Dolphin

Canadian Coast Guard Auxiliary Pacific Region

Volunteers Saving Lives on the Water

Summer/Fall 2009

Vol 19, No 2

www.ccga-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:
Special Projects Officer
25 Huron Street
Victoria, BC V8V 4V9

Station 68 - Ocean Falls' dedicated volunteers tow a boat to safety.

Photo Courtesy of Rick Andrews

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Dolphin

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Editor
Leah Sarazen/ Michael Cox
Design
Leah Sarazen

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PRESIDENT'S MESSAGE

It is again my privilege to write to you and discuss some of the great work that's being accomplished by our organization and to discuss some of the challenges that lie ahead.

As I hope you are all aware, our training staff now encompasses two full-time employees and one part-time employee. The funding for these positions was contributed by the provincial gaming branch though a grant application for the necessary training required to safely operate the vessels gaming has been helping us acquire with Direct Access Grants.

The additional training, simulator, and materials developed have made it possible to begin to implement our Safety Management System. The initial audits have been well received and have developed feedback and opportunities for an informative, safety-orientated dialog that will serve our organization's goals of safe operations in what cannot be a risk tolerant environment. Designs for our new cabin vessels have been completed and sent to builders in a competitive pricing proposal process that is used by organizations such as the RNLI and the KNRM as well as our own Coast Guard.

The standardization of a limited number of designs that are well built, well designed and proven to self-right is certainly one very important step in all of our safety. Having an auditable safety culture that encompasses our training is an additional step in the right direction. The hard work of all of our 1300 members to provide a newly credible SAR capability for much of the coast of British Columbia and to provide a proper vessel inspection and boating safety message to all within our region is a terrific accomplishment and one that all of you, members and donors should be proud of.

The challenge of the future will be to maintain and build on these successes and for that we need to take the next step in the evolution of our organization. That step is required to enable us have the same capability in whatever community our help is required, regardless of its situation and location. We can't be an organization that, because of an accident of geography, has units with an abundance of equipment and those that don't, again principally because of geography.

I would consider our organization a failure if we don't now recognize the need to take the next step and establish the needs of the entire CCGA-P must take precedent over the needs of an individual station or society. All of our efforts must be to make sure the entire organization is funded properly and not just a few stations. Some of our Societies and Stations have made that transition and they acknowledge that there will always be a strong place for local fundraising; however we will never be a great organization until we become an equitable organization.

The new society contract is a first step in what I hope will be towards that new and more equitable organization. We have had examples in the past of such equity. When the North Shore Lifeboat Society received a grant from TK Shipping for a new boat, they donated the money they received from gaming to Victoria for Station 35's new boat. However, the larger question is where our organization is going without a region-wide analysis of where the money is needed as opposed to a station or area perceived need.
We all should be proud of our organization, but I believe we will be prouder when we have a system that funds the neediest first and not last.

Finally I would like to take this opportunity to thank Capt. John Palliser and his staff in the Coast Guard for his help in developing our organization to what it has become today. He and his staff keep us honest and try to keep us safe and for that, we all owe them a great debt.

This will be my final addition of the Dolphin as your President; it has been a privilege to serve as your spokesman and representative throughout Canada. 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 should all be proud of our progress and let's look forward eagerly to the challenges of the future.

Yours Sincerely,
Bruce Falkins
President

Chris Rasmussen, CCGA-P Safety Management Officer, has been carrying out an initial audit of many southern stations, and hopes to complete those mid-October, before auditing the northern stations.

These visits allow CCGA-P to compile a base line audit of the safety and operations of the stations, vessels and personnel that the CCGA-P operates on the BC coast.

One of the recent audits completed was at Station 27 -Nanaimo which is featured on the next page. This example shows the depth of the initial audit and allows CCGA-P management and stations to look at ways to encourage continuous improvement with regards our SAR operations, and training.

SAFETY MANGEMENT SYSTEM

AUDIT#: S27-2009-1

AUDIT REPORT

DATES: September 22, 2009

Vessel/Station: Nanaimo Station #27

The Initial Audit of Nanaimo Station #27 took place on September 2, 2009 from 1745hrs until 2100hrs. The Audit started with a brief discussion about the audit with 7 members present. There were no questions from the crews. Inspections of the station's DRV and spare vessel were completed with the vessels being in excellent and good condition respectively. All required equipment was on board and in working order and crew knowledge as to locations of emergency gear was excellent. The only item requiring immediate attention is fire drill training for crews.

In the past 12 months the Station has responded to 94 calls. Estimated solutions 84. On the water training for past 12 months 238.5hrs. Claimed and allocated 105. The vessel does not require the 60 ton course.
There are 10 certified Coxswains. With 3 Reserve Coxswains. 40 Active members with 25 active in SAR. There are 15 Crew with seatime, of which 3 are Advanced, 9 are Crew level, and 3 New Crew. *The minimum crew required is 2 for the vessel. With 5 Coxswains having completed SARNav.*
There are no shortfalls in certification. (ROC-M, SFA, PCOC) There is 1 commercial mariner. The estimated off-call time is 0.
Crews are tasked using pagers with a telephone tree back up. The system is reliable.
The VHF is primarily used for communications with JRCC / MCTS.
The Stations primary vessel was very clean and organized, with crew knowing where all equipment was stowed. The Spare vessel if required has equipment put on board as required.
Propulsion machinery on the primary vessel was replaced with Yamaha engines in April 2009.
There are currently no deficiencies with the vessels.
Raymarine electronics are being used on both vessels.
Local maintenance is being carried out. Fuel tanks were full on both vessels.
*There is an engine maintenance log. *
The last DI and weekly inspections were on September 1, 2009.
Weekly inspections are completed after each call out.
Thorough inspections are completed monthly.
There is a detailed list of the loose equipment carried on board the vessels. There are also laminated lists of the equipment contained within attached to the underside of all storage hatch lids.
The nearest spare vessel is at the Station.
Flares were valid and fire extinguishers were serviced in April 2009
The de-watering pump was ready and operational with a spare pump available at the Station.
Tubes were at proper pressure. Electronics all working, with 2 VHF radios fitted and MMSI programmed.
SOP's are taught and given verbally only.
There is an excellent selection of PPE in good condition available.
SAR Vests, helmets, and boots are being worn as required.
Crew members are supplied with portable VHF's in their PPE for all SAR operations but not all members are supplied with VHF's during training operations.
All PPE is hung to dry in a room with heat and a dehumidifier.
There is an advanced familiarity of the SAR Management System by senior crew, accessible at home.
There is a basic familiarity of the Safety Management System, with it available on-line.
The vessel log books are being completed in ink with mistakes being crossed out and initialed.
Signed towing waivers are attached to the Log book pages.
Old log books are being kept.
* Personnel have only a basic knowledge of dangerous occurrences and NCR's.*
All crew training is being logged on-line only.
A rough log is kept on all marine operations.
Crew members are giving each other complete gear checks before proceeding on marine operations.
There is a weekly inspection done on all PPE by a designated member.
The vessels are operated at a safe speed with progress checked visually and electronically.
A combination of two way closed loop communication and hand signals are being used.
**There are no deviation cards for the magnetic compass on either vessel. **
SAP is used on all incidents and training operations as required.
There are no ARTE at Nanaimo. 1 member has completed the Station Trainer course.
The Training Officer is a long serving member.
Classroom training and on the water training is carried out weekly.
The station uses a laptop and projector to access on-line training materials.
There is a detailed training plan for the Station which is reviewed semi-annually
Annual First Aid courses are done with routine first aid scenarios being done.
Crew regularly perform emergency drills, but have not done fire drills.(see NCR)
Crews are aware of the dangers of confined spaces and CCGA policy restricting water entry for the purpose of rescue.

The Initial Audit concluded with a brief meeting with all personnel. There were no major NCR's found. The 1 NCR was discussed and corrective action determined. Station leader and Training Officer advised fire drill training would be commenced on the next training night.

The 1 observation should be addressed as soon as practicable.

It is recommended that the following actions be completed as soon as possible to increase the safety of Nanaimo Station Crews and Vessel operations.

1) Recommended that all Coxswains complete SARNav course.
2) Recommended that the maintenance log be expanded to include all vessel and PPE maintenance.
3) Recommended that SOP's be written instead of given verbally.
4) Recommended that all crew members be supplied with portable VHF's on all marine operations.
5) Recommended that all personnel receive increased training in dangerous occurrences and NCR's and what to do with this information.
6) Recommended that the Training Officer attend a Station Trainer Course.

Chris Rasmussen
Safety Management Officer

Read more on Audits on Page 15...

