

# Dolphin

Canadian Coast Guard Auxiliary Pacific Region



Volunteers  
Saving Lives  
on the Water

## Winter 2009

Vol 19, No 1

[www.ccg-a-p.ca](http://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](mailto:dolphin@ccga-p.ca)  
or by mail to:  
Special Projects Officer  
25 Huron Street  
Victoria, BC V8V 4V9



Photo courtesy Given Popowich

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## Dolphin

Winter 2009, Vol 19, No. 1  
www.ccg-p.ca

### Editor

Leah Sarazen/ Karen Blackman  
**Design**  
Leah Sarazen

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The DOLPHIN is housed at the offices of:  
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25 Huron Street, Victoria BC V8V 4V9  
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The DOLPHIN is published semi-annually by the CCGA-Pacific and is distributed free to members of the Auxiliary and to other interested parties. To receive the DOLPHIN by email, or to provide any other feedback, please contact us at: [dolphin@ccga-p.ca](mailto:dolphin@ccga-p.ca). Advertising rates/standards also available here.

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## To all Coast Guard Auxiliary members and our supporters

Once again it is my pleasure to give you all a brief update on what we are working on and some of the challenges that lie ahead as we plot our course forward.

The first new exciting development is our New Vessel Construction Standards Initiative. This is a program which comes from our new Safety Management System that Coast Guard asked us to implement last year. Some time ago, in co-operation with Coast Guard we developed our three types of vessels. Type 1 Delta and T-Top 249 or Hurricane FRV's, Type 2 249 cabin vessels, and the new Type 3 vessel, the "Tololen", which is stationed in Victoria. The "Tololen" was constructed to Transport Canada Commercial and American Bureau of Shipping standards. She is roll-over capable which will be a new standard for our vessels, cabin style or not, to achieve in the future.

We are currently in the final design stages of a new SAR vessel which will eventually replace some, if not all of our 249 cabin vessels. She is 9.5 meters long, will be roll-over capable and can be powered by either 2- 250 hp outboards or twin diesel engines on jets. The vessel will be Transport Canada certified as was the "Tololen", and will be certified to be operational in 50 knots of wind and survivable in up to 70 knots of wind.

This new standard style of vessel will be purchased through the CCGA-P. The head office will then be responsible to make sure that it meets the new standards, including roll-over testing, and ensure that our crews are absolutely safe in what ever platform they are working on.

The second new initiative is our revised society contract that we believe will benefit our entire organization as well as help societies with the challenges of new boat and equipment purchases. We will shortly be going out to our member societies to begin discussions around the benefits and challenges that face us both, and I am confident that we can have this new contract and a new relationship before the end of this year.



The third initiative has been forced upon us by the corporate leadership of Transport Canada. Corporately, Transport has decided that all programs that Transport Canada is involved with will only be funded by Transport at 75 per cent, with the balance coming from which ever port or airline or railroad with which they are dealing. However, we are a non-profit, and we deliver their program, so we have argued that, like the Coast Guard for the previous 30 years, Transport should fund 100 per cent of our expenses. They have declined and as such our relationship, barring any last minute changes on their behalf, will conclude on March 31, 2009 when our current contract expires.

Both our national CCGA and our regional CCGA-P boards have determined that we would like to continue with Boating Safety because of the lives lost and tragedies it averts, and the tremendous enthusiasm of our Boating Safety volunteers. We would like to thank all of our Boating Safety members who have been patient while we arranged insurance for them. Unfortunately, we definitely won't be performing any Pleasure Craft Courtesy Checks on behalf of Transport Canada, as the program is theirs, not ours.

However, we are developing our own national CCGA Pleasure Craft Courtesy Check program which should be out shortly. I am continuing to work to resurrect our Transport Canada relationship, but I doubt we can change this corporate decision. Be as-

sured we will be delivering boating safety programs this year!

Finally I would like to take this opportunity to thank all of you for your hard work and dedication over the past several years. We, the CCGA-P, have dedicated volunteers that work in a high risk environment; they should have, and are now getting the finest training, and vessels, thanks to our office fundraising efforts, and the efforts of our societies. We now have total control of our entire Boating Safety program. We should all be proud of our progress and let's look forward eagerly to the challenges of the future.

Bruce Falkins  
President

### Upcoming SARNav Course Dates

Saturday March 14 - Tuesday March 17

Saturday April 4 - Tuesday April 7

Saturday April 18 - Tuesday April 21

Saturday May 9 - Tuesday May 12

Saturday May 30 - Tuesday June 2

Saturday July 4th - Tuesday July 7th

Saturday July 25 - Tuesday July 28th

Members can contact Unit Leaders for nominations to participate in the SARNav course.

At the beginning of the year, the CCGA-P welcomed Given Popowich into the role of Simulator Program Manager and Head Instructor. Since joining us he has been involved in five courses and has been busy updating the FRC simulator software and vessel electronics.

The most recent course was completed on March 17th, with two more courses planned for April, all fully booked. New dates for the Search and Rescue Navigation (SARNav) program have been released and can be found on the CCGA-P website. The simulator classroom is also used to train members who are about to go to RHIOT, bringing them up to speed on electronic instrumentation and navigation.

We now have 62 members who have successfully completed the SARNav course. We are planning to pass 108 members through the simulator in 2009, and the spots are filling up fast!

The SARNav simulator course is a four day course covering aspects of electronic navigation and blind pilotage techniques that are practical for fast rescue boats and specific to our SAR members. The course comprises classroom lectures, on-the-water training, as well as the full tasking simulator to reinforce confidence that our crews and those rescued return home safe and sound. The structure of the course and material covered also provides an exciting four day team-building environment for all those involved.

Many thanks are due to the volunteers who are assisting with the instruction of the SARNav course, including **Noel Hay, Brian Glennon and Campbell Good**, all from Station 33. Your expertise and knowledge are greatly appreciated!

Special commendation is due to **Campbell Good** for his continued support maintaining the hardware and software of the simulator. Thanks also to **Scott Bennett**, the CCG Training Officer, who led all the training on the simulator during October, November and December 2008.

With contributions from the Canadian



*The simulator reproduces realistic poor weather conditions and rescue scenarios, enabling our members to practice their navigational skills in a safe environment.*

*Photo courtesy Given Popowich*



Coast Guard and the dedication of CCGA-P staff and volunteers, the SARNav course and the simulator are helping to achieve a very high standard of training for our valued members.

Any questions regarding the simulator training can be directed to Given at 250-380-2736, or [given.popowich@ccga-p.ca](mailto:given.popowich@ccga-p.ca).

Given Popowich  
Simulator Program Coordinator/Instructor

## Incident Reports

Unit Leaders may have noticed that your incident queue has been getting a bit backed up lately. This is due in part to a dates problem in SMS (incidents showing up a week after they happened, and so on), and in part as a result from failure to report stand-downs and other calls.

Darren Morley at JRCC has kindly gone to the trouble of looking up incident numbers for everything in the queue up to the end of December. Leah is finding those incidents which have been reported, linking them to the actual reports, and making the superfluous queue entries go away. That will leave us with a number of unreported incidents, mainly, I hope, stand downs. I ask all Units concerned to report ALL of their outstanding calls, flagged "Information Only". Note that there is a shortcut on SMS for reporting a stand-down.

