

Canadian Coast Guard Auxiliary Pacific Region

Dolphin



Volunteers
Saving Lives
on the Water

Fall 2005

Vol 15, No 3

www.ccga-p.ca



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18 ISAR 2005

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Dolphin

Fall 2005, Vol 15, No. 2
www.ccg-p.ca

Publisher
Canadian Coast Guard Auxiliary - Pacific

Editor
Rebecca Penz

Feature Submissions
Eric W Manchester, Scott Baker,
Shawn Burchett, Curtis Bolton

Design
Rebecca Penz

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Barbara Glanville	CCG - Office Manager
Kyu-Chang Jo	Technical Analyst
Thomas Kerr	Simulator Project Coordinator
Brent Laing	Financial Development Officer
Sarah McKee	Office Assistant
Rebecca Penz	Executive Assistant

The DOLPHIN is housed at the offices of:
Canadian Coast Guard Auxiliary Pacific Region
25 Huron Street, Victoria BC V8V 4V9
Phone (250) 480-2798 Fax (250) 480-2742

The DOLPHIN is published quarterly by the CCGA-Pacific and is distributed free to members of the Auxiliary and to other interested parties. To receive the *Dolphin* by email, in Adobe Acrobat pdf format, or to provide any other feedback, please contact us at: dolphin@ccga-p.ca. Advertising rates/standards also available here.

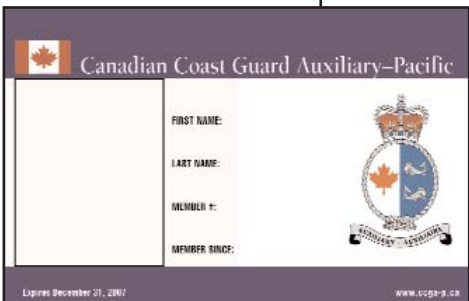
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The CCGA-P has been issuing a new photo ID card for recognition of membership within our organization. As with the existing membership card, the ID printing system will continue to be housed and operated at the CCGA-P head office in Victoria.



The replacement of cards was started just after the AGM held on February 24-27, 2005. Unit Leaders were individually contacted with more details on how to send in photos of their existing members.

For those unit leaders who have not yet done so, please submit photos for the ACTIVE members in your unit, so that we can issue the new photo identification cards.

Instructions:

1. Submit a list of the ACTIVE members in your Unit
2. Submit a JPEG FILE photo of each ACTIVE Member in your Unit
3. Photos must be in COLOUR
4. Photos must be passport style (head & shoulders only, no smiles, no hats)
5. Title the photo file: Member ID #_FirstName_LastName.JPG
6. Submit all of the photos for your Unit AT THE SAME TIME
7. Please submit your photos to sarah.mckee@ccga-p.ca

Thank you for your co-operation. We look forward to seeing your photos.

Kyu-ChangJo, Technical Analyst

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Dear friends and volunteer members,

Many positive developments continue to take place in the CCGA-P. An impressive component of our progress is our units and crews commitment to higher training standards.

These past summer months have been very busy on many levels. Our first board meeting was held under the new governance model in early summer and our annual strategic planning session was held in early September. Several members of the Central and Arctic Region attended our strategic planning session along with staff, the management team and a number of board members. The management teams are well underway with their new structure and portfolio responsibilities. They're now in a position to ask for volunteers from across the region to assist them with their portfolios. Working at the regional level really broadens a person's perspective of the various aspects of our operations that we encounter everyday. Please join the team!!

As most of you know, Boating Safety is no longer part of Coast Guard. This has now become a responsibility of Transport Canada. We have signed memoranda of understanding both at the federal and provincial levels with Transport Canada. The CCGA-P has been working very hard to establish a working relationship with the regional staff of Transport Canada. I personally have conducted ongoing meetings in order to convey our interests in continuing our involvement in Boating Safety. We also ran a pilot project this summer on the Okanagan Lakes to establish that Boating Safety can be operated successfully with vessels on the water. I would like to extend my appreciation to those members who assisted with this program.

The CCGA-P has acquired much of our training and operational materials from the International Lifeboat Federation members at no cost. As a member of the ILF, the CCGA-P wanted to give something in return, and we've chosen to host their website and maintain it. Kyu-Chang Jo and Scott Baker have been working together on this project that will continue to reap huge dividends for our organization. Kyu-Chang and Scott have also been hard at work changing the workings of our website.

Our contribution agreement with Coast Guard is up for renewal next year, and it's imperative that we receive financial relief for increased fuel costs and other rising expenses. If it wasn't for the continued financial support from the public and other sources, the CCGA-P would have to reduce operations.

I've just returned from the International Search and Rescue Competition in Halifax, Nova Scotia and would like to congratulate Shawn Burchett—Howe Sound, Campbell Good—Oak Bay, Sidney Clare—Gibson's, Scott Baker—Halfmoon Bay, and Kellei Bulmer—Halfmoon Bay for their outstanding performance.

This year Coast Guard is conducting a review of the CCGA national organization to determine its future direction. Throughout the world, marine SAR organizations have set standards for vessels, equipment and training. Coast Guard has presented us with several discussion papers on this subject and are determined to see us move in this direction. The results would mean that support societies could customize their vessels to their specific needs, but the CCGA-P would make the final decisions for the types of vessels and electronic equipment. Most support societies have moved in this direction with an open consultation process. The high risk and liability factors along with huge insurance costs leave us with few alternatives.

Fair winds and following seas.

Malcolm Dunderdale, President



Hear from the new Training Manager, Dan Savage, on page 9.

Who you gonna call?

Just a reminder that under the new governance structure, your first contacts for any inquiries, questions or reports is the management team and staff.

Your Management Team

Manager	Title	Phone/Email
Curtis Bolton	Operations	(250) 729-8346 curtis.bolton@ccga-p.ca
Melissa Gervais	Financial Development & PR	(604) 244-0056 melissa.gervais@ccga-p.ca
Neil Goldsmith	Boating Safety	(250) 755-1620 neil.goldsmith@ccga-p.ca
Jim Lee	Human Resources	(250) 616-3906 jim.lee@ccga-p.ca
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Meet The Staff

Staff Member	Title	Phone/Email
Barbara Glanville	Office Manager	(250) 413-2859 office.manager@ccga-p.ca
Kyu-Chang Jo	Technical Analyst	(250) 480-2708 Kyu-Chang.Jo@ccga-p.ca
Thomas Kerr	Simulator Project Manager	(250) 480-2736 Thomas.kerr@ccga-p.ca
Brent Laing	Financial Development Officer	(250) 480-2648 Brent.laing@ccga-p.ca
Sarah McKee	Administrative Assistant	(250) 480-2798 Sarah.mckee@ccga-p.ca
Rebecca Penz	Executive Assistant	(250) 480-2731 Rebecca.penz@ccga-p.ca
Stan Warlow	Executive Officer	(250) 413-2850 Stan.warlow@ccga-p.ca

Photo:

from left to right

Thomas Kerr, Brent Laing,
Sarah McKee, Rebecca Penz,
Kyu-Chang Jo, Stan Warlow

Photographer:

Barbara Glanville

Lifesavers

Get a RIB! Get a life! But can you hang on to it? There are many ways lives can be lost in the course of everyday Ribbing, both on and off the water.



