend. That of course never happened and instead, over 90% of the work has been done by just one person, usually working alone. I mention this, not to encourage such foolishness, but rather to show that while a boathouse may seem like an unreachable goal, taken in small pieces, it is do-able.

Anyone who would like more information can contact me at Mark.Livingstone@ccga-p.ca

Mark Livingstone
Unit Leader
Unit 38, Long Beach



Photos by Mark Livingstone

Training Update

Training the Rescuer

The Canadian Coast Guard Auxiliary-Pacific has been helping mariners in distress along the British Columbia coastline since 1978. In those days, there was little training, but a lot of dedication, as various volunteer groups and owner operators got together to provide Search and Rescue services, which supplemented the Canadian Coast Guard system.

Today, the Marine SAR team consists of the Canadian Forces, Canadian Coast Guard and a vital component – the Canadian Coast Guard Auxiliary. The volunteers of CCGA-Pacific region are still just as dedicated, but now receive specialized Marine SAR training in order to assist their fellow mariners.

One of the mandates of the Auxiliary is to provide education and prevention, which is provided in the form of Boating Safety displays, presentations and vessel courtesy checks, as well as developing programs such as 'Bobbie' the safety robot boat and the very successful 'Kids Don't Float' program.

However, the main mandate that we have is to 'Save lives on the Water'. As volunteers, we are asked to go to sea in the worst possible weather and sea conditions in order to help a fellow mariner – as a result, we must take our training very seriously.

As an Auxiliarist, you can progress through positions such as crewman to coxswain or various unit positions including Unit Leader and on to Zone Director and a member of the CCGA-Pacific Board of Directors. The training that we undertake is geared so that we can provide the necessary assistance to a mariner in distress and have our crews safely return home. Basic training topics include seamanship, navigation, collision regulations, boat handling, first aid, communications and specialized Marine Search and Rescue techniques. Our aim is to have our 1,400 members of Pacific Region all trained towards a common

crew level standard. We should all be fairly familiar with our six-step training approach and realize that we already have our crew level standard and our crew level manual. Units are now working at delivery of this standard through their specific unit training plans and we are continuing to implement aspects of the evaluation, recording and support steps in order to complete our training approach.

As we look to the future, we are doing some great work on course packages and standards for advance crew level, instructors, evaluators and coxswains, as well as various specialized courses that may include Sea Survival, Advance First Aid, Mechanics Training and other courses that will add to our

*Training is essential...
it will save lives!*



Coast Guard Heli Training 2003

training base. These courses all contribute to our overall experience, expertise and ability to respond to the calls we get from JRCC. It also helps make CCGA-Pacific one of the best Marine SAR organizations in the world.

There are 127 Auxiliary vessels registered with CCGA-Pacific. They include 36 dedicated rescue vessels (DRVs) and 91 owner operators, as well as five units that co-crew at Canadian Coast Guard Lifeboat stations along the coast. Are we putting our training to good use? Well, in 2001, Pacific Region responded to 1,103 of the 2,036 National Auxiliary SAR taskings (that's 54 %). Within Pacific Region approximately 85% of the SAR taskings are performed by community owned DRV's. These vessels are capable of high speeds, can operate day or night in virtually any type of weather, are crewed with highly trained marine rescue volunteers, and respond to Joint Rescue Coordination Center (JRCC) taskings 24 hours a day, 7 days a week, 365 days a year. This is a dangerous combination and once again, proper training is essential. Our owner operators give our organization depth and a wider area of coverage, especially in remote areas, while our co-crewed units show the true meaning of cooperation. In both cases, they must be properly trained in order to carry out our mandate and return safely to their base so they can respond again another day.

The Auxiliary has been working in cooperation with the Canadian Coast Guard for many years and the relationship has never been better. John Palliser and Jeff Nemrava (Supervisor SAR Programs) have been outstanding supporters and, late this summer, we were able to add Tyler Brand as he took over the Coast Guard position of Auxiliary SAR Training Officer. Tyler now works with both the Directors of Training and SAR Ops in an almost full-time capacity. This has given our organization depth, professionalism, direct liaison with the Coast Guard and the much needed horsepower to get some of our training and operational initiatives off and running.

