



*s a v i n g   l i v e s   o n   t h e   w a t e r*

Fall - Winter 2004  
Vol. 14, No. 3

## ISAR 2004 CHAMPIONS

Ken Morrice recalls his team's assessment of their chances to advance to the 5th International Search and Rescue (ISAR) competition, held in 2004. "We didn't believe we'd go further than our own regional competition because there are so many good teams on the west coast." As it turned out, Morrice's team from Crescent Beach (Unit #05) not only earned the honour to represent CCGA's Pacific Region at the ISAR event, but it tied with the CCGA Quebec team as the overall ISAR winner.

There are no political boundaries when it comes to saving lives, but, there are differences in how the job gets done. The annual ISAR competition - the Olympics of volunteer marine SAR - provides a friendly but serious venue for demonstrating skills where life and death represent the thrill of victory and the agony of defeat. At ISAR 2004, more than a dozen of North America's leading SAR teams (Canadian, American, and mixed) competed gunwale to gunwale. When the spray settled, CCGA's teams extended Canada's dominance of the event. American teams have never won the overall international trophy. The CCGA-P team previously won outright all but once (Newfoundland won once).

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Pacific Region team with trophy. LEFT TO RIGHT: Kim Pearce (Halfmoon Bay, Unit #12), Ken Morrice (Crescent Beach, Unit #05), Duane Currie (Crescent Beach, Unit #05), Sigfred Kristensen (Crescent Beach, Unit #05), Dave Marsden (Crescent Beach, Unit #05), Malcolm Dunderdale (CCGA-P President).



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# DOLPHIN

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## President's Comments

The festivities of New Year 2005 were certainly overshadowed by the terrible events created by earthquakes and Tsunami's in the Indian Ocean during Boxing Day. I know many of us had thoughts of wishing we could just do something, or do more, or perhaps even be there to help.

As members of fast response Units, dedicated to providing immediate assistance and relief, we cannot help but look to our own future when tragedies such as the events in Asia occur. Consequently, our organization plans to become involved in provincial government initiatives to help prepare our coastal towns and villages in the event of an earthquake.

On a brighter note, congratulations are in order for Pacific and Quebec teams, who were named International Search and Rescue champions at this year's competition in Norfolk, Virginia. Our team performed exceptionally well; their ongoing commitment to training paying off once again.



*Malcolm Dunderdale  
CCGA-P President*

Our 2005 Annual General Meeting is quickly approaching and AGM committee members have done a tremendous job of setting everything up for this year's event. I believe this AGM will be one of great interest to all Members attending. I am sure by now, you have had the opportunity to read the Management to Governance information...

I look forward to seeing many of you at our Annual General Meeting in Richmond!

Have a great year and remember to be safe on the water!

*Malcolm Dunderdale*

Malcolm Dunderdale  
CCGA-P President

## Boating Safety Update

Hi everyone. I have been asked once again to contribute some words of encouragement to you, our readers, in the Boating Safety side of the CCGA-P. Let me say, it's been a learning experience this past year to find out who is doing what, when and what kind of support is needed from 'top side'.



Signing of the KDF MOU between CCGA-P, represented by Malcolm Dunderdale and RCMP Marine detachment in Prince Rupert, represented by NOC/OIC Sgt. Kenneth Burton.

I hope everyone is aware that there will be a vote at the upcoming AGM (Feb - 2005) to accept a new structure of the Board of Directors. The board will be replaced by a board of Governance and the portfolio holders (Director of SAR/Ops, Boating Safety) will be moved to Manager titles with 'teams' to assist. The Managers will of course need to define the teams. For those that noticed, this was a general idea started when I took over the position of Director of Boating Safety. Primarily, it is impossible for me (or anyone working full time) to support the membership appropriately without a team that is able to focus on specific functions. That is where the Organizational Chart was developed. If the proposed Bylaws are passed at the AGM, the Team structure will be looked at and developed. At the Unit membership level, essentially it is business as usual.

Essentially, things went as well as could be expected given the following differences from previous years: We now have more Bobbies out there. They have been active and they have been a great hit in the schools, now schedules need to be developed and sharing of the resource is possible; The Office of Boating Safety has moved from Canadian Coast Guard to Transport Canada. The impact was that development and implementation of PCCC courses was a little bit curtailed.

I urge everyone to make their informed vote at the AGM, either in person or by Proxy.

Thank you and take care.

**Boating Safety, saving lives without getting wet.**

Regards,

*Mike Janicki*

Mike Janicki

## 121.5 Beacon Monitoring to Cease

Cospas-Sarsat has announced that 121.5MHz distress beacons will no longer be monitored after February 2009. Supporting societies and CCGA owner operators should be made aware that when it comes time to change the batteries in their existing 121.5 beacons or purchasing a new vessel, they should consider upgrading to a 406 EPIRB.



The alert time for 121.5 EPIRBs is 45 minutes with an accuracy of 20 kilometers. The 406 EPIRB alert time is 5 minutes and is resolved at the first pass of a satellite with an accuracy of 5 kilometers. If the 406 beacon is carrying a GPS, the accuracy improves to 100 meters.

Benefits of the 406 include a unique ID (hex code) with encoded message, which will link your beacon to your vessel at the Mission Control Centre in Trenton. This reduces false alerts and gives the JRCC an opportunity to immediately contact the registered owner to determine if assistance is required.

406 beacons are now available for under \$1000. Supporting society and owner operators should consider the benefits of replacing their 121.5 beacons at the next scheduled battery replacement, which is typically every 5 years. Societies purchasing new vessels or refitting should consider the addition of this valuable piece of safety equipment.

If you would like more information contact

*Allan Hughes*

Regional SAR Operations Officer  
allan.hughes@ccga-p.ca



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## ISAR Cont.

CCGA-P sent five members to ISAR 2004; Dave Marsden, Ken Morrice, Duane Currie and Sigfred Kristensen from Unit #05 (Crescent Beach), plus Kim Pearce from Unit #12 (Halfmoon Bay). Once at the competition, Kristensen was selected to compete on a Can-Am team, (Ironically, comprised only of Canadians). Pearce served on Team Canada, and Marsden, Morrice and Currie carried the Pacific Region team banner. This was the first ISAR competition for each of the west coast auxiliaries, whose individual CCGA service ranged from one to seven years.



Months before the big event, the Pacific team took on a variety of supplementary training focusing on navigation, boat and equipment handling, and SAR planning - even training at the hovercraft base for further instruction on survival suits, life rafts and fire hoses. According to Currie, "We practiced as a team an extra day each week, in addition to the regular weekly unit sessions." To sharpen the adaptation skills needed for competing in the unfamiliar areas and conditions awaiting them at ISAR, the team conducted an exercise outside of its home area. Some preparations even concentrated on their opponents' methods, according to Morrice. "We studied a copy of the US Coast Guard Auxiliary manual and became familiar with their procedures and standards."

Motivation to make such a huge time commitment differed for each team member, but included the enjoyment of keen competition and a desire to improve personal skills. "Intense competition looked like a good way to get lots of valid training," said Marsden.

Pearce, one of only three females competing at ISAR (and the only Canadian female) narrowly missed fulfilling her hope of taking an all-female crew to ISAR, when her team from Unit #35 (Victoria) placed second in the Pacific Region finals from which the ISAR team was selected.

