

Dolphin

Canadian Coast Guard Auxiliary Pacific Region



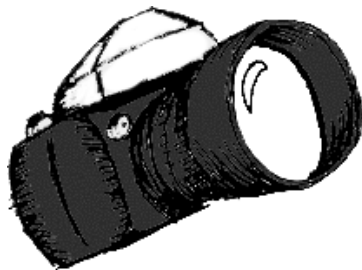
Volunteers
Saving Lives
on the Water

Summer 2006

Vol 16, No 1

www.ccg-a-p.ca

Dolphin Submissions



Send us stories of SAR incidents, donor contributions, boating safety/education initiatives, special events, vessel dedications, unit member profiles or any other CCGA-P activities.

Remember to send your pictures as high resolution files.

Please email your submissions to dolphin@ccga-p.ca or by mail to
Attention: Special Projects Officer
25 Huron Street
Victoria, BC V8V 4V9



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In Memoriam



Robert Petitpas 1935 - 2006

It is with deep regret that we inform you of the passing of Robert Petitpas, Immediate Past Chief Executive Officer of the Canadian Coast Guard Auxiliary, on June 20, 2006.

Robert Petitpas joined the Canadian Coast Guard Auxiliary Québec in February 1981 and immediately became founding commander of the 22nd Rescue Unit in Sorel. Robert was promoted to district commander in 1983. As a result, he became a member of the CCGA Québec regional board of directors, on which he has served for over 20 years. For eight years, he was Vice-President of prevention.

While serving as Vice-President, he set up prevention-related structures within CCGA Québec, thus giving the organization fresh momentum. In 1993, Robert was encouraged to run for President of CCGA Québec, and he remained President until 2004. Under Robert's leadership and dedication the organization grew to 654 members, 150 vessels and conducted 397 search and rescue taskings in 2005.

Under his leadership, CCGA Québec instituted their first regional search and rescue skills competition which has now become an annual event. Robert organized the first International Search and Rescue (ISAR 2000) competition with the United States Coast Guard Auxiliary. The ISAR competition has now become an annual event.

Robert served on the CCGA National Council for thirteen years, including six years as vice-chair. In August 2004 he was voted in as Chief Executive Officer of the Canadian Coast Guard Auxiliary.

Robert's devotion to the CCGA and his commitment to marine safety will be remembered forever.

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To all Coast Guard Auxiliary Members and our supporters.

Our National organization was deeply affected on June 23, 2006 with the passing of our National CEO Robert Petitpas. Robert was from the Quebec region and had been a very dedicated volunteer with the CCGA. He and his wife Claudette were a powerful team who had worked tirelessly to move our organization forward. Our heartfelt condolences go out to her.

Shortly before Robert died he was forced by ill health to give up his position as CEO of our National organization. At a subsequent meeting of the National Council our own President Malcolm Dunderdale was elected unanimously to the position of National CEO of CCGA. Congratulations Malcolm. As a result, Malcolm has stepped down as the Pacific Region President. A board meeting was held on July 23, 2006, and at that time, the board appointed me, your Vice President, as President of CCGA-P.

It is a great privilege to be named to this position. Over the years, I have had the pleasure to work with a very well qualified and dynamic board of directors. Additionally our organization has been particularly fortunate to have excellent presidents with great vision. It is my hope, with all of your help, that I can continue the momentum our great organization has achieved.

We have made tremendous progress with our change to a governance board and management team. We are just now starting to see the results of this change and the future is looking very bright for us.

Of the many challenges we face, perhaps none is more difficult than that of equity between our units and areas, many of which are challenged by geography and the ability to fundraise locally. Our board and our management team are committed to trying to level this gap and move our organization to a position where every unit and member has access to an equal share of the resources that we can access.

I look forward to working with all of you as we move ahead with the challenges before us knowing that we have the people to do the job and the ambition to be one of the best Search and Rescue and Boating Safety Volunteer organizations in the world.

Bruce Falkins
President CCGA-P

President's Message



Boating Safety Report

An important aspect of the mission of the CCGA-P is boater education. Knowledgeable boaters are safe boaters and safe boaters generally are less likely to be involved in search and rescue incidents. Through boater education and awareness the goal of the CCGA-P's Boating Safety programs is *Saving lives without getting wet*. The following gives an overview of the Boating Safety programs carried out by the CCGA-P in the Pacific region.

Kids Don't Float (KDF)

These loaner stations for children's PFDs are very popular and the Auxiliary receives many requests for new boards. These boards are placed in strategic locations by sponsoring units with the assistance of the Auxiliary. At the end of 2005 there were 14 KDF boards set up across the region with more requests on hand. The RCMP is sponsoring several boards in remote coastal communities. Mustang Survival is the supplier of children's PFDs. As a new KDF partner, Mustang's first gesture was to ship 180 PFDs to our Central Office. 12 new boards were recently constructed and delivered to Central Office. With the shipment from Mustang and the new boards, the CCGA-P has sent new KDF stations to Alert Bay, Bella Bella, Gibsons Marina, Secret Cove Marina, Buccaneer Marina, Deep Bay Marina, Townsite Marina (Nanaimo), and Comox Marina.

Bobbie the Safety Boat

The Bobbie program continues to be very popular with children and adults. During the busy spring and summer months Bobbie is very much in demand for visits to schools, boat shows, parades, fairs, marine festivals and other water related events. 10,000 copies of the Bobbie Colouring and Activity books were handed out last year. Coast Capital Savings sponsored the reprint of colouring books for this boating season. Because Bobbie is in such high demand, Boating Safety has added another Bobbie and trailer to the

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**WE SAVE LIVES
FOR A LIVING**

Pacific Region fleet.

Pleasure Craft Courtesy Check (PCCC) Program

The PCCC program is the Auxiliary's primary means of delivering the Boating Safety message to the boating public. By conducting hundreds of voluntary PCCCs each year the Auxiliary reaches out to boaters with a friendly, non-threatening, and educational approach.

In keeping with the revamped training that began with the assistance of Transport Canada's Office of Boating Safety, the PCCC program has continued to follow the direction set last year. Instructor training workshops have been conducted in Vancouver, Nanaimo, Victoria, Vernon and Prince Rupert. With PCCC Instructors throughout the region, the training costs for PCCC Checkers will be reduced. Members can be trained to do Courtesy Checks by an Instructor in their home Unit or in a Unit in close proximity. Several PCCC courses are currently being organized in the Vancouver area.

Inland Lakes Pilot Project

Until last summer all boating safety activities on the interior lakes were conducted by boating safety units from the shore, at launching ramps or at marinas. In response to two tragedies only days apart on Okanagan Lake, the CCGA-P, with funding from Transport Canada, set up a pilot project to bring the safe boating message to boaters using a small RIB. Due to organizational issues, the boat arrived late in the summer. Experienced personnel from units on the Coast volunteered to spend time on Okanagan Lake training members from Unit 101 to run the boat. The response from the boating public was a positive one. An added bonus was the boat created interest in the organization, and new members were recruited for Unit 101.

Looking Ahead

Boating Safety will continue to be an active part of the CCGA-P. 2005 was a busy year and 2006 is lining up to be even busier. As programs develop and grow, the boating safety message will reach even more boaters. The goal of Boating Safety programs will continue to be the same in 2006 – helping boaters become safer boaters and helping owners have safer boats through education and awareness.

Neil Goldsmith
Manager of Boating Safety CCGA-P

Boating Safety Report continued



Bobbie attended the 15th annual Prince Rupert Children's Festival and spoke to over 150 kids about boating safety. The kids were able to sit in a small inflatable and try on PFDs. As usual, Bobbie was a hit! Over seven members of Prince Rupert Unit 64 helped Bobbie deliver the safe boating message.



Training Report

Training for the members of CCGA-P continues to be the focus for 2006. A large portion of our operating budget is allocated to provide members with the best possible training in order to support our primary goal of saving lives at sea with the minimum amount of risk to our volunteers and those we are tasked to assist. With this goal in mind we will continue to seek out ways of enhancing our approach to training in order that we obtain maximum value for the resources allocated to this most important area of our operation.

UNIT ASSISTANCE VISITS

Members of the ARTE Team as well as the management team have been very busy during the past few months with visits to units. These visits are designed to assist units with training and administrative issues. We live in a fast changing environment, and it's appreciated that not everyone is equipped to deal with the demands this change brings. It is hoped that training and unit assistance visits will help position units to better cope with challenging issues.

