

DOLPHIN

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



Winter 2003
Vol. 12, No. 4

Prince Rupert Unit Saves Vessels in Cannery Fire

On December 18, 2002, a massive early morning fire destroyed one of Prince Rupert's landmarks, the J.S. MacMillan fish plant.

At 4:40 am on the morning of the 18th, Prince Rupert Marine Communications & Traffic Services (MCTS) reported that the MacMillan fish plant was on fire. The Prince Rupert Fire Department requested assistance in moving the large number of fishing vessels that were located near the plant, so that they



could concentrate on dousing the blaze without extensive damage being caused to these vessels. Both the Canadian Coast Guard and the Canadian Coast Guard Auxiliary-Pacific were tasked to respond to this request, and crews from the Coast Guard vessel *Point Henry* and the CCGA-P Unit 64 (Prince Rupert) owner/operator vessel *Pacific Broker* quickly answered the call.

Along with the Coast Guard, Unit 64 (Prince Rupert) was instrumental in removing as many as 50 vessels from the hazards of the spectacular fire. While these actions would be commendable in any circumstance, they were especially appreciated in Prince Rupert, where the economy has been hit very hard by economic downturns in a number of major industries.

The fire, which began in the early morning, was so huge it closed the airport, ferry terminal and a local school. The ferry terminal is only about 100 metres away from the burned-out plant, and all ferry traffic was diverted. Airport traffic was also diverted, because the airport is on Digby Island just across the harbour from the fish plant. Airline passengers were bussed to Terrace. VIA Rail was also forced to cancel train service to the community. The fire also caused a water shortage which forced the closure of Westview school.

Our thanks go to the Coast Guard and Coast Guard Auxiliary-Pacific members who took part in this incident and provided much needed help to the members of their community.

Tanis Toope
Special Projects Officer, CCGA-P

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For price and distribution details, contact Special Projects Officer Tanis Toope at (250) 480-2731 or via email at dolphin@ccga-p.ca

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DOLPHIN

Winter 2003 Vol.12, No.4

Publisher: Canadian Coast Guard Auxiliary Pacific Region

Submissions/Layout: Tanis Toope

Design: Hot House Marketing & Design Inc

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25 Huron Street, Victoria BC V8V 4V9
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Web <http://www.ccgga-p.ca>

The **DOLPHIN** is published quarterly by the CCGA-Pacific and is distributed free to members of the Auxiliary and to other interested parties. To receive the *Dolphin* by email, in Adobe Acrobat pdf format, or to provide any other feedback, please contact us at: dolphin@ccga-p.ca
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Canada Post Publication Agreement No. 1720570

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President's Comments

It is hard to believe that another year has passed and that the CCGA-P Annual General Meeting is almost upon us again. The AGM is always an opportunity for reflection on the work we have done as an organization, and I believe we have much to be proud of this year. I would like to take this opportunity to thank everyone that contributed to our mission: the CCGA-P board of directors who have worked tirelessly to meet the needs of the membership and develop future goals for the organization, the office staff who have made significant contributions on a number of levels, and of course our members, for giving so much of themselves in the fields of search and rescue and boating safety. Without the commitment of so many dedicated individuals, the CCGA-P would not be the thriving organization it is today.



Welcome to the Canadian Lifeboat Institution

In December 2002, the Canadian Lifeboat Institution (CLI), a non-profit marine search and rescue organization based on the Lower Mainland, officially joined the CCGA-P. The CLI members have now officially joined Unit 8 (Delta) and bring with them their 44-foot lifeboat, *The White Rose of Yorkshire* (an ex-Royal National Lifeboat Institution vessel). We are extremely excited to be working with these knowledgeable individuals who share our commitment to marine search and rescue and search and rescue prevention, and we welcome them wholeheartedly into our organization. For more on the CLI's merge with Unit 8 (Delta), see page 24.

Fundraising

The CCGA-P continues to raise funds from the public to assist us in accomplishing our mandate of saving lives on the water. While we receive a limited amount of funding from the Canadian Coast Guard to assist in our operational expenses, they do not nearly cover the true operational and capital costs of running this organization. Through the support of members of the boating community and the general public, we have been able to purchase some of the much-needed equipment that helps us with our rescues and keeps our members safe. A number of units have also participated in our direct mail campaign, and have directly benefited as a result. As we continue to increase public awareness of the CCGA-P and its mission, we will continue to strive to find means of raising the necessary funds to continue our work.

Our thanks go to all those who have supported us in our fundraising endeavours.

Frank Hudson, President,
CCGA-P

Strategic Planning Update

The CCGA-P board of directors met on October 19, 2002 to review the progress of previously proposed projects, and to develop new ones. I was pleased to see that great strides have been made in pleasure craft operator competency (PCOC) compliance (now up to 78% region-wide), training (all units have now received copies of the new SAR manual), and statistical reporting. New projects include the development of a new member orientation package, a communication plan, and a leadership development plan. As we continue to grow as an organization, it is crucial that we set measurable goals like these to ensure that the CCGA-P continues to mature and to meet the needs of all of its stakeholders, including all of our supporters and of course, our membership. As a board, we will continue to set and meet goals that benefit this organization.

Again, I thank all of you for your hard work and dedication on behalf of the CCGA-P. I look forward to seeing many of you at our Annual General Meeting in the Comox Valley.

Frank Hudson
President, CCGA-P



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Boating Safety Portfolio Unveils New Rack Card

A major part of the mission of the CCGA-P is to reduce the number and severity of SAR incidents within the Pacific region. This mission is fulfilled by our members through a variety of methods: pleasure craft courtesy checks, boating safety displays at trade shows, boat shows, and in other public forums, and Bobbie the Safety Boat presentations, to name a few. While most CCGA-P units focus on search and rescue operations as well as search and rescue prevention, a number of new units in the interior are completely dedicated to search and rescue prevention education, which will only increase the CCGA-P's ability to pass on the message of boating safety.

One of the newest resources developed by the CCGA-P's boating safety portfolio is the Distress Signals rack card (pictured right). This informative card will be distributed by CCGA-P members to the boating public at upcoming boating safety events.