After months of preparation and anticipation, the actual contest wasn't all that stressful according to Morrice. "We took the approach that we know how to do this, so we did our best and enjoyed it. It either worked or it didn't, and we just took one day, one event at a time. But, having to use imperial measures instead of metric on charts was a bit of an adjustment."

For two westcoasters, their biggest challenge was just communicating with their teammates. Both Kristensen's Can-Am crew, and Pearce's Team Canada comprised French and English-speaking auxiliaries, who didn't speak each

other's language. "We used a lots of hand gestures," said Kristensen, "It was a riot." Since Pearce is bilingual, she had the extra work of interpreting everything for her crew - which also was an advantage. "I got to hear the instructions twice."

Fun balanced the hard work. "We met some real characters - Newfoundlanders and Americans - and the après-event party was great," said Morrice. While challenging, some of the events were fun to do, according to Kristensen. "The boat-building event was the most entertaining. We were given cardboard and glue, then were allowed three hours to design, build and race a boat. Ours was the only boat that floated and finished the race - before 300 enthusiastic spectators."



At least one event inflated, then ruptured, egos according to Marsden. "We were given a box of assorted patching supplies, and had to repair a badly cut waterline sufficient to hold water under pressure without leaking - against the clock. We were diligent and did a fantastic job. The repair looked beautiful. Ours was the only patch that held water without leakage. But, we didn't place well because we took twice as long as everyone else."

Besides bragging rights and cross-border camaraderie, ISAR yields ongoing benefits back at the unit level, where skills honed for competition improve response to actual incidents. Through ardent contests the importance of teamwork is vividly displayed, and confidence in on-the-water abilities is boosted. According to Kristensen there was an additional bonus from participating in ISAR 2004. "My French is better now than before I went."

If it's true that there are only two kinds of mariners - those who have been rescued, and, those who have not yet had their distress - it's comforting to know that our red and white team's record is 5 and 0.

Story By: Eric W. Manchester  
Photos supplied by Duane Currie (Unit #05, Crescent Beach)

### TRAINING: NOW AND INTO THE FUTURE

We all know that "TRAINING = SAVING LIVES". Over the past couple of years Training has exploded in CCGA - P. Although, prior to this recent explosion there was good training being conducted, but it was very local and very specific to the immediate needs of a few independent units.

Now, our training is focused and coordinated over the whole region for the benefit of all members of Pacific Region. Everybody knows the better trained our members are the safer they are, which benefits the people we rescue. Our combined centralized and de-centralized approach has been very successful.

#### De-centralized training approach:

- Unit Leaders to take responsibility and accountability for training,orientation and crew level,
- recruitment and retention at the unit level,
- primary focus is the unit training plan.

#### Centralized training approach:

- concentrates on a regional approach,
- provides Unit Assistance Visits, Instructor/Trainer courses by the Advance Rescue Trainer/Evaluator (ARTE) team.

Note: For more information on our training approach check the "introduction" of our Crew Training Log Book - if you don't have a personal copy, talk to your Unit Leader right away - this log book should be in your hands.

Our training is the backbone of CCGA-P. It allows us to do operations and "Save Lives on the Water", in an efficient and safe manner that ensures our crews return home at the end of each mission. It also gives us the trust, credibility and professionalism to carry out our Boating Safety education, as well as being recognized as a leader in Marine Search and Rescue.

It is said that the future is sometimes cloudy and unsure - Not So! As our Board of Directors moves toward a new and exciting form of governance, which will help us be more efficient and responsive to our members and the public, I can PROMISE you that training will continue to be at the fore front, WE WILL CONTINUE TO:

- develop our 6 Step Training Model, based on our training principles and mandate;
- develop our Coxswain and Advance training standard;
- blend training profiles to include DRV/SAR units, Owner Operator Units, Co-Crewed Units and Boating Safety Units;

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- investigate specialty courses that will enhance our level of training;
- compare our training in order to provide outside accreditation and qualification whenever possible;
- participate in national and international level competitions, and exercises with a broad exchange of training information and approaches;
- develop our training support in the form of dedicated training vessels, a training library and training material;
- conduct Instructor/Trainer courses and Unit Assistance Visits;
- expand our Advance Rescue Trainer/Evaluator (ARTE) team, so as to enhance the regional approach to training and be able to response to the needs of all units; and,
- develop new ways of delivering training such as the innovative Training Simulator Project, which will assist us in delivering basic and advance training to our members.

Of course this will be in addition to our regularly unit funded training activities such as Training Hour allocations, First Aid training, Crew Level manuals, Crew Training Log Books, RHIOT courses and SAR competitions and exercises.

Our approach to training has been very systematic and logical over the past few years, always aimed at the safety of our crews and at "Saving Lives on the Water". CCGA-P has established itself as having a very dynamic approach to Marine SAR training. In order to fulfill our "vision" of becoming a world leader in volunteer marine SAR, we must continue to interact with other agencies that can support or provide positive impact on our training approach and initiatives.

As the future approaches, we will continue to work on our lines of communication within the organization. It is essential that our training messages get to each of our members and that they understand the reason and benefit of our training approach. Training is essential, but we must ensure it remains flexible and responsive to our operational needs and the goals laid out for Pacific Region in our mission statement.

*"Train as if your life depends on it...  
...because somebody's will "*



*Brian Cameron  
Director, Training*

*Brian  
Cameron*  
Director, Training

## Photo ID Update

The CCGA-P has developed a new photo ID card for recognition of membership within our organization. As with the existing membership card, the ID printing system will continue to be housed and operated at the CCGA-P head office in Victoria.

### What information will the card contain?

The new membership card will contain the same information as the existing identification, but with an updated layout and the addition of a photograph. The photo ID card will be provided to the same members who currently have a card, and to new members as they join the organization.

### When will current/existing members get their new card?

Creation and distribution of the new photo ID cards will be done on a unit by unit basis until all existing cards are replaced. This phased approach is being used to ensure that cards are replaced in a quick and orderly manner.



The replacement of cards will start just after the AGM held on February 24-27, 2005. Unit Leaders will be contacted individually with more details as to how to send in photos of their existing members. It is suggested that Unit Leaders assign one person in their unit to act as a liaison person to assist unit members in sending photographs.

### How will photographs of existing members be obtained?

The CCGA-P website will have a link added to allow members to quickly and easily send in their digital photograph for addition to their membership card. For those people who are not able to use the website link, hardcopy photographs can also be sent, which will be scanned and added to the card. Further details about how to send in the photographs will be provided to Unit Leaders.

### What about new members?

New members will be asked to provide a photograph of themselves with their application package starting March 1, 2005. In this way, new members will receive a photo ID with their confirmation of membership package.

We look forward to this new ID card to further enhance our image as Search and Rescue, and Boating Safety specialists. Please watch for more information in the future and if you have any questions contact Kyu-Chang Jo at (250) 480-2708 or [technical.analyst@ccga-p.ca](mailto:technical.analyst@ccga-p.ca)

## Resource Allocation Plan Project Update

A major task identified in the CCGA-P Business Plan is the completion of a Resource Allocation Plan. The last time such a plan was completed was in 1997, when the Review of the Canadian Coast Guard Auxiliary (McNish Report) was finalized. Much has changed since that time. Our President, Malcolm Dunderdale, has tasked me with the responsibility of completing an up-to-date plan.