Story by Tony Lee-Elliott

Luck can run out, so when yours does, you should be aware that you are running on empty and take all practical precautions. Accidents do happen, sometimes in threes, but they don't always happen every day. However accidents do happen every year in the most simple of circumstances. Whether it is reversing over a child as you launch your boat; making another motorist swerve into another car because a wheel has come off your trailer; removing somebody's fingers as you pull away from a pontoon whilst they are still trying to untie your mooring line; driving straight into another boat because your eyes are tight shut and full of salt; or it is running at full speed at night into navigation buoys that have intermittent flashes several seconds apart. And of course things get worse when you have the odd ale or four.

Having a sensible and well trained crew with you is a great comfort, but some of us boat on our own and therefore should take not just extra care, but should be thinking safety and seamanship to the power of four.

Every day you drive into work on your own. Maybe a distance of up to twenty miles or more. You can almost do it with your eyes shut. The road is smooth and if you have a problem you pull into a lay-by, apply the hand brake and sort it. When in a car you do not have to drop an anchor in a 4 knot tide race to fix a fuel blockage. You do not have to go into a console to clear out wet lifejackets and oilies when trying to source a problem and the boat is heaving. You know how it can be. You are thoroughly fed up, tired, wet, feeling like a psychedelic yawn and hating boating. You remove the keep-cool with twin six-packs that has trapped the fuel line. With the engine now running once more and

you are ready to go, you can't get the anchor flukes clear of the 'rocky horror show' that lies twenty feet below you. You cannot even pull the boat forward by hand against the tide to gain enough slack to un-tie the knot that was tied by someone you now want to kill. The problem with RIBs is that you cannot see the knot without hanging right over the bows, upside down. If only you could try pulling the rope when inside the boat rather than having to lean over and under the bows to reach it. You decide to use the engine and motor slowly forward to create slack so that you can snatch a bit of slack and pull it on board. The 4 knot current has other ideas. As fast as you leave the controls and dash forward, throwing yourself over the bows the boat would be swept back tacking the slack with it. Shaking with exhaustion, you sit down and run through the courses open, which, at the time of your frantic thinking are: cut the anchor rope, or cut the b****y anchor rope!

So you decide to cut the anchor rope, which means losing the rope, chain and anchor, your only effective hand brake and £70.00 worth of kit, if you are lucky. You attempt to cut the rope, but your antics of hanging over the bows to get the knife down to the bow eyelet and rope underneath leaves you in a precarious position. Your lunging swipes at the anchor warp prove fatal as the last stroke cuts the rope and releases the tension of the tide against the craft, lifting the bows. You fall overboard, surfacing just as you float past the outboard. Treading water for a while, since you have no lifejacket on, you are suddenly both very frightened and angry. At the best you took your lifejacket off to get past the console hatch, or at the worst, you have not worn a life-jacket for months. It is February and it is both cold and

goodbye. You try swimming a few strokes back to the boat, but your arms feel like lead and your clothes are starting to drag you down. The first gulp of freezing water jams in your throat. It is nature's trick of preventing water from entering your lungs whilst you are still conscious. You use what little air is left in your lungs, trying to clear your air passage and throat. You succeed, but by now you are about six feet below the surface and are starting to pump water to and from your stomach. When you black out and lose consciousness, it is then that your body relaxes and water can seep down into your lungs.

In hindsight you could have put the engine into reverse and the helm on full lock and swung the boat's stern into the tideway until you had achieved a 180 degree reverse turn. Straightening the helm may have been hard but you should now have been in a position to pull the anchor free from the opposite direction in which it had embedded itself. You still need luck, since reversing into a 4 knot current is liable to fill the boat. If you have not got a shackle fixed about 6ft from your bow eyelet in the main anchor or mooring line, do it now. This will allow you to reach it and pull the rope on board with a boat hook or if you do not have a boat hook, tie a piece of 10 mm rope onto the shackle and then tie it with plenty of slack back into the boat before you deploy the hand brake. Sometimes a vertical lift will free the anchor when an oblique pull will not. Personally I would try and pull the rope, chain and anchor train free with the motor before cutting the rope. If the rope breaks, you are free, but have lost the train. At least you know the rope wasn't up to much.

We do not boat as much as we drive into work, therefore we are not practised enough to have everything go perfectly for us. So from the moment we take the overall cover off the boat at the start of the season to discover several sleepy queen wasps, the seized steering and corroded distress flares, we can expect the unexpected.

You manage to force the steering free, but not that free. You console yourself that it will get looser when you start to use it. The lighting set is on but there is no time to check it. Anyway it was working last September. You plan to test

the RIB on your own to check that it all works before the family bank holiday. Like a good driver, you stop the car and trailer after about ten miles to check the bearings that are rumbling a tad. A bit warm, but not really warm enough to worry about. Surely? Somebody is on your side, since you make your launching site. No water to launch, so we'll park up and have lunch while things are filling. You take your pint down to the slipway to check on progress, only to discover that the tide has gone out even further and has yet to turn. You turn and head back to your drinking hole before time is called. It will be at least another two hours before there is enough water on the slipway. You awake sometime later with people knocking on your car window. You are blocking off half the slipway and you notice that some are already launching. Leaving enough room for the guy who awoke you and his 11ft Dell Quay Dory, you manage to quickly reverse the boat down the slip way, and untying the

"Driving without shoes is an offence you know."