The line of *'train as if your life depends on it – because somebody's will'* has never been truer than it is now. Our waters are busier and we are needed more than ever. The key to the service that we provide – *saving lives on the water* – is proper training and attitude. Our mind has to be in the game every time we launch. We all have to be confident that we are properly trained to do the job that is expected and, most importantly, to return home safely. Your life, your crew members, and the person in distress depend on your training. Whether you are delivering or receiving the training, always do the best you can. Remember, you are a member of one of the most highly respected, trained and dedicated Marine Rescue Volunteer organizations in the world.

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

**Volunteers
Saving Lives
at Sea**



Leaving a Legacy Means Making a Difference!

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

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

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

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

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

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

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



*Legacies live forever.
Legacies give forever.*

Leave more than memories

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

Make saving lives your legacy

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

Bobbie Update

Announcing the Arrival of 4 New Bobbies

Thanks to our NIF (New Initiatives Fund) grant, the CCGA-P now has a fleet of six Bobbies – four new Bobbies that just arrived in addition to the two already on hand – just in time for the busy spring boating season!

Stay tuned for more exciting arrivals as we await the delivery of four terrific trailers. These trailers, built to house and transport the Bobbies, will also serve as information stations at public events and portable displays for the SAR prevention message. The trailers, similar in looks to the boating safety van, are made of aluminum so are light, easy to manoeuvre and will attach to a standard trailer hitch. By using bright colours, graphics and appropriate visuals, these trailers will be designed to capture the public's attention and spread the boating safety message.

To support the professional delivery of the Bobbie program and to ensure proper care and handling of the robots, an Operator's Manual and instructional video are also in development.



Bobbies at bay

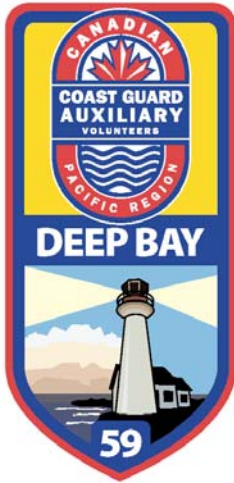
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Co-operative Efforts



'A boat's overturned. People are in the water!'

On August 26, 2003, Lawrence Foort, owner of the *Deep Bay Marina*, was having his usual coffee at the *Ship & Shore*, when a woman burst in with these words. A woman and her daughter had noticed a capsized canoe between Mapleguard Spit and Denman Island. With binoculars, they could barely make out two heads in the water. A moderate south-easter was funneling through that area, against an ebbing tide, and the seas were rough, so it was difficult to see what was happening. No one knew how long the canoers had been in the water. Speed was of the essence.

While Steve Biro, proprietor of the *Ship & Shore*, called the Coast Guard, Lawrence ran down to the dock, where he found Don Manness on the *Hodi*. (Don runs a local charter business, and is past Commodore of the Deep Bay Yacht Club.) Don's runabout was fueled and ready to go, so they jumped in and raced out of the harbour. If ever there was a time for speed, this was it!

As they came around the outside of the Spit, they encountered the rough seas in the tide rip. Spotting heads floating in that kind of sea was a daunting task. The can buoy P39 provided the background for the overturned canoe, and both were the same dark green colour, but fortunately, Don was able to make out the shape of one end of an overturned canoe. Then they saw something coloured orange near the buoy. Here is a classic example of the importance of a brightly coloured life jacket. (So many PFD's nowadays are a fashionable blue, green or black.) It was extremely good fortune that they did not have to waste time locating them. Also fortunately, Don's boat has good buoyancy, and Don and Lawrence were able to pull a man and a woman over the side into the boat. The individuals were so cold they could barely move their limbs.

Somehow, in those heavy seas, Don and Lawrence were able to latch onto the canoe and tow it back into the harbour. They landed at the *Ship & Shore*, where the Biro's obtained blankets and provided a hot shower for the woman, who appeared to be the more hypothermic of the two.

Meanwhile, Don and Lawrence were returning the skiff to its mooring when they passed by the Coast Guard Auxiliary rescue vessel, the *John McLean*. They were just in time to catch CCGA members Peter Burt, Nelson Eddy and Bruce Schwindt, and briefed them on the whereabouts of the rescued personnel. The CCGA crew then hastened over to the *Ship & Shore* to administer first aid. (A warm drink is the best medicine for hypothermia. The body's trunk must be warmed before the extremities, to prevent cold blood from invading the heart.) Bruce provided his warm jacket to further that effort (to warm the trunk).

