

DOLPHIN

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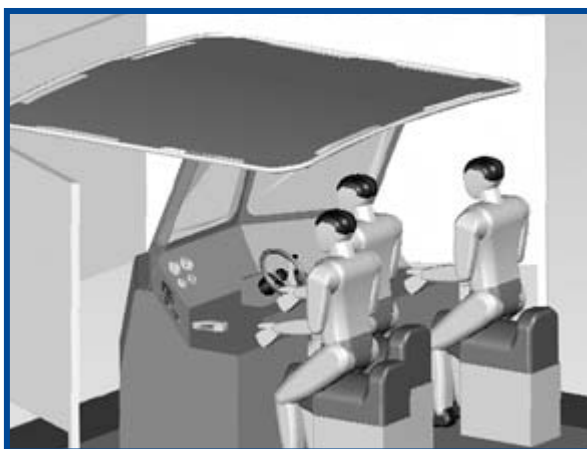
Summer 2004
Vol. 14, No. 2

sim·u·la·tor (sim yu-lait[r]) noun. S

One that simulates, especially an apparatus that generates test conditions approximating actual or operational conditions.

Over the last few years the CCGA-P has been developing comprehensive training plans to improve our effectiveness in SAR activities and to increase the level of safety for all our members while on the water. Recently, and largely due to our international relationships with sister organizations like the RNLi and KNRM, we have become aware of many advances in training philosophy and technology that can greatly augment our programs - specifically in the field of simulator assisted training. These simulators allow trainers to create virtual lesson plans that closely replicate real-life situations in a safe and cost effective manner.

We are all familiar with the success the aviation and aerospace industries have had in the utilization of simulators for things like space craft, fighter aircraft and helicopters. Today, maritime interests all across the globe have benefited greatly from the knowledge gained in aviation research to the point where simulators now play an integral role in marine training from coast to coast. For example the Marine Institute in St. John's and the Venture Naval Officer Training Centre in Victoria both implement extensive simulator training into their textbook to on-the-water training curriculum - as do B.C.I.T. and the Naval Reserve.



Artists concept of Marine Training Simulator

We have also come to believe that these simulators are very expensive and accessible only by such large military and commercial operations. That is no longer true, which is great news for us!!! The recent advances in the speed and power of computers and display systems have driven the costs of entry into the world of simulator assisted training down to a level where we can now make a decisive move forward ourselves and develop our own marine training simulators. In addition, advances in e-training and web accessible content have opened our eyes up to even more ways to provide high-quality, cost effective training support over great distances.

So, how to describe the CCGA-P Marine Training Simulator project...well in a nutshell: we are creating a trailer based marine vessel VR simulator for training our Search and Rescue crews. These simulators are "full mission" and will incorporate real electronic charts, virtual environment, motion, sound (ambient, engine) and actual marine controls for a three man crew such as radar, GPS/Electronic charts, radio, compass, wheel, throttles, gauges...etc.

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

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DOLPHIN

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President's Comments

I am pleased to report...

that CCGA-P business continues to move along very well with projects accomplished and new initiatives starting. The transfer of the Office of Boating Safety from the Coast Guard to Transport Canada is progressing with an interim working agreement existing between the CCGA-P and Transport Canada. Pacific region will be signed in September.

Work continues on the proposed restructuring of the CCGA-P from Board Management to Board Governance. Our goal is for the new configuration to facilitate change for the betterment of the organization and bring us into a new era of leading by example through forward thinking and progressive development. The Structural Implementation Committee has been meeting to discuss the reorganization and the Governance Board will likely be in place by the spring of 2005. Secretary/Treasurer, Robin Gardner and Executive Officer, Stan Warlow are working on the draft Bylaw changes, and Vice President, Bruce Falkins and I have formulated the draft Application and Membership Criteria documents for our new Governance Board applicants. A full report to our membership will be forthcoming.

The Kids Don't Float Memorandum Of Understanding between the CCGA-P and the RCMP Marine Detachment is now signed. This joint partnership ensures that remote communities will receive benefit from our Kids Don't Float program. The remote northern community of Port Simpson is the first to participate in this joint effort.

Bobbie the Safety Boat and the KDF programs renewed members' enthusiasm in Boating Safety over the busy summer season and have captured the public's interest in this area. Bobbies have been constantly booked and have made several well-received appearances at various community events on the island and in the lower mainland. With new and improved booking, monitoring, trouble-shooting, and repair systems being put in place, the Bobbies have been made available to a greater audience. This program has allowed us to get the message of safety on the water out to the public in an exciting, fun, way!

ISAR 2004, the International Search And Rescue Competition, will be taking place November 5th and 6th, 2004 in Portsmouth, Virginia. The time is nearing and Team Pacific is busy training for this event. Good luck team!