My thanks to Scott Baker for his assistance to Deep Bay, French Creek, Nanaimo and Ladysmith. These Training Assistance Visits were conducted during the month of March. In May and June Unit Assistance Visits were made to Klemtu, Prince Rupert, Kincolith, Port Simpson, Kitkatla, Ocean Falls and Bella Coola. Thanks to David Rees-Thomas, Jim Lee, Duncan Peacock, Amarah Gabriel and Stan Warlow. During the week of Jul 10, David Rees-Thomas and I made visits to Nootka Sound, Port Alice, Port McNeil, Port Hardy and Alert Bay. We hope to expand and build on our solid foundation of northern units. Stay tuned for some interesting developments.

I'm pleased to report that unit 37 Sooke is back in the SAR business with their most impressive DRV Spirit of Sooke. This 30' Carswell Titan has an enclosed cabin and is state of the art with shock absorbing seats and the latest in electronics. Special thanks to ARTE member Paul Foster and Tyler Brand for their superb effort in training the Sooke unit in the operation and handling of this latest addition to the SAR fleet.

Hope Bay, North Pender Island SAREX May 13/06

A very successful exercise was held at Hope Bay on May 13. We had representation from units 5, 6, 7, 8, 20, 33, 35, 36. A diverse array of incidents were devised to test the crew's expertise in dealing with everything from runaway sailboats to hypothermic kayakers. Thanks to Stu Worthington from unit 5 and Roger Pilkington of unit 20 who co-hosted this event. The judging was capably handled by ARTE members Ron Gieck, Mark White, Simon Gatrell, Gerald Hartwig, Mark Palmer, Greg Miller and Peter Jarvenpaa. Thanks also to Brian McMurdo of unit 5 and Barry Hastings of unit 6 for handling the communications.



REGIONAL SAR-EX — North Pender Island, May 2006

ISAR 2006—Portsmouth, Virginia

We are in the final stages of planning for this year's ISAR. This year's team will be made up of representatives from the four lower Vancouver Island units, Oak Bay, Victoria, Saanich and Sooke. We are fielding a team of 5 auxiliaries for this event. CCGA-P has always performed exceptionally well in the ISAR events, and I'm sure this year will be no exception. A full report will be filed on completion of the event in October.

USCGA/CCGA-P EXCHANGE PROGRAM

During the Annual Training Conference, I had an opportunity to meet and talk with Michael Folkerts who is the commander for district 17 USCGA in Juneau, Alaska. This district has 400 auxiliaries and operates in a challenging environment. Michael was very interested in setting up an exchange program that would see members from his district attend our RHOT school. In exchange we would send members from CCGA-P to attend their Coxswain Training Academy. I'm pleased to report that we were able to send Brian Glennon from unit 33 Oak Bay to attend the 10 day academy held in Homer, Alaska in April. Brian was the first Canadian auxiliary to attend this academy, and he was able to glean a great deal of information about how our American counterparts conduct their training. Brian's experience will be invaluable as we move to potentially having a similar structure to train our own coxswains in the future. Thank you Brian for a job well done.

Training Report continued

SIMULATOR PROJECT

Attendees at the Annual Training Conference had an opportunity to see the excellent prototype of our simulator in action with Thomas Kerr on hand to provide information and insight on this initiative. Brian Cameron and Thomas Kerr left for the United Kingdom after the Annual Training Conference for a visit to the RNLI with the intention of getting a first hand look at their simulator and its role in the training of members of the RNLI.

Carswell just delivered the long-anticipated vessel cabin for the full simulator. The donation of this important component of the project is just another reminder of why Carswell Titan is such an important supporter of the CCGA-P. Dale Scott, an active member in Unit 102-Fraser Valley took the lead role in organizing the transport of the FRC-SIM cabin to St. Johns, Newfoundland where it will be integrated into the simulator. Hats off to Dale and Nadim Thobani, both of Canadian Freightways, for all of their fantastic assistance and efforts!

Brian Cameron has taken on the task of designing the training structure we hope to use when the simulator is fully operational. There are numerous issues as yet unresolved surrounding the simulator which I hope to have answers for as we continue to move toward implementation of the simulator as a core training resource for our members.

The NET online simulator is nearly completed and is



SIMULATOR CABIN — Ready for shipping

awaiting review from the ARTE team. Thomas still seeks volunteer help for development of the simulator training plan and simulated navigational tools.

As well, any members with a background in Information Technology and Computer Science who are interested in joining the FRC-SIM Technical Team are invited to contact Thomas to discuss details of the positions. The Marine Institute will be giving a special 2 day workshop on the operation and troubleshooting of our SARSIM- Full Mission Simulator this winter, and we require a team of four or five people.

Dan Savage,
Manager of Training

An advertisement for Shockwave Marine Suspension Seating Solutions. The background is a photograph of a white inflatable boat with a cabin, moving through choppy water. The boat has "ENTERPRISE" and "4440756" written on its side, and two Mercury outboard motors at the stern. In the top left corner, there is a logo with the letters "SW" and the word "SHOCKWAVE" in large, bold, black letters. Below the logo, the text "Marine Suspension Seating Solutions" is written. A diagonal line of text across the image reads "Protect your back...with the latest technology". At the bottom right, the website "www.shockwaveSeats.com" and phone number "250-656-6165" are listed.

Fundraising and Public Relations Report

BC GAMING COMMISSION

The total grants to CCGA-P support societies have now exceeded \$1,000,000. These funds are already being used towards the purchase of new vessels, maintenance on existing vessels, purchase of equipment and training.

For the next set of gaming applications, all support societies should have provided their wish lists to head office by May 1, 2006, with final applications in the office by July 15, 2006. Remember that applications can include money for training and administration.

After sitting through the simulator training session at the Annual Training Conference, the Gaming Commissioner Ursula Cowland expressed an interest in supporting the Simulator Project. She subsequently received approval to support the purchase of 3 simulators. We continue to cultivate this wonderful relationship with gaming.

MEDIA KITS

In the early part of the millennia, the CCGA-P produced an excellent media skills handbook to help units and societies manage their own public relations. This manual was in need of some updates and minor revisions. With the revisions now complete, these manuals will be distributed to the units. We encourage all units to appoint a media officer—a person responsible for all media and public communications. This is an area that still requires a lot of development at the unit level and thus will be a focal point for training at next year's training conference.

UNIT/SOCIETY ADMINISTRATION

At this year's Annual Training Conference, the administra-

Remember: Applications to gaming should include requests for funds for training and administration.

tion and development team put together an hour long session to discuss Unit and Society administration. With the help of Kyu-Chang Jo, Randy Strandt, and Scott Baker we tackled topics including fundraising, CCRA filings, gaming applications, insurance, society and unit contacts, and the SAR Management System. We received really great feedback and lots of questions. A complete copy of the presentation and the handout is available at <http://www.ccgapacific.org/ccga-p/resources/agm.php>.

Demo cd's on the use of the SAR Management system have been distributed to units. This system is incredible and will reduce paperwork and facilitate the exchange of information. This is a well-developed system that caters to the very specific needs of our organization.

The Management Team and the Board of Governors' Society Representative are working on a Society handbook, and we hope to have all the necessary forms and information on-line very soon. We would also like to initiate a forum for the exchange of fundraising ideas and public relations opportunities as well the development of a media and community contacts database.

CORPORATE AGREEMENT

One of our members from Unit 8 has offered all CCGA-P a discount through Thrifty Car Rentals. See page 28 for more details

Happy Fundraising!

Melissa Gervais

Manager of Financial Development & PR

Salish Sea float station



Unit 20, Salish Sea announces the arrival of their new float and station, moored near their emergency response vessel, the Nu-to-Yu II, in Port Browning. The station will house gear and provide a warm dry place as members prepare to respond to marine emergencies.

Thanks to all those in the community (Pender Island Community Services, Royal Canadian Legion Branch 239, and the Pender Island Lions Club) who have supported this venture financially.

Human Resources Report

In the event that you had to call 911 for fire, ambulance or police, what are your expectations of the driver of the emergency vehicle? I would expect competence, safety, and high degrees of skill, experience and training.

So what expectations would we have of a SAR crew on the water? I'd expect the same.