A friend of Lawrence's who is a paramedic arrived later and verified that the woman would not need hospitalization. (Even though she was still shivering, she

demonstrated alertness, and muscular coordination.) The original witness dashed off and returned with a dry change of clothes for the victim. The victim's partner, having walked back to the Deep Bay Fishing Resort, returned with his vehicle, and was clearly in good condition.

Coxswain Lee England then arrived and obtained information for the Coast Guard's 'Incident Report'. Nelson returned to radio the good news to Comox Coast Guard Radio, who then gave the incident number, and officially terminated the alert.

When they returned later, Don and Lawrence were profusely thanked by the grateful pair, and they received pats on the back from the crowd that had assembled. But Don and Lawrence were quick to point out that the original witnesses' quick action was the key factor in saving these people from severe hypothermia, quite possibly leading to death. In fact, when asked later, Lawrence noted three key factors in the successful rescue effort:

1. the witness' quick action,
2. the brightly-coloured life jackets, and
3. the presence of a boat fueled and ready to go.

We won't even consider what might have happened had lifejackets not been in use!

We would like to give the names of the witness and her daughter, but we have not had an opportunity to obtain their permission at press time.

The rescuers (both members of Deep Bay Yacht Club and experienced boaters) and the CCGA crew were all well-trained and knowledgeable about hypothermia. This was a classic co-operative effort between members of the local community and the CCGA, and highlights the importance of the good relations between the Coast Guard Auxiliary and the local community.

Nelson Eddy
Unit 59, Deep Bay

Have you got a story to tell?

Whether a story,
some interesting happening or event,
words of appreciation from a thankful citizen,
or maybe some great photos,

we'd like to hear from you.

If you have something you'd like to share,
please don't hesitate to submit your ideas or pieces to:

dolphin@ccga-p.ca
or call Robin Ashforth at (250) 480-2731



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SAR / Ops Update

The summer boating season is over and it's been a very busy year for Auxiliarists. Since January 1st, Auxiliarists participated in approximately 600 rescue missions, providing 3,200 man hours of SAR time and assisted just over 1,000 people, \$8,386,905.00 of property was saved or assisted (*see actual figures in sidebar*). A job well done everyone!



As the boating season winding down, so do the special events. This year was one of the busiest yet. Congratulations to all of the Units who participated in their community events this year. Your participation promotes awareness, safety and uplifts the profile of the CCGA-P. And thank you for getting in your paperwork to the office well in advance of the event.



As mentioned in the previous Dolphin, we are currently working on the Resource Allocation Plan. The Unit questionnaire will enable the committee members to define the needs for the CCGA-P in years to come. Your voice needs to be heard and I am encouraging all Unit Leaders and Zone Directors to bring this questionnaire to its members and discuss the issues. The results of the questionnaires will guide us in many issues

for the CCGA-P in the coming years such as equipment distribution, vessel and equipment standards, training hours and allocation, safety standards and accountability. The RAP will help us strategically place resources for present and future needs.

As a refresher note on the Junior Member Policy that you should be aware of, please keep in mind that the Junior Member Policy allows junior members between the ages of 14 and 16 to take part in all on the water activities *except* search and rescue. And junior members from age 17 to the age of majority are approved to take part in all on the water activities *including* search and rescue. Should you require further clarification on the policy, please read the bulletin located on the CCGA-P website.

Have you seen the CCGA-P website, www.ccg-p.ca? If not have a look! The website contains many helpful items, not just for ULs and ZDs but for **all** members. Please contact your Unit Leader if you do not have the user id and password for the site. On the site you will find current events, downloadable forms, bulletins, manuals and much, much more. And it's interesting! See what your fellow Auxiliarists are up to, find out the latest news in the CCGA-P and maybe even get some great ideas for your Unit. The website is an excellent source of information for all members.

A few current reminders.