The front of the card features distress call channels, equipment, and procedures, as well as information about what to do if you hear or see a distress signal. The back of the card features a number of different distress signals, including code flags, ball over or under square, arm signal, distress cloth, sound signals, flares, flashlight signals, and dye marker. While experienced mariners may be familiar with this information, newer vessel operators (particularly of pleasure craft) often are not. By providing less experienced boaters with this rack card, CCGA-P members are ensuring these boaters will have a convenient distress signals reference card on hand when they are on the water. They are also ensuring that members of the boating public are made more aware of the need for preparedness and the potential for danger on the water.

Look for the CCGA-P Maritime Distress Signals rack card at your local community events this summer.



A Story of Courage and Dedication

Dear Friends:

August 9, 2003, the 25th anniversary of the Canadian Coast Guard Auxiliary, is fast approaching. This significant milestone gives us the opportunity to recognize all those volunteers, past and present, who have supported our mission since 1978. This silver anniversary is a special one since it corresponds to the silver colours of our organization. To celebrate our 25th anniversary we have developed a long service medal that will be issued to members beginning later this year once they have reached their 25-year milestone. Future members attaining 25 years will also be awarded this prestigious medal. For your information the 25th anniversary of CCGA-Pacific is August 11, 2003.



Today, the Auxiliary has roughly 5000 members across Canada. Of course, if we added all those who belonged to the Auxiliary at some point of time over this past quarter of a century, the number would be significantly higher.

Simply put, the impact of our contribution to maritime safety in Canada has been extraordinary. All across the country, 24 hours a day, 365 days a year, and for the last 24 years, the volunteers of the CCGA have been present and ready to respond to a SAR incident or to conduct a courtesy check or to provide information at a boat show.

The courage, dedication and respect collectively demonstrated by the CCGA volunteers have been well above and beyond the call of duty. As we look back and look ahead, we see so many reasons to be proud of our organization. The best of them all is the people who made it all possible: the volunteers.

To all of you, thank you for never losing sight of our number one priority: the preservation of life.

Harry Strong
Chief Executive Officer
Canadian Coast Guard Auxiliary



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New Zone Directors Elected for 2003-2004

Elections were recently held in zones 1, 3, 5, and 7 for the positions of zone director and deputy zone director. The following individuals were elected by their fellow zone members:

Zone 1 (Lower Mainland/Interior)

Director: Ryan Woodward

Zone 3 (Vancouver Island South)

Director: Dean Polvi

Deputy Director: Sandy Beaman

Zone 5 (Mid-Island)

Director: Allan Hughes

Deputy Director: Lyle Brewster

Zone 7 (Queen Charlottes/North Coast)

Director: Malcolm Dunderdale

Deputy Director: Duncan Peacock

Congratulations to all of those who were elected and thank you to all of those who accepted their nomination and chose to run for one of these positions.

Bruce Falkins

Secretary/Treasurer, CCGA-P

Contact

The newly elected zone directors and deputy zone directors in zones 1, 3, 5, and 7 officially enter their positions at the conclusion of the Annual General Meeting on February 22, 2003. If you need to contact your zone director or his deputy, their email addresses are:

Zone 1: ryan.woodward@ccga-p.ca

Zone 3: dean.polvi@ccga-p.ca

sandy.beaman@ccga-p.ca

Zone 5: allan.hughes@ccga-p.ca

lyle.brewster@ccga-p.ca

Zone 7: malcolm.dunderdale@ccga-p.ca

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Silent Auction Returns to AGM



Victoria based artist Leanne Cadden poses with her print *Baby Steps*, which will be featured at this year's silent auction.

Momentum is building for this year's silent auction, which will be held concurrently with the 2003 Annual General Meeting in Comox. Several donated items are already making their way to the auction block and selected items can be previewed on our website (www.ccgap.ca), accessible through members' access. This event is an exciting and entertaining chance for AGM delegates and their guests to bid on a wide variety of valuable items, such as artwork, safety gear, boating equipment and more. Proceeds from the auction will help offset the costs of the conference.

Pictured here is Leanne Cadden with *Baby Steps*, a limited edition giclée print on canvas she has generously donated to the CCGA-P for the silent auction. This piece is one of several fine items that will be on the auction block. We look forward to offering more information about auction items on our website as the AGM draws closer.

Judith Cook
Financial Development Coordinator, CCGA-P

ANSWERING THE CALL...



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Vessel Donated to CCGA-P

In 2002, the CCGA-P began a fundraising program to encourage the private donation of vessels—boats that could be donated to our organization, repaired if necessary and modified for possible SAR duty. In response to this campaign, the CCGA-P would like to announce the latest receipt of a donated vessel, the *White Cloud II*. This 22-foot Campion recreational motorboat was proudly donated by Major Stan White of Victoria, and we'd like to extend our sincerest thanks to him for his generous gift.

Donations of boats in working condition to the volunteer CCGA-P can be handled as a tax-deductible contribution (the amount determined must be based on the fair appraised value of the vessel). 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 underutilized boat can be very advantageous to you, the donor. We will have someone inspect the boat to ensure that it is in reasonable working condition. We can arrange for pickup or trailering of the boat. All donated boats must have valid titles or documentation for transfer to the volunteer CCGA-P. All proceeds for the sale of donated boats go exclusively toward search and rescue equipment and public education for safe boating.

Donation of a vessel to the CCGA-P is an excellent way to ensure that we can continue to fulfill our mission to save lives on the water. For more information on the *White Cloud II* and other legacy options visit the Donate Now pages of our website at www.ccg-p.ca/c-donate.html.



The *White Cloud II* was generously donated to the Canadian Coast Guard Auxiliary-Pacific by Major Stan White of Victoria.

Reminder

CCGA-P members no longer have to submit annual beneficiary forms, as it is no longer a requirement of the insurance company. This form only has to be updated if a member's beneficiary changes.

Beneficiary forms are still required for new members, who must sign one upon enrollment in the CCGA-P.

For more information, please contact Office Manager Melanie Fugard at melanie.fugard@ccga-p.ca or at 250-480-2798.

Book Reviews

In this issue publications from our friends to the north and south and in Britain are reviewed.