On a sad note, this season saw the passing of Pat Mordaunt, Canadian Lifeboat Institution President. Pat was president of the CLI for some time and will be missed by all who worked with him. Our condolences go out to his family and friends.

Our CCGA-National Chief Executive Officer, Harry Strong, resigned his position with National in August. Harry was a recent recipient of the Order of Canada in recognition of his many years of service to the CCGA. We wish Harry all the best in his future endeavours.

The future will bring many changes for the CCGA-P. I am confident that we will experience continued success in raising the bar in SAR training and in our overall operations. Our performance and progress have lead to expectations of our capabilities being higher and farther reaching. We have the ability to take the CCGA-P to a new level of organization based on higher standards of professionalism.

Continued gratitude and encouragement to our tireless volunteers who dedicate their time and efforts to keeping the boating community safe! Also, many thanks to the CCGA-P Office Staff who, amidst transition, have come together to keep the administration running smoothly!

Enjoy the rest of this extraordinary summer and be safe on the water!



Malcolm Dunderdale
CCGA-P President

Simulator

...continued from page 1

This will be supported with a web-based training portal. The curriculum is based on the CCGA-P SAR Crew Manual that is now in circulation and will be reflected in the next revision of the Crew Manual Evaluation Guide.

The general idea is it's a scaled down version of the same systems that are used extensively all around the world for large vessel simulators (over 100' and 60t). We are addressing some of the unique attributes of the smaller vessels we employ both from the technical and curriculum side. We will make 4 of these trailers and have 3 of them moving around the province amongst all our operational SAR units. The other is destined for the Central and Arctic region of the Auxiliary. We also plan to attend boating trade-shows, community events and such as opportunity allows to promote the CCGA-P and boating safety in general.

From a technical perspective the project is moving ahead quickly – we have a preliminary specification and most of our key vendors lined up. What we do need now is to form a small technical work-group to act as a sounding board and participate in the technical design review process. To that end I would invite any and all members, particularly those with backgrounds in engineering, software development and integrated product development who would like a chance to step forward and join the technical working group to contact me.

We have a very exciting development program ahead of us that will position us as world leaders in the field of volunteer SAR Crew Training!!!

All Aboard!

Brian K. Slater
Simulator Manager

Answering the Call...



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Brian Cameron
Director, Training

How Do You Develop an Effective SAR Unit ?

The best way to develop an effective SAR unit in CCGA-Pacific Region is to TRAIN and be a TEAM. This must be the aspiration of every Unit Leader and every coxswain within that unit.

We have all heard the buzz word “team”. But, does your team have a common vision, with a clearly defined mission and goals? Does your team respect and build upon the individual goals, expectations, and abilities of each team member?

The Unit LEADER and each coxswain in your unit has the responsibility to ensure that every member knows the unit Mission Statement, which should clearly define why your unit exists, the desired outcomes or service your unit provides, who you actually serve, and how you are going to measure your success. The Unit Leader should also ensure that the unit’s goals: INSPIRE, ENERGIZE, UNIFY, and GUIDE its members.

The second ingredient of an effective SAR unit is the TRAINING. This is where the Unit LEADER and his/her coxswains get to “Walk Their Talk”.

CCGA-Pacific has embarked upon a very aggressive and innovative training approach over the past two years in order to specifically help our units. Our training approach is based on a 6-step model. Two years ago, we concentrated on our foundation: the Crew Level STANDARD and the crew level TRAINING MANUAL. This was coupled with the first steps in educating our members as to why training is so important from a legal and moral point of view. Last year we put our emphasis on the EVALUATION and RECORDING of our training. This was accomplished by developing an Advance Rescue Trainer/Evaluator (ARTE) team, along with the Crew Training Log Book. This year we will tackle the DELIVERY of this training by continuing with instructor/unit trainer courses and the SUPPORT of the overall approach. This support will come in the form of Unit Assistance Visits to some of our more remote units, the development of a small craft marine training simulator, setting up a training reference library, and the acquisition of specific training vessels to support our training courses. In the very near future a coxswain and advance crew level standard will also be developed.

Several individuals have worked very hard to develop this regional training approach that was specifically designed to support the needs of CCGA-Pacific Region. It is now time for the Unit LEADERS and their coxswains to build that effective marine SAR unit by taking

***“Have your TEAM train
as if their LIFE depends on it...
... because SOMEBODY’S does.”***

the training approach and support to their members in the form of a well thought out and action-oriented UNIT TRAINING PLAN. (See our web site for details.)

How do you become an effective SAR unit? Each member, coxswain and Unit Leader has to ensure they build a winning team spirit, take the training tools provided, and use them effectively by following a solid Unit Training Plan. This approach will ensure you have an effective marine SAR unit. You will also ensure you are serving the boating public, the mariner in distress, and most importantly, you will be prepared to continue...

“Saving Lives on the Water”

**Brian Cameron
Director, Training**

Human Resources Update

Tired of recycling a ton of paper?