SAR Patrols

Once again the SAR Patrol season is upon us, and there still is a fair bit of confusion, both among the Auxiliary and within JRCC, as to what constitutes a SAR Patrol.

The term SAR Patrol is intended to provide a common procedure for all cases, other than SAR incidents, in which the on water presence of one or more CCGA P vessels is deemed advisable by JRCC for purposes of public safety. A SAR Patrol tasking usually will specify the location in which a vessel is to patrol plus the date, time, and duration of the patrol.

A SAR Patrol tasking request originates with JRCC, generally on contact from the event organizers or another agency, e.g., the local RCMP. If a Station is contacted directly concerning such an event, and in the opinion of the Station Leader the event might qualify for SAR Patrol tasking, s/he should bring it to the attention of the Manager of SAR/Operations prior to making any commitment to attend.

The Manager of SAR/Operations will pass the request to JRCC, where a final decision will be made. A SAR Patrol tasking will be designated by a specific number, e.g., SP09 001. Please note that events which are purely local in nature generally will not qualify for SAR Patrol taskings and should be handled as Special Events.

JRCC will specify the authorized duration of the SAR Patrol which includes transit time to and from base. If in the course of the event it appears that more time will be required, the coxswain must contact JRCC to request an extension. If the extension is requested by the organizers or another agency, it is preferred that they contact JRCC directly.

Requests for extensions of SAR Patrol duration cannot be considered after the fact. Compensation for SAR Patrols is currently at the Special Event rate, and it is intended that the hours count towards sea time for the crew.

The SAR Patrol report is found on the SAR Management System => Activity Form => Sar Patrol. The current form has space only for Hours Assigned - this is duration authorized by JRCC (plus any authorized extension) and may not correspond to your actual time from dock to dock. If your vessel is involved in a SAR tasking during the course of the SAR Patrol, you will be compensated at the full SAR rate, but should indicate the resulting Off Time in the Description field of the SAR Patrol report.

If you have any questions regarding SAR Patrols, please contact the Manager, SAR/Operations, at sar@ccga-p.ca

Vessels Out of Service

While maintaining unbroken SAR service is crucial in Victoria, where the Auxiliary is the primary marine SAR resource, it is an important goal for every Station. Nevertheless, defects happen, coxswains aren't always available, and boats have to be taken out of service occasionally. What are your responsibilities when your boat goes out of service?

- NOTIFY JRCC IMMEDIATELY when you know your boat will be out of service for any reason. If you can remain in service with a backup boat or owner-operator vessel, advise JRCC so they know what resource they have available to task (a 40-foot water taxi's not much good for shore extraction, but it makes a great search platform).

- Notify the manager of SAR/Operations by email (sar@ccga-p.ca) or telephone (currently 250-539-5405).

- Mark your vessel Out of Service on the SAR Management System - on your Unit page go to Administration => Vessels; click on Mark out of Service for that vessel, and set the date and time out of service and your expected return to service.

- Notify the neighbouring Stations to be on the alert for possible calls in your area.

- Do everything you can to expedite the return of your vessel to service.

- On return to service, repeat the first four steps - don't forget the SAR Management System!

One more thing: if your vessel is going to be out of service for planned maintenance, equipment installation, or any other predictable reason, please make an effort to coordinate with neighbouring Stations so that no more than one of you is down at the same time.

Towing Waiver

There is an updated version of the Towing Waiver on the website (Operations => Forms => Towing Waiver). Please download the PDF file, print off a few copies, and carry them on board your vessel. Please endeavour to use the written towing waiver whenever possible. Recent experience has shown that verbal waivers either don't happen or are not done with sufficient formality (logged, with coxswain and a crew signature, and preferably on-air on 04A or 83A so it's on tape at MCTS).

Accident Claims

CCGA-P has a relatively small budget for insurance deductibles. With the ever-increasing value of Auxiliary vessels, deductibles mount up, and the number of claims we can "afford" diminishes. The expectation that the Region will pay the deductible on every claim, however small, or, if the cost is less than the deductible, the entire claim, is playing havoc with this budget. Last fiscal year, expenditures under this item were more than double those of the previous year. We simply cannot afford to have this situation continue.

Members should also be aware that every claim goes on record and is seen by CGA National as an "accident" in Pacific Region - we have as a result the unenviable record of the highest accident rate of all Regions.

In future, all damage claims will be investigated by Safety Officer Chris Rasmussen; those which are deemed frivolous or repetitive will be disallowed.

New Alerting System

Many Stations have experienced varying degrees of pager failure in the last year.

Both Coast Guard and Coast Guard Auxiliary have considered the possibility of switching to a callout system which is device-independent. Such a system could alert a member by any number of means: land-line phone, cell phone, text message, Blackberry, email, VHF radio (suitably interfaced), and pager; in short, any device which can be connected in some way to the public switched telephone network.

What we can't afford to do is to layer another system on top of our existing pager networks, so pagers, for the most part, would have to go. A system which calls your cell phone, however, is not much use if your cell coverage is spotty, and even less use if you don't have a cell phone. On the other hand, a system which calls every landline number you can think of isn't much use when you're mobile.

If you're currently on pager, would a system which doesn't use pagers work for your Station? Do all of your members have cell phones, and if so, do they have reliable coverage? If your Station is in an area with no cell coverage, would it be worthwhile to expand the number of landline telephone numbers dialed automatically on call-out? I would like to hear from members with suggestions for improving their local alerting system (other than changing from pager company A to company B!). We've heard some interesting ideas from a couple of Stations so far, but nothing from the more remote locations.

Email sar@ccga-p.ca

David Rees-Thomas
SAR/Operations Manager

A Note on INACTVE MEMBERS

Attention all Station Leaders! Please notify the head office when you remove a member from active duty either for a short period of time or permanently.

As is stands, changing an active member's status to inactive does not change his or her security access to our website nor does it remove members from our mailing lists.

As such, a number of former members are still receiving communications from the head office.

If inactive members are still interested in receiving mail and news, the office can ensure there names remain on our mailing lists.

If you have any questions, please call 250-480-2798.

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Photograph Galleries on SMS

Recent efforts have been made to improve the Photograph Gallery on the CCGA-P website. Operationally everyone is encouraged to take photographs where the occasion, opportunity and safety allows, to help document the work that the stations, auxiliarists and the auxiliary do.

Title and date the photographs, remembering that the Photograph Gallery is visible to the public. Quality photographs would be appreciated whenever possible. Victims shall not be identified or identifiable. If you need an album, please ask for help from the office.

Operationally, photographs can be especially useful to document the state of a vessel or incident prior to the operation taking place.

These types of photographs should be attached to the mission report. It would greatly assist the office if all mission reports with photographs attached could have "(P)" added after the title to allow quicker downloading of photographs for publicity purposes.

Good safe action photographs of rescues, vessels and training would also be useful.

To view our Photograph Galleries, please visit our website at www.ccga-pacific.org/ccga-p/gallery/

If you have some photographs you would like to share, please don't hesitate to contact the office by email at operations.assistant@ccga-p.ca or by phone at 250-480-2798.

We try to credit all of our photographers in the Dolphin, so make sure to send your name along with the high resolution pictures!

Crew Standards

The crewing standards were introduced in May 2008, and since then the certification progress is ongoing and improving.

Our new Safety Management Officer, Chris Rasmussen, has completed his accreditation and will be in a position to hold training courses as he travels around the province providing radio, first aid and some Transport Canada approved courses.

Rigid Hull Inflatable Operator Training

We had 23 passes at RHIOT school in Bamfield in the 2008-2009 season. We have also gained two former CCG employees who have passed RHIOT.

In the coming 2009-2010 season, the CCGA-P is going to include a night run in the pre-RHIOT evaluation to increase confidence in candidates' electronic as well as basic manual navigation skills. The interesting part for the CCGA-P and candidates will be the scheduling of this pre-RHIOT night time run in summer, with the late time of sunset.

The selection process for RHIOT has now been moved up a couple of months to spread the necessary evaluation and administration work more evenly.

Fast Rescue Craft Simulator

We now have 97 volunteers who have successfully completed the SARNav course. Given Popowich, the simulator instructor has formalized a "buttonology" course to familiarize volunteers with the operation of the Raymarine Electronic Navigational Aids.

Campbell Good has continued to help with the maintenance of the simulator hardware and software. The CCGA-P is looking into working with and/or training external agencies using the simulator. Thanks are due to the CCG Oil Response Team for the use of some of their space at the CCG Huron Street Base to house the simulator.

Training Materials

The training materials online are being extended on an on-going basis, with further PowerPoint documents and PDF files. Materials relating to SAR Exercises and SAR Competitions have also been added so as to facilitate the set up of exercises by individual stations or groups of stations with minimum effort. There are also a few online videos linked to in the Training Material index.