- **Helmets**
Please use them. They can't protect you if you do not wear them.
- **Incident Reports**
If you save or assist a vessel, please provide an estimated value for the vessel. This is an important statistic for us.
- **Data Marker Buoys**
If your Unit has one, please be sure to maintain and replace the O-ring as per the DMB policy and if you have not used it for a while, check the buoyancy of the flotation ring before you deploy it. The flotation and O-ring will deteriorate over time.
- **MAYDAY or PAN PAN**
When on training exercises, do not use the words MAYDAY or PAN PAN on any radio. Also, state that the transmissions are for training purposes.
- **Communication Protocols**
All members should be reminded that their first contact should be their Unit Leader. All communications to Portfolio Holders and the Office will be copied to the Zone Director. The reason for the 'chain of command' style communication protocol is to ensure that a) Unit Leaders are in control and accountable for their Unit and its operations, and b) Zone Directors are aware of operations within their Zones.

I would like to extend a welcome to Tyler Brand at Head Office. On behalf of the Operations Portfolio, Tyler will be conducting Unit audits and evaluations relating to operational issues within Units. Tyler will also be assisting Brian Cameron with the Training Portfolio. Welcome aboard Tyler!

And on a final note, I would like to thank all the people who have helped and assisted me with the Operations Portfolio. With extra thanks to Simon Pearce who chairs the Equipment Committee and to Allan Hughes who has been covering my Portfolio while I have been away from home in September and October. Your help is always appreciated! Thank you!

As always, stay safe!

Bob McCauley
Director, SAR/Operations, CCGA-P

SAR Stats

590
Missions

1,098
Hours of SAR

3,194
Man Hours of SAR

\$8,386,905
Worth of Vessels
Saved or Assisted

1,074
People Assisted

4
Lives Lost

8
Lives Missing

(based on mission reports submitted 01/01/03 - 10/01/03)



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ISAR 2003

St John's, Newfoundland

As we stood at the start line awaiting the air horn to signal the beginning of the first event, our eagerness and anticipation was obvious. Now, after months of preparation, our skills would be put to the test in head-to-head competition against teams from across Canada and the United States.

Brian Humber, Barry Franzmann, Simon Gatrell and myself represented the Pacific Region in the 2003 International Search and Rescue competition held September 26th & 27th in St. John's, Newfoundland. Taking part in the events were six Canadian and six US teams each representing a different region or district. Teams came from as far away as Hawaii and, as you might expect, St. Johns proved to be an excellent venue for the international competitors to demonstrate their skills and knowledge.

During the first day of competition, a briefing was held to describe the events and gave us our first opportunity to size up the competition. It was amazing to see such a diverse cross-section of people who all share the common passion of assisting those in distress. Immediately following the briefing, each team broke away and began to formulate their plan for the upcoming events. This, however, was cut short as the bus was leaving for the Coast Guard Station and competition would soon begin.

The events themselves covered a broad spectrum of search and rescue skills including pumps, search planning, on-water exercise, marlinspike, chart work, heaving line and water rescue. The training that all members in the Pacific Region receive gave us the skills required to be successful. It is an amazing feeling when a search that is planned under the pressures of media and judges yields an almost immediate resolution upon execution. Determination was shown



Brian Humber



Simon Gatrell, Curtis Bolton, Brian Humber
Most Sportsmanlike Team

by all competitors but exemplified by Simon when he leapt off the dock in a full immersion suit after badly twisting his ankle the day before. After the final event, there was an overwhelming sense of accomplishment from each team. The competition was tight and everybody had pulled together and performed very well. All of the teams looked forward to the awards ceremony with much anticipation.

After the judges' scores had been tallied, it was determined that the team representing Newfoundland had scored the most points and took top honors at the competition. The international team that Barry competed on placed first in the water rescue event and we were also presented with the Most Sportsmanlike Team award. A huge thanks goes to Yvette Myers, Director, CCG

marine Programs, and Frank Hudson, President, CCGA-P, for their support throughout the competition. It was always a tremendous lift to hear them cheering us on.

During the plane ride home we each had an opportunity to reflect on the wonderful people we met, the new skills and knowledge obtained and all the fun we had along the way. It left me with a huge sense of pride to be part of such a skilled and professional group of volunteers.

Curtis Bolton, Unit Leader
Unit 27 – Nanaimo



Frank Hudson

Unit Updates

Unit 29 – Ladysmith

Boathouse

After receiving a number of requests for information about our Unit's new boathouse, I thought I would forward some specs and pictures for the Dolphin.