Worried about the state of our
trees and forests?

Why not have your copy of
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Send an email with your request to
dolphin@ccga-p.ca
and we'll take you off
the mailing list
and put you on the
weblist instead!

As a volunteer organization

with a growing membership and an ever-increasing exposure to the public, we are developing an understanding of the importance of appropriate behaviour both between our members and between our organization and the public at large.

The goals of the recently established Human Resources Portfolio:

- to foster mutual trust and respect between members and prevent conflict and harassment whenever possible
- to provide mechanisms for reporting and resolving conflicts and instances of perceived inappropriate behaviour early, and for eliminating causes of harassment wherever it may occur
- to foster the recruitment of prospective members with specific skills and abilities that are in the best interests of the organization

CCGA-P recognizes

that all volunteers work best in a positive atmosphere that encourages frank and constructive communication among its members. Open communication can often create differences of opinion. Yet, to encourage creativity in an ever-expanding organization, opinions need to be expressed and nurtured, as long as they are based on behaviours that promote mutual respect and resolve issues cooperatively. Within a volunteer organization the size of the CCGA-P, conflict is inevitable. Conflict in and of itself is not a real issue.

The way we resolve conflict can, indeed, be an issue.

Unresolved conflict often leads to harassment or discrimination. Therefore, the primary mandate of the Human Resources Portfolio is to prevent conflict among our membership, and between the membership and the public at large. Our secondary mandate is to provide mediation between conflicting parties to resolve differences so the parties can continue to work effectively with each other. Our tertiary responsibility is to arbitrate disputes to the benefit of the CCGA-P and the membership.

We all operate

in what we believe are the best interests of the CCGA-P. Yet in so doing we may inadvertently hurt, demean, insult, or minimize the contributions of other well-meaning members. It is further my belief that no one really intends to harass or discriminate against another member, or a member of the public. As a matter of fact, in my professional history in this field, most people accused of harassment are surprised to hear that there is a complaint, and had absolutely no intention to do damage to the other involved.

A note about an increasing concern:

We are becoming more and more an "E-mail driven" organization. Let's all be aware that e-mail communication lacks most qualities of face-to-face communication, and can therefore lead to huge misunderstandings. It's all too easy to push the "send" button after venting a lot of feelings! Please be aware that e-mails can and do lead to many harassment complaints, much to the surprise of the sender!

E-mail is NOT a useful way of dealing with differences!

I STRONGLY encourage all members to thoroughly acquaint themselves with the CCGA-P Harassment Policy, Code of Conduct, and Code of Ethics. These are available to all members on the CCGA-P web-site.

I sincerely invite, from any and all of you, suggestions and feedback to assist me in developing this new and challenging portfolio.

Jim Lee
Director, Human Resources

Mike Janicki, Boating Safety Director, has generously offered this issue as an opportunity for me to introduce myself.

In a snapshot, I first became aware of SAR 10 years ago through my work with Police Victim Services and in Emergency Preparedness. As you know, the pager typically summons you from a cozy, deep sleep, the adrenaline starts pumping and you are off and running. You don't give it a second thought...you are doing what you have been trained to do. On far too many occasions I have accompanied family members awaiting word from a rescue effort under way. In doing so, I gained enormous respect for the skills utilized in rescue/recovery efforts and am very proud to be associated with such dedicated and highly-trained individuals.

A *"theme"* is coming to the forefront in today's Emergency Response climate: public awareness through education in the hopes of reducing the number of incidents involving serious injuries and fatalities. I am very impressed with CCGA-P's forward thinking in promoting Boating Safety and am proud to be providing support to our Pacific Region in achieving such.

It has been a very busy boating season. Three "Kids Don't Float Loaner Stations" were constructed: Unit 58 French Creek, Unit 65 Port Simpson, and Unit 106 Shuswap. We would like to thank Nautilus for their continued support in providing the PFD's for the loaner boards, the businesses in each community that donated the materials for the framework, and a very special thank you to the Units and their members who volunteered their time and energy in promoting an invaluable Boating Safety resource.

Our Bobbies have become seasoned travelers, attending numerous Boating Safety events. Bobbie's popularity continues to grow amongst children and adults alike. We are in the final quarter of the NIF grant for Bobbie and I am happy to say that we are nearing a final draft of "Bobbie The Safety Boat Colouring and Activity Book". Thank you to all the Units who provided feedback regarding its content. We are also in the midst of revamping the "Spot The Dangers" poster to reflect our new tag line, "Saving Lives On The Water". When they are finalized we will be refreshing the Kids Korner and Boating Safety pages of the CCGA-P public website. Finally, we will be updating the Boating Safety Forms to simplify the process and to eliminate repetition.