Quizzes

The online question bank for the quizzes now stands at about 560 questions. There are now 15 quizzes available for testing, some for self test, and some which relate directly to the SAR Learning System, or to the SARNav course. Much of the work recently has been to increase the PowerPoint documents online to include first aid and the development of the question banks relating to first aid and first aid scenarios so as to allow quality testing of first aid knowledge between formal recertification.

Advanced Rescue Trainer / Evaluator

The ARTE team has continued operating as intended, served by about 11 volunteers. There are 5 in the north of BC which should prove of enormous benefit to the area.

Ongoing training and updating for the present ARTE team is to be scheduled. A wider distribution of ARTE would also benefit the region.

Station Trainers

The training of Station Trainers is to continue, so that ultimately every station could have two, even three trained trainers. It is also from these courses that potential ARTE are selected.

Ton Haasnoot's Visit

Ton Haasnoot from the Maritime Rescue

Institute returned to work with the Auxiliary from the 16th – 21st May. During this visit he completed the training and evaluation of 6 coxswains in Victoria on the Tolonen, both in jet boat operation and their coxswain levels.

He went on to visit 5 stations in the north (Kitimat, Prince Rupert, Kitkatla, Port Simpson and Masset) and progressed the coxswain levels of 11 coxswains up there.
All of these coxswains have been awarded Maritime Rescue Institute certificates to show their achievement. Ton also provided valuable input into the Standard Operating Procedures for the Tolonen, the twin water jet vessel at Station 35.

Dan Robinson
Training Manager

AGM 2009

The next Canadian Coast Guard Auxiliary – Pacific Annual General Meeting has been set for 10:30 a.m., Sunday, November 22, 2009 at the Coast Victoria Harbourside Hotel & Marina, 146 Kingston Street, Victoria.

This event will be a business meeting with the following purposes:

- To approve the minutes for the Fall 2008 AGM
- To receive and approve last year's financial statements
- To appoint the next year's auditors
- To approve the Board of Governors slate for 2009/2010
- To consider and approve motions regarding amendments to the CCGA-P bylaws
- To transact any other business brought before the meeting

All active members of the CCGA-P are welcome to attend the AGM. The audio for this event will be broadcast via the CCGA-P website for those who are not able to get to Victoria.

For more information, please visit the CCGA-P website under Operations > AGM 2009.

Photo Courtesy of Coast Habourside Hotel

Pleasure Craft Safety Check Program Update

Hello Boating Safety Enthusiasts!

The Canadian Coast Guard Auxiliary is pleased to offer stem to stern safety checks to pleasure craft operators. At the invitation of the vessel owner, an experienced Canadian Coast Guard Auxiliarist will board the pleasure craft, check the safety gear aboard and deliver important boating safety tips.

Bruce Falkins convinced our National board that the Pleasure Craft Safety Check is a valuable service and one that our members take pride in offering to the public. National responded favourably and at the end of May, the Pacific Region received CCGA newly designed Safety Check forms and decals.

Ken Morisette, Pleasure Craft Safety Check instructor and long standing member of Unit 25 dedicates enthusiasm, time and energy to ensure that the Pleasure Craft Safety Check program remains a priority on the Canadian Coast Guard Auxiliary's Boating Safety agenda.

Ken's lead role ensures that our experienced volunteer Safety Checkers are familiar with the CCGA form and decals. While our program runs independently of Transport Canada, the essence of the information that we supply remains in accordance with Transport Canada regulations.

The Victoria Huron Street Office has been instrumental in ensuring the new tools are in the hands of the Safety Checkers at the 22 Stations that expressed interest in delivering the Pleasure Craft Safety Check.

My hope is that the Canadian Coast Guard Auxiliary Pleasure Craft Safety Check program will grow and that members will be provided with reference material and training to carry our program into the future. Many of you have already come forward with ideas for enhancement to the service.

Thank you, CCGA National. Thank you, Bruce Falkins. Thank you, Ken Morisette and the CCGA-P head office. And thanks to all of you Safety Checkers throughout British Columbia that volunteer your time and effort toward the success of the Pacific Region Pleasure Craft Safety Check program.

Ellen Reid
Manager, Boating Safety
Canadian Coast Guard Auxiliary-Pacific

Bruce Falkins, President, CCGA-Pacific and Ken Morisette, Instructor, Pleasure Craft Safety Check Program in Hope Bay, Pender Island, BC, July 11, 2009

Photo Courtesy of Ellen Reid

To find out more about the Pleasure Craft Safety Check Program or to request a Safety Check:

Please visit our website at www.ccga-p.ca

Or call our head office at 250-480-2798 1-800-665-4757

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As HR manager, it is constantly apparent that sometimes the ability to instantly express oneself through e-mail is both a wonderful blessing and a great curse. To be able to instantly send my thoughts around the world is really quite a concept. But there are certainly risks. So I did a little research (on the Internet, ironically) to see what I could find about "e-mail etiquette". There is much advice online. This set is adapted from the Sykes Group's Email Etiquette: *E-mail Protocol – 12 Simple Rules to Stay Connected.*

Rule #1 - Be concise.
Follow the KISS rule (keep it short and sweet). Get to the point in a clear manner. Keep paragraphs short - three or four sentences at most. If you find you need to send an e-mail that is longer than a few short paragraphs, revise the message or consider picking up the phone or paying a personal visit instead. Overly long and detailed e-mails are far more likely to be directed to "Trash" than to be read.

Rule #2 - Watch your words.
Before sending any e-mail, check your message. Ask yourself, "What is my purpose for sending this e-mail?" Anger, enthusiasm, and anxiousness are all emotions that can trigger an itch only an immediate heated reply can scratch.

Always consciously choose your words and be sure every communiqué accurately and clearly conveys your message. Be careful about what you say and how you say it because words can come back to haunt you. Words, especially the written word, can live and be remembered forever. Don't say something in the heat of the moment that you can't take back. Always use the "24 Hour" rule detailed in Rule 5.

Rule #3 - Follow a format.
Every correspondence you send is a reflection of you and your organization. Therefore, at a minimum, each e-mail needs to have these elements: a greeting, a skipped line before and after each paragraph, a closing or call for action, and a signature (which identifies you and provides alternate ways to contact you).

Rule #4 - Spell check.
While spell check can accurately check for misspellings, it won't recognize all errors. Before you hit the send button, check every e-mail for spelling, punctuation, and grammar. An e-mail filled with multiple errors is not only difficult to read and understand; it tests the patience of the recipient, who may decide your message has no value and simply is not worth reading.

Rule #5 - Send messages to your outbox first.
Disable the "auto send" feature in your e-mail software and, instead, have messages sent to the "outbox" first. This gives you a second chance to review your e-mail for content and intent. If your e-mail is a reply, you will now be able to reread the original message to be sure you didn't misunderstand that message. When in doubt, seek clarification before responding.

As a rule, always wait at least 24 hours before responding to a heated e-mail. This is often enough time to cool off and think clearly. Reread the message and ask yourself if you misinterpreted the e-mail. If so, at least now you can hit "delete" instead of "send." Remember to always communicate with integrity and respect.

Rule #6 - Avoid writing in all caps.
Text written in all caps is hard on the eyes and is difficult to read. More importantly, all caps in an e-mail SCREAMS at the reader. Better to write in upper and lower case. If you need to draw attention to a word, consider using bold or italics for the emphasis.

Rule #7 - Reply to all sparingly.
When you respond to a mass e-mail (a message sent to multiple recipients), determine whether everyone listed needs to receive your reply. If a reply to the sender only is sufficient and appropriate, hit the "reply" vs. the "reply to all" button to cut down on multiple and unnecessary mail.

Rule #8 - Stay current.
Just like voice mail, be sure to keep your auto-reply message up-to-date. An outdated auto-reply is as bad as dated voice mail - information that serves no purpose.

Rule #9 - Stay organized.
Attempting to save every e-mail creates clutter. Get in the habit of saving only necessary e-mails and discarding the rest. Be sure to delete messages from your inbox, deleted, and sent message boxes. This will cut down on the clutter and free up much needed computer space. Review periodically so you don't feel overwhelmed at the sight of months' or years' worth of messages. If your box is full right now, commit to reviewing at least 15 messages from each box daily until you are all caught up. Also, be sure to regularly back up all mail boxes, just in case.

Rule #10 - Answer e-mail.
I can't tell you how many times I've sent an e-mail requesting specific information only to receive a reply with half, if any, of my questions answered. This now requires sending a second message to get the necessary answers. When responding to an e-mail with multiple questions, type your response right next to the questions in a different color font than the original message. This clearly shows your reply and enables the reader to easily match the response to a question and ensures you have answered all of the sender's questions.