The Coast Guardsman's Manual, 9th Ed.
By Capt. G.E. Krietemeyer, USCG (Ret.)
Naval Institute Press, Annapolis, 2000
680 pages

Informally referred to as the Blue Jacket due to its distinctive blue covers, "for nearly fifty years, *The Coast Guardsman's Manual* has become the most valuable educational tool for (USCG) enlisted personnel to learn about our service's customs and courtesies. This book harbors the knowledge of our seagoing traditions; and through it we embrace the history and heritage that has been a powerful ingredient in the success of the (US) Coast Guard.... Officers, Auxiliarists and civilians often refer to it... a brief overview that documents our service's legacy as guardians of the sea."

Excerpted from the Foreword by The Master Chief Petty Officer of the US Coast Guard

Chapter 31-Swimming and Lifesaving and Chapter 32-Survival provide an overview of useful in-water procedures. We learn in Chapter 5-Customs, Traditions and Ceremonies, that the origin of the 'racing stripe' markings on USCG ships hulls and aircraft originated in the early 1960s with the late President J.F. Kennedy who implemented the recommendations of a corporate identity firm which had designed the distinctive fuselage livery (paint scheme) for *Air Force 1*.

Heavy Weather Boating Emergencies
By C. Luttrell, US National Park Service
Marlor Press, St. Paul, 1998
288 pages

"What to do when everything goes wrong" is the subtitle of this "survival guide for freshwater powerboat operators." With new CCGA-P safe boating units being started up in the interior of BC, this reference volume offers a useful perspective from a seasoned boat patrol park ranger.

The Lifeboat Service
Royal National Lifeboat Institution
March 2002 PRB02
27 pages

"The RNLI has provided the lifeboat service for the United Kingdom and Republic of Ireland since 1824 and is recognized as one of the most efficient lifeboat services in the world. There are more than 225 lifeboat stations, whose lifeboats launch more than 6,000 times a year and rescue over 6,300 people." Thus begins this colourful and exciting official introductory publication of the renowned humanitarian sea rescue service. RNLI's fleet ranges from 5m inflatables to 17m all-weather lifeboats capable of going 50 miles offshore "in atrocious weather". RNLI rigid hull inflatables such as the Bravo class Atlantic 21 (6.9m, named after Atlantic College [Wales], whose sister school, Lester B. Pearson College of the Pacific, is located near Sooke) and the Atlantic 75 (7.3m) can launch in conditions up to near Gale Force 7 and are outfitted with inversion-proofed outboard engines. CCG operates RNLI-derivative Arun class 16m lifeboats off the Canadian East Coast. The booklet goes on to describe the mostly volunteer crews, RNLI RHIOT training, launching (service call out or tasking), helivacs, fundraising and public education programs. A map of RNLI resources along the British Isles and a chart of historic milestones rounds out this concise introduction to the highly regarded service. Packed with 130 images and photographs.

Reviews by Adrian Lee
Unit 103 (Vancouver)

In Memory

Roger Wishart

On November 9, 2002, Unit 60 (Comox) unit leader Roger Wishart passed away suddenly at the age of 50. A celebration of Roger's life was held on Sunday November 17, 2002 in Comox.

Roger was born and raised in Winnipeg, Manitoba. His true happiness came when he was helping others and when he was on the water and could smell the salt in the air, whether it was on the Comox unit's *Bruce Brown II*, a sailing boat, or his beloved *Ace Cat*. Roger lived aboard *Ace Cat* much of the time and once said "all the boats in the marina are my children and it is my responsibility to look after them."

Roger also had many areas of expertise that included computers, leadership, teaching, sailing or piloting a powerboat for pleasure— or in the worst weather possible with the CCGA-P to assist someone in distress on the water. Roger was an outstanding member of the community, especially the marine community, but his true impact was upon the people that he touched with his unique personality. He was a compassionate, enthusiastic, caring individual with a keen sense of humour, who was always willing to look after others before himself. He always looked for new challenges, problems to solve, and ways to make things better.

The CCGA-P and all the marine rescue volunteers in the unit played a big part in Roger's life. He was finishing his second term as unit leader and had just accepted a third. Many a mariner owes Roger a word of thanks. It was his dedication that ensured the marine rescue volunteers were properly trained and ready to respond 24 hours a day, seven days a week.

Roger was well liked and respected by the entire unit, making it a resilient and cohesive force. He leaves behind a very strong, competent group.

According to unit training officer Brian Cameron, "Roger set a personal standard for all of us to follow and we will continue with our extensive training plan and our ability to respond to emergency calls— day or night."

Roger had an air of optimism that served him well in getting others to work together to get the job done. He was very ambitious and had both the drive and determination to make things happen. The community has been the benefactor of his accomplishments.

Roger was determined to make Comox the best marine rescue unit in the Pacific Region. Some of his pet projects included the campaign for new engines for the *Bruce Brown II*, the purchase and refurbishment of a rigid hull inflatable, and the hosting of the Annual General Meeting of the CCGA-P, which is being held in Comox this year.

Thanks to Roger's vision, drive and determination and to the benefit of all of us, these goals have been met.

Roger never seemed to let anything depress him. He had a positive attitude, great humility, a happy disposition and was continually looking to help others.

Roger's friendship, contribution to the unit, and contribution to the boating community will be greatly missed. He won't be forgotten.



In honour of Roger and his dedication to the CCGA-P, the Roger Wishart Award will be unveiled at this year's Annual General Meeting. The Roger Wishart Award will be given to a CCGA-P member who has made outstanding contributions to the organization in the fields of training, boating safety, and SAR/Operations.

Annual General Meeting 2003

The 24th Annual Conference of the Canadian Coast Guard Auxiliary-Pacific will take place on February 20-23, 2003 in the Comox Valley. As in past years,



Friday's activities will consist of unit leader's workshops. As a special treat for guests of attending members, an exceptional spousal program is being offered, which includes options for skiing, a valley tour, a day of pampering at a local salon, or possibly a chance to be a rescue crewmember for the more adventurous.

All events will take place at the Coast Westerly Hotel, with the exception of the tour of 442 Squadron, which will initiate at the hotel. Please be aware that all unit leaders must be in the hotel lobby at 07:45 on Friday morning for transportation to the base.