bow line, you trim the engine down a bit and start the engine and wonder why the boat will not reverse off. You keep the boat in reverse and start to rock it from side to side. You increase

it to full throttle having checked that you did in fact untie it at the bows. Much roaring of the outboard and the thrust wash from the reversed prop is sending a stream of frothy water now under the boat, up the slipway, under the car to

return back down the slipway into the water. You realize that you are winning because the boat has moved and onlookers are getting excited and pointing. Yes, they can see that you will soon be afloat. In fact you are afloat, so why are you not moving. It is the car which has moved, and you realize that your reversing antics have dragged the car into the water against its hand brake. You did not leave it in gear then? You switch off and leap into



the water expecting to walk ashore, but instead you have to swim. Opening the car door shows you that the water has beaten you to it and although the car starts and you manage to get some way up the slipway, your dashboard lights are indicating that all is far from well. You hop out and aid the drainage by opening the rear doors and the tailgate to applause from a crowd that now seems unnecessarily large. The lighting set is still attached and as you walk carefully down the slipway you discover the remains of your prop-

bag, a crunched up lighting set and that the knots tying the stern down to the trailer are looking very small and tight. You trim the engine up and put the bits of the lighting set, prop-bag and tie-downs in the car as the crowd disperses and you reverse the boat back into the water. You see the boat immediately float, so you pull forward a tad and hop out to find that the boat has now in fact detached itself completely and has floated off the trailer and is being gently blown away by the afternoon breeze. You think you have got time move the car off the slip-way and go in after the boat. You park up and quickly run back down the slipway and taking off your trousers and leave them on the slipway wall and decide to wade out to the RIB. It is only 15 to 20 yards away. Keeping your flip-flops on, you wade out, forgetting that there is a sill at the end of the slipway. You splutter back to the surface, minus your baseball hat, designer shades and flip-flops. They at least float and are ahead of you. You strike out for the boat which now seems a tad further away than when you first slipped under the water.

You detour to collect your flip-flops and realize that for June the water is still pretty cold and you concentrate on swimming hard to catch up with the boat. It takes you about two minutes to reach the RIB and gratefully grab a life-line. The slipway looks some way away now and focusing hard you see someone leaving with your trousers. Bastard! You mutter under your breath and start to pull yourself aboard. Kicking as hard as you can with your tired legs, you realize that the life-lines are too close to the water and you have nothing higher up on the collar to reach to help you up and in.

You swim round to the stern to try and clamber aboard. The motor is trimmed up and you cannot reach the trim switch on the side of the engine apron. Just then a passing wash causes the stern to first rise and then drops the skeg so dotting you squarely between the eyes. Bastard! More oaths remind you of the opening lines to *Four Weddings and a Funeral*. With blood everywhere, you finally manage to reach the trim switch and the engine pivots down into the water allowing you to haul yourself up with one foot on the cavitation plate and the 'A' frame gives you something to pull on. Clambering on board you can taste the blood. The onset of a headache confirms you've got

quite a gash. You can barely make out the slipway now and certainly no sign of your trousers. You catch your breath sitting on the collar and brace yourself against the start of some rough water ahead and then staggering to your feet, start the engine. It starts easily, being still warm from the slipway struggle and you now plan to sort the trouser-thief. You grip and push the single lever control lever into forward gear and shading your eyes, (where are my Ray-Bans?), you look back through the 'A' frame to note that the slipway is now some 600 to 800 yards away. "Best get going," you mutter and as you start to swing your left leg over the sit-astride you lean to push the throttle lever forward, but being unsteady, the lever is pushed too hard. The acceleration is near instant with a lot more throttle pushed than planned, so now you completely lose your balance and grab blindly for the steering wheel but miss it and wrench the knee on your pivoting right leg, landing up on your back on the starb'd collar, cracking the back of your head on the start of the 'A' frame. As the boat gets surely on to the plane, you role backwards into its wash.



I'm dead, you think as you go under for what seems like ages. You had heard and read of the tale of run-away boats that instantly go onto full left lock and come back time and time again to slice up the crew in the water. You can hear the whine of the departing propeller and underwater exhaust and your first thought is to swim deeper, but looking up, you can see the surface and blue sky beyond and realize that you are pretty deep already. The outboard motor sounds fainter now, so you strike out for the surface and burst out into the two-stroke exhaust smelling air. No sight of the boat and panic makes you think that it is behind you and heading with silent stealth right for you. You whip round to see the slipway area and squinting into the afternoon sun cannot make out much in the way of detail. Was that the sound of a motor? You raise a hand to your ear and doing so you hit a rope and a split second later, you crack the side of your head against something. You have drifted into some moorings and gratefully grab the mooring rope of a dinghy.

Where is my boat? You think about clambering into a sheeted down sailing boat, but forget it since it is all you can do to raise a sodden clothed arm. Actually you cannot see much at all, since you have quite a few moored craft around



you, so you decide to swim to the next boat and rest up and repeat this until you can see the slipway again and perhaps give a wave to someone.

Just why is my boat not going round in circles you think, but with three smacks to the head you forget that your steering was all but seized solid and so your RIB was now heading in a straight line for Cowes. If you were lucky it would pile up on shore, and if you were very lucky, it would do so without hitting anybody. As it was, you never ever knew its fate, for as it passed a jaundiced harbourmaster in his enormous Halmatic launch, he barely raised an eyebrow as he called up the local Sea Venturers further down the water who managed to outrun it, salvage it, and finally auction it. So it was your lucky day after all since nothing was insured, was it? And as for you? Well the man launching his 11ft DQD happened to have his Cracksman catamaran moored quite close to where you were floating and whilst running you back to the slipway, told you that he had put your trousers under your windscreen wiper. At least you had your keys and a wallet to get you home.

So home you went in a sodden car with wet, salty underpants which insisted that they make their way to places they had no right to. Towing an empty trailer with a patched up lighting set, you spot a fellow boater in a lay-by jacking up his dinghy trailer. Now it's my turn to do someone a favour.

You approach him still barefooted and are concerned that he backs away from you keeping his GP 14 and 7 series Beema between the pair of you.

"Can I help?" you offer.

"You must be joking," Dinghy Beema replies, "you are the one who needs help surely? What the hell has happened to you? Your head is all swollen and you look as though you have been pole-axed, and you're covered in blood, wet through and no shoes. Driving without shoes is an offence you know?" He added.

You reassure him but decline to give the embarrassing details and say since you have an empty trailer perhaps it might be of use to him. The dinghy-man likes the trailer, but only has £65.00 on him. You feel that the trailer is worth twenty times that but you had been very fortunate so far and would not push your luck. You help him put his boat and trailer on top of your trailer and wave him good-bye, throwing the remains of your number plate over the lay-by hedge. You arrive home and your wife starts to scream when she sees the state you are in. You explain that on the way home you had stopped for a rest in a service area where some 'travellers' beat you up and stole your Rib-rig. You explain that you did your best to fight them off, but six against one..... Anyway the police say that it is unlikely to be found and that the travellers would split it all down and sell it off individually.

Having a good soak in the bath that evening, you feel that you are in charge of the situation for the first time today when the wife bangs on the door. "How much was it insured for?" "Enough," you reply and start the cogs turning again. Maybe the car's insurance might cover such an incident 'goods-in-transit' perhaps.

After supper you are watching the news when a report of an accident on the A34 catches your attention. "An accident involving a BMW towing two trailers with a sailing dinghy on top, overturned when a wheel fell off the bottom trailer causing a multiple pile-up on the Oxford By-pass. The driver was unable to explain what had happened, but said he had only just bought the trailer for a few pounds from a passing gypsy who had been in a fight."