Please remember, if you don't report an actual incident (and promptly), it costs you money; if you don't report a stand down, you lose any credit for the incident, and so does the Region. Please stress to your coxswains the importance of requesting



Station 35: Victoria's new 40 foot vessel will be in service in May of this year.

Photo courtesy of Titan Boats

an incident number for every call. If the request is denied by the controller, please let me know, and I'll follow up. This won't always work, but it will help.

PLEASE also let us know before your incident queue gets filled up with previously reported calls! It's a lot easier to identify and

remove one or two at a time than to search through 30 or more to make a match. If you have any questions or concerns, don't hesitate to call or email.

## Licensing and Registration of Coast Guard Auxiliary Vessels

For some time there has been a certain amount of confusion regarding the licensing and registration of CCGA-P vessels. The confusion has been compounded by changes in the Canada Shipping Act which requires the registration, as opposed to simple licensing, of small non-pleasure craft (under 15 GT). Registration of a small non-pleasure vessel, however, is not remotely as complicated or expensive as registration of a ship; in fact, for the Auxiliary, it's free.

The bottom line is that all CCGA vessels, except owner-operator vessels which are pleasure craft, shall be licensed as "commercial" vessels, i.e., shall carry a Cxxxxxxx license, rather than a BCxxxxxx or 14K (etc.) license. If a CCGA vessel is not currently carrying a 'C' license, one must be obtained as soon as possible (this is a Coast Guard Auxiliary requirement). The procedure involved is described on TC's web site at:

Continued on next page...

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<http://www.tc.gc.ca/marinesafety/oepp/vessel-reg/smallcomm/menu.htm>

For the forms themselves, go to:

<http://www.tc.gc.ca/marinesafety/oepp/vessel-reg/smallcomm/forms.htm>

If your vessel currently has a 'C' license, no further action is required at this time. Thirty days prior to expiration of your license, you will receive notification from TC, and at that time will be required to go through the registration process.

The good news is that the form "Application for Registry" (Small Vessel Register) includes a box marked "CG AUX". Check it and save \$50. The fee waiver applies to both dedicated response vessels and (commercial) owner-operator vessels.

Owner-operator pleasure craft are not affected by small vessel registration. If you

### RHIOT UPDATE

The 2008-2009 RHIOT season is currently underway. This year, the CCGA-P was allocated 24 seats. Courses for the remainder of this season will run until early May.

In 2008, Coast Guard allocated 6 seats to the CCGA-P for the first RHIOT course in September. The CCGA-P managed to fill all of the spots, but as a result, the office will be bumping up the nomination deadline to allow time for the selection process, on-the water evaluations and medicals before courses begin in September.

We are tentatively setting the nomination deadline for the 1st of May, 2009.

If candidates or unit leaders have any questions regarding RHIOT, please do not hesitate to contact

Maurice Cherneff, Unit 29 - Ladysmith by phone at 250-245-5458 or by email at [ayoung5@shaw.ca](mailto:ayoung5@shaw.ca).

The office contact for RHIOT is Leah Sarazen at 250-480-2731 or [leah.sarazen@ccga-p.ca](mailto:leah.sarazen@ccga-p.ca)

are operating a CCGA-P loaner boat, please contact the office with the current license number of the boat.

If you have any questions or concerns, please contact the SAR/Operations Manager. David Rees-Thomas [sar@ccga-p.ca](mailto:sar@ccga-p.ca) or 250-539-5405

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### Crew Standards

These have now been in place for about 9 months, and there has been a major push to fill many of the gaps of certification.

#### Current Number of Certs on SMS:

|                           |                      |
|---------------------------|----------------------|
| <b>PCOC</b>               | <b>1133</b>          |
| <b>Radio Certificates</b> | <b>760</b>           |
| <b>First Aid</b>          | <b>744 (current)</b> |
| <b>RHIOT</b>              | <b>235</b>           |

Most stations have been able to complete the necessary training, although there are problems in the north to get the requisite course suppliers.

The certificate list on the SAR Management System has been extended to include more of the CCGA-P and CCG certificates (such as the Basic SAR Course and Small Craft Course) as well as Transport Canada certification. We encourage those of our volunteers who have this certification to enter it online to reflect their qualifications.

There is now a position called “commercial mariner” available online. The designation can be inserted using the “edit” function in an individual’s profile, and should be used by anyone who earns seetime on a commercial basis. It will allow a reduction in the amount of on-the-water training/ mission time otherwise required by the Crew Standards.

### Rigid Hull Inflatable Operator Training (RHIOT)

Thirteen of our volunteers have attended RHIOT so far in the 2008/9 season and successfully completed the course. We are now receiving a copy of the feedback report on individual performance during the course. This will allow us to better refine the pre-RHIOT assessments undertaken by the members of the ARTE team.

### Fast Rescue Craft Simulator

We welcomed Given Popowich into the Simulator Program Coordinator/Instructor’s position. Since joining us, he has been involved with 5 courses the most recent completed on the 17th of March.

### Training Materials

The training materials online are being supplemented as necessary, with further PowerPoints and PDF files.

The first documents of the series of SAR exercises (SAREX) to allow individual stations or groups of stations to set up exercises with minimum effort are now available online on the SAR Management System. SAR scenarios, competitions and soon-to-come first aid scenarios can be found under the Training heading, in the Training Materials section of the website.

In addition, there is an equipment supplier list for personal protective equipment. Credit for compiling this list goes to Station 8 - Delta, with some additions. The CCGA-P does not endorse any of these suppliers in particular, but posted this list to help stations find the equipment they may be looking for.

Additions to suppliers, especially on Vancouver Island and the North, will be gratefully received.

Suggestions on other materials to be posted to Web would be greatly appreciated and should be sent to the Training Manager.

### Quizzes

The question bank for the online quiz section now stands at about 445 questions. There are 12 quizzes available to test your knowledge: some are self-tests, and some relate directly to the SAR Learning System or the SARNav course.

### Squamish

The Region is involved in building up Station 4 in Squamish to prepare them for going online. Station Leader, Ron Drewry, is currently overseeing the highly enthusiastic group of volunteers who have been putting in a lot of time in Ron’s personal *Lifetimer*. Since January, the station has been working on the *Tomado*, on loan from Station 10 (Richmond), which will act as their training vessel for the immediate future. This station

will greatly reduce the response time to this growing recreational sport centre.

Dan Robinson  
Training Officer

### *Nanaimo Crew Battles Flames*

On January 21st, 2009, Station 27- Nanaimo received a report of a vessel on fire in Mark Bay.

Paul Mottershead, Brad Scott, Gordie Robinson and Greg Norby responded with four Nanaimo Fire Department members onboard.

The crew arrived on scene in very dense fog to find a 41 foot ex-fishing vessel fully engulfed in fire.



The crew made an assessment of the area and spoke to bystanders in other vessels. There did not appear to be anyone on board.

The crew started its pumps and the Fire Department used 2 hoses to fight the fire from the *Pacific King*.

After 25 minutes, the fire was under control and the Nanaimo Harbour Patrol arrived on scene.

The Nanaimo crew made contact with the owner and confirmed he was the only one on board and was fine.