Schedule of Events

| | | |
|---|----------------|--|
| Thursday, February 20 | 16:00 to 21:00 | Registration/Meet & Greet/Trade Show |
| Dress: Casual (blue work dress) | | |
| Friday, February 21 | 06:30 to 10:00 | Registration |
| Dress: Office casual (work dress) | 06:30 to 07:30 | Breakfast |
| | 08:00 to 17:00 | Unit Leaders Workshops & 442 Squadron Tour |
| | 12:00 to 13:00 | Lunch |
| | 18:00 to 20:00 | Dinner |
| Saturday, February 22 | 07:30 to 08:30 | Breakfast |
| Dress: Semi-formal, Jacket & tie (#1 uniform) | 09:00 to 11:00 | Opening Ceremonies |
| | 11:30 to 13:30 | Award Luncheon with Lieutenant-Governor |
| | 13:30 to 16:00 | Business Meeting |
| | 18:30 to 19:30 | Cocktails |
| | 19:30 to 24:00 | Board introductions Awards dinner & dance |
| Sunday, February 23 | 07:30 to 08:30 | Breakfast |
| Dress: Casual (blue work dress) | 09:00 to 11:30 | Miscellaneous Reports |

For more information on the conference and its events, please contact the office at (250) 480-2798 or visit our website at www.ccg-a-p.ca

Unit Leaders Annual Report

Each year the CCGA-P provides CCGA National with a business plan detailing what we are going to accomplish over the next fiscal year and how we plan on achieving those goals. We detail priority initiatives for each portfolio, zone and fundraising strategies along with a detailed plan.

Each CCGA-P board member provides a report every quarter for their respective portfolios and zones. These are detailed reports showing how we provide our service and administrate our organization. Unit leaders are the first step and contact for all members in our organization. Unit leaders have the front line ability to identify how the CCGA-P is performing and how we are supporting their units. Unit leaders are in the unique position of communicating those needs to their zone directors.

With this in mind the CCGA-P board of directors is asking that each unit leader provide an annual unit report. This report will encompass all facets of its operation, membership, SAR operations, boating safety, fundraising and administration. The annual unit report will reflect the unit's activities over the past year and its goals and objectives for the next year. The CCGA-P is also looking for feedback on how we may work with your unit to improve our organization and meet your goals and objectives.

Like all non-profit organizations and groups, we must provide a transparent, ethical and a well-managed approach to our organization. This annual unit report should encompass the calendar year 2002. SAR statistics are not required for this report, as the operations director will have a comprehensive report at the Annual General Meeting in the Comox Valley.

The report will be wound up into a summary of unit activities. These reports are important to identify common areas where the CCGA-P needs to focus its efforts. It also serves as an accountable reporting of unit activities over the year.

Each CCGA-P unit leader has been sent a user-friendly template that is designed to help them communicate this information quickly and concisely. Once completed, unit leaders simply have to forward this report to their zone director. As fellow CCGA-P members, the board appreciates that our units do a significant amount of work, and it is our goal to quantify and share this information with CCGA National and all the rest of our stakeholders.

If you have any questions about your unit report please feel free to contact me.

Allan Hughes

Director, Zone 5/Deputy Director SAR/Operations, CCGA-P

Call for Nominations

Immediately following the CCGA-P Annual General Meeting, the board of directors will meet to appoint members to portfolio holder positions. If you are interested, please contact the head office (250-480-2798) for a detailed description of the position.

Those interested in applying will need to submit a resume which highlights their experience, what they can bring to the job, and related volunteer experience. Each position currently runs from the time of appointment until the next AGM.

Any CCGA-P voting member in good standing is eligible for any of these positions:

Secretary
Treasurer
Director of SAR/Operations
Director of Training
Director of Boating Safety
Director of Strategic Alliances
Equipment Officer
Archivist/Historian

Nominations will also be accepted for the positions of president and vice-president. To be considered eligible for either of these positions, a candidate must have served on the board of directors for at least two years, within the previous five years.

Nominations for president and vice-president must be received by nomination committee chair Craig Dunn no later than 14 days before the AGM, which is February 8, 2003. All other nominations must be received before 16:00 on February 22, 2003.

Craig Dunn can be contacted via email at craig.dunn@ccga-p.ca or at (250) 380-1603.

Coxswain Profile

Graeme Stewart: Coxswain, Unit 12 Halfmoon Bay

Graeme Stewart joined the Halfmoon Bay unit of the CCGA-P in 1994 and served for five consecutive years as unit leader. Currently, Graeme is one of approximately 20 members of Unit 12, who participate in marine search and rescue.

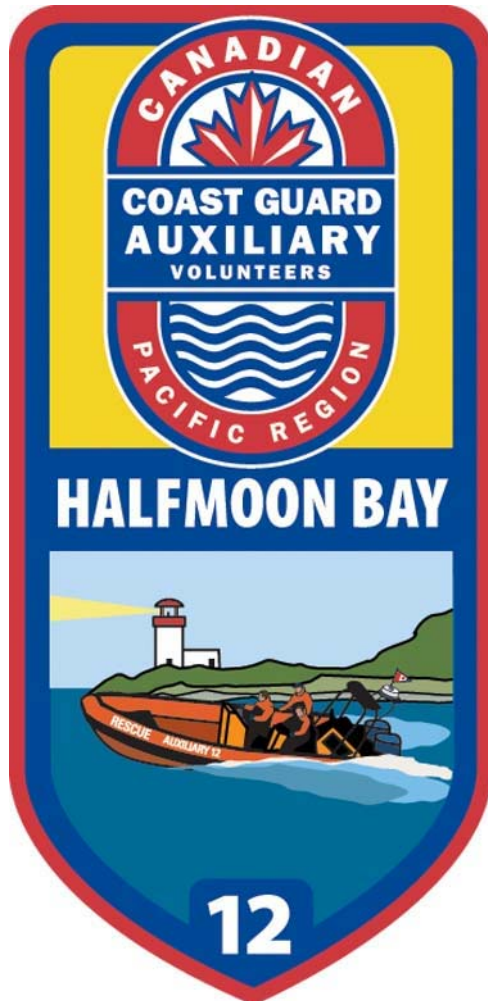
Recently, I asked Graeme a few questions about his CCGA-P experiences:

How did you get started in the CCGA-P?