Rule #11 - Be patient.
With the proliferation of text messaging, PDAs, and Blackberrys, many people send an e-mail and expect an on the spot response within moments of a message being sent. It's unreasonable to expect others to drop everything to instantly cater to your every whim. When sending e-mail, be patient and allow a reasonable amount of time to pass before you expect a reply.

Rule 12 – Correspond with the appropriate person.
In the CCGA-P we have a Governance structure that gives members direct access to the manager that can best respond to their needs. If your e-mail concerns Training, it should be directed to the Manager of Training, Operations to the Manager of Operations, HR to the Manager of HR, and so on. The same is true of the staff. Sending e-mails directly to Stan will do nothing but slow down the response. Please send your questions or comments to the person that is most appropriate to your concerns.

Please keep in mind that our staff in Victoria are over-burdened. Unnecessary e-mails to them just add to an already heavy work load. Please utilize your Management Team and your Area Representatives.

Electronic mail can open up doors to you from around the world. Apply these twelve simple e-mail rules and your messages will be clear, concise, and always connected.

Jim Lee
Human Resources Manager

Canadian Coast Guard Auxiliary Expands Scope of Training

Don Brodie, Russell Ayers-Berry and Trevor Reid of Auxiliary 14 - Gibsons respond to a sinking vessel near Gamier Island.

Photo courtesy of Don Brodie

In the next year the Canadian Coast Guard Auxiliary-Pacific is increasing the scope of training courses offered by the CCGA-P to meet the increasing demand by authorities, members and the general public alike.

Transport Canada Courses
Transport Canada Marine has stepped up the required certification for those operating small commercial vessels. The CCGA-P is now Transport Canada approved to teach:

- Small Vessel Operator Proficiency (SVOP)
- Marine Emergency Duties (MED) A3
- Marine Basic First Aid

For the 2010/2011 season, it will be important for potential RHIOT CCGA-P candidates to have their SVOP and MED A3, as CCG and TC are making it a condition of attendance. The SVOP course will be taught to CCGA-P members using a combination of on-the water training, simulator sessions and classroom discussions. (See more below in the Simulator update.)

SVOP is also being taught to the public. It includes a special electronic navigation module in the simulator, as the simulator is one of our most important training tools. We are also looking to add Simulated Electronic Navigation – Limited (SEN-L) this year.

The CCGA-P has also approached Transport Canada to allow all present holders of RHIOT certificates to be examined for SVOP / MED A3 using their present experience. This makes it more important than ever to make sure that the SAR Management System is fully utilized to record all training, missions and special events. It is also important for everyone to make sure that all pertinent marine certification is placed online.

The above courses, along with the continued certification for PCOC and Radio Operators Card (ROC-M) will help to keep the standard of training current to Transport Canada requirements for our members, as well as provide a singular outlet for the public to acquire certification.

A reminder - Everyone operating a vessel 10hp and above is required to have their Pleasure Craft Operator Card (PCOC). Failure to comply will result in a $250 fine.

Station Trainers Course and ARTE Courses
In addition, the Canadian Coast Guard Auxiliary – Pacific will be offering further Station Trainers Courses to help standardize training across stations. Priority will be given to those stations that do not have anyone who has attended this course. The instructors at these courses then assess every student, and suitable students, based on their skills, personality, attitude, presentation and experience, and will then be invited to attend the specialist Advanced Rescue Training Examiner's Course.

RHIOT
This year we have been allocated 22 seats for the course held in Bamfield. It is important that the most is made of these places. One area of concern is night time navigation. We have added this as a component to the pre RHIOT on-the-water evaluation to ensure candidates are prepared. Candidates must also prove that they have the confidence to be a team leader and the skills necessary to con the entire crew and craft while on a mission.

We do realize that volunteer's lives change, sometimes at short notice – if you have been allocated a place at RHIOT, and cannot attend, please tell us as far in advance as possible, so we can fill the spot, although another person from the same station cannot be guaranteed.

Coxswain Levels
With visits from the KNRM Training Manager Ton Haasnoot in March and May, we are now looking at completing the coxswain levels of some of the ARTE team who were out with him. We will then use those individuals to go out and progress the Coxswain levels around the region.

From the Simulator Training Bunker

SARnav and Special Courses

The last season in the Simulator has proved successful. As well as putting on special electronic navigation courses for the Coast Guard, over 70 auxiliary coxswains from across the Pacific Region now have advanced electronic navigation training for restricted visibility: SARnav.

The combination of classroom training, on the water runs and simulator sessions has left participants feeling as though the "SARnav course is most likely the best course I have ever taken in the history of my time on the water." The SARnav course schedule (see below) will continue training coxswains into the New Year with new software and a new vessel!

Many thanks to the simulator training team, including Noel Hay, Campbell Good, Chris Rasmussen, and Scott Bennett from Coast Guard for their dedication, energy and hard work.

New Simulator Course and Training Structure

After extensive feedback from CCGA-P members, Training Officers and Station Leaders, the simulator training team has been busy developing a simulator course aimed at crew and advanced crew members who will be attending RHIOT in the near future. This 4 day course, for dedicated members, will be called SARnav-1 and will focus on;

- basic boat handling practical skills,
- chartwork and collision regulation knowledge,
- basic electronic navigation and night navigation skills,
- vessel emergencies,
- and crew communications

It will also introduce the attitudes that potential coxswains will need to harbour in order to be successful within the CCGA-P. Successful candidates will be presented with a SVOP Transport Canada certificate as well as a SARnav-1 certificate. This will help meet a new federal mandate requiring all RHIOT participants to hold SVOP certification.

The pre-existing SARnav course will now be called SARnav-2 and is now reserved for advanced crew and reserve coxswains who have already attended RHIOT and are working on achieving full coxswain certification. It will focus on advanced radar pilotage, restricted visibility theory, blind navigation, team leadership and bridge resource management. It will also include new and improved and very realistic Search and Rescue full challenge scenarios that we love so much. This truly will be Search and Rescue Simulation at its best!

See the revised CCGA-P Training Approach on page 13.

NEW TRANSAS SIMULATOR SOFTWARE!

The simulator is about to get a huge makeover. Just recently the Canadian Coast Guard Auxiliary-Pacific has purchased new simulator software from Transas/Austin Navigation. The new NTpro5000 software has greatly increased functionalities, including a complete upgrade of the RADAR module. The new RADAR will be 3D line of sight, have realistic gain and filter controls, and will be able to interpret a change in weather during a scenario. Other things to look forward to are; upgraded visuals and instructor instigated realistic sea and swell characteristics, new exercise areas, 10 own ships so students can try out the handling characteristics of different vessels, over 100 target vessels, and a new Search and Rescue module that includes ships on fire, sinking vessels, SART transponders and people in the water waving frantically!

Transas simulator software sets the standard for marine schools across the world. Other schools that use the software are Georgian College, Camosun College and the Royal National Lifeboat Institution College in the United Kingdom.

Continued on Page 12...

TheTransas Simulator Software will feature state of the art graphics, radar and simulation as seen in the photograph above.

Photo courtesy of Transas

NEW TRAINING VESSEL

The Simulator training team has another new member. A Titan 249XL pilot boat has gone through a major refit at Titan Boats with a new interior (chart table, air seats and Espar heat), a new paint job, new windows, updated electronics all of which will turn the vessel into a SAR training machine. The vessel will now match the simulator itself and will provide continuity during training courses. As the CCGA-P fleet grows larger with new cabin vessels, it is great that we now have a cabin vessel with which to train.

Continued from the previous page...

Instructors from other schools have stated that the new software will be a "huge improvement" for the CCGA-P training program. We can't wait to get trained up with the new software so we can start introducing it to the membership later in the year.