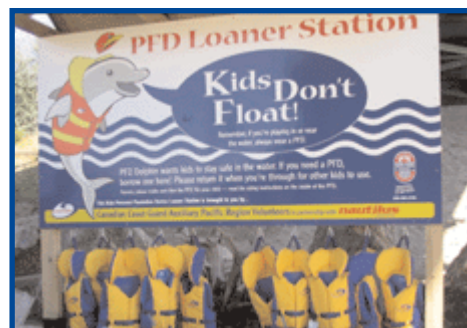
In closing, I would like to thank the Zone Directors, Unit Leaders, Unit members, the CCGA-P Board of Directors, Transport Canada's Office of Boating Safety, the CCG, and my CCGA-P office colleagues for welcoming me aboard. To our members' families and friends...a very BIG thanks to you. We could not dedicate the time required in delivering Boating Safety education without your support.

Take care and stay safe on the water!

Anita Edwards
Marketing/Program Assistant
Boating Safety

Boating Safety Update

New Kids Don't Float PFD Loaner Stations



Unit 106 Shuswap



Unit 65 Port Simpson



Unit 58 Schooner Cove

SAR/Ops Update

New Vessels:

In an exciting new development, the CCGA-P has recently learned that we have been successful in acquiring four used 29' Argo diesel workboats from CCG. These new vessels were specifically requested to help bolster the SAR capability of CCGA-P Units in the Central and North Coasts. The Argos were formerly used as lifeboats on the CCGS JP Tully and as launches by the Canadian Hydrographic Service and will all be requiring extensive refit prior to going into service with units on the North & Central coasts. We will be working to determine suitable locations and to establish partnerships with units to bring them into service over the next year. We feel that these extremely rugged, weather protected & reliable vessels will make ideal resources for a number of the units with extremely large operational areas and we are very happy about having the opportunity to put resources of this type into these areas. There will be more information on this as it develops in the future. Special thanks to Bruce Falkins, Stan Warlow and John Palliser, Superintendent SAR CCG for all of their assistance in helping to prepare the business case & proposal to CCG and our Board.



Unit 6 Richmond North recently dedicated their new Titan 249XL. Their previous 733 was purchased by Unit 38 and is now in service in Ucluelet. Ucluelet donated the existing Yamaha engines back to the CCGA-P along with returning their previous 733 and trailer to the CCGA-P for redistribution to another unit. Unit 38 along with their supporting society deserve special recognition for the support and generosity they've shown in helping to provide the CCGA-P with another resource.

CCGA-P Vessel Inspections

are a crucial part of ensuring all of our vessels are ship-shape and ready to respond to SAR taskings at a moments notice. A number of vessels are now well overdue for their bi-annual (at minimum) PCCC & AVI's. These inspections are required at intervals not to exceed 24 months and should be performed for even numbered units in even numbered years. All affected Unit Leaders have been advised and very shortly owners of vessels which are still overdue for inspections will be receiving letters advising them of the requirements.

Why do we need to float test our equipment?

Because if you end up in the water, it's not going to be part of a planned action on your part. That is not the time to be finding out that you're carrying too much extra equipment or that your floatation isn't up to snuff! CCGA-P members involved in SAR Operations need to float test their floatation equipment annually to ensure its effectiveness. Please also try to ensure that when equipment is float tested that fully equipped (as much as is practical) equipment vests are worn in addition to any other equipment such as steel toed boots in order to determine not only the effectiveness of pieces of individual flotation equipment, such as PFD's or cruiser suits, but also overall floatation capability with extra equipment. It may at times be necessary to find alternate types of personal survival equipment (that big heavy stainless knife might not be so practical when you're in the water) or to use additional floatation.

Please remember to update your address and email information by sending any changes to: info@ccga-p.ca

Appropriately Worn Safety Equipment

Over the last little while there have been two cases where volunteers have been ejected from RHIs traveling at speed during planned maneuvers. One case involved a senior instructor who was sitting on the tube beside the helm (delta configuration boat) when the boat conducted a planned turn throwing the instructor overboard with the vessel and engines passing over the instructor in the water. The result: the instructor's head (thankfully protected by a very good helmet) came into contact with the skeg of one engine (still traveling at 30+ knots) which penetrated the shell of the helmet severely cutting the scalp and leaving him concussed. Both accidents could have been much more serious than they were. This illustrates how quickly potentially disastrous accidents can happen & the value of appropriately worn safety equipment.

Cell Phones and Pagers

There have recently been a number of cases where cellular phones and pagers have been lost overboard or immersed during taskings. All members are reminded that the CCGA-P has a policy covering carrying personal cellular phones on board and we do require that steps be taken to prevent their loss (or damage from water). Members should not be wearing their CCGA-P pagers in a manner that will allow them to be lost overboard while underway. While out on the boat is probably one of the only times you don't need to be worried about hearing your pager go off! Stow them somewhere safe & dry. These requirements are intended to reduce the amount of funding we have to expend on preventable damage claims.