The objectives of the Resource Allocation Plan Project are to:

- Determine the present level of CCGA-P SAR capability;
- Confirm the role of the CCGA;
- Identify areas where additional/replacement resources could be advantageous;
- Determine community capabilities to support operations; and
- Develop resource allocation recommendations for the CCGA-P Board of Directors to consider.

In order to assess current resource allocation requirements for CCGA-P SAR and Boating Safety, data collection from a variety of sources, such as the Royal National Lifeboat Institute and the Canadian Coast Guard has been undertaken. As well, many Auxiliaries and Coast Guard employees will be involved in the completion of the plan. For example, all Zone Directors have been asked to work with all Unit Leaders in their respective zones to complete questionnaires relating to their local SAR and Boating Safety activities and needs. The completed surveys will provide us with baseline information to build upon in order to make recommendations to CCGA-P decision makers.

Once the completed questionnaires have been submitted and reviewed, meetings will be set up to discuss specific needs and expected future trends in local areas. It is anticipated that the plan will be complete with recommendations to the Board by early summer.

If you need clarification or further information on the Resource Allocation Plan Project please do not hesitate to contact me by email at [frank.hudson@ccga-p.ca](mailto:frank.hudson@ccga-p.ca) or [fhudson@shaw.ca](mailto:fhudson@shaw.ca).

*Frank Hudson*

Immediate Past President & Project Director  
Resource Allocation Plan Project

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## Donor Profile

### Gary & Ruth Statham

After reading a newspaper article on the Harbour Watch Program in Nanaimo, a Parksville couple donated funds to the program. In doing so they were introduced to Constable Bill Dornan, a local RCMP Officer and his son, both avid Auxiliaries. They chatted about the CCGA-P, and were surprised to learn the CCGA-P is a non-profit organization.

The couple decided to donate funds to purchase SAR Duffel Bags. These bags are used by the volunteers of search and rescue volunteers to hold the equipment needed when out on the water, in short - grab bags.

These were given out to competitors at the Search and Rescue Regional Competition in Nanaimo, May 2004. The couple came to watch the competition and joined us at the awards dinner. The couple stated, "We were impressed by how highly trained CCGA-P crews were and that the volunteers were willing to risk their lives in very unpleasant conditions to help boaters in distress."

The couple has been cruising local waters for about 10 years. They currently own a Catalina 32 and hope to expand on their cruising grounds beyond Desolation and further into U.S. waters. They have witnessed firsthand some of the difficulties people can run into; everything from boats sinking, running aground, to fires on board. It is their opinion that every person out on the water should have a mandatory license and each boater should contribute at least \$10.00/year to their local Coast Guard Auxiliary.

Donating the SAR Duffel Bags was this couples way of saying that they appreciated our efforts. They feel that the Auxiliary is an integral part of safety on the water and more people need to realize that CCGA-P is a non-profit organization that has to constantly raise-funds to provide SAR services, equipment, and vessels.



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# 26th Annual General Meeting

The 26th Annual General Meeting of the Canadian Coast Guard Auxiliary Pacific Region is quickly approaching. This year's conference is being held on February 24th - 27th at the Radisson President Hotel & Suites Vancouver Airport, 8181 Cambie Road, Richmond, BC.

The AGM kicks-off on Thursday with the Trade Show. This year we have vendors such as; Nautilus, Carswell Industries, Gutz, and Carlton Rescue, come out and see the latest in SAR technology.

As usual we will be conducting a Unit Leaders workshop on Friday, which will address conflict resolution. Also, for those Non-Unit Leaders who will be attending, this year we have created two exciting workshops for you; volunteerism and fundraising.

All of us are looking forward to a memorable event. If you have any questions about the Annual General Meeting, please contact the office at (250) 480-2798.

## Schedule of Events: Annual General Meeting 2005

### Thursday, February 24, 2005

1600 to 2100 hours      Trade Show, Registration and Meet  
& Greet Reception  
Silent Auction  
*Dress: Casual (blue work dress)*

### Friday, February 25, 2005

0900 to 1700 hours      Unit Leaders' Workshop  
NonUnit Leaders' Workshop  
Silent Auction  
*Dress: Office Casual (work dress)*

1700 hours      Free time

### Saturday, February 26, 2005

0830 to 2400 hours      Silent Auction  
0900 to 1130 hours      Opening Ceremonies  
*Dress: Semi-formal (jacket & tie or #1 uniform)*  
1130 to 1330 hours      Awards Luncheon  
1430 to 1630 hours      Business Meeting  
1830 to 2400 hours      Awards Banquet & Dance

### Sunday, February 27, 2005

0900 to 1030 hours      Brunch with the Board, informal Q&A session  
Silent Auction  
*Dress: Casual (blue work dress)*



## Silent Auction

Do you have an item, or know someone who could donate something to the Silent Auction being held at our Annual General Meeting?

Please give Tricia a call at (250) 480-2648 or email: [donations@ccga-p.ca](mailto:donations@ccga-p.ca) with your suggestions.

Silent Auction winners will be announced at Sunday Brunch.

See you at the AGM.



## Search and Rescue Exercise CCGA Pacific Region Zone 1 November 20, 2004

A logging crew is on their way home for the weekend. Their Bell Helicopter has almost reached Vancouver International Airport, when something goes very wrong and the aircraft crashes onto a small island just off Garry Point Park in Steveston. Meanwhile the Steveston pilot vessel is returning from escorting a container ship downriver to Sandheads, the captain spots smoke billowing from the crash site and a Mayday call goes out.

While this scenario could very well happen in Richmond, today it has been staged as a training exercise for 7 CCGA-P units from all over the Lower Mainland. It is meant to challenge them, enhance their skills and prepare them for the real thing.



The day started at 0900 hrs. with a briefing. While the participants had no idea what the day would bring, some secrets had to be given away, like handling a helicopter lift - to ensure safety for everyone, but nothing could prepare them for the scenario the SAREX team had planned.

The morning consisted of several smaller scenarios in the harbour; a diver has gone missing while cleaning the hull of a fishing vessel, a search is conducted, a kayaker gets in trouble and needs to be rescued. Just after lunch, an aircraft down Mayday call comes in and eight rescue boats from seven Zone 1 Units spring into action. Garry Point Park responds just minutes after the Mayday was called and is the first rescue vessels to arrive on scene.

This was the time to remember "SAP", even though the urge to rush in to help was overwhelming.

As the crews approach the crash site, the realism of the scene is shocking. There are casualties inside and around the helicopter. We are faced with multiple injuries; from major compound fractures to severe burns, head trauma, cuts and bruises. While the various injuries are being assessed and victims are being packaged into stretchers, the Coast Guard Hovercraft *Siyay* arrives on the scene. Some casualties are transported via hovercraft to the gravel parking lot near the Garry Point Park entrance, where, BC Ambulance had set up a triage point to assess the severities of injuries.

While the whole exercise provided excellent training for CCGA-P volunteers, members of the Hovercraft Base, BC Ambulance and many others; it also gave the viewing public a new appreciation of the work that the CCGA-P does. The entire event would not have been possible without the help of the many supporters and sponsors that lent their help. A DVD documenting the event has been made available to Victoria and Unit leaders. To conclude - everyone involved came away with a whole new appreciation and refreshed skills, and last but not least... Fun was had by everyone.