The word “complacency” normally describes smugness and self satisfaction.

However, complacency at work is an aspect of natural human response that can affect everyone overfamiliar with a routine or repetitive job, who lets their concentration slip.

Nothing has gone wrong before, so it's easy to assume nothing will go wrong now. But it's just at that moment when the guard is lowered, that disaster can strike ...

When we do some thing for the first time we are intent on what we are doing and we are painfully aware of the hazards: by the time we have done it without incident a hundred times, we have lost that stimulation; we subconsciously assume nothing will go wrong and our guard is lowered.

As mariners we work in an unforgiving environment. Things do go wrong; people do make mistakes; equipment does fail. But these should be compensated for by having safety barriers in place so that one or even more failures does not result in a catastrophe.

During a rescue it may mean having that extra crewman on board, planned maintenance, proper testing of the vessel systems before departure; teamwork. Or it could mean using an appropriate checklist; taking care when entering confined spaces on one's own or a casualty vessel; using way-point alarms; using or carrying personal protective equipment. These are some examples of safety barriers that should be in place, but which lapse with complacency. People subconsciously think that, because they have not needed these barriers in the past, they will not need them in the future. This is complacency at work.

This is where new crew members can positively contribute to counter complacency. They may see a hazard and question the more experienced coxswain or crew – who would be foolish to dismiss such a concern out of hand.

Until recently, accident investigators identified causal factors in many accidents as be-

ing such things as “failure to maintain a proper watch”; “unsafe speed in restricted visibility”; “poor maintenance”, “no dedicated lookout”; “standing in a dangerous position with a rope under tension”; “poor bridge teamwork” and many more such factors. But now, analyzing all of these factors more deeply, we are able to identify complacency as being at the root of many of them.

Such complacency can then be mirrored by a similar mindset in shore based staff, who do not like to insist that all safety precautions are there for a purpose and must be followed.

“Let us not underestimate the issue, maintaining vigilance in an atmosphere that nurtures complacency is an awesome challenge.”

**Identify where complacency may occur within your unit and vessel, and implement measures to overcome it. This would be a really significant step towards eradicating unnecessary accidents at sea.**

Adapted from an article by, and with thanks to Stephen Meyer, Chief Inspector, MAIB

Seaways February 2009

## How to tackle it

Complacency must be handled at every level.

- Professional pride and standards have an important part to play
- Training must include warning of complacency
- Coxswains must take responsibility for the setting and maintenance of standards on board
- Organizations must realize that this is an issue that has to be addressed. They have to manage it through identification of the risks, education, safer working practices, demanding standards, and regular review and testing of their systems.

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## BOATING SAFETY

The Canadian Coast Guard Auxiliary-Pacific Boating Safety Program continuously seeks opportunity to promote safe boating education and activities within our communities.

### Vancouver International Boat Show

Recent activity at the 48th Vancouver International Boat Show (Feb 4 - 8, 2009) attracted interest from all ages. Enthusiastic people approached our colourful and informative display, shared their marine experiences, requested information and provided offers of support to our group of dedicated volunteers.

Over 20 members from 7 stations participated in the 5 day event. What a great turnout. Thank you, everyone!

### Boating Safety in 2009

2009 brings another year of opportunity for members to engage in boating safety education and activity. Here's a collective sample of boating safety activities that Stations are gearing up to deliver:

- Boating and personal safety presentations for new and potential recruits
- Boating safety presentations for schools, businesses and clubs
- PCOC training programs



Bobbie swimming in snow at Shuswap Lake...

Photo courtesy Dale Living



Amber Willow Reid and Rheona Severson working the crowd at the Vancouver International Boat Show, February 4 - 8, 2009.

Photo courtesy Ellen Reid

- Establish presence at community fresh water swimming areas
- Position a "Kids Don't Float" PFD board
- Design and produce boating safety educational handouts
- Create signs and posters
- Archive boating safety activities and events

While members express sincere disappointment with the discontinuance of CCGA participation in the Transport Canada Pleasure Craft Courtesy Check (PCCC) program, I am hopeful that a program of similar design will soon be launched.

Program development for next fiscal requires your participation. Please reflect on the interests of your Station and bring forward your boating safety ideas and expertise. Check your community calendars and forecast annual participation at local events. File your SMS activity requests online right away.

Please submit your ideas at anytime to Ellen Reid at [boating.safety@ccga-p.ca](mailto:boating.safety@ccga-p.ca). Join in the fun as we promote boating safety messages and track our achievements.

Ellen Reid  
Manager, Boating Safety



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There are 31 species of marine mammals that are found in British Columbian waters, 13 of which are listed under the Species at Risk Act as Endangered, Threatened or Special Concern. In many cases, little is known about the environmental and human factors affecting marine mammals. To help recover these populations, a better understanding of the threats they face in our waters is needed.

To help address these issues, the British Columbia Marine Mammal Response Network (BCMMRN) was formed. The BCMMRN works towards the conservation and protection of marine mammals in BC waters. It aims to assist marine mammals in distress, take action in the case of inappropriate or illegal human activities, and track threats such as exotic or emergent disease, contamination, harassment, ship strikes, entanglement in debris and fishing gear.

In doing so, it supports population recovery efforts, scientific research and assists in governmental policy development and program management.

The BCMMRN is a collaborative program between government agencies, research, conservation and outreach groups, wildlife rescue organizations and citizens. Together we respond to reports of marine mammal incidents in BC waters - dead, injured, sick, or harassed marine mammals.

As a new program, BCMMRN is encouraging the reporting of marine mammals incidents to our toll-free hotline (1-800-465-4336). By notifying BCMMRN of marine mammal incidents and providing detailed information, (especially photographs) response times and efforts to assist animals will improve.

BCMMRN plans to tour coastal BC communities in the coming months to offer an educational marine mammal talk and response information session.

The next information session will be held on Tues, April 14 from 7-9pm at the Crest Hotel in Prince Rupert.



Lacerations caused by a collision with a vessel's propeller.

Photo courtesy DFO

For more information about the Network, upcoming information sessions and about becoming a responder, please contact:

Lisa Spaven  
Marine Mammal Response Coordinator  
Email: [lisa.spaven@df-mpo.gc.ca](mailto:lisa.spaven@df-mpo.gc.ca), or Phone: (250) 756-7230

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## HUMAN RESOURCES

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Well! There is lots of news at the office!

Tanis, who has been such a great asset to the CCGA-P, is off on maternity leave to be with her first child. Tanis and her husband are now proud parents of a daughter.

Shortly after Tanis announced this, Leslie also announced the good news that she, too, was expecting. She is now also off on maternity leave. Leslie and her husband are proud parents of a little boy.

These are two wonderful employees, and we are thinking there may be something in the water!

At any rate, and with mixed feelings, we began the search for staff to cover the maternity leaves of these two valued employees. I can tell you we've been fortunate to find two capable people to cover for Tanis and Leslie.

Tanis' position as Special Projects Officer has been taken on by Leah Sarazen. Leah holds a BA in Journalism from Carleton University, and previously worked in Ottawa with the federal government. She brings many skills to the job. She is a very accomplished organizer with excellent communication skills, and she thinks "outside the box". I have had the pleasure of seeing her work effectively with members, managers, and the Board.