"Lucky", you mutter, catching the dog's eye, "must have happened behind me, actually I think I might have passed the guy, though I could not say that it was my trailer." "That's more than lucky," your wife replies, kicking the dog off the settee, "that could have been you!" "Not likely," you reply, "anyway, they say that worse things happen at sea you know."

This guy was lucky, he lost his RIB but kept his life, but surely since he did not have a RIB, he hadn't got a life.

For once I can put my hand on my heart and say that this was not one of my ventures. Honest. Anyway I don't have a dog called "Lucky". "Here buoy!"

Originally published in R.I.B. International - Issue 66

The usual technical article has been replaced with a bit of humour. Stay tuned for technical articles on the website and in the next issues of the Dolphin.

Unit 39 - Port Alberni

On Sep 2, 2005, Unit 39-Port Alberni was called out to an incident. A 78-foot commercial fishing vessel went aground after its helmsman fell asleep. The vessel was inbound to Port Alberni with a full load of hake when it veered to port and struck a rock at a low tide. The load had to be pumped off and the vessel was refloated. They required assistance to be pulled off the rocks. RCC tasked the crew from the Bamfield lifeboat station as well as the Alberni Responder. The Responder and crew remained on-scene for almost 11 hours till the Neekes was refloated.



Ian Arklie - Unit Leader

Unit 61 - Pender Harbour

Unit 61 responded to a flare. Upon arrival on the scene, Unit 61 received a verbal towing waiver and request for a tow. They attached a towline and pulled the vessel off the rock. They informed the master that they would be taking him to Irvines Landing Pub dock, which is the closest refuge. He informed the crew that he had just been evicted and could not return. He then requested that he be taken to the Garden Bay Pub dock where he had arranged moorage. He also informed the crew that the flare they'd seen when approaching had been fired at him by his female passenger, and that he had tied her up in the main cabin. Unit Leader Jack Dennis informed the Comox Coast Guard Radio of the situation and suggested that the RCMP be notified. They contacted JRCC and the police were dispatched. JRCC requested the unit to go slow in order to allow the police time to get to the dock (their ETA was 35-40 min). One of the unit members who lives at Irvines Landing had arrived on-scene in his own boat. For safety reasons, the unit leader did not want to attempt to take the vessel alongside for a landing and requested the second SAR vessel accompany us. Within a hundred feet of the dock, the unit was informed that the police had arrived so they proceeded to dock the vessel. Unfortunately, the police had arrived at Garden Bay, but could not find the dock. One of the unit members went up and found them. Upon arrival of the police, the scene immediately became a crime scene. The unit couldn't even disconnect their towline. They advised JRCC of the situation and, because the master had said he had a leak, the unit was tasked to stand by the vessel. Once cleared to do so, the unit boarded and inspected it for any leaks or other problems. They shut everything down except the bilge pumps as the stuffing box was leaking. After the female was treated by EMS for cuts and lacerations, both individuals were taken away in handcuffs.

Jack Dennis - Unit Leader

The large number of alcohol related incidents that many units are responding to reminds us all to be cautious when approaching vessels in distress.

Okanagan Lake Boat Safe Initiative

Brian Cameron - Unit 60 - Comox

Photo by Thomas Kerr

The Okanagan Boat Safe Pilot Project is a joint CCGA-Pacific and Transport Canada (Office of Boating Safety) project designed to deliver Boating Safety messages in a "soft approach" to the on-water users of the Okanagan lake system from Vernon to Kelowna to Penticton. This exciting project took place in August and ran into early September.

The Pacific Region team consisted of Thomas Kerr (office), David Reese-Thomas (unit 01), Amarah Gabriel and Ellen Reid (unit 25), Sheila Cameron and Brian Cameron (unit 60), who had two main goals:

- 1** to provide boat handling skill development to the members of Unit 101 (South Interior) on a Zodiac mark V, and
- 2** to practice the delivery of Boating Safety messages as an education and prevention tool directly to the Okanagan Lake water users.

This pilot project was a huge success, because of the enthusiastic response from Unit 101 South Interior and the dedication of Ray Davis (Unit Leader) in Summerland, Dave Johnson in Kelowna and Bob Montguire in Vernon, plus all the other existing unit members and new recruits who showed great response to this project. Boating Safety team members made contact with over 200 individuals including boaters (locals and tourist), yacht club employees and members, rental companies, jet ski operators, kayakers, houseboat users, marina operators and many other water enthusiasts.

We discussed simple things like how a PFD (worn) can save your life. Children were rewarded with colouring books and whistles, while adults who practiced safe boating were rewarded with key chains, water bottles and a copy of the Safe Boating Guide.

Everybody appreciated the "soft approach". Our bright yellow zodiac mark V with blue "Boating Safety" lettering on the tubes, along with the bright yellow shirts and blue cargo pants/shorts dispelled any thoughts that members were present to do SAR. Everyone had fun and valuable boating safety messages that may well save lives were spread through the Okanagan boating community. We look forward to working together with Transport Canada to further develop our on the water boating safety activities in the interior during the next boating season.

Thank you to all the enthusiastic volunteers who gave their time to this successful project!



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Drug Awareness



Recognizing Illicit Activities on the Water

Story and Photos by Eric W Manchester
(With files from Royal Canadian Mounted Police Coastal Watch)

Where there's smoke, there's fire - right? Not necessarily. With the proliferation of illicit drugs and their makers, smoke on the water doesn't always signify a mariner in need of rescuing, according to Corporal Anne Clarke, Royal Canadian Mounted Police coastal watch coordinator. "Dark grey or black smoke, coupled with certain unusual smells, can denote that a floating drug manufacturing facility is either operating or is ablaze."

This means that unwary rescuers, focused on rendering aid as quickly as possible, could cruise into harm's way in the form of toxic air, explosions, or potentially dangerous persons. "You should approach a smouldering vessel from upwind, especially if you detect a licorice smell, or the aroma of Uric acid, ammonia, or sulphur," said Cpl Clarke.

How prevalent is such a seaborne threat? According to the Maritime Security Operations Centre (MSOC), numerous vessels of interest regularly ply the British Columbia coast for a variety of purposes—drug importation and manufacture, and people smuggling being the major enterprise. "Our coast is a target for drugs coming from South America, Mexico, and Southeast Asia," said Cpl Clarke. "Our 17,000 miles of coastline includes over 300 bays, coves and inlets, and two major navigable rivers."

Since 1978, over 315,000 pounds of marijuana alone have been seized from vessels along the British Columbia coast, from the Queen Charlotte Islands to Victoria, and on the Mainland coast. Not all drug activity occurs in remote locations, according to Cpl Clarke. "We recently found a crystal meth lab operating on a boat in a marina."