I found out about the CCGA-P through a friend who knew I was interested in boating. I finished a power squadron course and then joined Auxiliary 12 Halfmoon Bay. I crewed for one year, then went to Bamfield (to take the Canadian Coast Guard rigid hull inflatable operator's training course) and became unit leader the same year. I served as unit leader for Auxiliary 12 for five years.

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

The SAR incident that was the most memorable to me was the rescuing of the Merry Island assistant lighthouse keeper and the wife of the lighthouse keeper. The two had been en route to the lighthouse when their vessel caught fire and they had to abandon ship. It was early spring and the water was extremely cold. By the time we plucked them from the water he was stage two hypothermic, and she was stage 3 hypothermic and suffering from an asthma attack. It was touch and go there for a while but both fully recovered. As we all know in this business sometimes it doesn't end well.



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

I would like the unit to become more proactive in boating safety within the community. I would also like to raise the unit's profile. The raising of the community's level of awareness of the unit and what we do is necessary if we are to raise enough funds to purchase our own vessel.

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

I would like to see the CCGA-P become more conscious of itself as a whole. Our smallest units should be as capable of handling the most serious of incidents as our largest units. This means that the have-not units should have available to them the same quality of equipment and training that other units have. Only through the moral and financial support of smaller units can the CCGA-P become more effective as a whole.

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

To our new and our more experienced members: do not get discouraged by the politics. Any organization of more than one member will have politics. Remember why you joined this outfit in the first place. We save lives first, property second. We go out in all sorts of weather, do the best we can and hopefully come home safely. I don't remember where I heard it said but this saying has stuck with me: "You can always go out but you don't always have to come back." Training and more training is our greatest asset when incidents happen, and having a decent boat doesn't hurt either!

-interview by Tanis Toope



At the CCGA-P's 2001 Annual Conference, Unit 12 (Halfmoon Bay) was awarded the Joint Rescue Coordination Centre's award for unit operations. Graeme Stewart (left) accepted the award on behalf of the unit from Coast Guard Pacific Superintendent of SAR John Palliser.

Director Report

SAR/Operations

As the 2002 calendar year has wrapped up, we get our first chance to examine the results¹: 935 SAR responses by CCGA-P members to a total of 823 unique incidents. These responses had our members on-water for over 1,786 hours and took a total of over 5,225 person-hours to complete. During the course of these incidents in excess of \$20 million dollars worth of property was saved and 1,015 people were assisted. Most importantly, according to the SAR Reports submitted by CCGA-P members 190 people were saved.

What is even more impressive is that we know these numbers to be on the low side. By cross-referencing incident data from the Joint Rescue Coordination Centre against our own database, we have been able to determine that approximately 15% of all incident reports do not get submitted. Updated lists of the “missing” SAR reports have been periodically distributed resulting in some units sending in reports that were overlooked or lost in the process. All CCGA-P units

are strongly encouraged to ensure that they are submitting all of their SAR mission reports on a timely basis.

Much like SAR responses, 2002 was a very busy year for special events, with 172 requests for vessels to participate in events being submitted. In order to better help capture the contributions made by CCGA-P members and vessels in non-SAR roles, the special events claim form has been revised to include both the “true” duration of the event participated in, and a duration for compensation purposes.

During the last few months the CCGA-P has added another dedicated response vessel— the Roberts Bank lifeboat, a 44 foot ex-RNLI Waveny Class lifeboat was added to Unit 8 (Delta). Another new DRV is in the works for Unit 43 (Port Alice) which will be receiving the CCGA-P loaned Mark VII (formerly with Unit 8 in Point Roberts with parts transferred from the CCG’s SAR Whaler). The CCGA-P is also in the process of acquiring and refitting a Mark V from the Coast Guard which will be in service as a backup vessel for Vancouver Island to replace the SAR Whaler, which was recently removed from service. Other vessel news also includes the upgrade to the aging Coast Guard loaned 733 with Unit 12 (Halfmoon Bay) which was recently replaced with a newer vessel.

Unit leaders in odd-numbered units should be preparing to get all of the vessels attached to their unit’s AVI, CE and vessel offer form renewals done in early 2003. Forms and information packages will be distributed at the upcoming AGM in the Comox Valley.



Unit 63's (Kitimat) dedicated response vessel, the *Snowflake Responder*.

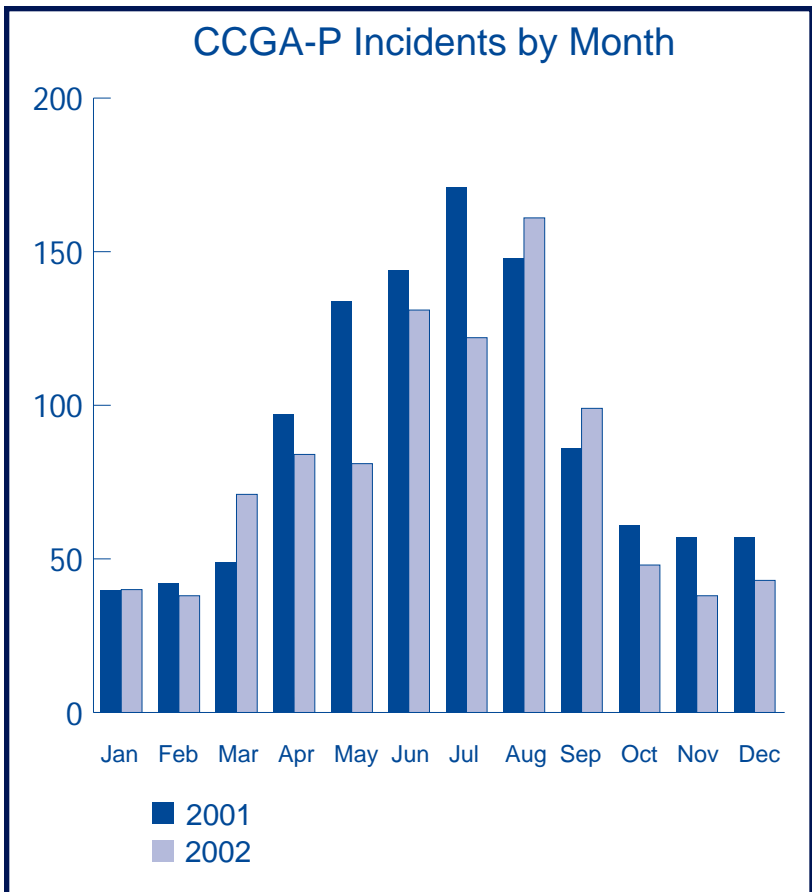
¹ Based on the SAR Mission Reports received by the CCGA-P Office as of January 14, 2003.