The current allowable alcohol limit for driving a pleasure boat is the same as that for operating a vehicle—0.08%. The tolerance for operating a first response vehicle is ZERO.

I have recently been asked to develop a regional policy standard for the CCGA-P regarding alcohol and drug usage while on duty. This seems a simple enough task!

In order to accomplish this, I reviewed the policies of the RCMP Auxiliary, volunteer fire departments, and the old Canadian Marine Rescue Association.

There are two primary issues involved in this. The first is addressing the issue of alcohol/drug usage by on-duty SAR crews. The second is looking at consumption while in uniform, but not on SAR duty.

With regard to the first, the policy will certainly be one of zero tolerance. This would mean that duty crews are expected to refrain from drinking or from using drugs that may impair performance while carrying the pager. This makes obvious sense given that we expect the same from any emergency response team.

So expect an updated policy regarding this issue to be coming forward in the very near future.

In regard to the secondary issue—drinking in uniform when not on SAR duty—I would ask us all to think of this:

Port Alberni Marine Rescue Society Spring Dinner 2005



Mel Stella receives his 25-year pin

1. When you can be publicly identified as a member of CCGA-P, you must always be aware of how your behaviour affects the public image of the entire organization;
2. Some units have uniforms that, as far as the public is concerned, identify them as Coast Guard. This means that your behaviour has a direct affect on the reputation of the Coast Guard.

When in uniform, when on-duty, we as individuals ARE the CCGA-P

I am certainly aware that many of us head to the pub after a meeting or training session, and that many of us are in uniform at the

time. I am also one that would say that a little group pub time is good for our morale!

I would just ask that we all be aware of the image we are presenting. Perhaps we could simply cover up—put on a jacket or sweater or whatever to de-identify with the CCGA-P or the Coast Guard.

I know many units have made it a unit policy that no uniforms appear in the pub.

Again, this is always a judgement call. We all need to bear in mind that each individual that can be publicly identified as a member of the CCGA-P bears the responsibility of representing the members as a whole.

So let's all have fun and enjoy the camaraderie the CCGA-P offers us. But let's also keep in mind that, when in uniform, or when on duty, we as individuals ARE the CCGA-P.

Jim Lee
Manager of Human Resources

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SAR OPERATIONS REPORT

First of all I should introduce myself. I joined the Auxiliary in 1998, subsequently becoming coxswain, deputy unit leader, and unit leader in Unit 1, Howe Sound. After twenty years of teaching Electronics Technology at BCIT, I retired last summer and moved to Saturna Island, where I now serve as remote coxswain with Unit 20, Salish Sea, in addition to carrying a (volunteer) ambulance pager. I was asked to take on the position of Manager of SAR Operations when Curtis Bolton stepped down for family reasons (read "new baby") and have held the position for about six months.



SAR Ops Team

I want to thank previous SAR managers Curtis Bolton, Bob MacCauley, and Ryan Woodward for their help in getting me started. None of us on the Management team could function successfully without support. Currently in SAR Operations we have Bob MacCauley and Greg Miller handling incident reports and Special Events, respectively. Allan Hughes recently wrapped up a major accident investigation. Jamie McJannett of Unit 1 Howe Sound has offered to assist in future investigations (let's not give him anything to do, ok?). We can still use some assistance in formalizing vessel and equipment standards. If you have questions or concerns in any area of SAR operations, we'd prefer that you contact me (sar@ccga-p.ca) or the office rather than one of the support team. If you're interested in becoming part of the SAR Ops Team, please let me know.

SAR Management System

One of the biggest frustrations I found as a Unit Leader was the quantity and variety of paperwork involved, even for the most routine tasks. The new web-based SAR Management System goes a long way toward alleviating that frustration at the unit level. SMS makes the manager's jobs significantly easier and gives us far greater insight into the operation of the Auxiliary. I can't say enough in appreciation of Scott Baker's efforts to give us such a flexible and functional system.

If you're a Unit Leader or Training Officer, and you're not using SMS yet, I would encourage you to give it a try. SMS is one of the most straightforward and (dare I say it?) user-friendly web applications around. (If you feel completely computer-challenged, we'll still accept paper forms.) If you are a Unit Leader and a regular SMS user, please take the time to go through your vessel description to ensure that it is correct and that you have a vessel photograph. I've noticed a couple of possible discrepancies in vessels with which I'm familiar. Also, please encourage your members to check their profiles and update their contact information. Remember, you can check the current status of any requests or reports entered by your Unit by clicking on "Pending items". If you have difficulties using SMS, please contact me at sar@ccga-p.ca or Jenny at the office at jenny.croucher@ccga-p.ca.

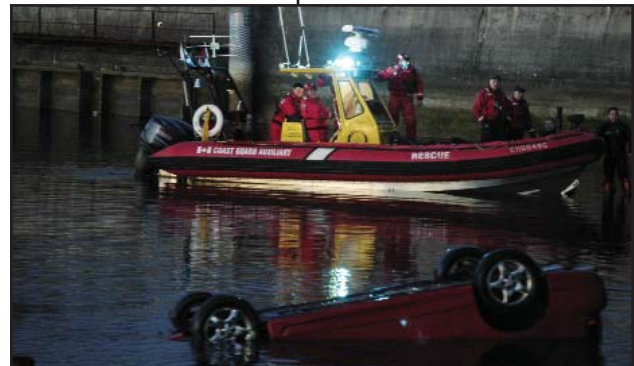
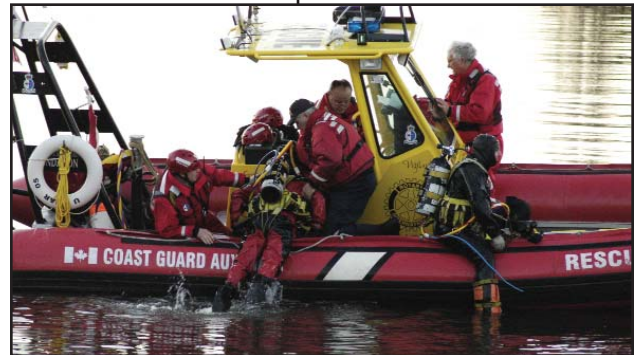
David Rees-Thomas
Manager of SAR/Operations

Crescent Beach on the Job

Incident Report



At 16:00 on March 19, 2006 Auxiliary 5 Crescent Beach was tasked to the head of the Nicomekl River to investigate an RCMP report of a vehicle in the water. With a 14 minute response time Unit 5 was on scene in 29 minutes where we located the roof of a vehicle submerged 2 feet under the water. Upon securing a DMB at the scene Auxiliary 5 proceeded back down the Nicomekl River to rendezvous with the Hovercraft Siyay off Crescent Beach. The 4-man CCG Dive Team was transferred aboard and transported back to the scene. Divers were in the water at 17:00. We were assisted on shore by members of Auxiliary 5, RCMP, Surrey Fire, and EHS personnel. The dive team confirmed that the vehicle was empty and proceeded to attach a cable some 300 feet from the entry point to secure and recover the stolen vehicle. The dive team was then returned to the Siyay, and we returned to base 3½ hours after being tasked. The mission demonstrated the close working relationship we enjoy not only with our colleagues in the Canadian Coast Guard but with the other agencies involved in the Search and Rescue system.



SAR Management System Tips

Now that the SAR Management System (SMS) has been up and running for several months, you no longer need to enter paper reports. Here are a few tips that should help both new and experienced users.

Login & Access

Anyone can signup on the website, but that won't get you access to either the SMS or any of the member resources on the site. If you do signup be sure to contact the webmaster@ccga-p.ca so that your access can be correctly assigned. If you forget your password please do not signup again. Use the 'lost password' function to have your password emailed to you, or contact the webmaster for help.

Even if you can login to the site your security access must also be set correctly so that you can access the SMS. If you can login but can't access the SMS, please contact the office at jenny.croucher@ccga-p.ca

Off Time

Several members have been confused by the 'Off Time' selections in Training and Incident forms. Just as with the paper forms from before, this indicates time spent doing something other than the activity being described by the form. Here are a few examples:

- ◆ While out training you are tasked to a SAR incident. When the tasking is complete, you return and continue training. In this case the training form should reflect an 'off-time' equivalent to the duration of the SAR tasking.