To combat an increase in nefarious marine activity,

RCMP established its British Columbia coastal watch program in the 1990s. Its purpose is to assist in the identification of persons, vessels, vehicles and aircraft involved in illegal activities, including the importation of drugs. These drugs, primarily marijuana, cocaine and heroin, are frequently offloaded from vessels and aircraft throughout the province using various methods. Other illegal activities include weapons, cigarettes and alcohol smuggling, and illegal aliens entering the country, among many other things.

Over time, profiles were developed of the unique characteristics and activities of drug smugglers, which may indicate that illegal activities are afoot. The program also developed profiles of suspicious vessels, their movement, repairs and aircraft activity. The volume of information available far exceeds the space available here. Each coastal RCMP detachment throughout the province is involved in the program and is available to arrange for specific awareness training.

Amidst the seriousness of the issues, a humorous event illustrates how well the coastal watch program is embraced by shoreside civilians, according to Cpl Clarke. "One night we received lots of reports of zodiac-type boats without lights running around the San Juans. A navy ship tracked much of the activity, and resources were deployed to investigate. The suspicious boats without lights turned out to be a police unit doing surveillance on a case."

Since only local folks know what's not right in their own backyards, the coastal watch program encourages people to voice their concerns, according to Cpl Clarke. "Don't be wilfully blind. It's never an inconvenience to us to get a call about something you think is suspicious."

SUSPICIOUS VESSEL PROFILE

- 1 No name or home port displayed; or is affixed on a portable device.
- 2 Payment is made by cash for equipment, fuel, repairs, etc.
- 3 Boat is abandoned in marina or work yard for long periods of time.
- 4 Crew members are usually male adults, often foreigners plus one North American. Not typical cruisers, sailors, fishermen, etc.
- 5 Unusual activities which differ from fishing schedules, etc. No regular hours.
- 6 Activities are inconsistent with their "cover" stories. Vague with details.
- 7 Vessel may have additional fuel capacity (drums, jerry cans, extra tanks) and a zodiac.
- 8 Sophisticated radio and/or scanner devices and other electronics on board which are inconsistent with the vessel's design and purpose.
- 9 Equipment on vessel known to be used in certain smuggling operations: vacuum cleaner, firearms, plastic bags, coffee sacks, masking tape, foreign charts, etc.
- 10 Crew reluctant to leave vessel while it's being serviced or other unusual security measures.
- 11 Craft changes course away from other vessels, particularly those marked as enforcement vessels.
- 12 Anchors or cruises in one area for no apparent reason.
- 13 Craft running during hours of darkness without lights.
- 14 Smaller craft hovering in vicinity of vessel.
- 15 Vessel associated with aircraft in area.
- 16 Vessel riding low in water, or has false painted water lines.
- 17 Propane bottle with valve discoloured—bright, light blue can denote presence of anhydrous ammonia (drug-making ingredient) instead of propane.

STASH SITES

- 1 Accessible shoreline.
- 2 Sheltered stash locations (dense bush, rock crevices, caves, abandoned mines). Well above high-water line. 20-40 yards into the bush.
- 3 May be near an access road (logging road, hydro access, etc).

OFFLOAD SITE PROFILE

- 1 Bays, coves and inlets protected from weather, tides and currents.
- 2 Good secure anchorages (shallow, sand or mud bottom), but deep enough for vessels to be unaffected by tides.
- 3 Accessible shoreline (sandy beach).
- 4 Remote, unpopulated areas, away from other vessel traffic. May use existing dock, and pay owner for use.

WHAT TO DO - AND NOT TO DO

- 1 Note and record as much information as possible.
- 2 Call the local RCMP detachment, or 1-855-6655.
- 3 Do NOT approach suspicious persons, vessels, vehicles, etc..



Cpl Anne Clarke, RCMP coastal watch program coordinator, indicating on chart where a drug-smuggling vessel sank in Strait of Juan de Fuca.

For more information:

Royal Canadian Mounted Police
Coastal Watch Coordinator
Drug Enforcement Branch
Phone: 1-888-555-6655

Email: cawbc@rcmp-grc.gc.ca

OR, contact your local RCMP detachment

CCGA-P UNIT — 63, KITIMAT

Story by Eric W Manchester

Photos Courtesy of Unit 63 (including cover photo)

It rains here—a lot. When the wind is particularly motivated, its 30-knot brawn makes people and places feel wetter than would seem possible. Despite being far from the open ocean, five-foot seas often scour the area's endless channels. And, that's just the summer in Kitimat, where CCGA-P Unit 63 is based.

The unit's aluminum-hull Titan 249 RHI is dispatched about a dozen times per year on mercy missions, where a 40-knot ride on their open-deck boat can become hazardous to the crew. “In winter, we get snow, ice and -17C temperatures,” said unit leader Mike Colongard. “The conditions can get so bad that it isn't safe for our members to be exposed like that, and we don't really have any owner-operator vessels to call on. We just don't send our guys out in that weather.”

Since commercial towing isn't readily available in the area, few options exist

to aid distressed mariners. Fortunately, so far, most of the unit's work comes from sportfishermen during the spring and fall. That's not to imply that nothing much goes nautically wrong in the area, which hosts a population of some 8,000 people and their boats, plus seasonal hordes of out-of-towners. During the peak summer season, self-help apparently eases the demand on the unit's resources, according to Colongard. “People here don't tend to call Coast Guard for assistance. Instead, they usually call a buddy for help.”

One call the unit did receive, on a moonlit night in April 2004, turned out to be something of a record-setter, recalled Colongard. “We were dispatched around 2300 to assist a 60' fishboat that ran aground. Luckily, the weather was good for the 70-mile run down past Butedale (coastal

ghosttown). We didn't find them right away because they weren't anywhere near their reported location. The auxiliary unit from Klemtu joined us, and we pumped out and beached the fishboat. In total we were on the incident for 17 hours, and were pretty worn out when we got home.”

Unit 63 relies on a nucleus of about a dozen volunteers who range in age from mid-twenties to 50-something, who are also tasked to maintain the RHIB and equipment. Despite running ads and giving talks at the high school, it's a challenge to recruit and keep members in a unit with a low volume of call-outs, according to Colongard. “We never seem to have enough people. Eighteen months ago we had a real crisis because we were down to just five members.”

The unit constantly seeks creative ways to raise funds through its Kitimat Marine Rescue Society. In 2005, the unit hosted what it hopes will be an annual golf tournament to augment its income from running the beer gardens at local hockey games. “Community support bought us a boathouse this year. Alcan gives



Canada Day Parade 2005: Unit 63 RHIB in the Kitimat parade.

us free moorage and power. And, the local yacht club contributed \$5,000. But otherwise, we really rely on funding from the BC Lottery Corp,” said Colongard.