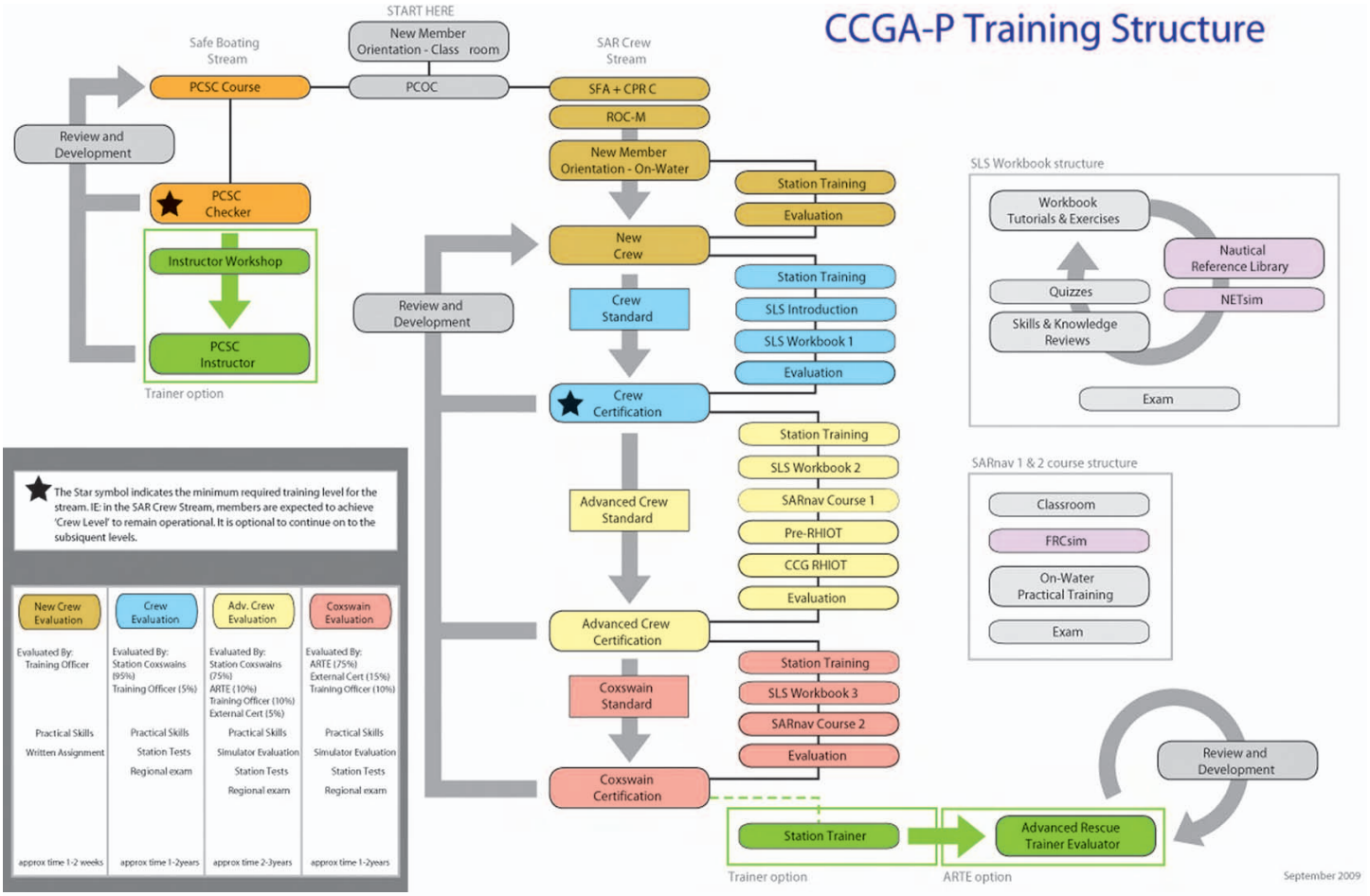
If anyone has any questions, please phone Given Popowich at 250-480-2736 or email at given.popowich@ccga-p.ca

Simulator Course Fall Winter Schedule

- Oct 10-13 SARnav
- Oct 17-20 SARnav
- Nov 7-10 SARnav
- Nov 15-Dec-10 New Simulator Software Installation
- Dec 11-13 Simulator Instructor Course
- Jan 8-11 SARnav-1 (First Course!)
- Jan 22-25 SARnav-1
- Feb 5-8 SARnav-2 (First Course!)

VMT Simulator Software

The CCGA-P has plans for the existing simulator software that was developed in partnership with Virtual Marine Technology. The software visuals will be run to computer monitors and the ship will be driven by desktop computer consoles. This will reduce the amount of hardware needed to run the system and make it possible to be used as a mobile training tool. The future goal will be to take the system on the road and help train all regions of the Canadian Coast Guard Auxiliary, East to West.



Training Streams

SAR Crew Stream	Individuals wishing to be active Search and Rescue Crew members follow the 'SAR Crew Stream' and progress at their own pace.
Safe Boating Stream	Individuals wishing assist in promoting safe boating follow this stream. Members may elect to complete both the SAR Crew and Safe Boating streams.

Training Standards

Crew Standard
Advanced Crew Standard
Coxswain Standard

The CCGA-P uses a competency based training approach: To achieve a standard, candidates must meet the Skills, Knowledge, and Attitude components set forth in the standard. Each level has its own standard and all are available on the CCGA-P website in detail. A summary of the standards is printed in the log book.

CCGA-P Certifications

PCSC Checker
PCSC Instructor
New Crew
Crew Certification
Advanced Crew Certification
Coxswain Certification
Station Trainer
Advanced Rescue Trainer Evaluator

As members progress through the CCGA-P training system they achieve various certification levels. Some certifications are optional such as the Pleasure Craft Safety Check (PCSC) Instructor, Station Trainer, and Advanced Rescue Trainer Evaluator (ARTE)

SAR Crew must complete the New Crew level prior to active duty and are expected to complete the Crew Certification.

Certifications are tracked in each member's Log Book as well as in the SAR Management System and a certificate is provided as each level is attained.

Training Components

New Member Orientation - Class room	A ~2 hour initial member orientation, including take-home reading and assignments.
New Member Orientation - On-Water	A ~2 hour dockside personal safety and vessel orientation. Including basic vessel theory and emergency procedures.
Station Training	The majority of training is conducted at the station level by Coxswains, Training Officers, and ARTE team members.
Review and Development	A key component of the CCGA-P training approach is for members at all levels to maintain their competency at all levels.
Evaluation Pre-RHIOT Exam	Evaluation is multi-faceted and conducted by different people and through various means. It includes practical skills demonstrations, oral and written exams, pre-set scenarios, and simulation.

External Certifications

PCOC	The Pleasure Craft Operator Competency - a Transport Canada Requirement.
ROC-M	Restricted Operator Certificate - Maritime (VHF Radio License) - issued by Industry Canada
SFA + CPR C	Standard First Aid with CPR Level C required by all SAR crew members with periodic recertification

SAR Learning System (SLS)

Workbook Tutorials & Exercises
Quizes
Skills & Knowledge Reviews
NETsim
Nautical Reference Library

This system provides the ability for CCGA-P members to gain marine navigation knowledge and to practice skills in a virtual environment. The system uses a collection of tools available through the CCGA-P web site to provide a self-paced home-study training program.

Key Tools of the SLS:
The Navigation Equipment Training Simulator (NETsim) is the primary tool used in the SLS. It is a virtual simulator that has standard marine navigational equipment used on most CCGA-P rescue craft.

The SLS Workbook includes recommended reading from the Nautical Library relating to each exercise. Each Workbook exercise is structured to cover the key skills and their associated knowledge.

Training Courses

PCSC Course	An internal CCGA-P 2 day course that enables members to provide free Pleasure Craft Safety Checks to recreational boaters.
SARnav Course 1 FRCsim	An internal CCGA-P 4 day course aimed at crew and advanced crew level members who will be attending RHIOT in the future. A combination of classroom, on-the-water and time in the FRCsim will ready members for a successful career in the CCGA-P. On successful completion, candidates will receive SVOP and Med A-3.
CCG RHIOT	A Canadian Coast Guard boat handling 8 day course taught in Bamfield BC - Combining SAR and Heavy Weather boat handling skills with concepts of positive control and safety for small fast rescue craft.
SARnav Course 2 FRCsim	An internal CCGA-P 4 day course for RHIOT graduates and those members wanting to complete their Coxswain certification. Time in the FRCsim and on-water will focus on restricted visibility theory, advanced blind pilotage, team leadership and involved SAR scenarios.
Station Trainer	An optional 3 day course for members that intend to deliver training at the Station Level. Aimed at Training Officers and Coxswains looking for additional instruction in how best to offer training to others.
PCSC Instructor	A single day workshop presented by the CCGA-P to assist experienced PCSC Checkers in becoming PCSC Instructors and enabling them to offer the PCSC Course to other members.

Falkin Class Type II 33' Cabin RIB

The designs are now complete for the Falkin Class Type II 33' Cabin RIB. The new vessel designs have been sent out to builders in a competitive price proposal process and the CCGA-P office is awaiting bidding offers.

The vessel designs were completed by Naval Architect Ivan Erdevicki in consultation and with input from numerous parties.

This vessel is designed to withstand winds of 50 knots and seas in excess of 3 meters so our volunteer search and rescue crews can save lives on the water safely in all weather conditions.

The vessel will be deployed in emergency response, and will be a cabin configured with forward cuddy arrangement. Its primary capability will be in search and rescue, and towing capacity.