- ◆ During a SAR Tasking you are tasked to wait for the tide to change. You return to base and wait until the specified time and then return to the scene. In this case the 'Off-time' should reflect the time spent waiting for the tide to change. If the crew of the vessel changes (e.g. a follow-up tasking on a subsequent day) you will need to create a new incident report with the same number and use the 'supplement' field to indicate this.

Outstanding Operations

What happened to 'Outstanding Operation'? It's been moved to the 'flags' section of the authorization. Anyone who is part of the work-flow of a report can flag it as being an outstanding operation. Other flags indicate if the report is being entered only for information (e.g. no reimbursement is being requested) or if it is a historic report that has already been authorized by paper and is just being entered to retain existing statistics.

East Longitude

Because the SMS is designed to work anywhere in the world, Longitudes from the Eastern Hemisphere are allowed. Please be careful when entering incident report longitudes by hand that you select 'West' for the longitude direction.

Historic Information (Old Reports)

Many units have elected to start entering reports that have already been authorized so that the data from those activities will be displayed in the SMS. You are certainly encouraged to do this as it will improve regional stats and give all members a better overview of past activities. However, please note the following when entering old reports:

Don't authorize old Training and Incident reports beyond the unit level. This prevents emails being sent to the associated manager for reports that have already been approved. Instead, stop after the report is marked complete. Site administrators are monitoring the system and will close off any old reports in a 'pending' state as they are entered. Classroom reports are closed as soon as they are authorized at the unit level, so these reports can be closed by the unit. Don't authorize old Training or Incident reports. Do authorize all Classroom reports.

Reports

Unit officers should get in the habit of checking their unit's reports in the system:

- ◆ **Stale Items** - shows anything nearing the 30 day cut-off and 'stale' incomplete items. These are usually over-sights, and the system will send a weekly email to the unit notification address with a list of stale items. The report allows you to review them any time.
- ◆ **Pending Items** - show any open or pending reports that are still waiting for authorization. If the report is listed 'Pending Coxswain' or 'Pending Unit Level' then action by someone in your unit is required before the report can proceed.
- ◆ **Training Grid** - is an excellent way for the unit Training Officer to monitor the training progress of all members in the unit and provides quick access to sign-off items from the training standards
- ◆ **Unit Overview** - shows general stats for the unit, including any items currently waiting in the incident queue (SAR missions that have not yet been reported).

Quick Search

Need to find something quickly? Use the Quick/Number search. This is a new feature that allows you to search through all the reports in the system for an item. It works best if you search by number (member number, incident number, request number etc...) but you can also search by name and/or title. By default the search looks through everything in the system but you can use the pull-down menu to restrict it to look in only one area. If only one item is found it displays that item. If multiple items are found it displays a list and lets you select the item you wish to view.

Things to Check

The launch of the SMS across the region has gone very well, but there is some data that still needs to be updated. Unit

officers should review the following areas to ensure the SMS has complete and correct data:

- ◆ **Edit Unit** - ensure all information about your unit is correct and complete
- ◆ **Vessels** - ensure all vessels (including Owner Op vessels) are present and information is complete
- ◆ **Personnel** - ensure all members are listed and have the correct access. If you need help, try the on-line help. Click on the help links from anywhere in the SMS or review the video training CD.

help Get general help about how to fill out this form correctly. Help for the individual fields on the form is available by clicking on the **?** links located near the titles of each field.

Did You Know?

The SAR statistics displayed on the ccga-pacific.org home page are now computed in Real Time directly from the SMS. As reports are entered in the system the site is updated instantly, so members and non-members who visit the site are now able to see current data from the across region. Stats are computed for the last 12 months in a rolling calendar.

SAR MANAGEMENT SYSTEM UPDATE

As of August 31, 2006, many paper forms will be replaced by on-line reports and requests via the SAR Management System (SMS).

The following paper forms will be available only to units experiencing network outtages and to areas with limited web capabilities:

SAR Mission Report
SAR Mission Report - ANNEX 1
SAR Mission Report - ANNEX 2
Exercise / Training Expense Claim
Exercise / Special Event Request
Training Course Request
Training Course Report
Boating Safety Literature & Supplies
Requisition
Boating Safety Event Follow-up
Boating Safety Event Request
Stores / Equipment Requisition



PROFESSIONAL DEVELOPMENT

The Royal Institution of Naval Architects staged a special RIB Conference at this year's RIBEX 2005 show. But amongst the experts present from all around the world, there appeared to be a keen debate brewing over the matter of what really constitutes a true RIB. This article, kindly produced by RINA, reveals much of the current thinking in the commercial RIB sector.

The Royal Institution of Naval Architects' RIBs and Inflatables conference was held at the beginning of June 2005 at Cowes, UK, in conjunction with the RIBEX exhibition. However, there remains some confusion as to whether many of the RIB-type vessels around at present can truly be defined as rigid inflatable boats - or, indeed, whether or not that matters.

The scene was set by a paper written by Ship & Boat International contributor Dag Pike, who has been involved with RIB development through its 40 year-plus history. Unfortunately he was unable to present the paper himself; so the job of opening the conference went to Hugo Montgomery-Swan of RIB International magazine, though his outline of the history of the RIB closely mirrored Dag's comments.

Mr Pike believes that the RIB concept - as opposed to any pedantic definition of the term - is alive and well, with this type of boat having a bright future, having successfully invaded even the most conservative areas of the marine industry. On the other hand, though, several modern designs do not incorporate what were once considered essential features of RIBs.

The RIB began as a logical development of the rigid floored inflatable boat, which was being used in France and Britain for inshore rescue work. However, wear and tear on the structure, and the harsh ride from the virtually

flat bottom, were real problem areas. In the UK, the process of making a stronger, more seakindly boat led to the development at the Atlantic College, in Wales, of an inflatable boat with a deep-vee rigid hull.

Development was far from problem-free, but the result was well worth it - the Atlantic's successors form a vital part of the Royal National Lifeboat Institution's fleet; and will continue to do so for many more years, as we heard from the RNLI's paper.

So logical was this development that others were doing similar things. As well as Zodiac in France, Avon, in the UK, put a GRP hull in an inflatable collar to create the Searider (which took the concept a stage further by making the deep-vee hull fill with water ballast when at rest to provide a stable working platform) while, also in the UK, Flatacraft produced the first RIB to the basic format still popular today.

The success of the concept was based around a combination of a rigid, sea-kindly deep-vee hull surrounded by a variable-geometry inflatable tube that can deform under wave impact. The way the concept has developed has seen actual improvements such as inboard diesel and waterjet propulsion, stepped hull forms, improved materials for both hull and tubes, and better ways of attaching the tube to the hull. Whether other developments can actually be thought of as improvements to the concept is a controver-

Almost every year thus far the show has attracted innovative prototypes and 2005 proved no exception

sial question.

Dag Pike describes the key to the good seagoing characteristics of the RIB as being the way in which the inflatable tubes and the rigid hull interact. For a true RIB, the tube is a fully integrated part of the boat, whereas in some modern designs it is little more than a fender.

In a true RIB the tube provides additional stability at rest, as well as providing reserve buoyancy. Tubes that are clear of the water, even at rest, will add little stability without the boat having to heel a long way, and will have negligible stabilising effect at speed, as the tube is virtually isolated from the water.

The very low tube pressure of early RIBs provided variable geometry and absorbed shock loadings. Many modern RIBs operate at higher pressures, and rather than absorb shocks from waves

it causes the boat to bounce, often from side to side. This has a side effect in that seating provides inadequate support, while the hard ride can cause impact injuries to the helmsman and crew. It is a similar story when coming alongside - the harder tubes cause the boat to bounce off the quay or other vessel.

Foam-filled or rigid collars can certainly be more durable, and if well designed they can replicate many of the RIB characteristics. A high maintenance requirement is one area where conventional craft have a significant advantage over the RIB, but is a totally rigid vessel a true RIB? Indeed, several of the craft discussed at the conference - such as a high

payload military boat with twin hulls in 'sea sled' inspired format from VT Halmatic and Lorne Campbell Design - appear to be perfectly operable without a collar.

But as Dag Pike reminded us, RIBs have a rosy future, becoming the design of choice in several applications. Sizes are ever-expanding. Not long ago, 12m was considered the maximum size for a RIB. Now, however, vessels up to 25m are on the designers' drawing boards.