Recently the CCGA-P has adopted a number of important policies that are intended to directly affect the safety of its members. Included in these new policies is a blood-borne pathogen exposure control plan, a vessel and equipment standards framework document that will allow the ongoing development of relevant standards for the equipment in use by CCGA-P members for SAR, and a policy that restricts the maximum speed at which CCGA-P vessels may be operated at during authorized activities. The board of directors put significant thought and debate into the speed restriction policy, and while it may not be especially popular (there are only 13 vessels in the CCGA-P which will have their speed limited by more than 10% of their reported top speed), the operations portfolio believes it to be a significant and necessary step in ensuring our members safety.

This will be my last *Dolphin* article as I will be leaving the director of SAR/operations position to attempt to fill the cavernous shoes of Bruce Falkins as zone director for zone 1. I would like to try to thank the people who have helped make the last two years of trying to do this job fly by (it really does only seem like yesterday): Allan Hughes, who in addition to being a very good zone director for Zone 5, worked tirelessly on the vessel database and was invaluable in assisting with the day-to-day tasks for the last two years; Bob McCauley, who came on late in 2002 to take over the SAR database; Shawn Burchett, who helped with the SAR database in early 2002; Ric Tolonen and Jay Willoughby, who put in countless hours working on CCGA-P vessels; the board of directors, who had to have the patience to deal with me, and last but far from least, every unit leader and member who I had the pleasure of interacting with. There truly has never been a dull moment and for that, thanks!

Keep up the good work and STAY SAFE!

Ryan Woodward
Director of SAR/Operations, CCGA-P



| Month | Number of Incidents | |
|-----------|---------------------|------|
| | 2001 | 2002 |
| January | 40 | 40 |
| February | 42 | 38 |
| March | 49 | 71 |
| April | 97 | 84 |
| May | 134 | 81 |
| June | 144 | 131 |
| July | 171 | 122 |
| August | 148 | 161 |
| September | 86 | 99 |
| October | 61 | 48 |
| November | 57 | 38 |
| December | 57 | 43 |

Director Report

Training

A unit training plan: the path to success

In the summer issue of the *Dolphin*, I mentioned that a unit training plan is like having an agenda for a meeting. How many of you have gone to a meeting with no agenda or no one leading the meeting— it drags on and on, jumps from one topic to another, and it's confusing and frustrating. At the end, you feel like you haven't accomplished or learned a thing, or worse, you feel you have wasted your time. This is not what you want as a member volunteering and giving up the most valuable thing you have— time and commitment.

As the director of training I have been working hard with a lot of other individuals to provide you with some tools, so that you can make your own unit agenda or training plan. The time is now— make sure your unit has a plan.

What is a unit training plan?

A unit training plan is your organized plan, agenda or blueprint of how your unit is going to conduct your training over the next year. The plan contains the topics you are going to cover, the time allocation, the instructors, the references, the standard to be trained to and it also allows for the gathering of necessary equipment and facilities in order to be successful. It's not cast in concrete— it's a plan that can be adjusted as circumstances change— but at least you have a plan.

What are the benefits of a unit training plan?

It basically puts everyone on not only the same sheet of music, but the same notes. It builds *trust, credibility, and professionalism*. The obvious benefit is to you, the member. Nobody likes to belong to an organization that flies by the seat of their pants, especially when it comes to something as serious as training and putting your life on the line to save lives on the water. The spin-off is that when you start to gather community support, do fundraising etc. you can physically show groups how organized you are and how you are training to a purpose and not just going out to have fun on the water. Believe it or not, a unit training plan will change the way people look at you and your unit.

What do you need to do a unit training plan?

You need some or all of the following. This list is not exclusive; it is only limited by how much effort you want to make.

- a training standard— which is already supplied and available online.
- reference book— which is also available online. Copies of the new crew manual have been distributed to your unit leader, coxswains and training officer. Copies for individual members will be made available as soon as your unit leader submits his/her training plan, and confirms pleasure craft operator competency (PCOC) and member status.
- a calendar with the times your unit trains (for example— every Saturday, or every second Monday evening and fourth Sunday of the month); this depends entirely on the uniqueness of your unit and what works best for you.

Train as if your life depends on it— because somebody's will!

The next step is for your unit leader to sit down with his/her team of instructors or experts (your coxswains and training officer). They then must do two things:

FIRST: decide on the unit priorities, unit objectives and basically the philosophy of how the unit is going to be run. It is important that everyone knows how the unit is being run. This is a good opportunity for the unit leader to seek input from the leadership of your unit— your coxswains, as well as yourself as a unit member.

SECOND: look at the training manual and crew level standard and decide on the order in which the training is to be run. In the summer issue of the *Dolphin*, a suggested training cycle was presented. This is a logical presentation (walk before run) of the training manual. The unit leader must also take into account specific unit requirements (old salty members, a bunch of new members, a few new members etc.) high SAR periods, recruitment, public relations campaigns, fundraising and boating safety efforts. At this point the unit leader probably has more tasks or commitments than he/she has resources (unit members) and that is why it is so important to *plan it out*, so the same people don't do all the work within the unit and get burned out. (There's more to this unit leader job than you thought!)

What if you have no new members, just salty old rescuers who question why you have to go over everything they already know? As the director of training, my response would be that our aim is to ensure we raise the overall measurable training standard of all units and members throughout the CCGA-P. The operative words are *measurable* and *all*. Therefore *all* the salty old rescuers must ensure they are at the measurable new crew level standard. As a trainer, my thoughts are that even when the skills and knowledge are already there, training can improve performance, and build trust, credibility and professionalism. My personal approach when someone questions “refresher training” is that if he knows it that well— then he should be helping instruct!

How does the unit leader schedule it out?