The vessel will also carry out the following:

- Perform searches by visual and electronic means;
- Recover able-bodied or incapacitated people from other vessels and from the water;
- Tow equipment and other vessels, and provide vessel dewatering in emergency situations;
- Conduct helicopter hoisting operations, and provide a platform for performing first-aid

The Type II Class vessels will be fully self-righting and will be roll-over tested before being put into service for the Auxiliary.

Type II boats will be fitted with either twin outboard engines or twin inboard jets.

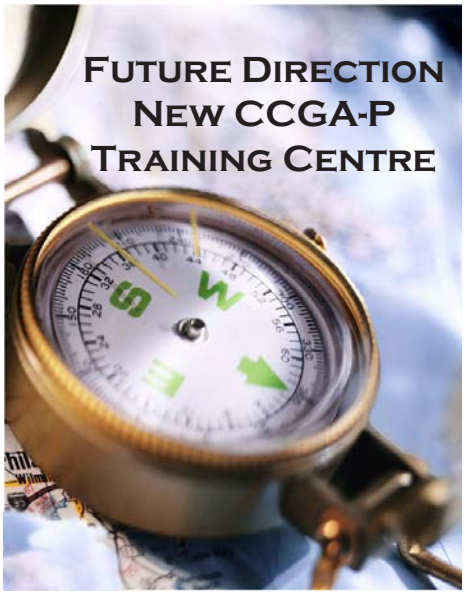
The Auxiliary will also be standardizing the equipment on board. All vessels will be equipped with:

- Raymarine Raydome Radar with 2 E80 colour displays at both helm and Nav stations
- Depth Sounder: Raymarine Digital DSM300
- DGPS: Raymarine Raystar
- VHF Radio
- Navionics Charts
- Three fixed-mounted, remote operated Search and Rescue lights
- PA Hailer
- Battery Charger 30 amp

The following optional equipment will be available:

- Forward-looking Infra Red
- EPIRB
- Aft Towing Camera
- Radio Direction Finding Equipment
- Inverter Charger
- Heater/ Defroster

This is a high-speed vessel, capable of 40 knots, with at least 4 persons, equipment and full fuel on board.



Training is what turns a volunteer from someone who is willing to save lives into someone who can do it well and safely.

Many of our members have noticed a marked increase in training requirements. We're striving to have all our volunteer crew trained to an appropriate and safe standard that reflects individual crew roles.

This has been partly precipitated by Transport Canada and Coast Guard who have been raising the standards that they would like to see in our crews to match the performance level of our very capable fleet of SAR vessels.

High quality training is paramount to the CCGA-P. To continue to strive for excellence in training and to enhance the skills and professionalism of all crew members, the CCGA-P will be establishing our own training institute to serve as a home base for all of the CCGA-P members, the Pacific Region head office and the simulator navigational training site.

This exciting new initiative will ideally include accommodation and meals for our members participating in training courses and would serve as a location for leadership development with all of the CCGA-P resources within reach at one location.

We have been given notice that we must vacate our present head office and simulator facilities. It is our goal to establish a combined facility on Southern Vancouver Island and preferably near the challenging waters off Sooke, BC.

We have witnessed a number of international SAR organizations establishing their own training centres and this initiative would provide us with a new consistent level of crew competency.

We have investigated several locations to date and have been very impressed with some of the options that are available.

This endeavour is a huge development for our organization but one that will establish the CCGA-P as a serious and viable resource for SAR in the Pacific Region. Of course the success of this venture will rely on our ability to raise the funds required to purchase and develop a property to meet our needs.

These continue to be exciting times for our organization and we can all be proud of our accomplishments in the past and in the future.

Safety Management System, continued from Page 3...

Future audits will go into more depth with regards the instructions contained in the Safety Management System, which details the CCGA-P's requirements and guidance to maximize the safety of all its volunteers, and minimize the number of accidents. All stations are actively encouraged to report when operations do not go as expected, so that a good look can be taken at what happened, and what lessons can be learnt. These reports are to be found on the CCGA-P website under Document Library > Safety Management > Lesson Learned Reports. Chris also has the ability to look for and promulgate good ideas that individuals and their stations have produced, and pass them on to others to the benefit of all.

Chris will be able to provide course training in Pleasure Craft Operators Certificate, Radio Operator's Certificate and Marine Basic First Aid at those stations which, due to their remoteness, would ordinarily have difficulty finding an instructor or examiner for these certificates and in due course, SVOP and MED A3.

The overall end result of this investment in safety, is that the CCGA-P and stations will operate safer and more effectively, and that the risks are minimized for our volunteers, who go out in all sorts of weather conditions, day and night, and bring themselves and those they went out to assist back to port uninjured.

LATEST NEWS - THE SAFETY MANAGEMENT SYSTEM HAS BEEN UPDATED TO VERSION 2

The online Safety Management System details the procedures which will best provide safety to our volunteers and vessels. It is to be found at Document Library > Safety Management > Safety Management System, and is accessible by all CCGA-P members. The biggest change in Version 2 is that the eight level 3 manuals detailing the standing instructions have been rolled into one. This will allow much quicker searching for a particular word, words or phrase. Feedback was received requesting to make searching the manuals simpler. In a volunteer organization, this searching needs to be as easy as possible and we hope you will find this useful. All the Temporary Memoranda issued over the past year have been included in the main documents.

Whalebone Bay Rescue

On April 15, Station 27 Nanaimo was tasked to a report of a person in the water off Whalebone Bay on Gabriola Island. A crew of five—Paul Mottershead, Greg Norby, Gordie Robinson, Brad Scott, and I, Christina Sharun, departed from our Rescue Station at 23:41 with an estimated time of arrival of 20 minutes.

Having obtained New Crew status a few months earlier, this tasking proved to be my first. The initial adrenaline burst that accompanied my pager going off quickly turned to anxiety, excitement and nervousness as I made my way to the boat. I went over scenarios in my head as I drove, wondering with great anticipation how my training to date would translate into a real tasking.

After transiting through a steady 2 foot wind chop, we arrived on scene at 23:59. En route we had been advised that concerned citizens on shore could hear someone yelling for help from the water but had not been able to make visual contact. After cutting the engines, we called out. We were fortunate to hear sounds nearby.

Within about a minute, we were able to make visual contact with a man clinging to an overturned canoe. He was exhausted and began to lose grip on his canoe when he saw us approaching. Realizing that the patient was not going to remain above water for very much longer our coxswain instructed us to lift the patient onboard. This lift proved to be very difficult for the crew members involved due to the man's size and the weight of his water-logged clothing.

Having successfully recovered the patient from the water, our crew members began treating him for hypothermia. All information that we had at the time indicated that the patient had been in the water for at least 45 minutes. Realizing that the transit time back to the harbour in the prevailing sea conditions might hinder our ability to re-warm the patient, we requested that the Coast Guard Hovercraft Penac, which had already been tasked, meet up with us so that we could transfer the patient onboard to begin internal re-warming treatment on the way back to the Nanaimo Harbour.

After transferring the patient to the Penac, we proceeded to recover his canoe, secure it on shore and continue to Nanaimo Harbour where we assisted the crew of the Penac in transferring the patient to EHS.

The patient contacted our unit a couple of days following the rescue to thank us for our efforts. Although he could not recall most of the ordeal, he estimated that he had been in the water for about an hour before our crew pulled him out and was well aware that he was lucky to be alive.

As far as first taskings go, this was undoubtedly an exciting one. I have nothing but praise for our crew and all others involved in the tasking. I was especially impressed with the communication between all involved.

Decisions were, by necessity, made quickly and efficiently, yet still included the thoughts of all crew members. This communication system, although well instilled in our training practices, proved its effectiveness during this tasking by creating a feeling of security and confidence on our vessel. Crew members were able to work efficiently on their designated task because there was an inherent trust that everyone else was doing the same. I felt very fortunate that night to be a part of such a great crew, as I am sure that many of you do each time you step on your respective vessels. I am looking forward to many more successful taskings.

Christina Sharun
Station 27 – Nanaimo

Cooper Reef Tasking

It was another one of those days, I was just about to grab lunch and then... the pager went off. I called in and was told about a 55' boat on Cooper Reef. Nothing too exciting it seemed, so off I went to the boat. We departed with 3 crew members onboard and got in touch with the RCMP who was on scene. They advised us the vessel was possibly going to capsize with 2 persons onboard.

Arriving on scene we saw a beautiful boat sitting on an extreme angle and rocking side

In a seperate tasking in July, the vessel Florence Filburg was totally ingulfed in flames when Auxiliary 37's *Spirit of Sooke* arrived. No one was hurt in the fire.