### Eye on the Dragon: Victoria Auxiliaries Keep Paddlers Safe

With team names like the *Gorging Dragons*, the *Scales of Justice*, or the *Dragamuffins*, hundreds of paddlers churned the water of Victoria's Inner Harbour during the 2004 Victoria Dragon Boat Festival on the August 13th -15th weekend.

Unit 35 (Victoria) rescue vessel was at the finish line throughout the festival, acting as a safety boat during races and between events, escorting visiting yachts through the maze of long, colourful dragon boats.

Warm weather brought thousands of onlookers to the Inner Harbour causeway to cheer on the paddlers. The high-profile festival also attracted radio, TV and newspaper coverage.

"It was a great opportunity for the Auxiliary to show the flag and participate in this community on-water event," said Coxswain Simon Pearce, who volunteered for a 10-hour shift at the festival. "The festival organizers recognized the valuable service we provided."

"In between races, we even managed to get in some training, like heaving line practice and slow maneuvering. It was a great way to spend a day on the water!" stated crewmember Manoela Miranda.

The Dragon Boat Festival capped a busy summer season of community involvement for Unit 35, including the Coast Capital Insurance Family Safety Fair, Esquimalt's Buccaneer Days Parade, the 14th Annual Floating Boat Show, and the Victoria Boat and Outdoor Show. The unit is committed to participating in many Victoria-area events as a way to promote boating safety and raise awareness of the Canadian Coast Guard Auxiliary-Pacific Region.



Rob Duffus - Unit 35

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## "Learning the Ropes" - Police and Coast Guard Rescue Boats Conduct Exercise with 443 MH Squadron Helo

Onlookers received a rare visual treat over the waters off Esquimalt Lagoon November 12 as marine rescue boats and a military helicopter practiced a rescue and medical evacuation.

It was the first time a Sea King and crew from 443 Maritime Helicopter Squadron trained with Victoria and Oak Bay Coast Guard Auxiliary Sea Rescue Units, and the Victoria Police Marine Response Unit. The exercise simulated rescuing someone from the water then hoisting them into the helicopter for an airlift to hospital.

"This training exercise provided 443 Squadron with an excellent opportunity to work with two other government departments and hone the skills necessary to work well together in a rescue situation," said Capt Allison Dymond, the 443 MH Squadron pilot who liaised with the Victoria Police and



Coast Guard Auxiliary during the preparatory phase of the exercise.

At the start of the exercise, three rigid-hulled inflatable boats from each agency simulated the rescue of an injured person from the waters around Esquimalt Lagoon. It was determined the injured person required immediate medical evacuation.

After flying to the location of the boats, the helicopter hovered 40 feet above water. Because the boats were small - ranging from 20 to 27 feet in length - they could not be seen by the pilots when underneath the aircraft, and were instructed to maintain station on the hovering helicopter.

An aircrew member strapped into a double-lift harness was hoisted down to the moving boat below. "Boat handling while operating close-in with a helicopter hovering at 40 feet seemed to be the greatest challenge experienced during the exercise," says Capt Garry Hof, the first to be lowered to the deck of the RHIB. "It's hard to drive when you're looking straight up." "The rotor wash was also a challenge for the smaller boats," adds Capt Hof. "From our position at the open cargo door, we

could see the boats being bumped out by the wash - and they would have to correct and try to get back into position." They also found the boats have stanchions, posts and lights that could potentially catch their hoist cable. This could lead to injury of the person on the hoist.

After lowering the aircrew member, the helicopter lowered a Stokes Litter to the boat. A guide line was lowered to the boat operators and they maintain tension on the line so the rotor wash and other factors did not send the litter spinning. After placing "Oscar," a rescue dummy, into the Stokes Litter, the litter was hoisted back into the helicopter.

The final phase of the exercise involved lowering a horse collar to the boat, then raising the double-lift harness person - who was riding in the boat during the exercise to provide the boat crews with advice about how to work with the helicopter - with a police rescue diver hooked on.

Once the diver was on board and had been given a brief flight around the operating area, he jumped from the hovering helicopter into the water below and was picked up the police rescue boat.



Lieutenant Sonia Dumouchel-Connock  
Western Area Air Reserve Public Affairs

## 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 Kerri Kovack  
(250) 480-2731**

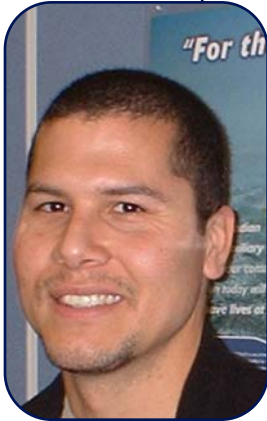


### CCGA-P UNIT #45 (MASSET) - Bart DeFreitas

Few auxiliary units have the luxury of operating where incident distances are short, and back-up is readily available. Far from the southern concentration of multiple agencies, resources and services, units generally are alone and have only their equipment and skill to rely upon. Aiding a stricken mariner can easily consume many hours over long distances, where no fuel or settlements exist in between.

Such is life for CCGA-P Unit #45 (aka Massett Marine Rescue Society). The unit is the only dedicated marine SAR organization within a large and remote area, which includes Dixon Entrance (between Canada & Alaska), Hecate Strait (between the BC mainland and Queen Charlotte Islands) and the rugged Pacific Ocean around Langara Island.

Unit #45 comprises some 18 active volunteers from both the native and non-native communities of Old Massett Village and the Village of Masset, who aid distressed mariners from their home ports on the northern shores of the Queen Charlotte Islands. Bart DeFreitas, a 31 year-old marine biologist from Guyana, South America, presently serves as the Unit's Leader. During four of the six years he has lived in Masset, DeFreitas has become increasingly involved with marine SAR matters in his community, including helping revive its previously-dissolved marine rescue society.



Bart DeFreitas - Unit Leader, Unit 45

The unit handles about ten incidents per year - mostly May to October - and was often not tasked in the past because it couldn't safely respond with the equipment it had. Helicopters from CFB Comox were frequently used due to the distances involved, which strained the capabilities of the unit's former vessel, and because the nearest major hospital is in Prince Rupert. According to DeFreitas, "We're likely to be called out more in the future due to the increased capabilities of our new unit boat."

The incidents are varied - some fatalities, groundings, a few commercial vessels in trouble, overdue boats, and oil spill containment, but no med-evacs. The composition of the unit's potential customers is changing. There are fewer commercial fishing vessels. Now, there are more cruising yachts, and lots of smaller sport fishing boats due to the proliferation of high-end lodges around the area.

In bygone times, Unit #45 vessels were owner-operated commercial fishboats, but they diminished as their owners retired. For some time the unit employed a Mark V inflatable on loan from CCGA-P. Unfortunately, due to its fuel capacity it could barely reach the farthest parts of the unit's territory. Presently, the unit relies on the Hurricane 733 on loan from CCGA-P. Although it doesn't quite satisfy the region's needs. According to DeFreitas, "We're still limited in our capabilities because the boat is ill-suited to safely navigate in extreme weather conditions." The



unit just got funding to buy its own boat to replace the 733 and plans to get something bigger, better equipped, and with more crew shelter. Regardless of the type of vessel, maintaining the unit craft is always a challenge. To quote Bart Defreitas "Masset doesn't have an engine service centre, so we rely on fishing lodge mechanics, or Coast Guard in Victoria. Everyone has done an amazing job maintaining our equipment."