Leslie's position has been filled by Karen

Blackman. She holds a BA in Arts Administration from York University, and has many years of experience working with international non-profits. Karen also brings her skills and experience in communications and media relations.

These two will make a highly effective team, and are fully capable of taking on the vacancies so adeptly handled by Tanis and Leslie.

We continue to benefit from the counsel and experience of Monica Maxwell, our Financial Officer, CMA. She comes with a wealth of experience in both the banking and insurance fields, and that experience has benefited the CCGA-P greatly.

So these are the folks that support us all in our efforts to provide solid SAR and SAR Prevention services on the west coast. I have had members tell me they believe that we have a staff of about 10. Others have told me that they thought we had full administrative support from Coast Guard staff.

Nope! We have 3 paid office support staff. All 3 go above and beyond expectation. They support an organization with about 1400 members, with 50 Stations, Station Leaders, Training Officers, Managers, Executive and Board members. They do a superlative job, and we all need to appreciate that.

The funding the Region received from gaming through each of your societies has allowed us to continue the SARNav course.

Many of you have attended and the feedback has been very positive. Although the program is expensive to operate, Coast Guard and the CCGA-P believe the course is filling a huge void in our navigational training.

I'm pleased to announce that Given Popovich has taken on the role as the Coordinator and Head Instructor of this program. Given has a lengthy background as an instructor/trainer and has the expertise to develop this program to meet our needs as well as broaden it to reach a wider cross section of our membership.

Several of our members have done a ton of work on the SARNav program and have contributed a great deal to its success. Scott and Kelli Baker worked on developing the SARNav program and Campbell Good and Noel Hay continue that dedication. We are extremely grateful for their assistance, without it there wouldn't be a course.

CCGA-P also welcomes its newest staff member, Chris Rasmussen. Chris is our new Safety Management Officer, and will also compliment our training staff.

Bringing a wealth of skills and expertise to the CCGA-P, Chris is Transport Canada Certified to teach MED A3 and SVOP, and has 10 years of teaching Safe Boating through CPSS and CYA. A graduate of BCIT's Nautical Science program, Chris has also crewed with Seaspan and Ocean Marine Division, and was Captain with Inter-Island Launch.

Chris will be assisting all of our stations with implementing their Safety Management, which is now required by the Coast Guard, so you can expect to see him in your neck of the woods in the near future!

Jim Lee  
Manager of Human Resources



**Kevin Cleaver**

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vital.link.ventures@shaw.ca

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### Head Office Contacts

To contact the CCGA-P Office you can call Karen Blackman at 250-480-2798 or email her at karen.blackman@ccga-p.ca

# Volunteers Through a Hundred Years

BAMFIELD - The Canadian Coast Guard lifeboat station, located near the northern terminus of the West Coast Lifesaving Trail, recently celebrated the 100th anniversary of Canada's first motorized lifeboat, a 36 footer which cost \$12,000 back then!



Photo courtesy of Bamfield Centennial

Before internal combustion was brought onboard, stout-hearted souls braved the ferocious Pacific graveyard waters manning their oars or the sails of their self-righting and bailing wooden lifeboats. Boats were crewed by "fishermen who volunteered each year... to engage in fourteen practice drills... and received \$1.50 for each drill... [plus] extra sums... for actual rescues." *Excerpts taken from Usque Ad Mare by Thomas Appleton, Transport Canada*

Prior to the establishment in the mid-1970s of the Canadian Marine Rescue Auxiliary - the forerunner to the CCGA - coast guard officers at Rescue Coordination Centres could enlist the help of two kinds of volunteers starting in 1963: shore-based VMRAs (volunteer marine rescue agents), and VSMs (volunteer search masters) who could be tasked to assist with incident response. Once underway, a distinctive VSM Search and Rescue burgee was hoisted. A metal sign was displayed to indicate a Coast Guard volunteer search and rescue agency had been established.

Fast forward to 2009, and the price of a lifeboat is not the only thing that has drastically changed. CCGA-P crews are receiving more training than ever before. Our volunteer crews averaged over 82 hours of training in 2008. Our members hold 1,133 Pleasure Craft Operator Cards, 744 valid First Aid certificates and 235 Rigid Hull Inflatable Operator Training Certificates.



The CCGA-P is now part of an integrated search and rescue network where we have members standing by 24 hours a day, 7 days a week in case of an emergency. Our crews are now tasked by an agency, the Joint Rescue Coordination Centre, that mobilizes all air and marine search and rescue efforts in Canada.

Not only do we have dedicated Search and Rescue volunteers, but the CCGA-P has many Boating Safety volunteers working to educate the public on safe boating practices. These volunteers work on docks and boat ramps performing CCGA-P's new pleasure craft safety checks to ensure boaters have all the proper safety equipment on board. Our members also bring Boating Safety to schools with our Bobby the Safety Boat program and our Kids Don't Float program provides loaner lifejackets to communities in need.

While the Pacific Ocean may not be any less ferocious, at least our crews now have better training and are better equipped to prevent tragedies and rescue those in peril on the sea.

Adrian Lee  
Unit 103 - Vancouver



Photos Courtesy of Adrian Lee



### CCGA-P Resources are Frequently Tasked to Dramatic Lifesaving Incidents on the West Coast of Canada.

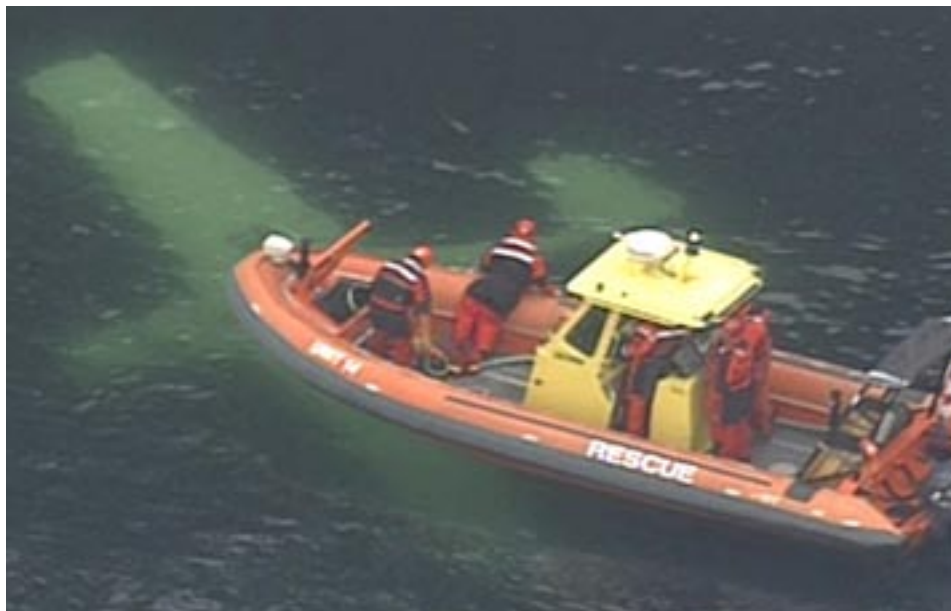
*These are their stories.*

On February 10, 2009, Auxiliary 33 - Oak Bay Sea Rescue responded to a call reporting two sailors aground. The crew was tasked to a Sailboat on the rocks, near Discovery Island. Doug Grant, Dennis Keeler, Michael Kennedy and Ed Mildon departed at 1633 to rescue the two sailors. The United States Coast Guard *Helo 6550* was also tasked from Port Angeles. The weather conditions were extremely bad. Winds were blowing at 30 kts with gusts to 35 kts. The seas were 12 to 15 feet. It was extremely slow going. OBSR arrived on scene at the same time as Helo. OBSR got to within 15 feet of the shore and the sailors were able to walk out to the boat and were taken on board.