Photo courtesy of Colin Davenport

to side in the swell, and from out of the blue came a swell from a passing freighter. The waves smashed into the stern, sending water crashing down on it as far as mid ship. The 2 persons on board were now extremely panicked. We approached from the stern to try and remove them from the swim grid, but the waves were too steep and picked our boat up, removing the engines from the water and smacking us into the boats swim grid.

It looked like getting them from the starboard side would be safer. It took a few attempts at this to set it up. The waves kept taking the engines out of the water and surfing us into the boat. We finally managed to drag them off and brought them away from their boat. The owner and his grandson thanked us and said it was their maiden voyage. It was now time to check the damage to our boat. I could hear the air whistling out of the tubes and quick look at the props showed some damage. Overall, not bad I figured.

We transported the 2 persons to the Canadian Coast Guard's Cape Cooper and advised them of the situation. One of the Cape Cooper's crew came aboard and we took them to the grounded vessel to have a look. The swells had settled down and the tide had fallen enough to settle the boat on the rocks. The CCG member went aboard to assess the damage. He noted a few holes in the engine room and a bit more significant damage elsewhere. We got him the spill kit from the Cooper and he proceeded to put sprayfoam in the fuel vents in case of spillage.

A few phone calls later we rounded up commercial assist people. Once they were on scene and had a briefing, the incident was stood down and turned over to them.

I would like to thank all of you Employers (especially Liquid Metal Marine) for letting us leave during work hours to assist people in need, the calls always seem to come at the worst times.

Dave Scott
Unit 36 Sidney

A patient is transferred to a waiting ambulance on the shore near Boundary Bay.
Photo coutesy of Ron Unruh

Seaside Rescue

Christine and I were hosting her brother and his wife as we breakfasted at White Rock on a windy morning and then drove to Crescent Beach. Near Blackie's Spit we parked to watch a Fisheries hovercraft come ashore. That was impressive. One sees one of these vehicles only rarely. Why did it come ashore?

In a couple of minutes a Fire Department Rescue truck and personnel arrived, followed by an ambulance and some paramedics. A free lance videographer shot the unfolding drama hoping to sell it to Global TV.

The crisis developed around 8:00 am with a young man who was kite surfing far off shore in Boundary Bay and found himself being dragged out to sea without his board. He was helpless in the water for at least three hours.

An observant beach house resident spotted him at sea and called 911 and initiated this rescue. The Delta Marine Rescue Society responded with a pickup and then a transfer to the CCG Hovercraft Penac and then to paramedics on shore. It was a thrill to observe.

We did not learn whether he was injured but he did suffer from hypothermia. When he was stabilized sufficiently to be removed from the hovercraft, it was obvious that his core temperature had plummeted drastically because as he was carried to the ambulance, his body wrapped in blankets trembled uncontrollably.

This is a moment when one is proud of the professionals who care for us in a variety of areas and also one is grateful to live in this land.

Ron Unruh
BC Artist and Author
http://www.ronunruhGPS.blogpsot.com/

SHARE YOUR STORIES

If you would like to share your experiences with us, we would love to hear about them!

Please contact the Special Projects Officer at:

special.projects.officer@ccga-p.ca
or by phone at 250-480-2731

Charts

Who needs them?

With decent chartplotters getting cheaper and cheaper whilst the screens get bigger and bigger, it's a struggle nowadays to find almost any size RIB not sporting a whizzy screen laden with a wide selection of electronic charts.

Without doubt it is widely accepted that the primary means of navigation is now based on electronic systems, which begs the question: is it actually worth bothering with charts? Certainly, in my experience GPS appears very reliable, and I, like many others, will use it for waypoint and route navigation and to navigate a channel in the dark or in fog. I haven't experienced any instances yet of a complete failure of a set to acquire a position, but have heard of instances where this has happened and have also heard of occasional military jamming of the signal. It is not error-free, therefore, and I have experienced many instances of the position being reported either being or 'feeling' wrong. I've also had occasions where silly errors have occurred, like the way a set didn't like the way we were setting up the 'dim' function at night and it kept resetting itself to minimum, rendering it useless. Generally speaking, therefore, it's a pretty reliable system but not immune from problems.

In respect of accuracy, a commonly reported statistic regarding GPS is that it is accurate to 20m 95% of the time; whilst at first glance this appears great, it does beg the question: what about the 5% when it is less than 20m accurate? As these errors could be anything from a few metres over 20m to many hundreds, this could have a material bearing on the safety of your passage.

These observations about the accuracy and reliability of GPS are not to suggest that you shouldn't use it but, like anything, if you are aware of the limitations of an item you are using then you are more likely to engineer ways to ensure that you don't fall foul of those limitations.

Which brings me to how charts can, and I feel should, still form part of your essential kit. To convince you to carry charts in addition to your GPS units/chartplotters, consider my top ten 'Keeping a chart benefits list':

As already clearly pointed out, GPS units by their nature will never be foolproof. When lives can depend on safe navigation it seems foolhardy to put all your eggs in one basket by not having a chart. We all have insurance on our RIBs, our cars and houses. Consider a chart pack an insurance policy for your navigation.

Charts contain a wealth of information, from slipways to phone numbers for marinas and bridges.

Chartplotters are great, but even the largest

Raster versus vector charts:

The first electronic charts were just scanned versions of Admiralty paper charts, with the position derived from the GPS simply superimposed on the chart. Like any 'photo', to see the details on these electronic charts (known as 'raster charts') you need to scroll in and out. As more and more was invested in electronic charts, so these scans were digitised and the information on the chart divided into 'layers' that can be switched on and off. This type of chart is known as 'vector chart' and is really the only type of electronic chart available these days.

RIB can only have a screen a fraction of the size of a chart. Your brain can assimilate the data from a large section of a chart very rapidly, and it can scroll in and out far more quickly than you can alter the screen, meaning that you can often make safety-based decisions more rapidly and perhaps accurately on a chart. Combine the two and you have an almost perfect solution. Part of the fun of undertaking passages is often the planning. It is possible to transfer the data on chart cartridges onto your PC to do the planning, but this typically requires an extra chunk of investment in software for the PC. The chart is cheap, and you can create the plan in the peace of your living room, then transfer it to the plotter/GPS unit.

If you have a smaller transportable plotter or basic lat/long GPS the screen will inevitably be smaller anyway, so using the unit alongside the chart is essential.

Following a route on a GPS unit can cause the helm to focus a lot of time on the screen. If this is occasional it is not a great issue, but in my experience there can tend to be a fixation on staying in the middle of the 'rolling road', reducing the time spent looking ahead and around and addressing whatever sea conditions you are facing. My preference tends to be to work out the heading between waypoints and follow that heading via the main compass. I can then just check my position on the chart from time to time to make sure I haven't strayed off course, coupled with a check of my cross track error from the route created to run between the waypoints. (See box for info.) Charts contain a wealth of information, from slipways to phone numbers for marinas and bridges. Whilst this information is generally available on vector charts, you have to seek it out rather than being presented with it. Five minutes scanning a paper chart can give you a really good appreciation of the local area.

When navigating an unfamiliar area by day or night, conspicuous marks are a key way to confirm your position and help you navigate along the coast or a channel. It is easy to see these on a paper chart and then look for them around you. On an electronic chart it is generally far more difficult to spot these relative to your present position, as scrolling the chart around the area adjacent to you is often cumbersome. Once again it is a matter of combining the two to give you the best of both worlds. It is quite easy to update a paper chart by downloading from the manufacturer's website the details of any changes to buoyage, the positions of channels etc. Electronic charts need to be reprogrammed, and this has a cost, leading to a more occasional update process than is ideal.

You can annotate a paper chart with key notes about an anchorage or marina you have visited.