Besides the unit's equipment and potential customers, its members are also changing. Observes DeFreitas, "Our members are long-serving, with little turnover - and we don't recruit transients. New unit members are now younger, as the older ones aren't as able or willing to take the beating you get in open fast-response boats."

Operating conditions are challenging. There are no cell phone or pager services. Just getting underway to an incident can be harrowing, as Massett Inlet is a large waterway with an eight-knot current. DeFreitas commented "As we often have 20' - 30' waves, we must get three miles offshore to get normal wave patterns and groundswell. It's windy everywhere. There are steep standing waves and whirlpools at the junction with Dixon Entrance, even in good weather conditions".

Finding funds to operate the unit is also taxing. Many communities can only support their unit in spirit due to locally grim economic conditions, found in Unit #45's constituency of 1,100 residents. "It's hard to raise money since we have 80% unemployment, due largely to the decline in commercial fishing and the closure of our military base."

Most community support is of the "in-kind" variety, and some cash donations. The unit receives free boat storage, among many other things. The area sport fishing lodges give material and financial donations, and Old Massett Village outfitted their fire command vehicle with a trailer hitch to launch the unit's boat. The unit is looking forward to completing a joint-venture with the Village of Massett to develop a permanent rescue base at the new small craft marina.

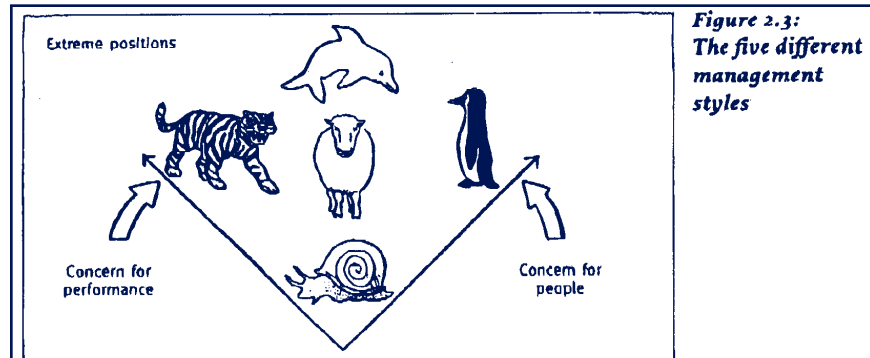
Perhaps it is outside-the-boat thinking that has so far significantly buoyed unit coffers, according to DeFreitas, "We took over running the annual Fathers' Day Fishing Derby. It raises about 50% of our unit operating expenses."



Story & Photo By: Eric W. Manchester

## Whats Your Leadership Style?

The CCGA-P attracts many members of many different capabilities, backgrounds, and experiences. All of us have a style of leadership built-in, which is developed over our lifetime. So what is your style? One way of examining your style is simply have a look below. This particular model\* suggests there are 5 leadership styles: Tiger, Penguin, Snail, Sheep, and Dolphin. So have a look! Self-awareness is always a good thing!



**Figure 2.3:**  
**The five different management styles**

### 2.2.7.1 Tiger style – high on performance but low on people

#### Characteristics

- Believes in performance
- Often has too much authority
- Has a high opinion of himself or herself
- Does not care about what others may think
- Does not care about teamwork
- Great leader in crisis
- Takes full responsibility for his or her decisions
- Is loyal to the team
- Does not like challenges
- May have a tendency to do or to control everything
- Does not delegate easily

#### Effects on the team

- Silent team, low level of communication
- Low assertiveness of team members
- No challenges
- Performance may decline
- Team morale may get low
- Team members will not take many initiatives

### 2.2.7.2 Penguin style – low on performance but high on people

#### Characteristics

- Believes that people are more important than performance. If people are well treated, they will necessarily do a good job
- is a good listener
- Likes to chat with everybody; has a tendency to accept lower professional standards so that everybody can do well
- Talks a lot
- Forgives easily, probably to avoid conflicts
- Is always positive, even when results are unsatisfactory. Some good learning opportunities are lost because of this lack of objectivity

#### Effects on the team

- Friendly and calm working atmosphere
- General lowering of professional standards
- False feeling of adequacy on the team
- Team members that are high on performance might get annoyed
- Little training is done within the team
- Leader does not command respect because of inability to provide objective and constructive feedback

<b>2.2.7.3 Snail style – low on both performance and people</b>	
<b>Characteristics</b>	<b>Effects on the team</b>
<ul style="list-style-type: none"> <li>• Serious lack of motivation</li> <li>• Is not really interested in his or her job</li> <li>• Has a tendency to do the basic minimum</li> <li>• Avoids conflicts</li> <li>• Has a low opinion of his or her own capabilities and of those of the team</li> <li>• Has low professional standards, both personally and for the team</li> <li>• Poor communicator</li> <li>• Weak authority</li> </ul>	<ul style="list-style-type: none"> <li>• All effects are negative</li> <li>• Worst management style</li> <li>• Low team morale</li> <li>• Professional standards can get dangerously low</li> <li>• Very little training is done</li> </ul>
<b>2.2.7.4 Sheep style – average concerns for both people and performance</b>	
<b>Characteristics</b>	<b>Effects on the team</b>
<ul style="list-style-type: none"> <li>• Adapts quite well to surroundings</li> <li>• May compromise performance or team morale to achieve personal goals</li> <li>• Concerned by performance, but not enough</li> <li>• Communication is good but not excellent</li> <li>• Generally accepts challenges</li> <li>• Occasionally uses short-term strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Promising management style</li> <li>• Everyone feels that something is missing</li> <li>• Team morale is good, but could be better</li> <li>• Team performances are good but not excellent</li> <li>• Average training</li> </ul>
<b>2.2.7.5 Dolphin style – high on people, high on performance</b>	
<b>Characteristics</b>	<b>Effects on the team</b>
<ul style="list-style-type: none"> <li>• Combines the best of the penguin and the tiger</li> <li>• Is capable of adjusting personal style to any situation</li> <li>• Good communications and briefings</li> <li>• Accepts challenges easily</li> <li>• Almost always uses good short-term strategies</li> <li>• No problem delegating</li> <li>• Knows strengths and weaknesses of team members</li> <li>• Believes that it is always possible to do better</li> </ul>	<ul style="list-style-type: none"> <li>• Best management style</li> <li>• Training is a priority</li> <li>• Excellent team morale</li> <li>• Team is confident</li> <li>• All members of the team have good self-esteem</li> <li>• Professional standards are very high</li> <li>• Team members are motivated</li> </ul>

I hope this helps in terms of understanding the various styles of leadership. If you want to pursue this a little further, have a look at [www.humanmetrics.com](http://www.humanmetrics.com). Click on the Jung Typology Test, and do the test. This will then give you a further description of your leadership type. Have fun!

*\*Adapted from the SAR Seamanship Reference Manual*

*Jim Lee*  
Human Resources

"In its early years, a voluntary organization may simply be a group of people who come together to accomplish some shared purpose or benefit to the community." However, over time some organizations find that a transition "from an informal approach to governance or 'jeans' towards one that is more systematic or formal - 'jackets' is necessary. This metaphor captures, to some degree, the change from an easy-going way of doing things to one where there is more structure."\*

In consideration of Membership input into the CCGA-P Management Structural Review, in January 2004, the CCGA-P accepted and adopted moving towards a new operational model. Specifically, the Auxiliary plans to implement a Governance System, where "A Board provides governance not management to a non-profit organization and is given the authority to make binding decisions on behalf of the organization and in return must be accountable for those decisions."