One area in which the conventional RIB has a strong future, and indeed is expanding its market penetration, is lifeboats. The UK's Royal National Lifeboat Institution presented a paper, given by principal engineer Rob Cantrill, describing the background behind its Fast Inshore Boat 1

(FIB1) project. This is a replacement for the RNLI's Atlantic 21 and Atlantic 75 RIBs, which have been in service for many years.

Despite the success of these boats, the RNLI did not automatically decide on a RIB. The detailed specification, based on feasibility studies and market surveys, was basically for a twin-engined vessel capable of speeds in excess of 35 knots in Beaufort Force 2 conditions and capable of

operating up to Beaufort 7.

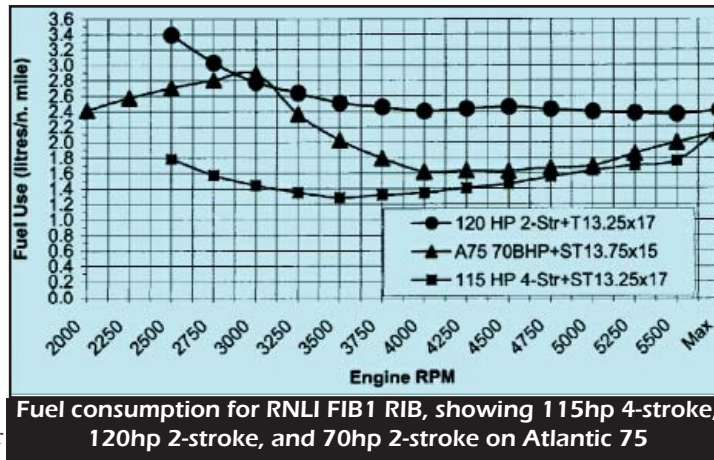
Manned by three to four crew, it should be capable of being righted and the engines restarted following a capsizing. 21 manufacturers who produce boats of suitable type and size were asked to submit proposals, and out of

14 proposals received, the RNLI chose three for evaluation against the Atlantic 21 and 75, having narrowed down the choice further to FRP construction and outboard propulsion.

The three test boats were subjected to trials by a group of 12 experienced RNLI inshore helmsmen, in various sea conditions. The unanimous conclusion was that the Atlantic 75 was the best boat, and the group requested that the new FIB1 be a development of this design. An additional request was that it should be able to carry a fourth crew member.

RNLI looked at various deck layouts, and decided on an 8.5m RIB, a total of some 13% larger than the Atlantic 75, though the collar would be the same diameter as that of the Atlantic 75 so as not to impede casualty recovery. Further improvements over the Atlantic 75, following further evaluations and trials, resulted in a CO₂-inflated righting system and four-stroke outboard propulsion. The test team had also expressed a wish for a variable water ballast system, which was incorporated into the prototype design.

Thermoplastics were investigated for hull construction, using Twintex glass fibre reinforced polypropylene, and although the toughness and low maintenance of this material is attractive, it was felt further work was required to develop the process for this application, so a more conventional advanced sandwich composite construction was



Fuel consumption for RNLI FIB1 RIB, showing 115hp 4-stroke, 120hp 2-stroke, and 70hp 2-stroke on Atlantic 75

finally selected, using SP Systems' Sprint materials in a pre-cut kit form.

The four-stroke propulsion option proved particularly successful. The additional torque produced an improvement in acceleration performance, and the improved fuel economy of the four-stroke design meant that the 115hp engines selected use virtually the same amount of fuel per nautical mile at full throttle as the smaller two-strokes on the Atlantic 75. This means there will be no need to increase fuel storage at RNLI boathouses.

In another paper, the Finnish Lifeboat Society described its newbuilding strategy. The service has over 140 lifeboats, of 45 different designs, which had hitherto been purchased one by one, often using ordinary workboats fitted with extra equipment. The need to rationalise this method, and renew elderly vessels, led the Lifeboat Society to the decision to concentrate on faster, smaller purpose built vessels in an initial three classes: a small open boat, a larger open boat to replace Finland's ex-RNLI Atlantic 21s; and a cabin boat. These - known as Classes I to III respectively, would be joined later by Classes IV and V, a medium sized cabin boat and an all-weather lifeboat.

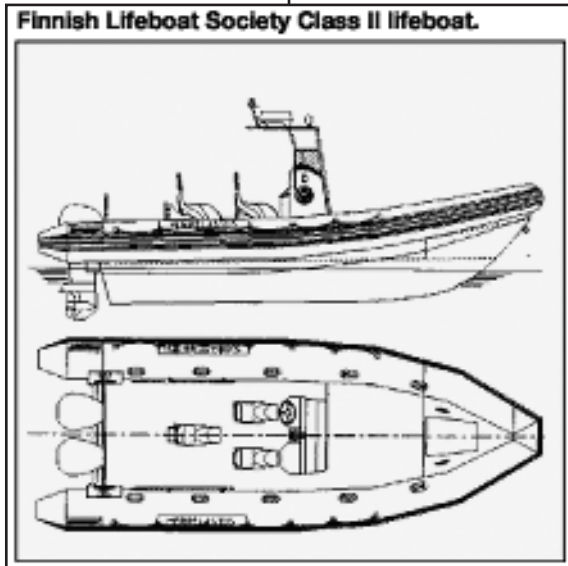
Successful experience with RIBs led the service to choose RIBs for all classes. Also, previous attempts to create custom-designed lifeboat classes in Finland, pointed the way to select proven commercial hullforms.

The Class I, which will replace existing 4.0m-5.4m RIBs, had to be operable by two crew, so a 6m hull was

thought to be the right size. 7.4m, slightly larger than the Atlantic 21, was selected for Class II. Both are initially outboard powered, using a standard engine, the small boats with a single and the larger ones with a twin installation. Waterjet propulsion is still under consideration for Class II. The hulls selected for these two vessels are from Boomeranger Boats. The Class I boats have also been undertaking, with considerable success, trials in extremely cold conditions.

The same manufacturer supplied the initial test boats for Class III, to the 10.5m C-3500 design that is well proven in commercial service. Different outboard and electronics have been fitted to provide a comparison. Test results suggest that twin 225hp four-strokes are the more suitable. Three further examples using waterjet propulsion and inboard diesels have just been delivered, soon to be followed by two more outboard boats. The final specification will be determined following the season's experience with these seven boats.

Class IV and V are still under determination. The Society says that although the designs are under evaluation and no final decision has been taken, there is no reason why both of these larger classes - 12m and 14m respectively - should not also be based on RIBs. In fact, suitable commercial RIB designs are under very keen investigation. Indeed, Jaakko Pitkäljärvi, the author of the paper, says that in many estimations RIBs are considered the best lifeboat hull type available and it may well be that at some time in the future all lifeboats will be RIBs.



RINA

Courtesy of Ship and Boat International
Originally Published in RIB International Issue 66

A Rescue – Calgary Stampede Style

Submitted by Dan Savage

My wife, Deirdre, spent a week by herself on our boat, a 35-foot Carver Mariner, in Otter Bay, Pender Island during the month of August 1999. Here is an excerpt from the log of the Sea Savage Tuesday August 3rd 1999:

1030 The thunder started in the distance during the night and slowly increased until this morning when all hell broke loose. Thunder, lightening, and rain, and as Dan knows I am not fond of a good storm. Took Sassy (the cat) below to hide my head until this passes. Oh how brave thou art.

1050 The storm has passed and other than a big black cloud hanging over the marina, all is well. Do I spy a bit of blue in the distance? Yep.



1805 There is not a cloud in the sky; you wouldn't think there had been a storm this morning. I poured myself a glass of chardonnay and took it to the seat on the bow to soak up the evening overlooking the bay. There were a few small boats out on the water, mostly young kids clowning around and having fun. One dinghy in particular caught my attention, the kid was going way too fast out of the marina, causing a few people to use a couple of cuss words. The inevitable happened, he hit a wave head on, the dinghy flew into the air tossing its inhabitant out into the cold water. Having evicted its passenger, it carried on running in a wide circle going like a bat out of hell and whining like a ban-shee. Luckily the boy was unhurt and was rescued.

1820 Now what do they do with a dinghy having fun all by itself going around and around at top speed? Well first off, a 40 foot boat with steel hull set out to try and stop it. There was no way it could get close safely, so they returned to the dock. The owner of the errant dinghy mentioned that he had just filled it with fuel and would take forever to burn off. This was better than the movie I planned on seeing tonight.