January 2, 2009, Owen Popplestone, Brian Crompt and Michael Golletz from Auxiliary 29 Ladysmith responded to a sailing vessel that had declared Mayday and was on the rocks and being abandoned in Tent Island. CCGA 29 located the boaters on the beach on Tent Island, and the sailing vessel partly submerged.

On December 28, 2008, Station 35 - Victoria received a call that a vessel was taking on water in bad weather. The seas were 15 ft, and the wind was gusting over 50 kts. The situation deteriorated when the wind began to swamp the vessel and the persons onboard were close to abandoning. The broken down vessel was able to proceed into Victoria with CGA assistance. Mark White, Mark Stanley and Shawn Heise were the duty crew.

On December 15, 2008, Station 33 - Oak Bay Sea Rescue was tasked to a vessel dragging its anchor in bad weather with 5 persons on board. The sailing vessel was dragging anchor in Oak Bay and sending off flares. The roads to the marina were very slippery and crew had difficulty getting to the boathouse. Despite the weather, Coxswain Doug Grant, Campbell Good, Peter Barchyn and Michael Jackson arrived on scene. There appeared to



*Auxiliary Station 14 - Gibsons surveys the sight of a plane crash. The pilot was rescued by a passing float plane.*

*Photo courtesy of CTV*

be five persons on board with life jackets on. The boat had lost one anchor, dingy and the stern railing during the night storm. The crew removed one adult female and 3 children approx. ages of 5, 8 and 13. The

smallest child was very cold, frightened and crying. The weather was cold and winds were out of NNE at 35 to 40 knots and seas were 4-5 feet. A cross wind made it difficult to enter the boathouse.

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*Sinking vessel in Cowichan Bay without power and lights assisted by Auxiliary 29- Ladysmith.*

Unit Leader Bob McKee, Alan Skelly, Ron Dinsdale, Drew Mckee and George Lyske were tasked by the Joint Rescue Coordination Center to search an area off of Lemberg Point on Thormanby Island. On November 16, 2008, Auxiliary Station 12 - Halfmoon Bay received the report of a downed aircraft. The crew spotted a person on shore walking from an area of bush to an open rocky beach area. Upon closer attendance it was learned that this was a person that had survived the downed aircraft. He had no shirt on and was suffering from what appeared to be 3rd degree burns to his hands and face and impact injuries to his abdomen and upper chest area. He was very lucid and described the scene and said that he was the only survivor.

October 25, 2008, Auxiliary 14 - Gibsons investigated a report of an overturned kayak and a person in the water. A concerned citizen had reported overturned kayakers near Keats Island. CGA Station 14 - Gibsons's Gord Cudlipp, William Parsons and Russel Ayers-Berry arrived on scene and found one person in the water. They recovered her and transported both kayakers and their boats to Gibsons.

On September 30, 2008, JRCC paged code 3 even though Auxiliary 29 was out of service due to a crew shortage. Owen Popplestone made some calls and put together a crew. Ian Smith, Steve Treibner, Brian Crompt and Michael Golletz responded and departed for an aground and sinking vessel off of Crofton. Despite searching, the Vessel could not be located in Crofton. When asked if they could fire a flare, they said the flares were too far underwater. The vessel was without power and lights. The crew departed Crofton for Cowichan Bay and found the sinking vessel there. The crew removed 2 persons and 2 dogs from the vessel which was listing badly and full of water. One male was soaking wet, moderately hypothermic and diabetic.

On August 19, 2008, Station 61 - Pender Harbour's IONA C was tasked to an overturned sailboat with one person in the water, south of Agemenon Channel. Donald McLaren, Jack Dennis, Wayne Jackson and Eliza Kinley found the vessel and recovered the man from the water.

JRCC tasked Station 36- Saanich on June 2, 2008, to a report of a person in the water at Cape Keppel. The man's 10 ft runabout had capsized in 4 foot seas. The male victim

was in the water for 2.5 hours. The *Queen of Cumberland* fast response craft recovered the man and transferred him to Unit 36's *Jack Simpson*. The victim was advanced hypothermic, and it was hard to find his pulse. Unit 36 crew Derek Viggers and Devan Flader treated him with Oxygen and heat treatment before transferring him to EHS at Swartz Bay.

These are just a few incidents with good results. Many crews dealt with more difficult incidents due to extreme weather, recoveries and long searches. We are all very proud of our Organization and are constantly improving our ability to deliver these services, relieving stress and hardship, while doing an excellent job of managing risk to ourselves, our vessels and those in peril on the sea.

Bob McCauley  
Regional Operations Officer

### Reminders from the Office

#### SMS Update

Please ensure that all of your members contact information is available on the SMS and is up-to-date.

We have recently located some duplicate entries for members, if you are aware of any duplications, please notify the head office.

Please also ensure that your active members are marked active on the system, while inactive members are designated as inactive.

#### New Member Applications

We ask that Unit Leaders please hold on to new member applications until the applications are complete, before submitting them to the head office. A complete application requires the following documentation:

- New Member Form
- PCOC
- Insurance Form
- Memorandum of Understanding

This will ensure a more timely processing of your application!

## Volunteers receiving milestone pins in 2009

### 5 Years of Service:

Rick Slauenwhite  
Ali Griffiths  
Rian Dickson  
Trevor Kosloski  
Mike Colongard  
Michael Kennedy  
Ken Cornish  
Marcel Van Der Stelt  
Garreth Horton  
David Johnston  
Raymond Murray  
Seamus Pope  
William Griswold  
Michele Anderson  
Tyler Borges  
Kevin Jenkins  
Peter (JR) White  
Jon Nimmo  
Scott Muir  
Jeff Engholm  
Chris Ashurst  
Adrian Paul  
Alf Bradley  
Alyse Young  
Nils Lundquist  
Peter Bolton  
Ronald Scott Currie  
Michael Barkley  
Dorotei (Ted) Vitanov  
Kelly Scullion  
Chris Scullion  
Ron Jantzen  
Maggie Huxtable  
Bruce Chan  
Chris Ford  
Andrew Newman  
Roger Pilkington  
Iris Shiplack  
Gerry Mendria  
Jeremy Lawrence  
Keith Blott  
Mike Roach  
Melvin Barton  
John Ortynsky  
Dave Bigg  
James Cormier  
Garret Doolan  
Cherryl Ortynsky  
Robert Wingham  
Dan Waslewski  
Richard Benson

Richard Clayton  
Christopher McMaw  
Hans Verbeek  
Floyd Stevens  
Greg Harmeson  
Ian Smith  
Larry Melious  
Elizabeth McClean