Recently acquired Argosy workboat, "Tornado"

Public Concerns

There have been a number of cases in which members of the public have sent correspondence to the CCGA-P regarding the conduct of our vessels while in close proximity to other vessels. Specific issues raised included speed in proximity to other vessels, transiting from displacement to planing mode very near other vessels, failure to give way when required, and wash. The CCGA-P as a whole has worked very hard to establish and maintain a professional image in all aspects of our organization. We realize and appreciate that a certain (minimal) number of concerns are inevitable due to our profile and nature of our activities. However, our crews and coxswains need to be extra vigilant in ensuring that all their actions are in keeping with our professional image. Appropriate conduct includes ensuring that our vessels are always operated under the assumption that our activities are being watched and scrutinized. (You ARE being watched out there!) Let's ensure that we continue to set the example for the other water users in how we conduct ourselves and the courtesy we show to others.

continued on page 10...

Special thanks to Port Simpson Unit Leader Darwin Brooks, Geoff Gould, and to the CCGA-P Board of Directors for making the Port Simpson Kids Don't Float PFD Loaner Station happen!

*Robert Pikola, Cst.
North Coast Marine Satellite Detachment
RCMP*

Unit 102 Fraser Valley would like to express special thanks to member Don Kerridge. Don works very hard for the Unit night and day, putting in at least 200 hours per month! Thank you Don for your time and dedication!

*Carol Smith
Unit 102*

I wish to express our gratitude to the Auxiliary and the Delta Marine Rescue Society, not to forget some of our local media, for their support in putting the Zone Competition together. Many thanks to the judges. Also thanks to all Auxiliary members for both their participation and assistance during a very successful day! I also wish to express the greatest gratitude to all those members of unit 8 who put their full effort into putting this together.

Thanks to all!

*Bruce Adams
Unit Leader
Unit 8 Delta*

SAR/Ops Update

...continued from page 8

New Policies

The CCGA-P Board has implemented two new policies:

VES-131 Horsepower Restrictions

This policy lays down guidelines for the maximum amount of horsepower to be fitted to Dedicated Response Vessels based on size & specific manufacturer/model.

VES-133 DRV Re-powering

This policy describes the requirements for societies wishing to re-power their vessel with an increased amount of horsepower.

The CCGA-P Board

has also adopted a suggestion from a member regarding the numbering system used for the policies. The revision number will be included in the policy number: eg VES-111.01 is revision 1, VES-111.02 is revision 2. This should make the Unit Leaders' task of keeping the units' policy manuals up to date much easier.

Other documentation changes

include the simplified SAR Mission Report Form which should be in use by all units and is currently available on the CCGA-P website. The revised guide for this report is still in development.

Hope you all had a busy and safe summer, keep up the good work!

Ryan Woodward
Director, SAR/Ops

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Winners announced at AGM 2005.

Contest closes January 7, 2005.

Check out the link on CCGA-P member's website for more information.

What kind of photos?

The kind that will answer that all consuming question "What is the CCGA-P and what do we do?"

Boating Safety – pictures demonstrating safe boating practices, educating the public. Let's put it in photos!

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2. Boating issues (non CCGA-P vessels)
3. SAR – training or actual rescues

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Regional SAR/Ops Update

Attention: Unit Leaders, Members, CCGA-P Supporting Societies

Re: VHF Radio Station License

In 1999 Industry Canada sent out a letter to all marine VHF radio station license holders that they no longer required Canadian registered vessels to hold a station license. The conditions stated as long as the vessel only operated in the sovereign waters of Canada or the USA, a station license was no longer required. However, the requirement for a radio operator's certificate was and is still in effect.

The Radiocommunication regulations were amended to reflect that as long as countries had a reciprocal agreement in place, only an operator's certificate would be required to legally operate the VHF in foreign (e.g. US) waters. There was an agreement ready to sign in 1999, however, due to increased security concerns and changes in foreign policy since Sept 2001, the US and Canada have not signed this agreement.

Units that operate vessels in close proximity to US waters should apply for and receive a station license for their radio equipment. Units adjacent to or located in the US will be required to have a station license to pass future AVI's. Auxiliary vessels that participate in exercises in US waters must also have a radio station license.

Unit Leaders are requested to ensure all members are aware of this requirement and ensure their owner operators understand the requirement.

Industry Canada has applications available for radio station licenses online at http://www.cps-ecp.ca/pdf/Station_License_Application.pdf. Industry Canada is working with the Canadian Sail and Power Squadrons to clarify this point and ensure that their members and radio examiners are aware of the requirement when transiting in US waters.

Allan Hughes
Regional SAR/Ops Officer



Nautilus by Protexion is a proud sponsor of the Canadian Coast Guard Auxiliary Pacific Region's boating safety programs.