1835 Another couple of guys set out in a smaller boat to try their hand at stopping it, but they too returned, it just wasn't safe.

1840 The owner of a sailboat a few slips down said he had a friend on board who did the rodeo circuit in Alberta and maybe he could lasso it! I almost choked on my wine. I couldn't believe my ears. Lasso a runaway dinghy? This is gonna be good, break out the potato chips! Top up the wine!

1855 Out the Albertan went, beneath his legs, not a horse, but a dinghy. Armed with his trusty lasso, he sped towards that dastardly steed, oops sorry dinghy. Running alongside the speeding dinghy, he threw the lasso, missing it completely. He tried again and again, missing every time. Finally things began to come together, watching from the bow, you could see it happen. The dinghy carrying the Albertan, had attained the same speed as the recalcitrant dinghy, I was too far away to see how close together they were, but they were close. From a kneeling position, the Albertan threw the lasso and captured his quarry, effectively cutting off the engine. Unbelievable! The whole marina broke out in applause.

2000 Time to eat. Maybe a steak would be good.



Annual Training Conference Highlights

SHOCKWAVE
Marine Suspension Seating Solutions



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Tradeshow

On Friday February 23, 2006, the CCGA-P held its annual tradeshow and Silent Auction. Conference attendees perused the wares and services of CCGA-P's closest partners including shock-absorbent seats, first aid equipment, survival gear, marine electronics and more. Tradeshow participants included the Academy of Emergency Training, Canada Predator Helmets, Carswell Industries, Current Corp, CMC Electronics, Carleton Rescue Equipment, Mustang Survival, Shockwave Seats and Yamaha Motor Canada.

Thank you to all tradeshow participants for their on-going support of the CCGA-P



Silent Auction Donors

The new format for the Silent Auction with staggered closures proved to be very successful. Thank you to all the units who solicited items to help cover the costs of the conference.

3E Business Enterprise Ltd.	Fairmont Hotel Vancouver	Mustang Survival	Shockwave Seats
Alpine Boat Tours	Festival Promotions	Nature's Scene—Bateman	Stevenson Marine Hardware
Anchor Marine Electronics	Fifth Street Bar and Grill	Nikka	Thrifty Foods
Canada Predator Helmets	Gatsby Mansion	Old Victoria Water Company	University Golf Club
Capital Iron	Georgian Court Hotel	Pacific Coastal Airlines	Vancouver Whale Watch
Carleton Rescue Equipment	GUTZ EMS	Parker Marine Nanaimo	Volvo Penta Canada
Carswell Industries	Harbour Air	Plum Tree Studio	Watercolours Art
Chateau Victoria	Helijet	Purdy's Chocolates	West Marine
CMC Electronics	Home Depot	Renaissance Harbourside Hotel	Wah May Uniforms
Dennison Chevrolet Richmond	Michaela Davidson Art Gallery	Scotty Plastics Ltd.	
Empress Hotel	Mountain Equipment Coop	Sequoia Company Restaurants	

Training Day



Gerry Keeling, ILF, speaks on the importance of volunteers

The goal of the training sessions at this year's Annual Training Conference was to train future leaders of CCGA-P. The sessions were developed with succession planning in mind, and we asked that each unit send a potential future leader.

The training day opened with a plenary session that included a range of speakers on very diverse topics. After Malcolm Dunderdale's warm welcome to conference participants, Gerry Keeling, CEO of the International Lifeboat Federation, spoke about the reliance of SAR systems on volunteers. Gerry was followed by the CCGA-P Training Manager, Dan Savage. Dan described the roles and responsibilities of the ARTE members and how they are assisting with achieving CCGA-P's high level of training standards. Thomas Kerr, Simulator Project Manager, and Anthony Patterson, from the Marine Institute at Memorial University, then gave an overview of the simulator project. This was followed by a presentation by Scott Baker, Unit 12, and Kyu-Chang Jo, CCGA-P Technical Analyst, introducing the

new and revolutionary SAR management database. The plenary session came to a close with a speech by Ursula Cowland, Gaming Director, about the future of gaming grants for CCGA-P support societies. There was a lot of information in that 1.5 hour session, and it was only the start to the day.

Conference participants then broke out into three groups rotating between three training classes. The Administrative and Financial Management class was led by Melissa Gervais, Fundraising & PR Manager, Randy Strandt, Board Treasurer, Scott Baker, Unit 12, and Kyu-Chang Jo, Technical Analyst. Topics included managing forms and using the new SAR management database, media relations, fundraising, and gaming applications.

The Training & Operations class led by Dan Savage, Training Manager, Neil Goldsmith, Boating Safety Manager and Ryan Woodward, Unit 6, covered training standards, boating safety training and the new vessel standards.

The Human Resources class, led by Jim Lee, HR Manager, covered recruitment and retention of unit members along with planning for succession.

Presentations are available at <http://www.ccgapacific.org/ccga-p/resources/agm.php>



Jim Lee using boating metaphors to teach HR management



Dan Savage and Neil Goldsmith in Operations Session.

And the winners are...

We were privileged to have Her Honourable Iona Campagnolo, Lieutenant-Governor of BC, attend our Awards Banquet. Her Honour gave a wonderful speech in which she recalled the inception of the CCGA-P. She thanked the entire Auxiliary for their hard work. In her own words: "The Canadian Coast Guard Auxiliary is an accurate and commendable reflection of British Columbians' history of commitment to our own people. We are grateful to each one of you for strengthening our coast and for securing our citizens in time of crisis, disaster and threat demonstrated in the recognition signified by the certificates of appreciation, commendation and service that are awarded here this evening. In the name of 'the Crown' of British Columbia, I bring you the greetings, thanks and good wishes of all your fellow citizens on this evening of gratitude for the services that you provide to us all. Thank you and safe waters to you all!"



Gerry Moka Award
Amarah Gabriel — Unit 25

To a CCGA-P member who has done outstanding work in Boating Safety.



Lindsay Halliday Award
Dale & Raelene Living — Unit 106

In memory of Lindsay Halliday. In recognition of their years of service to safe boating. Awarded for outstanding service and dedication to the boating safety program.



Executive Officer's Award
Crescent Beach — Unit 5

To the Canadian Coast Guard Auxiliary-Pacific unit that makes a significant contribution to the goals of the entire Pacific Region, as judged by the CCGA-P Executive Officer.



Roger Wishart Award

Jack Dennis — Unit 61

Awarded to a CCGA-P member who has made outstanding contributions to the organization in the fields of training, boating safety, and SAR/Operations.



Tolonen Award

Gibsons — Unit 14

To the Canadian Coast Guard Auxiliary-Pacific unit that accomplishes an Outstanding Operational record in Volunteer Marine SAR in a support role to the Canadian Coast Guard.

25-Year Service

To members who have contributed 25 years of service with the Auxiliary



Norm Dyck

Honourary Membership

To non-members who have given outstanding and exceptional service to the CCGA-P.



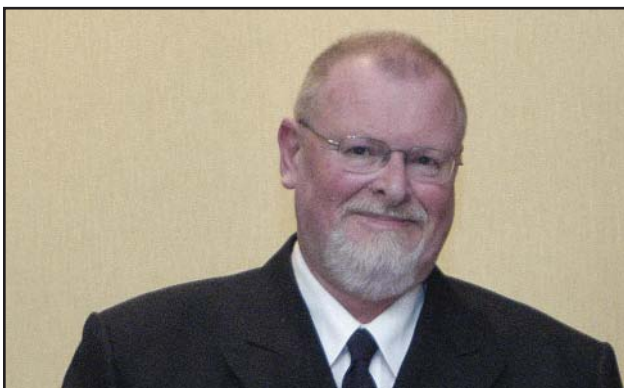
Chief Bill Higgs



Bill Dyck – receiving the posthumous award for Susan Dyck



Captain Brian Wootton



Dave Lindley

**National Award:
Operational
Merit Medal**

In recognition of superior skill in performing an assist, or rescue or other meritorious operational service.