Wayne Fontaine  
Per Norman  
Mark Kelly  
Jan Volker  
Jurgen Pokrandt  
Russell Archibald  
Glenn Driscoll  
James Henry  
Duane Currie  
Norman McEwen  
Allen Souch  
Robert Wadhams  
Stevan Souch  
Kelly Dykes  
Danial Smith  
Samuel Cook  
Richard Wahlgren  
Arthur Shaughnessy  
Bruce Adams  
Michael Cupit  
Civa Gauthier  
Adrian Lee  
James Miller  
Cliff Jones  
Robert Ells  
Edgar Walker  
Stephen Clarke  
Kevin Wiley  
Dwayne Nielsen  
Stanley Warlow  
James Lee



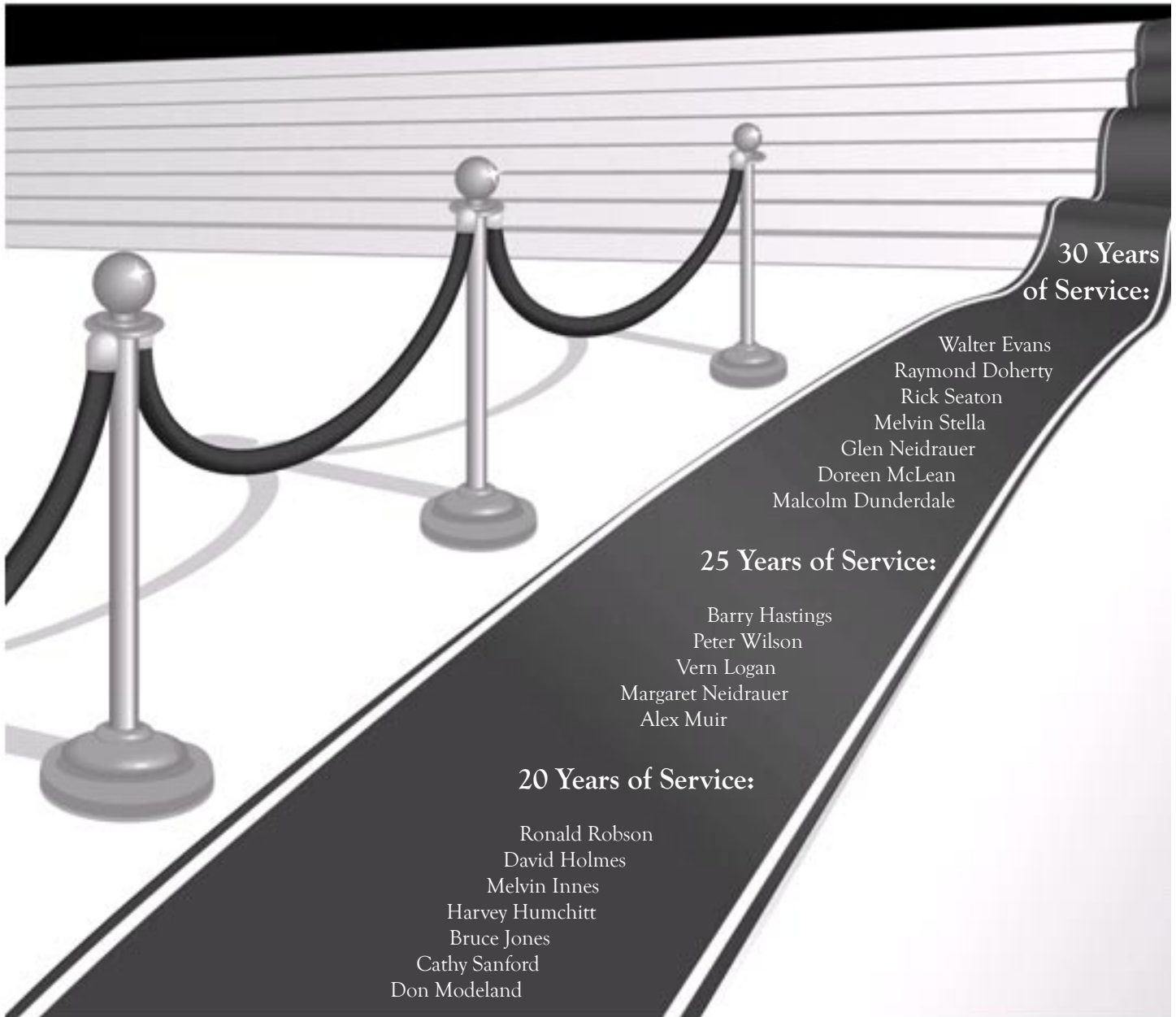
### 10 Years of Service:

Randy Strandt  
Raymond Barnes  
Simon Pearce  
Daniel Savage  
William Ridge  
Byron Wilson  
Ronald Gieck  
Marvin Pearson  
Carol Bond  
Karen Bigelow  
Richard Sager

### 15 Years of Service:

Ryan Woodward  
Greg Miller  
Jerry Hunter  
David Payne  
Andrea Sanborn  
Brian Johns  
Ernie Gladstone  
Brent Case  
Gary Sherritt  
Hugh McKinnon





**THANK YOU VOLUNTEERS!**

The CCGA-P would like to extend a special thank you to the following members for their continued support and effort:

Denis Charest- who processes all new member applications for the head office.

Ron Geick- who approves and sorts on-the-water training reports.

Bob MacCauley- who sorts and approves incident reports.

Maurice Cherneff- who handles pre-RHI-OTs and RHIOI.

Derek Card- who is the PCCC Training Coordinator.

Members of the ARTE team:

- Mark White
- Dan Savage
- Ryan Woodward
- Duncan Peacock
- Noel Hay
- Brian Glennon
- Mark Palmer
- Simon Gattrell

Assistance with the SAR Management System:  
 Scott Baker

The CCGA-P would also like to thank our Station Leaders for all of their hard work and dedication.

A special mention to our local First Aid instructors as well as our radio instructors.

Anchoring is one of those areas of boating that is easy to pay little regard to – it's not a sexy subject, and for a good many ribsters it's not actually something they do that often.

Almost every boater that has anchored more than a few times, though, and certainly those that anchor in anything other than flat, calm conditions, have plenty of tales to tell about when anchoring has not gone quite right! In this article we'll look at anchoring and share some of those experiences - after all, there comes a day for all of us when getting an anchor down and ensuring it holds makes the difference between a minor incident and a major catastrophe!

Firstly, why anchor? Of course, most of the time it is simply down to the need to hold the RIB in one area so that you can perhaps grab a bite to eat, relax a bit or even go for a swim. Being able to anchor, though, is a key element in your ability to respond to an incident, and the anchor is a critical part of your safety kit. A medical emergency might be better dealt with at anchor; transferring fuel from backup containers or dealing with engine issues both require the capacity to anchor quickly and effectively.

Unfortunately, there are a good many people who go out boating without an anchor on the premise that they are not intending to, and never will, anchor. In some locations there are so many mooring buoys around, and the boat leaves and returns to a marina berth or a slipway, that you can see to a certain extent why the skipper overlooks the anchor. This, of course, ignores the safety aspect, so the rule must be that you always carry an anchor, irrespective of where you are going and what your plan is for the day.