BOBBIE THE SAFETY BOAT

AND

KIDS DON'T FLOAT

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Policy News

CCG Towing Policy – Highlights

Recently, the CCG issued their revised Towing Policy which also applies directly to CCGA-P vessels. The Towing Policy and a memorandum explaining the changes were issued in May of this year and are available on the CCGA-P website. Included are both the written and verbal towing waivers. The following points will affect all CCGA-P members involved in SAR Operations:

1. Disabled vessels in distress or potential distress may still be assisted by towing or the provision of technical assistance if this is the most effective manner of saving life, provided it's within the capability of the assisting vessel. In this case, contact the JRCC BEFORE taking the vessel in tow. Cases where CCGA-P vessels have taken vessels in tow without being tasked to do so by the JRCC have occurred and have been denied reimbursement.
2. If a disabled vessel in non-distress or non-potential distress situations refuses commercial or private assistance when available, this will be considered a cancellation of the request for assistance.
3. If the JRCC agrees with the master/coxswain of the CCGA-P vessel that a tow is the most appropriate solution, this tow should always be to the nearest place of refuge or to a rendezvous location where the tow can safely be transferred to commercial or private assistance. The nearest place of refuge (or safe haven) is where the owner/operator of the disabled vessel can effect repairs. In most cases, this will likely not be their own berth or marina.
4. A formal Towing Waiver, written or verbal, explaining the conditions of the tow must be explained by the master/coxswain of the CCGA-P vessel assisting to the owner/operator of the disabled vessel. These waivers are available on the CCGA-P website: www.ccg-p.ca. The waivers include ensuring that the owner/operator of the disabled vessel is aware that, in the event of a higher priority SAR tasking, the assisting CCGA-P vessel may have to drop the tow and depart the scene.
5. When an assisting CCGA-P vessel has a disabled vessel in tow and commercial or private assistance arrives on scene, the master/coxswain of the CCGA-P vessel shall hand the tow over to the commercial or private vessel provided that it appears capable and the tow can be transferred safely. If this situation arises, the master/coxswain of the assisting CCGA-P vessel should contact the JRCC.

Ryan Woodward
Director, SAR/Ops

Upcoming Events

ISAR 2004
November 5th-6th
Portsmouth, Virginia

CCGA-P AGM 2005
February 24th-27th, 2005
Richmond, BC



Kevin Cleaver

Ph# (250) 727-0783 Fax # (250) 727-0723
vital.link.ventures@shaw.ca

Standard First Aid Oxygen Administration
Marine Advanced First Responder/AED
Training the Coast Guard since 1997

CCGA-P Activities



CCGA-P Participates in Coast Capital Insurance Family Safety Fair

By Kelly Bulmer
Special Projects Officer

The Canadian Coast Guard Auxiliary-Pacific participated in a Family Safety Fair on Saturday, August 7, at Beckwith Park in Victoria. Coast Capital Insurance sponsored the event for the purpose of getting messages of safety out to the public. There were several participants including Saanich Fire Department, St. John's Ambulance, Block Watch, and many others. The CCGA-P was represented by Unit 35 Victoria who hosted an interactive exhibit which proved to be very exciting for kids of all ages.

All proceeds from the event were donated to the Boys and Girls Club Services of Greater Victoria.

The focus of the event was community safety and the Auxiliary's goal was to inform the public about marine safety in a fun, educational atmosphere.

Mark Palmer and Tina Polvi coordinated Unit 35's exhibit which included Bobbie the Safety Boat, the





Unit 35 Rescue RHIB, a table display containing numerous brochures and other useful information, and the CCGA-P Boating Safety Bear, Pukta (Inuktituk word meaning "to float").

The information sharing during the day was very well received. As well as giving out Bobbie tattoos, Spot the Dangers posters, and literature and brochures on the CCGA-P and Unit 35, people had the opportunity to have their questions about safety on the water answered and to discuss boating safety with CCGA-P Zone 3 Director Dean Polvi and members of Unit 35.

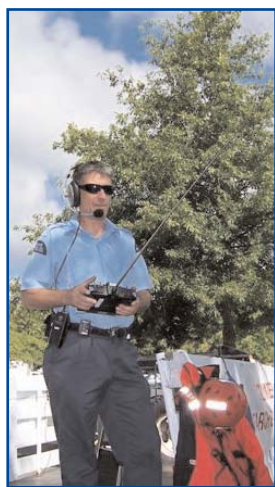
Kids enjoyed the opportunity to go aboard the Unit 35 Rescue Vessel, pretend to drive it, and call for help for someone in distress on the water. As always, Bobbie the Safety Boat was a great hit with the public, answering questions about what to do before going on a boat and how to stay safe.

Many, many thanks and congratulations to our dedicated volunteers and staff on conducting a very successful day of educating the public and achieving the goal of relaying the message of safety on the water, and of course, having fun!