Donald Brodie

Lifetime Membership Award

Allen Hughes

Ryan Woodward

Blue Spirit Award

In recognition for contributing to SAR prevention

William Salchenberger

Certificate of Appreciation

Chris Ashurst

Certificate of Commendation

Lee England

Brian Hobbs

Sheila Flynn

Tony Meek

Ron Mellson

Amanda Spottiswoode

Sooke Unit trains for their new vessel



Unit 37 Sooke enhanced the frequency and diversity of training in anticipation of putting their new vessel into service. Two extra training sessions in addition to the three weeks a month training from the SAR Manual were conducted during weekends through the Christmas season. Bruce Bagley, Boatswain with the Canadian Navy, taught a session on splicing Samson braid line, and advanced boat handling and towing for advanced crew and coxswains was taught by Barry Pfliger and George Bendell both of whom are coxswains with the unit.

DRV Spirit of Sooke broke the waters of the Strait at the end of June.



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Setting Your Course for Master Limited 60 Ton

I recently completed the 60-ton certification and have attempted to summarize the process, identify information sources, and provide an outline of what to expect.

The process can be confusing at times. There is a lot of conflicting information, and the Transport Canada documents assume you already understand the entire process.

This information should help save you time, but please be sure to confirm everything you find here with sources at Transport Canada. Go to the office and get the syllabus, it changes frequently.

Requirements

At the time of publication of this article you will need all of the following to achieve the 60-ton certification:

- 60 days (480 hours) of sea time (commercial)
- ◆ Standard First Aid Marine Advanced
- ◆ ROC-MC (VHF Radio license - Marine Commercial)
- ◆ MED A1/A2 (get A2 for passengers - basically the same course anyway)
- ◆ Transport Canada Medical
- ◆ Pass 040 Chartwork Exam
- ◆ Pass 061 Navigation Safety (ColRegs + Buoys)
- ◆ Pass Oral Exam

You can study for all of the exams on your own, but you will need to take a course for the ROC-MC and the MED A2 as well as the First Aid. You can take a single course that covers everything here. It costs a lot more, but you can get it all done in one go. This article is useful for those wishing to work through it on their own and save a couple thousand dollars in the process.

Sea Time

For many, the sea time is the hardest thing to get. You must accumulate 60 days of sea time (8 hours per day) performing deck duties, which means being the cook doesn't count. You must be on the bridge as part of the watch. The sea time must be on a commercially registered vessel (needs to be in their database). The Master must sign off the time (they will call to check). The sea time must also be on a vessel of similar tonnage, so a lot of sea time on a 6 ton boat, even if it's a commercial water taxi, may not cut it for the 60 ton certificate.



Scott Baker completes the Master Limited 60 ton

Marine Advanced First Aid

Go to Red Cross, St. Johns Ambulance etc. and take the course. Make sure it's the Marine Advanced. Some of the documentation from Transport Canada makes it look like the basic Marine will suffice, but it won't. It must be the Advanced.

What's the difference between Basic and Advanced? A small booklet that you need to read in addition to the course—that's it, there isn't even an extra part on the exam.

ROCMC

Restricted Operators Certificate – Marine Commercial. This is the required marine radio license for the 60 ton certification. Again, you will have to take the course unlike the basic ROC-M (the non-commercial version), for which you can self-study and challenge the exam. This commercial version includes time using simulators and covers

more of the GMDSS system, covering things like INMARSAT NAVTEX and various SOLAS devices.

It is a two-day course and was the most expensive part of the entire 60 ton process. It was also the most interesting as it covered many things I have never seen before (\$850).

MED A1/A2

Marine Emergency Duties A1/A2. This is another course you must take, but is well worth it. The most important note here is the A1/A2 distinction. They are virtually the same thing! The only difference is that A2 includes 30 mins about passenger crowd control (and a really bad old BC Ferries video if you're really lucky). You must have A2 if you ever want to carry passengers on your vessel. Make sure you take A2. Most TC certified schools now offer the course as MED A1/A2 and don't even offer the A1 standalone.

It's a pretty cool course. You get to try on survival suits, inflate a life raft in a pool, shoot off some fire extinguishers etc. However, this was the second most expensive part of the whole process (\$750).

Transport Canada Medical

Unless you have some health issues, this is the easiest part (although the third most expensive). Make sure to find a TC certified doctor and get a medical. They will know what you need if you ask for a Transport Canada Marine Medical (\$125).

040 Chartwork/Navigation

You can choose to take a course for this, but if you know your stuff, it's not necessary. The exam is 1.5 hours and consists partly of written answers but mainly chartwork marked off the chart directly. Bring a pen, 2B pencils (you lose marks if you don't use soft pencil on the chart), a non-programmable calculator, a good eraser, dividers, and 18" parallel rules (they asked a question on my exam that you needed 18" rules to answer without great difficulty).

Exam Notes:

I wrote exam 040/2 (which leads me to believe that there are at least 2 different exam papers). They also have a video camera taping you while you write the exam.

The exam consisted of a chart (Instructional Chart) from the East Coast of Nova Scotia, a single page of questions with a deviation card stapled to the back, and an answer booklet. Rules stated that you MUST answer everything in pen except sketches and what goes on the chart.

Be sure to read the whole paper. The chart was for 1979, which, through calculation, put the variation at 19° 53' W. Once I reread the exam paper again, I found "Variation 24° W" at the top of the paper, and realized I had just wasted about 15 minutes on question 1.

Also important to note: the deviation card was given in Ships Head Compass not the normal Ships Head Magnetic. Be sure you know how to calculate between the two.

The Questions:

There were 4 questions for 10 points and 3 for 20. The first 4 required answers in the booklet only. The next 3 were Navigation problems involving the chart, including lots of Variation & Deviation True-Magnetic-Compass conversion problems. The exception to this was question 1, which had absolutely nothing to do with chartwork or navigation. I have no idea why it was on the test!

For fun, here is question 1. It was so odd that I memorized it.

1) Your vessel's fuel tank holds 1872 gallons of gas and is one quarter full. How many barrels of gas will you need to fill the tank if each barrel holds 36 gallons?

Where did that come from??? I had to read a few more questions to make sure I had the right exam. It was dead easy and basically a bonus 10 points.

The more challenging questions required describing light characters and sketching out a fairway buoy. One question asked how deviation and variation would be affected after a course alteration. The bulk of the test consisted of calculations between true, magnetic, and compass. This requires conversions from and to all three including laying off courses, plot-

ting positions via simultaneous ranges, distances, and range and distance. If you are going to study anything - study that stuff!

061 Navigation Safety (ColRegs)

You can choose to take a course for this, but this is all about memorization. The exam is a 100 question multiple choice exam that you have 1.5 hours to complete (pass mark 70%). All you need for this exam is a pen and a pencil. I wrote the 061/1 exam, which implies that there are more than one standard set of exam questions.

To study for this exam you really need to know all the collision regulations, including the Canadian modifications. There is also a small section that I had been warned about that covers the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 Chapter VIII (STCW - VIII-A). Don't worry, I had never heard of it, nor did I study for it. Here is an extract from the IMO site:

Chapter VIII: Watchkeeping

Measures were introduced for watchkeeping personnel to prevent fatigue. Administrations are required to establish and enforce rest periods for watchkeeping personnel and to ensure that watch systems are so arranged that the efficiency of watchkeeping personnel is not impaired by fatigue.

Part A of the Code is mandatory. The minimum standards of competence required for seagoing personnel are given in detail in a series of tables. Chapter II of the Code, for example, deals with standards regarding the master and deck department.

You don't really need to study this bit. Why? Because it's all common sense. Here is a sample question:

You are an Officer On Watch and your relief arrives bleary eyed, staggering, and with slurred speech - do you:

- a) Hand Over the Watch
- b) Hand Over the Watch and inform the master
- c) Not hand over the watch
- d) Not hand over the watch and inform the master immediately

The answer, of course, is d.

All the STCW questions are like that so pay them little heed. If you happen to have a copy of the STCW manual, you may as well read it over (I didn't and I doubt it made any difference)

Some other tips:

They asked about placement of lights and of the whistle; although that was only 4 questions (4%). Here is a sample question:

What is the required placement for the masthead light for A vessel of 14m breadth? The answer: 12m above the hull. I know I didn't get this one.

Probably the most important tip I could give is to know the difference between "Under Way" and "Making Way" in terms of which lights are shown.

There are a lot of lights and shapes questions, and they generally include two close answers like:

c) Power Driven vessel <50m Under Way

d) Power Driven vessel <50m Under Way and Making Way

Make sure you understand this concept. It might be the difference between passing and failing.