Despite participating in the district's fall safety fair and the power squadron's spring open-house, gaining a higher local profile is still a challenge for Unit #63, according to Colongard. “We're not yet well-known in the community. We want to do school safety programs when Bobbie becomes available to us. And we plan to do more courtesy vessel examinations, but many boaters are reluctant to participate—they're afraid that we'll force them to make up any deficiencies that we find.”

One of the unit's goals is to improve communications and operational effectiveness among the area's sparse resources, which are essentially an RCMP boat, a ground-based SAR organization, and the nearest other CCGA-P unit, explained Colongard. “So far, we've had a joint exercise with RCMP and the ground SAR group, and we plan to do an annual exercise with the Prince Rupert unit.”



Ken Lloyd, Unit 63, in search of missing boaters at Kitkiata Inlet.



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Unit Leader Tackles Tough Training Challenges

Here's a great example of a unit leader challenging his members to be the best they can.

Shipmates,

In October, our unit coxswains and officers met to map out our direction for the balance of the year. Due to the lack of tasking over the past few months, we are all feeling a degree of disassociation. It is critical to remember that we are a front line emergency response resource and as such it is our duty to maintain the high standards of performance that Unit 5 is recognized for. This can only be maintained through the commitment of every single member of the unit. As our new Manager of Training for the CCGA-P puts it we must be "Brilliant at the Basics". I believe this not only applies to training up to the required skill levels needed to successfully achieve our SAR missions but also an attitude essential in order to achieve the high standard we expect from each member of the unit.

Being a member of the Auxiliary is a large commitment, one we all made when we joined. Whether you are a veteran coxswain or the newest member on the crew the basics for the unit are the same:

AVAILABILITY - Being available during your duty cycle to respond to any tasking. This means we all have to

juggle our personal schedules in order to be available 1 week out of 4. Obviously there are times we can not be available due to other commitments, but it is each member's responsibility to secure coverage from another member and communicate that to the rest of his or her crew.

SINCERERITY - This has to do with the personal commitment we all make to the task at hand. There are skill levels required as outlined in the crew training manual that we must possess in order to safely carry out our S.A.R. responsibilities. It is the individual members responsibility to acquire and demonstrate these skills.

SACRIFICE - We all must calculate for ourselves the personal cost of being a member of the unit versus the personal reward of successfully completing our mission. As type "A" personalities most of us are more than willing to pay the price. The auxiliary demands must be balanced with our personal commitments, family, work, and social, but to provide the service we do often the Auxiliary must come first.

EXCELLENCE - That is the level we all aspire to. With the proper training and commitment this is the goal

TIME - There are 24 hours in a day, no more, no less. We all must work, eat and sleep, how we spend the rest of our time is a matter of choice. The commitment we make

to the Auxiliary demands another portion of our available time. We must make this time available.

The strength of our unit and our crews is only as good as our weakest link. If we can be "Brilliant at the Basics" as listed above then we will continue to have earned the title Search & Rescue ASSET. The strength of our unit and our crews is only as good as our weakest link. If we can be "Brilliant at the Basics" as listed above then we will continue to have earned the title Search & Rescue ASSET.

Last evening the coxswain's and officers of the unit were unanimous in agreeing that we must provide the assistance and time to train the entire unit to "CREW LEVEL STANDARD" by the end of November. It will be up to the members to have their log books



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signed off by a coxswain, ARTE member, Training Officer, Deputy Unit Leader, or Unit Leader. In order to be signed off, the member must demonstrate the skill and also demonstrate an understanding of the purpose of that skill; all of which is covered in our Crew Training Manual. Those who achieve this level will have earned the crew level badge which will be worn on the right sleeve of their uniform and be qualified to serve on an active SAR crew. In order to be signed off at this level your log books must be complete, listing all of your achievements (courses etc. with dates), skill check offs, and, at a minimum, the record of your time on the vessel starting September 1st. It will be the responsibility of the coxswains on each crew to advise when an individual has met the above criteria and submit that member's name to the Unit Leader (or designate) for confirmation of Crew Level Status.

To assist in this task we will be using the Wednesday evening training sessions to systematically cover the Crew training manual starting at the beginning. It is not our intention to simply read page by page but rather use this time to highlight a specific part or parts of the chapter in order to enhance our skill levels. To make this happen we will change the start time for Wednesday training to 19:30. W.I.'S and social time can be done prior to this time. Each member will be expected to have read the material we will

Remember: be brilliant with the basics

be covering and be prepared for what ever format that night's training will take.

We also agreed that as a minimum each duty crew will train on the water at least once during their duty cycle. This is the time best suited to demonstrating the skills sets and getting signed off.

As a unit we are actively recruiting new members and hope to have as many as 10 potential candidates to put through our formal new member training program starting in October. Once they have completed this package, they will be subject to the same requirements before they are qualified as Crew Level for SAR.

It is also my hope we can further develop our Boating Safety program which will also require committed people. This area is equally important and offers as rewarding an experience for many people.

If you have any questions, please contact one of your coxswains. We can discuss this further at next week's unit meeting. In the mean time, feel free to step up and start the process. Ask to be signed off and show your stuff. One thing is certain one day your skills will be put to the test for real.

Be safe

Stu Worthington

Unit Leader – Unit 5 – Crescent Beach

Here are a few of the training initiatives we're working on:

Dan Savage, Training Manager

In order to support our training model we embarked on the establishment of the ARTE (Advanced Rescue Trainer/Evaluator) program 3 years ago. The ARTE group consists of individuals who (a) work together and individually to change target behaviours in units and members throughout CCGA-Pacific and (b) use their own skill base to enhance or influence skills and practices in the support of CCGA-Pacific marine rescue training programs.

We have developed an Instructor/Trainer course which is designed to "train the trainers". It is one thing to

- The current CCGA-P training model:**
- a. having a training standard
 - b. having reference material or training material
 - c. the proper delivery of the training material
 - d. the evaluation of the members to the training standard
 - e. the recording of all training information
 - f. the support of the whole training approach

have top notch training material, but the effective delivery to unit members is critical. With the assistance of our ARTE members we have been able to help Unit Leaders and Training Officers develop their instructional techniques.

We're hard at work developing a Coxswain Standard. This program will enable us to groom our coxswains to a very high level of competence in a variety of areas including SAR, administration, leadership, training etc. We wish to move

beyond the description of the Coxswain as a 'boat driver' to one which recognizes this person as a vital part of the leadership base for the organization as a whole.



Story and Photos by Scott Baker
Unit 12 - Halfmoon Bay

CCGA-P Auxiliary members again showed their remarkable skills as they led the pack at the 5th Annual International SAR Competition in Halifax, Nova Scotia on September 30th & October 1st, 2005.