The unit leader now knows what he/she wants to teach or train you. The next step is to look at the time that is set out for training and to start to fit the pieces together. The unit leader can use any format he/she likes— one that suits the uniqueness of your unit. This is also a good time for the unit leader to start the allocation of topics to specific coxswains, or instructors, so they can start their preparation and lesson plans.

Uh oh— more things to do than time!

Well, don't worry, this isn't unusual, it's just like running out of shopping days before Christmas— it always happens and what do you do? Well you start to *prioritize* and *concentrate on training*. Perhaps a training weekend. A SAR training weekend can be planned to run on several evenings, a weekend or following Saturday/Sundays. Whatever works for your unit— the point is to concentrate some of the training in the classroom, or on water, or a combination of the two. Don't confuse this with the old coastal SAR course— the subject matter for this training is from the new *Search and Rescue Crew Manual*.



Unit 36 (Saanich) members (l-r) Bob Holmes, Doug Robinson, and Wes Flower man the *Nucleus* during a unit training exercise. The exercise took place in November and was a joint training session at Patricia Bay with the North Saanich Fire Department.

What about special training?

Probably the best way to handle “special” items such as first aid courses, a restricted radio operator’s course (RROC) or refresher, a tabletop exercise, unique unit course (ie unit maintenance course) and guest speakers is to have them scheduled in when the unit leader does the training calendar. It can be incorporated into the normal training times or separately. The choice depends on how your unit wants to run it!

Accountability

I believe we are all accountable. I am accountable to a board of directors, (that you voted for), 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. Your unit leader is accountable to you as a member, to ensure you are properly trained to do your job (saving lives on the water). He/she is also accountable to the CCGA-P– the organization that supports you and to those that provide support and finances to your unit (me and any sponsors you might have). You, as members, are accountable for the manner in which you carry out your missions, participate in training and support your unit.

We are all part of a *team* and the team goal is to *save lives on the water*.

Together, we can make a difference. Help your unit leader put your unit training plan together, be a participant, be part of the team. Some units already have training plans, which are really good. Now is the time to review it and ensure it follows the new training standard. For those of you without a unit training plan–talk to your unit leader and get on board.

Brian Cameron

Director of Training, CCGA-P

brian.cameron@ccga-p.ca



In October, members of Unit 34 (Mill Bay) took part in a SAR training exercise with the 443 Maritime Helicopter Squadron, based at the Victoria International Airport. Unit 34 members met with the flight crew of one of the CH-124 Sea King helicopters, and search patterns were outlined, and weather, payloads and contingencies discussed for the SAR scenario which involved a missing canoe with two passengers long overdue from a morning outing. Unit 34 member John Thomas (far left) joined the CH-124 crew in a creeping line search while other Unit 34 members picked up one of the ‘victims’ in the unit’s dedicated response vessel, the *Pacific Energy*.

The experience gained by the crews from Unit 34 who partook, and the 12 members who observed the event will be invaluable when dealing with helicopter operations in future SAR incidents.

Boating Safety Update

Shuswap Unit Trains for Success

On the weekend of January 11-12, I had the pleasure of conducting a pleasure craft courtesy check (PCCC) course in Salmon Arm for 20 members from one of our new boating safety units, Unit 106 (Shuswap). Formerly known as the courtesy examination course, the PCCC course taught unit members how to conduct a courtesy check of a vessel and how to ensure that the proper safety equipment is onboard and in good working order. Upon completing the course, CCGA-P members are able to provide pleasure craft courtesy checks to interested members of the boating public. The course was received very well, and requests have already been made for a second course for the unit members that were not able to attend this one.

Unit 106 was established less than a year ago, but already contains a number of enthusiastic and committed members. The unit currently has 28 active members, and as interest grows from the local communities, it is very likely that the unit will continue to grow.

While all of the members of Unit 106 possess the desire to promote boating safety, many of them also have a great deal of marine and safety experience. Members come from a number of diverse backgrounds, including a retired fire captain, a boat builder, retired navy personnel, and a retired parks officer just to name a few. Many unit members are also active boaters themselves on Shuswap Lake, and have a firsthand understanding of the importance of boating safety education on the lake.

The unit will promote boating safety on Shuswap Lake, a popular vacation lake in the interior of British Columbia that boasts over 1000 kilometres of shoreline. Members are based in a number of communities bordering the lake, including Sicamous, Salmon Arm, Sorrento, Tappen, Blind Bay and Celista— almost the whole lake is covered. Unit members will be primarily conducting PCCCs and attending community events.

At the end of the course a brief meeting was held to elect unit officers to assist in the operation of the unit. While they are a new group, Unit 106 (Shuswap) has shown that they are ready to meet the tasks presented to them.

This unit will go far just on the enthusiasm of the members.

Dave Lamb
Director of Boating Safety, CCGA-P



20 members of Unit 106 (Shuswap) took part in the pleasure craft courtesy check course offered by CCGA-P Boating Safety Director Dave Lamb (front, fourth from right).

Unit Updates

Unit 103– Vancouver



Unit 103 (Vancouver) member Ron Curties recently received his CCGA 15-year pin. The pin was awarded to him by Unit Leader Ron Snelgrove.

At a unit meeting held in mid-December and attended by zone director Bruce Falkins and boating safety portfolio director Dave Lamb, Ron Snelgrove was elected unit leader for the 2003 term (Unit.103@ccga-p.ca). Adrian Lee was appointed to serve as deputy unit leader as were sector leaders to co-ordinate the many activities our unit members will be involved with.

Some new members were welcomed into the unit, having successfully completed their qualifications as pleasure craft courtesy check (PCCC) examiners. They first approached the CCGA-P while attending the Richmond Tall Ships Festival.