Specs for the boathouse's design included:

- Dry, heated storage for SAR suits and weather-sensitive rescue equipment.
- Utility electrical system capable of running all equipment such as computer, radios, charging systems, small fridge, lighting, and heating.
- Large, heated training and meeting room with office.
- Large unheated slip area for the boat and work bench with 3' slip walkways around vessel.
- Large access doors to the house and unheated slip area.



To incorporate these specs we had a two story boathouse built. The boathouse was built on a concrete floatbase which gives more than adequate flotation and added stability. Upstairs is a 20' x 22' heated training and meeting room with office space. On the main deck is a 13' x 20' heated storage space for SAR gear. Travelling through a door, you enter the 32' x 20' boat slip area. This area has a 3' walkway around the boat and a boat lift installed to keep the Zodiac Hurricane 733 high, dry and clean when not in use.

The boathouse is 45' long x 20' wide x 26' high. The house fits both the Zodiac Hurricane 733 or the Carswell Titan 249. The house was built by Aqua Terra Marine but unfortunately, they have gone out of business.

There is still has some small finishing work to be done. Basic construction cost was around \$40,000 with approximately \$20,000 for additional finishing, the boat lift, heating systems, etc.

Basic copies of the plan can be obtained from Unit 29.

If you need any further details please email me on the CCGS Bartlett. You can also get information from my Deputy Unit Leader, Maurice Cherneff, at ayoung5@shaw.ca.

Bruce Wilson

Unit Leader, Unit 29, Ladysmith

Please remember to update
your address and email information,
if appropriate, by sending your changes to:

info@ccga-p.ca

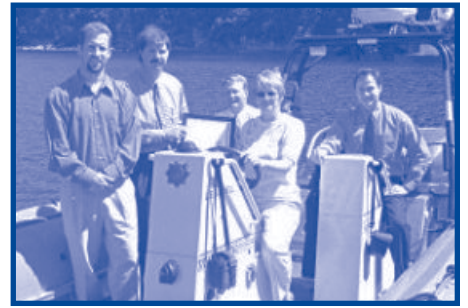
Unit 27 – Nanaimo

CIBC Donation

Nanaimo Marine Search and Rescue Society was happy to accept a \$5,000 cheque from CIBC as part of the CIBC *In Your Community* program. The money will go toward the boathouse and crew ready room for the eight-metre rigid hull inflatable rescue response vessel.

Curtis Bolton

Unit Leader, Unit 27, Nanaimo



Curtis Bolton, Unit Leader, Steve Jackson, Unit 27, with Mike Smith, Heather Hilton and Ian Robertson of CIBC

Unit 25 – Gulf Islands

Zone 3 and 8 Picnic and SAR Competition

On Saturday September 8, 2003, Unit 25, Gulf Islands hosted the Annual Zone 3 and 8 Picnic and SAR Competition. Family and friends were welcome to attend a fun-filled afternoon in the sun at beautiful Sundown Point on Island. With gratitude to the owner of the property, the activities, games, presentations and delicious BBQ lunch were held on the park-like spit and adjoining beach.

In preparation for the picnic event, Unit 25 member John Gauld provided event co-ordination, sending invitations to 12 Units and other dignitaries. Brian Wolfe-Milner, Chris Lohmann, Tony Meek and Philip Grange made sure all the necessary equipment was on hand. Bob and Ellen Reid, Suzanne Ambers, Linda Dares, Claudia Lohmann and Colin Fry pitched in to make sure everyone was well fed with a selection of delectable delights. Tom Navratil organized the friendly SAR competition and fun was had by everyone in the blind rowboat race, the tug o' war, heaving line and challenging knot tying competitions. Marnee Bellevance kept order amongst the teams and tabulated the scores.

Unit 36, Brentwood Bay was awarded champion with the overall highest score in the combined activities. CCG Ganges Officer in Charge, Ian Kyle, and Unit 25 Leader, Mandy Spottiswoode, presented the perpetual trophy to the Brentwood team. Next year, Brentwood Bay will host the picnic...and Unit 25, Gulf Islands will come hungry!