Shifting from a management to governance system will result in several benefits for the CCGA-P. Under a governance structure, the Board will be an independent governing body, thus reducing liability for the individual Board members and providing members with a more accountable governing body, whose focus is major issues and the future growth of the organization. The Board will now include both Auxiliary members and professionals from outside of the organization, therefore diversifying the knowledge base and capabilities of the Board and enhancing its decision making capability.

The adoption of a governance model will also create clear authority and accountability within the organization, which will result in improved service to Members and the general public. Specifically, the people responsible for creating policy and budget will no longer be the ones implementing them.

Furthermore, under the new model there will be a Management Team. These individuals will have expertise in the areas of Training, Boating Safety, Human Resources and Search and Rescue. The Management Team will provide more direct services to individual Members and Units and allow each area to have more control over their individual and unique administration and training needs. This will relieve the obstacles to clear communications and promote the consistency procedures throughout the Region.

It is the assurance of the Board that the proposed restructuring will allow for a more efficient, effective and accountable organization. It is with great enthusiasm that the Board anticipates sharing in this new and exciting future.

\*Quoted \* From Jeans to Jackets: Navigating the transition to more systematic governance in the voluntary sector: Tim Plumtre and Barbara Laskin.

# Insurance FAQ's

**1. Are Canadian Coast Guard Auxiliary (CCGA) Community Owned vessels or dedicated response vessels insured while they are secured at the dock?**

Answer: No. Since there is no CCGA authorized activity, community owned vessels and dedicated response vessels must retain their own insurance coverage while secured at the dock.

**2. Are CCGA owned vessels insured while they are secured at the dock?**

Answer: Yes vessels owned by the regional CCGA Associations are insured while they are secured at the dock.

**3. Are CCGA members covered by the Group Accident insurance while traveling to their vessel for a SAR response or authorized activity?**

Answer: Yes, CCGA members are covered by the Group Accident insurance while traveling to their vessel for a SAR response and any other CCGA authorized activity.

**4. Are CCGA members covered by the Group Accident insurance while conducting boating safety activities?**

Answer: Yes, CCGA members are covered by the Group Accident insurance while conducting boating safety activities.

**5. Are CCGA members' vehicles insured while traveling on official CCGA business?**

Answer: No, CCGA members' vehicles are not covered by the CCGA insurance policies while traveling on official CCGA business. Members are legally required to have their own vehicle insurance. Members are encouraged to inform their vehicle insurers if they use their vehicles for CCGA business.

**6. Are CCGA members covered by the Group Accident insurance while attending meetings?**

Answer: Yes, CCGA members are covered by the Group Accident insurance while attending meetings.

**7. Are CCGA vessels insured while participating in oil spill response activities?**

Answer: Yes, CCGA vessels are insured while participating in oil spill response activities. But cleaning of the hulls resulting from participation in the activity is not covered. The polluter would be responsible for the costs associated with cleaning the vessels.

**8. Are CCGA vehicles owned by the CCGA Association covered by the CCGA insurance policies?**

Answer: Yes in Quebec, Newfoundland, New Brunswick and Nova Scotia CCGA vehicles owned by the CCGA Association are covered by the CCGA insurance policies. Any additional vehicles should be reported to your insurance broker.

**9. Are Coast Guard loaned vessels insured while they are secured at the dock?**

Answer: Yes, Coast Guard loaned vessels are insured while they are secured at the dock. However, Canadian Coast Guard (CCG) policy is to no longer loan Coast Guard vessels to the CCGA and is only done in exceptional circumstances.



**10. Is damage to a tasked Auxiliary vessel covered while being slung via helicopter?**

Answer: Yes coverage is provided.

**11. Does the Liability for Board of Directors extend outside the CCGA National and Regional Boards and include Boards of community vessels?**

Answer: No, The Director and Officers policy coverage only extends to Auxiliary members serving on the CCGA National Board and/or any CCGA Regional Boards. Auxiliary insurance coverage would not extend to Auxiliary members serving on another organization's board of directors. It would be up to that organization to insure its own board members.

**12. Is the board covered for due diligence if a member is tasked and it is discovered that a problem of liability has occurred and it is later proved that the member is negligent because of lack of training?**

Answer: Yes, the CCGA insurance policy for Directors and Officers would respond in an incident of this nature to defend

Board Members. This policy is for financial loss and excludes bodily injury and property damage.

**13. If a member is retired how is compensation covered if it can't be tied to earnings?**

Answer: For retired or unemployed members, a flat benefit of \$250.00 per week will be paid if a member is disabled because of an accident, and is unable to perform all activities of daily living. Note: Persons receiving employment insurance benefits are considered unemployed.

**14. Would a member have to use their sick days first from their employer provided benefits, before CCGA insurance kicks in?**

Answer: No.

**15. If I have to drop my nets (fish catch) to proceed to a SAR case will I be reimbursed for my loss under the CCGA insurance coverage?**

Answer: No, there is no coverage for this type of occurrence. This type of insurance is not available.

**16. Whose responsibility is it to report damage to a CCGA vessel as a result of a SAR tasking and when?**

Answer: It is up to the CCGA owner/operator to report any damage or suspected damage to your regional Coast Guard representative immediately following the conclusion of the SAR case. In addition, if damage occurs during a SAR case every effort should be made to notify JRCC or MRSC of the damage, especially if the damage might jeopardize the safety of the CCGA vessel and its crew. JRCC or MRSC must be notified so that they can monitor the progress of the CCGA vessel to ensure it reaches port safely.

**17. Are CCGA members' vessels and trailers covered by the CCGA insurance policies while towing with their own vehicle during an authorized activity?**

Answer: CCGA members' vessels are covered by the CCGA insurance policies while towing with their own vehicle during an authorized activity. However, the vehicle and trailer are not covered.

**18. Are CCGA members' personal vehicles covered while towing a CCGA vessel during an authorized activity?**

Answer: No, CCGA members' vehicles are not covered by the CCGA insurance policies while towing a CCGA vessel during an authorized activity. Members are required to have their own personal vehicle insurance. At no time are CCGA members' personal vehicles or personal trailers covered by the CCGA insurance policies.

**19. During an authorized activity a CCGA vessel and/or trailer while being towed strikes another vehicle, building, etc. Is this covered by the CCGA insurance policies?**

Answer: No, (1) damage to a building - the liability rests with the owner of the vehicle that is towing the trailer. However, if the vehicle were owned by the CCGA, the CCGA automobile policy would respond to this claim, otherwise it would be the policy of the owner of the vehicle. (2) damage to another vehicle, CCGA member is at fault - depending on the province where the accident occurred the insurance policy of the owner of the damaged vehicle will respond but no deductible would

be imposed on the settlement of the claim (QC and ON).

**20. Does insurance coverage include recreational fishing vessels or all vessels engaged in fishing?**

Answer: CCGA insurance coverage extends to CCGA commercial vessels only. It is not extended to CCGA recreational fishing vessels.