Despite being split into separate teams, the five members from the Pacific Region all walked away with medals. Pacific Team Captain Scott Baker (Unit 12 - Halfmoon Bay), who used the great mariner skills of Sidney Clare (Unit 14 - Gibsons) and Campbell Good (Unit 33 - Oak Bay), won the On-Water SAREX with a near perfect score. The team was evaluated on their ability to perform the on-the-water SAR plan they had developed earlier in the day. The CCG base provided FRCs and helmspeople (teams were not permitted to drive their own vessel). The event tested crew communications, procedures, search effectiveness, and safety. The event is probably the most realistic part of the competition in terms of what CCGA members are called upon to do day-to-day, thus they were thrilled by the winning results.

Pacific Team Member Shawn Burchett (Unit 1 - Howe Sound), designated as a member of Team Canada, won 2 events; SAR Communications and Marlinspike, with the assistance of his crew: Rob LeBlanc (Quebec Region) and Herb Paetzold (Central & Arctic Region). The team led Team Canada to win both the National trophy and the overall 2005 ISAR trophy for the first time in ISAR history.

Kellei Bulmer (Unit 12 - Halfmoon Bay) was randomly selected to become a member of one of the Can-Am teams. She was placed with the 2 oldest members in the Can-Am competition including one octogenarian. Kellei led her team to win two events: Marlinspike and SAR Pump. Their overall performance earned them the trophy for the best Can-Am team for ISAR 2005.

Big Wins at the 5th Annual ISAR Competition in Halifax

The annual ISAR competition, held alternately in Canada and the US, brings together members from the Coast Guard Auxiliaries from both Canada and the USA. The competition events test not only the seamanship and SAR skills of the auxiliary volunteers but also their teamwork, organization, and leadership skills. Each region in Canada and the USA selects their top members through regional competitions to send to ISAR. The most unusual event at the competition is the Med-Evac. Can-Am members were required to reenact a ship-board rescue on the children's play ground (a wooden structure fashioned after a fishing boat with open sides). The team members were tethered together and had to follow a specific route, picking up items along the way as they proceeded below decks to recover an Anne (simulated victim). Members were then required to carry the Anne back in a stretcher, call for a "med-evac" on the radio, and lower the dummy into a waiting inflatable boat after receiving confirmation on the radio. Teams were timed and could be penal-



ized for allowing the stretcher to touch the ground or for not following the correct route.

The real crowd-pleaser was the Damage Control event. The Canadian Navy rigged up a damage control testing device: a steel box about 3' by 2' with two 3" pipes protruding from each side. The box had ten large jagged holes and was connected to a fire-hydrant. Teams were given a brief introduction by two members of the Navy damage control school and then given wedges, clamps, and shoring material, and had to patch as much as possible in 30 minutes.

When a team was satisfied (they could choose to stop early) the judges placed 4 buckets around the box and measured the amount of water collected. Teams were graded on their time, with a penalty deducted for water collected; quality of the patches was also considered.

Along with all the medals and accolades, the five CCGA-P members brought home memories and experiences to last a lifetime.

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Medals & Memories from ISAR

Story and Photos by Shawn Burchett - Coxswain, Team Canada

Unit 1 - Howe Sound

This competition began in April when our unit leader asked a few people if we wanted to participate in the Regional competition. Unit 1 has never put forward a team-despite hosting the event 3 years ago. The competition was stiff, but I had a great day and was chosen to be the second coxswain and team Canada designate.

This is where the fun really began! Scott Baker, the Pacific Team Coxswain/Captain, immediately started to rally the troops and put together scads of training materials and resources. I knew from the outset that I would likely be on Team Canada, however, I trained with the Pacific Region team and was treated like all the other team members. Scott prepared us for what to expect at the event, and the five of us worked very hard to get ready.

The greatest challenge was bringing 5 people from 4 different units and 3 different geographical areas to make a team, but we met this challenge with gusto. We began to study the documentation Scott disseminated in preparation for the 2 weekend get-togethers we planned and held. Not only were these fruitful for skills practice, but this is where the heart of the team was born. An abundance of humour infused every activity.

Team Canada only had a few short minutes to prepare as a team. I met my two teammates Rob LeBlanc (Quebec Region) and Herb Paetzold (Central & Arctic Region) and used our brief practice time to share Scott's "helpful hints and tricks" handout. This helped focus my team. Both my crew members proved to be very skilled and knowledgeable. I would crew with them anytime.

The events were all interesting, but my favourite exercise was Damage Control (see Scott's description, page 19). It was definitely something we don't do everyday.





The hardest exercise was the SAR Planning. We were provided with 3 similar SAR scenarios and were required to plan a search, answering questions on a test paper and detailing the plan on the provided chart using correct notation. Teams were given 30 minutes to complete both portions of this event and knew that they would be performing their plan later in the day during the On-Water SAREX. No team managed to finish both exercises in the allotted time, many did not even make it half way through all the questions. This was probably the most challenging event requiring an excellent grasp of chartwork, chart symbols, and SAR planning methodology. We just had too much to do and not enough time to do it.

All in all, the events were an invaluable learning experience. This competition has definitely helped to refine my skills. It really proved to me that if you train and are prepared, you will do well.

The teams were both competitive and supportive. There was even some competition between Pacific and Team Canada; however, I didn't forget my real team. We had worked very hard together to get to the event. At the competition, Scott and I discussed strategies after each event to help each other out. We were always there to cheer each other on.

This experience wouldn't have been possible without the support of my unit, the CCGA-P office staff, John Palliser, Mustang Survival and my Pacific Region team—specifically Scott Baker—for helping me to achieve a great victory. Although the plaque on the big trophy will say Team Canada, it truly was a win for Pacific Region—the best CCGA region in Canada!

This has been such a rewarding experience. The memories and the friendships will carry on for a long time.



Public Eye awareness

Jim Lee, Manager of Human Resources

In view of the fact that the CCGA-P is about 1400 members strong, and highly visible, our members do a great job of fostering positive relations with the general public. Maintaining a very good image in the public eye is, of course, of vital importance to the CCGA-P for many reasons:

- ◆ We want to be regarded as a professional and reliable organization so that our boating safety programs are respected and the message is well received;
- ◆ A credible professional image makes our SAR work easier to safely carry out;
- ◆ Our funding is directly dependent upon our relationship with the public.

We therefore must be constantly aware that we are ALWAYS under scrutiny by the general public and the Coast Guard. Everything from the boats we drive to the clothing we wear is highly visible. When one of our dedicated SAR Vessels approaches a dock, or one of our members walks through a marina, the public is very much aware of our presence. Our attendance at any Special Event or Boating Safety program further places us squarely in the Public Eye.

When we interact directly with the public, through our Boating Safety programs, our SAR activities, various Special Events, or our fund-raising endeavors, we need as individual members to be aware that our behaviour reflects on the entire CCGA-P region. We must always treat the public with respect and courtesy. We must always operate our equipment in a professional manner. We must always foster that vital positive public image.