Ellen Reid

Deputy Leader/Training Officer, Unit 25, Gulf Islands



Unit 14 – Gibsons

Gambier Island Pancake Breakfast



On Sunday, September 28, Unit 14, Gibsons was the thankful recipient of a donation of \$850, which was raised during a Pancake Breakfast held on Gambier Island. Over the years, Unit 14 has provided assistance to this island community in a variety of ways, and the residents decided that they wanted to express their appreciation. Over 65 people from across the island attended this event, while members of Unit 14 assisted in the preparation and serving of the breakfast.



As well as responding to search and rescue taskings to Gambier Island, Auxiliary 14 has aided the RCMP, the Coroner, and Emergency Medical Services personnel with transportation to and from the Island. They have also responded to calls for assistance from mariners in the waters around Gambier, assisting vessels which have gone aground, and which have been battered by stormy seas. Several members of the Unit also regularly conduct Courtesy Examinations for the members of the various marinas on the Island.

The thanks of Unit 14 go to all who planned and carried out this fundraiser, and we wish to express our appreciation for the support of the residents of Gambier Island over the years.

Sheila Flynn
Unit 14, Gibsons

Unit 14, Gibsons, new rigid-hulled, inflatable Titan being delivered Sept. 25, 2003.

KUDOS

May 30, 2003

To Whom It May Concern:

I am writing to thank you and acknowledge your first-rate volunteers...The expert assistance and remarkable bravery of the three-member crew of the search and rescue craft was truly remarkable. Their professionalism was exceptional...Wishing you and yours all the best and many years of continued excellence.

*Bruce Fleming, MD
Emergency Department
Vancouver General Hospital*

Congratulations to our new Unit Leaders!

Stanton Hyde – Unit 5, Crescent Beach
Peter Jarvenpaa – Unit 7, Richmond
Bruce Adams – Unit 8, Delta
Curtis Bolton – Unit 27, Nanaimo
Bruce Wilson – Unit 29, Ladysmith
Richard Allart – Unit 34, Mill Bay
Alex Delaney – Unit 35, Victoria
George Bendell – Unit 37, Sooke
Geoffrey Gould – Unit 64, Prince Rupert
Roberta Barker – Unit 74, Kitkatla

Thank you to our departing Unit Leaders!

Byron Wilson – Unit 5, Crescent Beach
Mike Janicki – Unit 7, Richmond
Paul Elshoff – Unit 8, Delta
Jim Lee – Unit 27 Nanaimo
Bob Waltham – Unit 29, Ladysmith
Ron Mellson – Unit 34, Mill Bay
Simon Pearce – Unit 35, Victoria
Todd Genereux – Unit 37, Sooke
Dwayne Nielsen – Unit 64, Prince Rupert
Keith Innes – Unit 74, Kitkatla

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Flotsam & Jetsam

Boston Whaler for Sale

The Canadian Coast Guard Auxiliary - Pacific is offering its members and the public the chance to purchase 1979 Boston Whaler Newport.



Offers will be taken by the CCGA-P Executive Officer via email. All proceeds from the sale of the vessel will be donated to the CCGA-P for SAR activities and boating safety programs.

Product Description:

Year: 1979
L.O.A.: 17'5" or 7m
Beam: 6'2"
Weight: 850 lbs
Builder: Boston Whaler
Comments: This boat is a collector's boat.

New Faces at 25 Huron Street

Robin Ashforth,
Special Projects Officer,
brings a wealth of

knowledge and experience working in the not-for-profit field practically forever. She recently received a diploma in graphic design and is really excited about working on production of the Dolphin, other print materials, and supporting the Board of Directors. Robin's expertise will allow us to produce many resources in-house. Phone: (250) 480-2731 or email: robin.ashforth@ccga-p.ca.

Tyler Brand, *Training Officer,* is officially assuming the position of permanent Auxiliary Training Officer and will be supporting Auxiliary training and SAR Operations. Phone: (250) 480-2794 or email: tyler.brand@ccga-p.ca

Jennifer Harrison, *Financial Development Coordinator,* has an diverse background ranging from doing radio station promotions and special events to facilitation of youth employment programs for a non-profit organization. Jennifer has quickly got her feet wet by setting up for the Auxiliary a regular television spot on the weather segment of the New VI. She also co-ordinated our involvement in the Service on the Sea Awards. Phone: (250) 480-2648 or email: jennifer.harrison@ccga-p.ca



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