**21. Are CCGA members insured to fire pyrotechnic distress flares during flare demonstrations?**

Answer: No, CCGA members are not insured to fire pyrotechnic distress flares during flare demonstrations. However, CCGA members may assist Canadian Coast Guard personnel with flare demonstrations, but the CCGA's involvement is limited to logistical support such as crowd control, literature distribution, etc.

**22. Are CCGA members covered to use night illumination flares during a SAR incident?**

Answer: Yes. The use of night illumination flares is a necessary tool for use during SAR incidents therefore CCGA members are covered to use them.

**23. How many fingers are covered by the Group Accident insurance policies?**

Answer: The plan will pay 1/3 of the principal sum for the loss of the thumb and index finger of the same hand. The plan will pay 1/3 of the principal sum for the loss of 4 fingers of the same hand.

The plan will pay 1/8 of the principal sum for the loss of all toes of one foot.

**24. Is equipment such as night vision goggles, personal floatation devices, pumps, etc., purchased through the New SAR Initiatives Fund, insured for fire, theft or loss?**

Answer: There is no insurance coverage at this time.

**25. When does a member's insurance begin?**

Answer: A CCGA member's insurance begins once the member has been enrolled and accepted as a member of an Auxiliary association and has signed the Memorandum of Understanding between the CCGA and the CCGA member.

**26. When does an Owner Operator Vessel's insurance begin?**

Answer: A CCGA owner operator's insurance begins once the vessel has been enrolled and accepted by the Canadian Coast Guard as a vessel of an Auxiliary association and the owner/operator has been enrolled and accepted as a member of an Auxiliary association and has signed the Memorandum of Understanding between the CCGA and the CCGA member.

**27. How often is it necessary to renew vessel insurance, and how is this done?**

Answer: Coverage is continuous with an anniversary date of April 1st. CCGA vessels may be subjected to reexamination on a periodic basis that should not exceed twenty-four months. The examination may be subject to verification by an authorized CCG officer. It is up to the individual Auxiliary member to advise the appropriate Coast Guard representative of any additions and/or alterations to their vessel that may affect the value of the CCGA vessel.

**28. Are CCGA members insured whilst traveling to and from "Authorized Activities or Taskings" in their own personal vehicles?**

Answer: Yes CCGA members are covered while traveling to and from Authorized activities in their personal vehicles. However, the vehicle is not insured.

**29. Does the underwriter cover replacement or depreciated value in case of a total loss?**

Answer: This policy covers fair market value.

**30. Does the underwriter cover replacement or depreciated value in cases of damage or equipment loss?**

Answer: This policy covers fair market value.

**31. What limits are on permanent and long-term disability in case of personal injury?**

Answer: The Permanent Total Disability benefit will pay up to \$500,000, if, because of accidental bodily injuries, a member is prevented from performing all substantial and material duties of their occupation; and, the condition is continuous and of indefinite duration; and, requires the continuous care of a physician, unless the insured has reached his/her maximum point of recovery; and, prevents the

insured person from engaging in any gainful occupation for which the insured person is qualified, or could be qualified, by reason of education, training, experience, or skill. The elimination (waiting) period is 104 weeks.

**32. Is the underwriter able to make available a standard port insurance policy for our Dedicated Response Vessel's?**

Answer: The costs of purchasing port risk insurance for Dedicated Response Vessels is against CCG and CCGA policy on insuring CCGA vessels.

**33. Is the underwriter able to make available an insurance package for owner operators for their personal use?**

Answer: At this time no program is available, the brokers will advise should something become available.

**34. Can the insurance brokers describe the navigation limits on their policy for the West Coast CCGA coverage?**

Answer: The policy reads as follows for the West Coast: 1) Warranted no navigation North of 55 degrees North latitude, except for Western Canada where navigation is permitted to

60 degrees North latitude.

**35. Are CCGA members covered by the insurance policies while co-crewing onboard Canadian Coast Guard vessels?**

Answer: Since co-crewing onboard a CCG vessel is an authorized activity CCGA members are covered by the insurance policies.

**36. Are guests of the CCGA covered for personal injury while on board CCGA vessels?**

Answer: Guests such as media personnel are covered for personal injury while on board CCGA vessels only if they are invited and the activity is authorized. Guests are not covered while traveling to and from an authorized activity. The limit of coverage for accidental death or dismemberment for guests is \$500,000. It is important to note that guests are not to be confused with persons who volunteer to crew for an authorized activity if a CCGA vessel is short of crewmembers.

**37. What is the coverage on both the office space and the storage?**

Answer: As indicated above,

coverage for Quebec, Maritimes and Pacific is only on a "all risk" basis (including theft) subject to policy exclusions and deductible.

**38. What is the coverage on the equipment and supplies?**

Answer: Currently the CCGA does not have an insurance policy for equipment in office and storage spaces, this is being investigated.

**39. Currently the CCGA (C&A) has rental storage. What is the coverage on the unit and its contents? (including liability)**

Answer: Currently the CCGA does not have an insurance policy for Central & Arctic because no property, equipment list, etc was submitted for coverage to the insurance brokers. However, commercial general liability extends to those premises.

**40. What is the coverage for CCGA volunteers who are charged/tasked with inventory, stocking, cleaning, shipping, receiving, etc.?**

Answer: If it is an authorized activity then the CCGA member is covered by the insurance policies.

**41. Is it possible to purchase insurance coverage for members personal vehicles whilst traveling on authorized CCGA business?**

Answer: No it is not. This type of coverage is not normally purchased by volunteer organizations.

**42. Could you check the availability of insurance coverage for distress flares demonstration to our members of CCGA and to the public? (If this insurance is expensive for yearly coverage, could we get some coverage on a per time basis and make this expense as part of our operating costs per training session. The person giving this demonstration is certified and licensed as a Pyrotechnician as per the requirements of Explosives Regulatory Division of Natural Resources Canada).**

Answer: Insurance coverage for the firing of pyrotechnic distress flares during flare demonstrations is available for purchase. However, current CCGA policy does not include the firing of pyrotechnic distress flares during flare demonstrations as an authorized activity. It was unanimously agreed at past National Council meetings not to author-

ize this type of activity due to the dangers involved.

**43. What is the insurance coverage if a CCGA member is authorized to participate in a SAR tasking or Prevention activity and tows a CCGA owned vessel with his own personal trailer and own personal vehicle?**

Answer: The liability for the activity where the CCGA member is involved is covered. The CCGA owned vessel is insured. The liability from the operation of the member's own vehicle and trailer as well as damages to the vehicle and trailer are not insured by CCGA and are the responsibility of the member.

**44. What is the insurance coverage if a CCGA member is authorized to participate in a SAR tasking or Prevention activity and tows his own CCGA vessel with his own personal trailer and own personal vehicle?**

Answer: The liability for the activity where the CCGA member is involved is covered. The member's enrolled personal vessel is insured. The liability from the operation of the member's own vehicle and trailer as well as damages to the vehicle

and trailer are not insured by CCGA and are the responsibility of the member.

**45. If a CCGA member offers his services to JRCC or MRSC but is not officially tasked to the SAR incident is the vessel and the CCGA member's onboard insured?**

Answer: No insurance coverage is in place for the vessel or the members since there is no authorized activity.

**46. During an authorized SAR tasking are passengers onboard a CCGA vessel insured if JRCC or MRSC is advised?**

Answer: Normally, JRCC or MRSC would not task a CCGA vessel to a SAR tasking if passengers are on board. If an exceptional circumstance occurs and the passenger volunteers to assist if the vessel is short of crewmembers then their liability would be covered.