So what constitutes an effective anchor set-up? It could be argued that your anchor system contains basically three elements: 1) The anchor itself; 2) The rope or chain between the anchor and your RIB; 3) The

means of attachment to the RIB. Let's look at each individually. The anchor: The anchor is basically a shaped lump of metal that is designed to dig into the seabed and resist the pull of the craft. Over the years many designs of anchor have evolved; however, the ones found most regularly on RIBs and in chandlers are the CQR/ Plough, Danforth, Delta, Bruce and Grapnel. Each have their own virtues, but often on a RIB I find it is actually the ability to stow the anchor in the locker, and which ones are available from the local chandlers, that determine which is used on a particular RIB. Generally speaking, with the exception of a Grapnel, all of the anchors mentioned are good all-rounders and have strong holding properties in a variety of ground conditions. Grapnel anchors, in all but the calmest conditions (and smallest boats), are poor performers, but the ease with which they can be stored makes them popular. By all means carry one as a secondary anchor (or perhaps for anchoring in calm sheltered waters), but an anchor that holds better should also be carried.

The anchor 'rode': This refers to the length of chain and/or rope between the anchor itself and the craft. On RIBs this should almost certainly be a combination of chain and rope. The benefit of a length of chain attached to the anchor is twofold. Firstly, it

increases the overall weight of the anchor, and secondly the chain sits on the seabed, ensuring the pull on the anchor itself is horizontal rather than angled - the latter being more likely to be the case where rope is attached straight to the anchor. The more chain that is present the better, although the reality in a RIB is that you are going to have to haul it in manually, so realistically 10-20ft tends to be the norm. How much rope to carry is a question I'm often asked about anchoring. The 'rule' is that with a chain/rope combination you should be able to deploy five to six times the depth of water you intend anchoring in - this length is referred to as 'the scope'. Clearly, therefore, where you do your boating and what the typical depths are determine what length of line you will need.

Looking at it practically, most of the time you will be anchoring in pretty calm conditions (it is no fun anchoring when it is rough!), so you may be able to deploy less than five or six times and the anchor quite happily hold. That said, the event you want to plan for is an emergency anchoring, and a good solution is to have a main anchor set-up with a 30m line attached, but then to have stowed away an extra line (perhaps a boat jumble bargain) of 30-100m that you can attach to your main anchor line to



increase the available scope. This extra line doubles as a potential topline so is doubly useful. In terms of the diameter of rope and chain, the recommendation for RIBs would be 6mm or 8mm for chain link diameter, depending on the size of your craft, and 10mm or 12mm for the rope, with the preference being for the larger diameter.

Attaching the anchor to the RIB: This should be the easy bit but, as with anything boat related, there are a few things to consider. Almost all RIBs will have a D-ring fitted below the tubes at the bow of the craft; this is a key strong point on the craft and is my preferred attachment point for the anchor. The reasons I prefer the pull of the anchor to come from the D-ring are: 1) It is very strong and won't fail; 2) The anchor line is not running over the tubes, potentially causing chafing; 3) The anchor line is not creating undue pressure on the tubes as it tugs due to load coming on and off the line; 4) Very few RIBs have proper fairleads (a contraption that secures the anchor line as it passes over the tube at the bow), tending to mean that the line moves from being at '12 o'clock' to the bow, to a range between 10 o'clock and 2 o'clock - once again causing chafe.

The disadvantage of using the D-ring is that it is not generally easy to get to when at sea - hence a bit of preparation is needed. Many RIBs run permanently with a line attached to the D-ring. This is known as the 'painter' and is used as the forward mooring line; when not in use it is run back into the RIB and secured. Alternatively, a line can be attached to the D-ring as needed - a line spliced to a carabiner is great for this as it is easy to connect but assumes, of course, you can get to the D-ring.

So, to secure the anchor line to the RIB, my preference is to attach the painter to a point on the anchor line where the combination of the anchor line and the painter line gives you the required 'scope'. This means that the pull runs from the painter straight down the anchor line, with the remaining anchor line (which is not under any load) secured to a point inside the RIB as a backup. I tend to use a triple sheet bend knot to join the two lines (the loop for tying the sheet bend being in the anchor line).

Having looked at the set-up on the anchor system, what about the actual process of anchoring? In previous articles I've introduced the idea of AP- E (Assess, Plan, Execute) as a mantra to follow before any on-water manoeuvre. Follow this process for anchoring, too, and you won't go far wrong. Firstly, where are you going to anchor? What does the seabed consist of - mud, sand, rock etc?

Are there any prohibited areas for anchoring - shellfish beds, cables, high-speed ferries passing straight through etc? What is the depth at the intended anchorage, and how will tide affect it during your stay? Have you got enough line, and how much should you be putting out? Equally, is there enough depth to anchor in throughout your stay? What is the wind direction now and what is it likely to be during your stay? If you drag will you drag into immediate danger? How will wind and tidal stream affect you during your stay? What direction should you approach your intended anchorage point from, and is there the depth to do so? How will the RIB swing whilst you are anchored? (If you are in the vicinity of other craft, then as the direction of wind and tide varies, so will your position; RIBs will not always 'sit' in the same direction as a yacht may, for example.) Have you briefed your crew on exactly what you expect of them? Having assessed and planned you should be ready to do the execution bit (don't forget the other 'E' - the escape route if it goes pear-shaped).

With the anchor on deck ready to be deployed, advance up to the intended drop point using a slow controlled approach into the combined effect of wind/ tide. Stop at the intended point, ease the anchor over the side and start to lower it. You will feel when it touches the bottom; slowly ease out the line, allowing the craft to drift back as you do so - avoid just dumping all the line in a pile on the seabed or you will probably snag the anchor and have to start again. Once the line is all out - you did tie it on, didn't you?! - let the RIB settle and apply a little bit of reverse to dig the anchor in.

*Continued on page 18...*

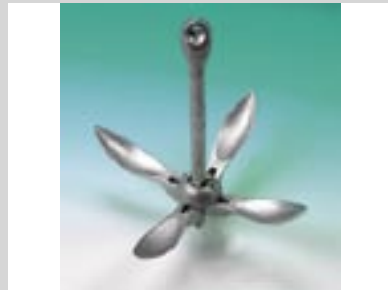
## ANCHORS



**Plough:** Strong Anchor with good holding. Can be 'folded' into lockers.



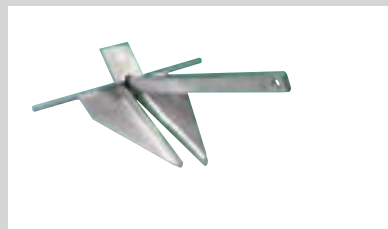
**Delta:** Excellent anchor which stows well into a bow roller - can be difficult to stow on a RIB.



**Grapnel:** Poor holding compared to other anchors. Easy to stow, though.



**Bruce:** Good anchor with excellent holding.



**Danforth:** Strong anchor with good holding - always lies flat. Can be difficult to get into smaller lockers.

Unit 20 Salish Sea - Pender Island has recently taken delivery of a new Titan 249XL T-top to replace our much smaller Titan 220.