Dealing effectively with the public can be a real challenge for us. We are not immune to the stresses inherent in SAR work or in the Boating Safety events we do. We can certainly see the results of ineptitude on the water, and naivete in the questions we get asked. We know members of the public can be irritating. Our response to them still must remain professional. These are times when we need to take a deep breath, and manage our reactions. Keep in mind that the person you are talking with just may be the one willing to make a large contribution to the CCGA-P! One negative reaction, one sharp response, one error in boat handling can have huge repercussions for our organization.

The few complaints we do get are generally about boat handling- ie. too fast through anchorages, too close to marine mammals, "hot dogging", etc. Remember, many Units drive big, fast, highly recognizable vessels, and the public WILL notice. As far as public reaction goes, it is merely the perception of safe speed, proximity to marine mammals, or "hot dogging" that can result in a complaint.

Rule 6 of the Collision Regulations clearly defines "safe speed", and there are NO exceptions to Rule 6. If training, please avoid anchorages all together. If on a SAR mission, only proceed through an anchorage if the situation warrants it, and even then at slow bell. It's always best simply to avoid transiting an anchorage.

With regard to marine mammals, please be aware that Section 7 of the Fisheries Act states that marine mammals must not be disturbed. The fines for this can be very high, and the operator is responsible! For those operating SAR vessels in Southern waters (Lower Mainland and Southern Vancouver Island), the resident Orca population is listed as "Endangered" and therefore is under very close scrutiny by many agencies. The resident Northern population (North of Campbell River) is listed as "Threatened". Do NOT approach any of these animals closer than 400 meters at speed, and keep well clear of them under all conditions. Approaching within 100 M AT ANY SPEED is a breach of the Fisheries Act and can result in charges and heavy fines.

We all need to work together to maintain the positive public image we already have. Our relationship with the public, and their perception of our organization is the life's blood of the CCGA-P. We can all help by continuing to present ourselves in a professional, courteous and safe manner.



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The Human Element in Search and Rescue Operations

Story and Photos by Curtis Bolton - Manager of Operations

Kyu-Chang Jo, Technical Analyst, & Curtis Bolton, Manager of Operations, attended the 27th Annual International Lifeboat Federation Conference in Poole, England

The International Lifeboat Federation (ILF) is a global organization that was founded in 1924 to promote the humanitarian cause of saving lives at sea. The Canadian Coast Guard Auxiliary along with 95 maritime rescue organizations (from 62 countries) are members of the ILF and, as such, work cooperatively to further the knowledge and capabilities of marine SAR worldwide.

From August 24th to the 27th the RNLI hosted the International Lifeboat Federation 2005 Intermediate Conference at their Lifeboat College in Poole, England. The main aims of the conference were to:

- 1 Examine the specific challenges facing personnel involved in the daily conduct of search and rescue operations.**
- 2 Identify ways in which the human element of search and rescue can be best managed to ensure optimum safe performance.**
- 3 Identify what the ILF, as an international body, can do to help its members.**

The conference consisted of practical workshop sessions as well as interactive discussions between the delegates.

The workshops provided an opportunity to witness first hand some of the training conducted at the RNLI Lifeboat College. The College is a state of the art facility dedicated to training the RNLI crews. Some of the highlights of the college include a 4 meter deep wave pool complete with light and sound effects that they use to train vessel re-righting and abandon ship. They also use a fully customizable mission simulator that is an excellent resource to train navigation, critical thinking and vessel command.

Several syndicate discussions were held to discuss the human aspect of search and rescue, and it was interesting to note that although each of the different organizations from around the world approach search and rescue in a slightly different way, a lot of the challenges faced are the same. During these syndicate discussions we were able to draw on resources from around the world to develop strategies to address these common challenges.

The conference proved to be a great success as it further developed the relationship between the CCGA-P and other maritime SAR organizations worldwide. This relationship facilitates the exchange of knowledge and technology to enhance the capabilities of all ILF members.

**More Photos on
back cover**



Donations in memory of three year old Quinlan Stamford

On April 13, 2005, Unit 14-Gibsons-raced to Gambier Island in a frantic attempt to rescue three-year-old Quinlan Stamford, who was trapped in a submerged vehicle. Quinlan was lifted aboard the rescue boat minutes after our arrival on scene. Everything was done to save the child, but there were no miracles on that day. There is nothing comforting about what happened, and the desperation of the scene is permanently etched on the hearts of our SAR Team. But something special recently took place in Quinlan's memory. Some of Quinlan's friends held a birthday party, and donations to Unit 14 were requested in lieu of gifts. Over \$2,000 was raised in Quinlan's name!



Eddie and Katherine Mernett present a cheque for \$2,000 to Gord Cudlipp, Unit Leader, Unit 14 Gibsons.

Cal Reid - unit 101 - Southern Interior

The Egress Program Takes Flight

Bruce Adams - Unit 8, Delta

After a two-year interruption in the Egress program due to security issues and a shortage of instructors, Air Canada has again opened their doors to us. The program is designed to teach strategies for search and rescue workers in the event of an aircraft ditching. Air Canada has already held one workshop in Commercial Aircraft Ditching Evaluations & Procedures. The workshop was well-attended and the feedback was phenomenal. As a result, the airline will be offering another course in the near future. Air Canada will allow CCG and CCGA-P to utilize their training facilities, and instructors will demonstrate search and rescue strategies such as opening a commercial aircraft door from the exterior and slide raft deployments. Einar Tobiasene at Sea Island Hover Base has also graciously offered to put together an electronic version of the information contained within the manual.

Where will the EGRESS program go from here?

Step 1 is to update the existing manuals to a more streamlined version, with quick references, while meeting the necessary approvals. These updates will then be distributed to units.

Step 2 (which has already begun) will be the ongoing training sessions at the Air Canada facility when possible.

Step 3 is to visit as many units as possible, to answer any questions regarding this program and the revised manual, when complete.

Step 4 will be to bring as many departments together, such as Ministry of Transport, Airport Authority Emergency Response, Air Canada, CCG and CCGA-P resources, to learn each others' roles and responsibilities in the event of a commercial aircraft ditching off our west coast.

Step 5 is to attempt to set up a live exercise in the lower mainland to test our theoretical and practical knowledge. Air Canada supports this program and is keen to assist wherever possible.

Thank you to Effie Gravanis, In Flight Service Training Manager - West, and the hard workers at Unit 8 for helping to get this program back on track.

If you (or your unit) are interested in this program and would like to be kept informed, please let me know, so I can update my database. If your unit does not already have the 2003 manual, please also let me know. You may reach me at bsadams@telus.net, (604) 808-9639.

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Legacies give forever.*



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