Coast Capital Insurance

Family Safety Fair



Unit Updates

Unit 25

During the month of May 2004, Unit 25 Gulf Islands took pleasure in presenting our Children's Boating Safety Program. In partnership with crews from the CCG Ganges Lifeboat Station, Unit 25 arranged presentations at several elementary schools within the Gulf Islands, reaching over 100 students and their teachers. Our locally produced video, "Moby the Safety Dog", opened the discussions providing awareness that a life jacket must fit you snugly and be worn properly...it can save your life. We

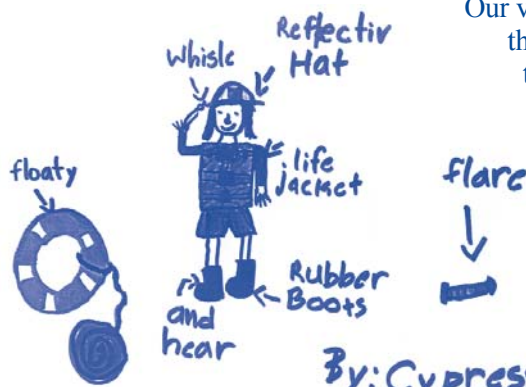
demonstrated that everyone has a responsibility to practice safe boating by following these basic safety procedures:

- Swim and boat with a partner.
- Tell someone where you are going and what time you will be back.
- Keep a look-out, and have paddles and a bailer on board your craft.
- Call for help in an emergency using VHF Channel 16, cell phone #16, or by waving your arms overhead to attract attention.
- Blow your whistle and stay calm.
- Stay with your boat if you are overturned and stay with your partner.
- Flares are used in emergency only, and should be handled by an adult.

The children tried on different types of floatation devices, shared their personal experiences, and asked thoughtful questions that were a delight to address.

Dear: Canadian Coast
Guards
I'm so lucky to
live on saturna
Island and thank
you for teaching us
about safety!
So Thank you
for every thing!

Celine
Saturna school



By: Cypress
Age: 10 (in sep.)

Our video, handouts, and demonstration provided the children and their teachers with informative and useful tools for further discussions on Boating Safety. Unit 25 is grateful for the opportunity to deliver our Boating Safety message in the elementary schools on the Gulf Islands. We look forward to next year's program!

Ellen Reid
Deputy Unit Leader
Unit 25 Gulf Islands
ereid@telus.net

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 **Kelly Bulmer**
(250) 480-2731

Unit 58

The new 47 has arrived. Cape Cockburn is the permanent boat at French Creek. The Cape Class MLB's will be stationed around the coast replacing older SAR vessels. The central coast and Queen Charlotte Islands will also be served by the new 47's, and two new stations are slated to open this spring.

A Tasking with a Sight to Behold

One morning, just after being tasked, the Cape Farewell cleared the breakwater and idled out into the Strait of Georgia. The sun was rising in the clear sky and the water was barely rippled. A mile or so later we were joined by a medium sized pod of Pacific White-sided Dolphins. They were slicing through the water and soon encircled us. We marveled as they passed under us and leapt around the boat. When we increased speed to about 20 knots, the dolphins immediately began playing in our wake. Several were riding the lead wave, clearly visible in the water, breaking the surface only occasionally to catch a breath. Our position on the high bridge gave us a perfect vantage point to behold the show. Kestrel I

(our FRB) was catching up to us and the pod split, with half going to play in the Kestrel's waves. Eventually we slowed, and the dolphins left to join the rest of the pod that was still playing around the other boat.



Kids Don't Float

Schooner Cove – Unit 58

The Kids Don't Float program is operational at Schooner Cove. The program has been enthusiastically received by management and boaters alike. The PFDs are constantly disappearing and re-appearing, even though often they are not signed out. Comments by the boaters has been very positive.

We have a beautiful cedar display stand thanks to the organizational abilities of our intrepid Unit Leader, Harold Weise. The laminated cedar lumber was donated by Centre Island Cedar Products Ltd., and the design and construction was donated by JRS Sales and Communications. The final assembly and erection on the floating dock was by Harold Weise, Jeff Hale, and Barry Metcalfe. The display had to withstand the high winds that blow off the Strait of Georgia, and sure enough, it was put to the test on the day we put it up. The winds howled all day, but the display remained rock solid. It's a good thing that the floats are well secured!

We have a second display ready for French Creek, and anticipate that we will have it operational in August. This one will be set into the ground on the shore in an area that provides some protection from the wind. All indications are that it will be another resounding success!

Jeff Hale
Unit 58

Unit 6

The Champagne Bottle Broke:

The Strait of Georgia Marine Rescue Society and the Canadian Coast Guard Auxiliary-Pacific Unit 6 Richmond North Boat Dedication Ceremony held June 27, 2004 a Smashing Success!