In January members from several zone 1 units came together for an evening session to help sharpen their chart reading and interpretation skills. The unit is seeking new members with excellent boating safety knowledge and public contact skills. A phone survey was recently conducted of all the moorage available in our unit's PCCC area of operations; it runs into the thousands of recreational vessels, not counting the trailer fleet. In order to service this sizeable population with the safe boating message, additional personnel would be welcome apply to join our unit, which has a shared office on Granville Island. The unit will be observing May 17 - 23 as National Safe Boating Week 2003 in Canada (and in the USA as well) according to the US website: www.safeboating-campaign.com

Adrian Lee Unit 103, Vancouver

Unit 35– Victoria

Thus far, it's been a typical boating winter in Victoria: less people venture out onto the water, and the number of incidents has trailed off accordingly. In an attempt not to let the lack of on-the-water activity affect the momentum Unit 35 has achieved over the past few years, the focus has turned inward to the organization. Several individuals have been working hard to overhaul our member training to bring the sessions in line with the new crew level standard and SAR manual standards, and have had great success in doing so. Additionally, a special events committee has been struck in order to put some structure around our public relations activities. They are working hard to come up with a year-in-advance plan for the boating safety and community events the unit would like to be involved in, and prepare for them accordingly.

Auxiliary 35, Unit 35's 8.5metre rigid hull inflatable boat (RHIB), is in top-notch operating condition after last year's engine replacement and a recent electronics overhaul. Thanks to the environment we operate in, dealing with small (and sometimes large!) vessel operational issues is nearly a full-time position. A special thanks to all the hard-working members of the vessel and equipment committees for their countless hours spent researching and performing boat maintenance. It is perhaps the most important task we have, in order to maintain our 24 x 365 readiness.

The International SAR Competition, which took place on the Oct 5, 2002 weekend in Milwaukee, was a huge success. The CCGA-P Team Canada (which was composed of members from each CCGA region) was represented by Unit 35's Simon Pearce, whose team placed second place overall. Way to go Simon!

On the Victoria Marine Rescue Society front, our current President – Dean Polvi – will be stepping down from his role at the end of February in order to take on his newly elected position of Zone 3 Director. Congratulations Dean!

Lastly, two new 'junior' members have joined the unit in the past month or so: Gavin Leslie Walker was born on Monday, January 20 to George and Sandra Walker; and Olivia Margaret Mary Gatrell was born in December 2002 to Simon and Tammy Gatrell. Welcome, little ones!

Todd Polvi
Unit 35, Victoria
<http://www.vmrs.org>

Zone 1– Lower Mainland

This will be my final *Dolphin* article as zone director of zone 1. I feel that no individual should hold a job for life and it seems like a lifetime since I was elected six years ago. It's time to let someone else with new ideas and a fresh approach tackle the day-to-day challenges we all face. It has been my privilege to serve as the elected representative for the 260 members of the CCGA-P in zone 1. This zone is by far the largest geographically, stretching from Squamish to Cranbrook and Kamloops to the American border. Six units in this zone operate seven fast response crafts, and have two spare vessels with owner operators as backup. We also have six units that are solely dedicated to boating safety activities. These units are the fastest growing units in the region and have pledged to keep expanding in an effort to save lives in the inland waters of British Columbia.

We have a great group of people in this zone, including Canadian SAR champions (three years in a row), and the leaders in courtesy exams in the country for 10 years. Major incidents have become opportunities to show our ability to assist the Canadian Coast Guard in delivering its mandate. I would like to acknowledge the terrific support the zone receives from its two Canadian Coast Guard bases, Sea Island and Kitsilano. The partnership we have in this zone between the Coast Guard and ourselves should serve as a model that shows we can work in perfect harmony if we support each other, both as we deliver the services we are trained for, and as individuals that take care of each other. I am sure that greater success will follow if we maintain this team approach.

Your new zone director-elect Ryan Woodward will work hard with you to accomplish many more great goals and I wish him and yourselves the very best in the coming boating seasons.

Bruce Falkins
Director, Zone 1, CCGA-P

Contest

VELOCITY X TIME = DISTANCE?

A man takes his motor boat to go down a river to his local marina service station. Going with the current he can cover two nautical miles in two minutes. Returning against the current, which is steady, it takes him four minutes. How long would it take him at slack water when there is no current?

The first person to answer this question correctly will win a copy of *Dangerous Waters: Wrecks and Rescues off the BC Coast* by Keith Keller. Email your answers to info@ccga-p.ca

Delta Unit Experiences Growth

Unit 8 recently gained another SAR vessel into its operation, the Roberts Bank lifeboat. The additional SAR asset brings along more SAR crew and an outstanding SAR capability to the area through the governance of the CCGA-P.



The White Rose of Yorkshire

The 44-foot all-weather Corten Steel, self-righting lifeboat, *The White Rose of Yorkshire* served the east coast of Great Britain in the infamous North Sea, from her commissioning in 1974 with the Royal National Lifeboat Institution until she was purchased and shipped to BC in 1999. She has had a very distinguished career to date, saving more than 60 lives in Great Britain. Today, the Roberts Bank lifeboat is on station near the container terminal at Roberts Bank. Seaspan is the generous sponsor of the unit's berthage and also allows the presence of a 40-foot converted container, which serves as the unit's "Stationhouse". The all-weather craft joins the new Titan class high-speed response rigid hull inflatable *Spirit of Delta*, which is stationed at present in the Point Roberts Marina, to serve the lower Strait of Georgia.

The *Spirit of Delta* is supported by the Delta Marine Rescue Society.

The addition is welcomed and natural as the two vessels and crews complement each other.

Both crews have extremely high professional standards of SAR capability. The real benefit to the boating public will be in the type of equipment that can now be deployed by the Joint Rescue Coordination Centre. The *Spirit of Delta*



The Spirit of Delta IV

provides high-speed response to emergencies and the Roberts Bank lifeboat provides long-term endurance in literally any weather. Survivors can be housed in warm, secured shelter, with certified first-responder care on board.

The Roberts Bank lifeboat also provides a relatively high SAR platform, which of course enhances the search observance capability over vessels that are lower in the water.

The core crew have worked long and hard to get the vessel in top shape and maintain it at peak operating efficiency. CCGA-P certified the vessel in December 2002. Since then the two groups at all levels have got together for various meetings, open houses and have started joint training sessions. The writer is pleased to report a good level of cooperation and rapport is building in the entire team. Crossovers of crewmembers is encouraged and welcomed. Some CCGA members are already taking advantage of this opportunity.

Ultimately, the big winner of the combination of these two great life saving teams is the professional and pleasure boating public in the Lower Georgia Basin.

Paul Elsoff
Unit Leader, Unit 8, Delta