This new vessel is very well equipped including two Raymarine E80 displays in the dash and one in the rear console.

We believe this is the first time Titan has installed two flip-up seats behind the rear console which are proving to work well. Warm air windshield de-misting and hand warming is another useful feature.

Recent heavy weather training sessions have shown the vessel to handle well and is a vast improvement compared to our old 220. A vessel dedication ceremony is planned for May - watch for details.

Roger Pilkington,  
Unit Leader



Unit 20's new T-top Titan 249 XL, dash below.

Photos courtesy Roger Pilkington



*Continued from previous page...*

Is the anchor dragging and failing to dig in? This has happened to me plenty of times and is usually either due to weed on the seabed or the anchor failing to orientate itself correctly. Usually this means another attempt. But how can you tell if you are dragging? There are a few ways: 1) Line up two fixed objects directly out of the side of the boat (a 'transit') - if they stay pretty much in line you aren't dragging. 2) Take a bearing to a fixed object abeam of you, and monitor it to see if it changes. 3) Use the 'anchor watch' feature on your GPS - this is OK but is only really suitable for larger movements, as a minimum distance of travel has to be set to avoid random alarms due to the swing and general movement whilst at anchor. 4) Feel the line - if it is vibrating it is probably dragging.

Now you can relax or fix the engine! Do keep an ongoing eye on things, as many a boat has dragged after an initially successful

anchoring session (yep - got that t-shirt!). This is a key reason to not leave a boat at anchor unattended.

Recovery is straightforward, but you will often need someone at the helm to gently progress the RIB to above the anchor to take load off the line as it is recovered. Even if this is unnecessary, do ensure the engine is started and running properly before raising the anchor.

Remember to take the time to stow the anchor properly, and do tie it down in the locker to avoid it punching through the deck over time.

Sometimes anchors do get stuck - often this is down to anchoring in rocky areas; a method or two of breaking the anchor free is handy to have. One method is to recover the majority of the line and then motor forward slowly over the position of the anchor to bring load onto it from a different angle. Usually this is successful as the change of

direction rotates the anchor out, but extreme care must be taken to keep the line well clear of the prop. In calm conditions the boat can be reversed with the helm at full lock to once again rotate the anchor out, bringing the stern of the craft into the elements. There are devices available commercially that you can deploy when anchoring that can potentially assist in the event of a stuck anchor; however, the above methods will tend to work on any boat.

In summary, anchoring is not difficult but, like any boating task, practice makes perfect. Certainly, if you are not a regular 'anchorer' then do put some practice in, as the time you need to get it right should not be the first time you have anchored in many years!

Paul Glatzel

*Originally published in R.I.B International Issue 87*

*All photos courtesy of R.I.B International.*

In September 2008, three members of Unit 29 - Ladysmith Laurie Daniels, (on left), Irwin Tollefson, (middle) and Maurice Cherneff (on right), cooked over 400 hot dogs and gave away chips and small gifts which resulted in raising nearly \$500.00 for the RCMP Tour de Rock bicycle run on Vancouver Island.

Stanya Lawrence, Manager of the Mid Island Co-op Service Station at Coronation Mall, Ladysmith, arranged the supply of all 'fixins', tent, barbecues etc., plus arranging many excellent door prizes by ticket draw.

"We were at it all day and into the evening and had a wonderful time greeting people and friends... Our presence there was noteworthy and I suspect we brought credit to the CCGA-P, as well as our Station. Notable to us was the fact that we rely on donations and for us to help others raise money was very worthwhile. Much of the credit goes to Stanya whose over-all actions resulted in the raising of nearly \$4,500.00 that day."

Maurice Cherneff  
Unit 29 - Ladysmith



Laurie Daniels, on left, Irwin Tollefson, middle and Maurice Cherneff share a tasty grilled treat at a fundraiser for the RCMP Tour de Rock bicycle run.

Photo courtesy Maurice Cherneff

## ANSWERING THE CALL....



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### Station Leader Profile: Ruth Sharun, Station 27 – Nanaimo



About six years ago, Ruth Sharun was introduced to the Auxiliary when she moved from Alberta to British Columbia, where she immediately fell in love with the water.

After responding to an ad, Ruth was invited to an open house at the Navy base to see the brand new Coast Guard Auxiliary boat and was recruited by former Unit Leader Jack Currie. Ruth was impressed with the very

friendly and committed group of people volunteering for the Auxiliary. She says she didn't really think twice about becoming a member of the organization.

Besides being an active volunteer with the Auxiliary, Sharun teaches high school students Spanish, English and French. She says she can apply many of the skills she requires for teaching to her role as a Unit Leader in Nanaimo. "No matter what group of people you are working with, whether it is teenagers or volunteers, you need to create an atmosphere that people will want to come back to and want to get involved in," Sharun says.

Sharun feels that volunteering adds a different dimension to your life. We get pretty engaged in our day-to-day jobs, families and other commitments. It provides a nice balance to contribute your skills to something else, she says.

"Personally, I think it is a contribution to society. Society wouldn't be the same if we didn't have amazing volunteers volunteering in all kinds of organizations, including the Auxiliary."

The people are Sharun's favourite part of

volunteering for the Auxiliary. She says there is something very satisfying knowing that all of our members are volunteers too. They are not being paid for their time and dedication. Although getting to spend time on the water is not bad either, Sharun adds.

Ruth is enjoying her role as a Unit Leader, but finds it challenging. She says there is a lot going on within the Auxiliary and Station 27 in terms of training, the unit's pursuit of a new vessel and boating safety. "It is a very busy job, but I thoroughly enjoy it."

Nearly six years after joining the Auxiliary and Ruth hasn't looked back since.

**"Personally, I think it is a contribution to society. Society wouldn't be the same if we didn't have amazing volunteers volunteering in all kinds of organizations, including the Auxiliary."**

To suggest a candidate for a profile in our next issue, please email [dolphin@ccga-p.ca](mailto:dolphin@ccga-p.ca).



Mark White Station 35 (in toque) pauses pre RHIOT evaluations for (from left) Gordie Robinson Station 27, Greg Norby Station 27 and Kelly Frederick Station 59, to pose for a picture.

Photos Courtesy of Maurice Cherneff



*Legacies live forever.  
Legacies give forever.*



## **Leaving a Legacy Means Making a Difference!**

There are many ways you can leave a legacy to the CCGA-P:

Planned gifts accepted by the CCGA-P include charitable bequests, gift annuities, charitable remainder trusts, gifts of life insurance, and other deferred gift arrangements that benefit the CCGA-P and its volunteers. Donations of boats in working condition to the CCGA-P can be handled as a tax-deductible contribution.

Major contributions may be recognized through the naming of a rescue vessel after a donor or family. This highest level of private donation creates a legacy that will ensure continued search and rescue support for years to come.

The decision to make a gift through your will to the CCGA-P is an enduring expression of leadership to continue building the best community possible.

Contact (250) 480-2798 for more information on our legacy programs. Information is also available online at [www.ccca-p.ca](http://www.ccca-p.ca) under our **Donate Now** section.

# CCGA-P Unit 64 (Prince Rupert)



[www.ccg-a-p.ca](http://www.ccg-a-p.ca)



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