With perfect weather and perfect aim, the Strait of Georgia Marine Rescue Society and the CCGA-P Unit 6 Richmond North christened our brand new Carswell Titan 249 XL. A boat dedication ceremony was held at the Richmond Yacht Club. The weather was perfect and both the Auxiliary and the community showed their support with a strong attendance at the event. Global TV was on location and did a complete story on the 6:00 p.m. news. The event was also attended by Jack FM and the Richmond News.



The Open House started at 1:00 p.m. Attendees were treated to a Boating Safety display, a Bobbie demonstration, and tours of the display vessel and, of course, the new vessel. At 2:00 p.m., the children of the Navy League Band lead the group in the singing of the national anthem. Our master of ceremonies, Scott Sutherland, CCGA-P Archivist and Historian, introduced our guests in the audience: Bill Mosier, Rear Commodore, Richmond Yacht Club, Bruce Falkins, CCGA-P Vice President, Greg Miller, CCGA-P Zone 1 Director, Ryan Woodward, CCGA-P SAR/Ops Director, and Pat Sears, Unit 6 Leader.

Do you know someone who would like to receive the Dolphin?

Let us know and we'll add them
to our mailing list.

Just email dolphin@ccga-p.ca with
their name and address and
we'll look after the rest!

Scott introduced each of our guest speakers: Malcolm Dunderdale, CCGA-P President, Wayne Bamford JRCC Victoria, Linda Barnes, Richmond Councillor and Acting Mayor, and Bill Mosier. Bill Mosier made a very gracious presentation to the Auxiliary on behalf of the Richmond Yacht Club and fellow boaters in Richmond. Reverend Sheila Flynn, Unit 25, proceeded with the ceremony. Councillor Linda Barnes cut the ribbon, and with a steady arm, released the champagne bottle for a successful christening of the new vessel!

Following the ceremony, refreshments and treats were served courtesy of Tim Hortons, Safeway, Save-On Foods, and Voortman Cookies.

A special thank you to all of the members of Unit 6 who worked so hard to make this event a total smashing success!

Also, a big thank you to Commodore Mike Bullock and members of the Richmond Yacht Club, The Flower Factory, Mount Pleasant Furniture, Sea Island Community Centre, Komatsu Corporation, The Navy League, and Melanie Fugard, formerly of CCGA-P.

For further information on Aux. Unit 6, please contact

Melissa Gervais

Phone 604.970-3035 Fax 604.270-7795

PO Box 36025, 10991 No. 1 Road

Richmond, BC V7E 1S4

Visit our website at:

www.coastguardsix.ca

or email:

society@coastguardsix.ca

An Event-Filled Season



CCGA-P members Bill Hopkins, Don Kerridge, Carol Smith, Mark A. Derrick, and Sander at dedication of a "My Hero" variety rose to members of Abbotsford Fire Rescue Services



Unit 54 Campbell River Unit Leader Tom Hall congratulates 25 year member George Squires



Highlights of the 2004 SAR Competition held in Nanaimo May 21-24



The CASBA is an opportunity to celebrate the boating industry in general and to applaud those people and organizations that have made a significant contribution to safe boating, the environment and product innovation.

Awards:

“Safe Boater of the Year”

An award to recognize the individual who best demonstrated outstanding safe boating practices in Canada in 2004.

“Canadian Power and Sail Squadron's "Rescue of the Year”

An award to recognize a heroic deed or rescue executed on the water in Canada in 2004.

“Marine Professional of the Year”

An award to recognize an outstanding act of boating safety by a marine organization professional.

“Top Volunteer Dedicated to Safe Boating”

An award to recognize an individual who consistently practices and promotes safe boating in Canada.

“Best Boating Safety Campaign”

This award honours a successful safe boating campaign that was conducted in Canada in 2004.

“Best New Marine Environmental Product Award”

Awarded to the company who has introduced to Canada a boating product that reduces marine pollution and makes the sport of boating more environmentally friendly.

“Environmental Campaign of the Year”

Awarded to the association, educational institute, company or club who organizes a boating related environmental education program throughout 2004.

“Best New Marine Safety Product”

Awarded to a company who has introduced to Canada a boating product which makes the sport of boating safer.

“Green Marina Environmental Initiative Award”

This award honours the marina demonstrating the best environmental practices.

“Marine Manufacturers Award”

Awarded for a technological development improving boating safety or the environment.

“Special Recognition Award”

Awarded at the discretion of the CASBA Nominations Review Committee for special recognition.

The 2004 CASBA Awards Committee requests your help in nominating candidates for any of the above categories.

The CASBA 2004 Awards will be held on January 16, 2005.

Send nomination form and documentation (by November 26, 2004) to:

CASBA Awards 2004
Canadian Power and Sail Squadrons
26 Golden Gate Court
Scarborough, ON M1P 3A5
Attn: John Gullick
Fax: (416) 293-2445 (Attn: John Gullick)

We honour the people, programs, organizations and marinas that are helping to keep the environment clean and are making boating in Canada safer and better for all of us!