**47. What is the coverage if I have a heart attack during an authorized activity?**

Answer: The Heart or Circulatory Malfunction coverage applies only if the following conditions are met:

1) The Heart or Circulatory Malfunction of the Insured Person occurs within twenty-four (24) hours of participating in a tasking authorized by the Policy Holder; and

2) The Insured Person is under sixty-five (65) years of age on the date of such Heart or Circulatory Malfunction; and

3) The first symptom of Heart or Circulatory Malfunction is medically diagnosed within twenty-four (24) hours of such participation; and

4) Within two (2) years prior to the date of such participation, the Insured Person:

- (i) Has not been medically diagnosed with a Heart or Circulatory Malfunction; or
- (ii) Has not been receiving any medication or treatment for a Heart or Circulatory Malfunction.

This coverage applies to Class I only - All Members, Volunteers and Volunteer Members of the CCGA.

**48. What is the Permanent Total Disability Lump Sum Coverage?**

Answer: Permanent Total Disability means that the



Accidental Bodily Injuries sustained in a covered Accident solely and directly:

1) Prevent the Insured Person from performing all the substantial and material duties of the Insured Person's occupation; and

2) Cause a condition which is medically determined, by a Physician approved by the Company, to be of continuous and indefinite duration; and

3) Require the continuous care of a Physician, unless the Insured Person has reached his/her maximum point of recovery; and

4) Prevent the Insured Person from engaging in any gainful occupation for which the Insured Person is qualified, or could be qualified, by reason of education, training, experience, or skill during and immediately after the Elimination Period.

This insurance does not apply to persons age seventy (70) or older.

*Benefit Amount \$1,000,000*  
*Elimination Period 104 Weeks*

The insurer will pay the lump sum Benefit Amount less any

Benefit Amount paid or payable due to the same Accident. If the Insured person has multiple losses as a result of one Accident, they will pay only the single largest Benefits Amount applicable to the Losses suffered. What this means is that CCGA members age 70 or older are not covered by the Permanent Total Disability benefit if they become totally and permanently disabled during an authorized CCGA activity. CCGA members must take this into consideration before responding to any authorized activity including SAR Operations.

It is also important to note that these two age exclusions are only for these two benefits and that all members regardless of age are insured by the other CCGA insurance coverage's.

**49. Are CCGA employees covered by the insurance if they participate in a SAR tasking?**

Answer: Yes, the employee would be covered.

**50. Are CCGA members insured as occasional drivers if they drive CCGA owned or leased vehicles?**

Answer: Yes, CCGA members

are insured as occasional drivers as long as they have a valid drivers license (not suspended etc.).

**51. Are there any restrictions on CCGA owned or leased vehicles when carrying pyrotechnic distress flares?**

Answer: There are no restrictions on the automobile and the Comprehensive General Liability for the storage or transportation of flares.

**52. Are CCGA members covered by the group accident policies as spotters on aircraft?**

Answer: Yes CCGA members are covered as spotters on aircraft, but NOT as pilot(s) or crew.

**53. What is insured if a member is hauling a CCGA vessel and trailer with their personal auto, and the particularity with the Québec experience with auto insurance?**

Answer: Only the vessel is covered once tasked.

**54. What is the time limit to submit a claim?**

Answer: Each policy have their

own requirement but in general the rules are that a claim should be reported as soon as possible after an incident has occurred, e.g. if a vessel suffered damaged during an SAR mission the damages should be reported immediately. If someone is being sued for something he or she did while doing an activity for CCGA, then it is as soon as they become aware of the potential claim the insurer should be put on notice.

**55. If a member is a trainer, and has his own equipment, or CCGA borrowed equipment and it is lost. Is there coverage?**

Answer: Currently there is no

other coverage afforded by CCGA on property, equipment and assets. There is however limited coverage provided under the Hull & Machinery policy for personal effects, but there must be a claim on the vessel itself before coverage is provided for personal effects.

**56. Are CCGA members insured for diving activities during SAR Operations?**

Answer: No. CCGA members are not insured for any diving activities.

**57. Can we define personal effects?**

Answer: Personal effects are

not defined in the Hull & Machinery policy, however the policy but would normally refer to the belongings of a member.

**58. Are CCGA members insured while driving Crown owned vehicles on authorized CCGA activity?**

Answer: CCGA members are covered while driving crown vehicles as long as the activity is authorized. Third party liability coverage is also in place. Please note that the vehicles are NOT covered. Also please note that CCGA members are not permitted to use government of Canada credit cards.



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## Welcome

### Eric Manchester

#### NAUTICAL BACKGROUND

I'm a single-handed sailor with two hands - both captain and crew aboard my little saltwater sloop in all seasons, including the three rainy ones. I've been boating since first able to see over the gunwale. Military and corporate pursuits provided a diverse life education.

My nautical obsession began on Ontario's Lake St. Clair, launching five decades afloat, which include single-handed sailing, living-aboard, and extensive year-round coastal cruising. I learned to sail on a 46-foot ferrocement, gaff-rigged ketch; have owned powerboats from 14' - 36'; and often earn my living from the deck of my Cal25 sloop "Ceilidh".

My marine credentials include the Canadian Power Squadron course, Restricted Radio Operator Certificate, and Pleasure Boat Operator Card. During the 1980s, my Coast Guard Auxiliary service on the West Coast included co-crewing CG vessels and an owner/operator on SAR assignments; as well as being Unit Leader (Delta) and Zone Director (Zone 2).

I'm a graduate of the New York Institute of Photography, and work as a freelance journalist featuring (not surprisingly) nautical subjects. My publication credits include countless feature articles, with supporting photography, in numerous metropolitan newspapers, major recreational and trade magazines - among other Canadian and American periodicals.

When forced to be ashore, I live with my spouse and three cats in Victoria, British Columbia.

*Eric Manchester*

Eric Manchester has recently volunteered to help the Dolphin team as a freelance writer. His nautical background and marine experience will bring a unique and informed perspective to the Dolphin.



I would like to take this opportunity to introduce myself. My name is Kerri Kovack and I'm your Editor of the Dolphin, and the CCGA-P Special Projects Officer.

We are looking at putting a personal touch on our articles. I know you have great stories of incidents, accidents, and bloopers.

This is your newsletter and I hope to have it reflect the heart of the auxiliary.

Unfortunately, I can't sit down for a coffee and chat with all of you; but you can email me your story ideas or track me down at the AGM. I can be reached at [dolphin@ccga-p.ca](mailto:dolphin@ccga-p.ca) or by phone at (250) 480-2731.

I look forward to meeting all of you in the coming months.

*Kerri Kovack*

# There is still time to enter the CCGA-P Photo Contest !

Deadline extended to February 15, 2005.

There are 3 water resistant digital cameras to be won!

Winners announced at AGM 2005.

Enter on CCGA-P member's website AGM 2005 page

## Three categories:

1. Marine Mishaps - action shots
2. Boating issues (non CCGA-P vessels)
3. SAR - training or actual rescues

One camera will be awarded to the winner of each category.



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Canadian Coast Guard Auxiliary-Pacific gratefully acknowledges the generous support of London Drugs for providing prizes for the Photo Contest.

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