Oral Exam

Once you get to this point you have done all the studying, all you need to do now is do it all again.

About 75% of the exam was COLREGS, which was expected. I wasn't asked anything on chartwork, which surprised me a bit. I had to identify about 10 night-nav-light configurations from flash cards and use models on the desk to cover the basic head-on, overtaking, and crossing situations. There were also models of the buoys that I had to identify and describe the correct action.

That was the easy part.

The tricky part of the exam was the rapid action seamanship part. The examiner would describe a situation such as: "You are 2 miles from shore and discover you have an engine room fire. You have 18 passengers aboard and no fire suppression system in the engine room. What are your actions?" and then he leans forward and looks at you...

Don't be intimidated. If you don't understand the described situation they will give a bit more info until you do. For example, he gave me "You are proceeding down a river and feel a vibration then your boat stops and starts to list." When he said "stops" I thought he meant the propulsion system. I started describing a potentially damaged/lost prop shaft and taking on water through the stuff-box. What he actually meant was that we had run aground. He explained it again, and we both laughed.

I had heard from others that I should bring all the books and instruments I would normally have on the bridge in case they asked. This proved unnecessary. The whole exam took 35-40 minutes and included myself, the examiner, and a trainee examiner.

The Process

How to get started? Discounting the time to collect enough sea time, this whole process took me about 6 months. It could probably be done faster, but I was doing it 'on-the-side':

1. Get your sea time. All crew require at least MED A1 within 6 months of starting work at sea anyway, so you can start with that and the ROC-MC while you're getting your sea

time. Log all your sea time (or use a discharge book) and ensure you get the master to sign it off using the Transport Canada Sea Time Forms (available from your local office). They won't accept sea time any other way.

2. Once you have enough sea time, get your medical done and visit your local Transport Canada office (you're going to get to know that place well). When you go to the office bring your passport (or some other proof of Canadian Citizenship) and your birth certificate. They won't start a file for you without these.

Bring all your sea time and fill out the form that summarizes it while you are at the office. You will also need to fill out an application form to be examined. This gets the process started, and they will verify that you have the right amount of sea time for the certificate you want. If you have your ROC-MC and MED A2 bring those certificates too. They will photocopy everything and keep the sea time.


3. Wait. One of the TC examiners will review your sea time and they will mail you a letter letting you know if you have been approved to be examined. Once you get that approval you can call the office to schedule your 040 and 061 exams (about \$25 each).

4. Take the written exams and wait for your marks. Assuming you pass both of these, schedule the Oral Exam (and pay another \$25).

5. Take the oral, and you're done. They will give you the formal certificate right then and there if you pass.

It is a very rewarding process in terms of building up your pool of knowledge. To assist you further, I have compiled several links and study notes in addition to the on-line rendition of this article on the 60 Ton page at <http://www.bosunsmate.org/seamanship/limited-master-60.php> you are also welcome to email me with questions: scott@pawprint.net.

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Heart & Stroke Foundation Press Release

Dramatic changes in new CPR guidelines will simplify lifesaving measures

11/28/2005

Dramatic changes in new CPR guidelines will simplify lifesaving measures, says Heart and Stroke Foundation of Canada

Toronto November 28 2005 - New emergency care guidelines include dramatic changes to CPR and emphasis on chest compressions, according to the Heart and Stroke Foundation of Canada, co-author of the 2005 Guidelines for Cardiopulmonary Resuscitation (CPR) and Emergency Cardiovascular Care (ECC).

The most significant change to CPR is to the ratio of chest compressions to rescue breaths - from 15 compressions for every two rescue breaths in the 2000 guidelines to 30 compressions for every two rescue breaths in the

2005 guidelines. The change resulted from studies that showed that blood circulation decreased when compressions were interrupted, and time was being wasted after every interruption because it takes several compressions to build up enough pressure to begin circulating blood again. This is the most significant change since CPR's inception in the early 1960s.

The 2005 guidelines emphasize that high-quality CPR, particularly effective chest compressions, contributes significantly to the successful resuscitation of cardiac arrest victims. Studies show that effective chest compressions create more blood flow through the heart to the rest of the body, buying a few critical minutes until defibrillation can be attempted. The guidelines recommend that rescuers minimize interruptions to chest compressions and suggest that rescuers "push hard and push fast" when giving chest compressions.

"The 2005 guidelines take a 'back to basics' approach to resuscitation," said Dr. Michael Shuster, one of the expert authors of the guidelines and Chair of the Heart and Stroke Foundation of Canada's Policy Advisory Committee on Resuscitation. "Since the 2000 guidelines, new research and information has strengthened the emphasis on effective CPR as a critically important step in helping save lives. CPR is easy to learn and easy to do, and the Foundation believes the 2005 guidelines will help increase the number of people able to perform effective CPR."

Every year about 1,000,000 Canadians are trained in CPR, with materials based on the Heart and Stroke Foundation's guidelines. According to a national survey recently conducted by the Heart and Stroke Foundation, 63% of Canadians said that they have received CPR training. Of those who have not been trained, nearly one quarter said that "not enough time/no opportunity" were their main reasons for not taking CPR training.

"The Heart and Stroke Foundation is always looking for ways to deliver better, more effective CPR training and encourage the public to get training," says Dr. Anthony Graham, a Heart and Stroke Foundation spokesperson and long time advocate for CPR.

"Some new training options will be introduced early in 2006 that will take as little as 30 minutes, and can be done in the person's own home. There's no excuse for not learning this lifesaving skill, particularly if you are living with or caring for someone with known heart disease or who is at risk for its development," says the cardiologist.

The new recommendations reflect the Heart and Stroke Foundation's policy to continue to encourage greater access to AEDs in public locations like airports, casinos, and sports facilities. The 2005 guidelines reflect results of the Public Access Defibrillation trial, which reinforced the importance of planned and practiced response to cardiac emergencies by lay rescuers.

Another guidelines change emphasizing the importance of CPR is the sequence of rhythm analysis and CPR when using defibrillators. Previously three shocks could be delivered before CPR was recommended, resulting in delays of 37 seconds or more. Now, after one shock, the new guidelines recommend that rescuers provide about two minutes of CPR, beginning with chest compressions, before activating the defibrillators to re-analyze the heart rhythm and attempt another shock.

The guidelines also recommend that healthcare providers minimize interruptions to chest compressions by doing heart rhythm checks, inserting airway devices, and administering drugs without delaying CPR. "These guidelines are all about minimizing distraction and disruptions in

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CPR," says Dr. Shuster. "It certainly underlines the critical importance of CPR, even in a professional setting, for saving lives."

The guidelines are based on the Consensus on Science and Treatment Recommendations (CoSTR), a document developed by the International Liaison Committee on Resuscitation. The Heart and Stroke Foundation of Canada is the Canadian member of this expert group, which also includes the American Heart Association and resuscitation councils of other countries.

The Heart and Stroke Foundation of Canada will continue its leadership in the development of the science behind CPR by hosting a national research workshop in Vancouver on February 2 and 3, 2006. The workshop will bring together top emergency care experts to identify the gaps in our knowledge around CPR and emergency care, and the Foundation will identify research that can fill those critical gaps.

The Foundation is also hosting the HSFC National Resuscitation Conference in Toronto in the spring of 2006 to educate CPR trainers and others about the changes to CPR, and to officially launch new Foundation CPR training

materials.


The first North American version of the guidelines, which are issued every five years, was unveiled by the Heart and Stroke Foundation at press conferences in Toronto and Montreal. The guidelines will be published online today in *Circulation: Journal of the American Heart Association*. The guidelines provide recommendations for how lay rescuers, emergency medical personnel and other emergency healthcare providers should resuscitate victims of cardiovascular emergencies. Topics include CPR, the use of automated external defibrillators (AEDs) and recommendations for advanced cardiac life support (ACLS).

The Heart and Stroke Foundation of Canada (www.heartandstroke.ca) is an international leader in developing the science behind CPR and emergency cardiac care, and a leading funder of heart and stroke research in Canada. Our mission is to improve the health of Canadians by preventing and reducing disability and death from heart disease and stroke through research, health promotion and advocacy.

For the media contact in your province please see "contact us" at www.heartandstroke.ca/media

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