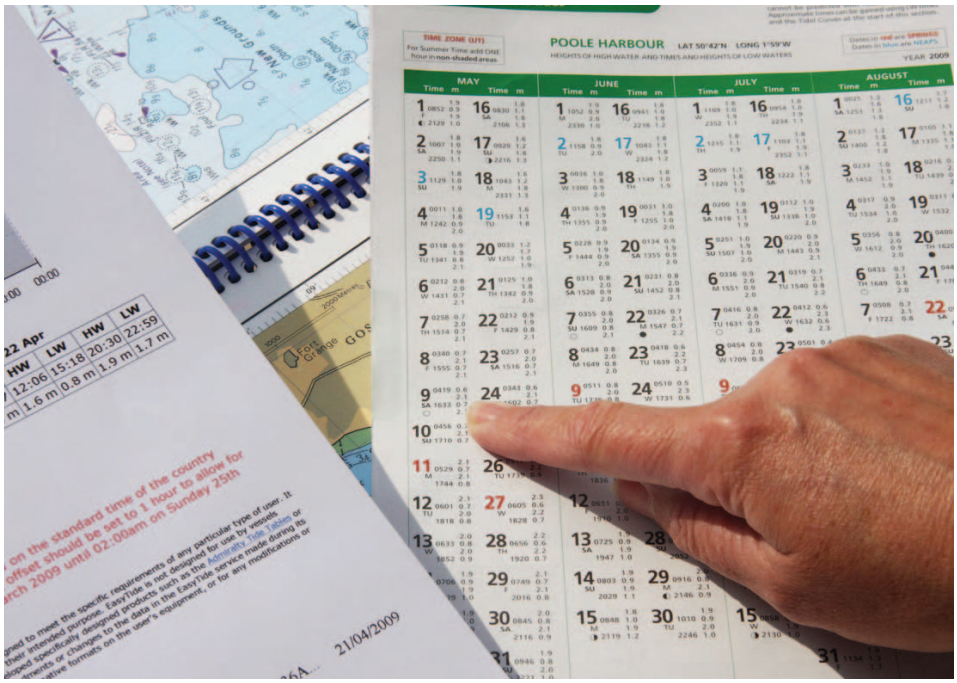
Finally, a chart annotated with details of a passage creates a history of a journey like photos do, reminding you of where you went and, hopefully, of the enjoyable time you had.

There are things you need to remember, though, when using paper charts alongside a GPS/chartplotter, one of which relates to the datum to which the chart is drawn (this is not to be confused with the chart datum which relates to depths/heights etc). On newer charts you will find a code WGS84 printed in the margins of the chart. Irrespective of the age of the chart you will also find it referred to in the note section. WGS84 stands for World Geodetic System 1984; over the years there have been various assumptions about where the centre of the Earth is, and thus where exactly the lines of longitude and latitude are positioned – the latest calculation is WGS84. But why is it important and how do you use it? GPS units are usually set to WGS84, meaning that if you are using a newer WGS84 chart in conjunction with a GPS set to this datum you can plot positions derived from the GPS

Photos courtesy of R.I.B International

RAPID POSITION PLOTTING

A good way to be able to rapidly plot your position on a chart instead of using latitude and longitude (which is prone to you making an error when bouncing around in an open RIB) is to use the compass rose plotting method. Enter the centre of a compass rose on your chart as a waypoint. Select 'go to' that waypoint and your GPS set will display a bearing to and distance to the centre of that compass rose. Using the latitude scale, measure the distance and use the compass rose to plot your position – simple! This is a great way to make really good use of the basic lat/long GPS unit languishing at the bottom of your kit bag!



unit directly onto the chart and vice versa, from the chart to the GPS unit. If, though, you have an older chart (perhaps drawn to European Datum {ED50} or Ordnance Survey Great Britain 1936 {OSGB36}), then if you take a latitude and longitude from the GPS and plot it onto the chart, there is a difference and you are injecting an error.

When lives can depend on safe navigation it seems foolhardy to put all your eggs in one basket by not having a chart.

The notes section on the chart details what adjustment you need to make to the latitude and longitude to avoid this error. Another way to avoid this mistake is to enter the menu system of the GPS unit and amend the datum, but do remember to change it back to match other charts that you are using. With ED50 and OSGB36 charts the error that you would inject is potentially 100–150m (potentially very significant!), however the difference between some charts drawn to datums used elsewhere in the world when compared to WGS84 can be as much as one mile!

Hopefully in this article I have provoked some thought about your use of charts and GPS units/chartplotters. I am in no way anti electronic aids but am passionate about getting the best from both by combining the benefits of each – the 'best of both worlds'!

Article by:

Paul Glatzel

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All photos courtesy of R.I.B International

Chart the right course to financial success

With markets continuing to deliver turbulence, even the most level-headed investors among us may begin to second-guess their financial strategies. It is precisely during times like these that a long-term financial plan becomes more important than ever.

Doug Robinson F.I.C.B. , CSA
Consultant

douglas.robinson@investorsgroup.com

(250) 391-4737
ext. 23

Coxswain
CCGA-P - Unit 36
Brentwood Bay

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It was a warm summer's afternoon when a fully laden truck with Station Leader Roberta Barker and Coxswain Ken Innes pulled out of Titan Boats in Sidney with the brand new Dedicated Response Vessel for Auxiliary Station #74 Kitkatla in tow. The plan involved towing the vessel and launching it in Port Hardy and running up the inside passage to Prince Rupert. Towing the 30' vessel with Wide Load signs and an oversize load permit acquired was an impressive feat.

With plenty of honking horns and thumbs up for approval of this new vessel from passersby, the road portion was a relatively short 7 1/2 hour trip. The next day started with a complete vessel DI and fuel stop, followed by some close quarters maneuvering and some MOB and FIRE drills. The Titan 280 with twin Yamaha 200hp motors was quick to get up on plane and Ken was quoted as saying "This thing handles like its on rails". The installed gauges quickly told us that the best cruise speed was around 30 knots based on fuel consumption and since we were breaking in the motors the RPM were varied every 3-4 minutes as required by the manual.

Wide open throttle produced an impressive 39.7 knots with a very smooth ride.

The Kitkatla Junior Members sit in front of the new DRV.

Photo Courtesy of Chris Rasmussen

The course was plotted on the Raymarine E-80s with Roberta taking some time at the helm to "get a feel" for the vessel as well as learning the ins and outs of the electronics. Crossing Queen Charlotte Sound was quite the ride with westerly winds of 15-20 knots and a 6' swell we had to slow to a speed of 28 knots so as not to spill coffee. The shock seats made for a very relaxing ride and helped alleviate any fatigue.

There was a quick stop in Bella Bella for fuel and a bite to eat and then on we went, passing many pleasure boats along the way that also honked and waved as we went by. Milbanke Sound was also fairly bumpy with the same conditions 5-6' seas and 15-20 knots of wind. We held steady at 28 knots passing some cruise ships along the way. Wright Sound brought Restricted Visibility and Ken was placed on Radar to navigate us safely through a fleet of fishing vessels heading south with the PA system sounding our signal.

We entered Grenville Channel and heard a call for assistance about 30 miles ahead of us on our route. We had been regularly calling MCTS with updates of our position and thought they may task us to the incident...but it was not to be as there was another asset nearby that was tasked to assist. We managed to pass BC Ferries' new vessel, the Northern Adventure, at the narrowest spot in Grenville Channel after making arrangements on the VHF so they would not be alarmed.

Arriving in Prince Rupert a mere 11 hours after leaving Port Hardy, the call was made to do some training in the harbour the next

Kitkatla Station Members log training time on the new rescue vessel. The dedication ceremony is planned for November.

Photo courtesy of Chris Rasmussen

day after some new SAR equipment was loaded on and then go on to Kitkatla. The trip to Kitkatla was fast and uneventful until we rounded the corner to the community...

Approximately 200 people from the town came out to receive the new DRV. The dock was lined up all the way to the top and cheers rang out as we came into the small harbour. Once alongside the dock a christening was to take place with Gitxaala Nation Elders, community leaders and many members of the community as well as the local RCMP. The towline was un-reeled to allow all in attendance to hold and participate in this ceremony as Pastor Matthew Hill proceeded to christen the vessel. Over the next few days training was done with the new vessel that involved full vessel DI's, a simulated tasking, night training, close quarters handling as well as VHF and First Aid.

With the arrival of the new vessel came a lot of community interest as 5 new members have since joined the Station. There is also interest in a junior members program starting under the guidance of Station Leader Roberta Barker with 10 people signed up. It didn't take long for the new DRV to get its first tasking. On July 27, 2009, she was tasked to search for some overdue people on a hunting trip in Restricted Visibility and Auxiliary 74 ended up finding the missing party and assisting them back to Kitkatla.

Chris Rasmussen
Safety Management Officer

Station 12 Halfmoon Bay Auxiliarists train with the *Ken Moore* near Grant Island.

Photo Courtesy of Tim Adams

UNIT UPDATE - HALFMOON BAY, STATION 12

Active Weekend for the *Ken Moore*.

Canadian Coast Guard Auxiliary rescue vessel tows disabled vessel to safety, August 11th, 2009 12:00.

Sunday, August 9, 2009. After being called out twice on Saturday, Canadian Coast Guard Auxiliary - Pacific, Unit 12, Halfmoon Bay, was contacted again by the Joint Rescue Co-ordination Centre. The fast response vessel, Ken Moore, was tasked to assist a 27 foot Larson with five people on board which had struck an unknown object and was disabled in the vicinity of the Trail Islands. The crew was paged at 4:08 pm and left the Unit 12 station at 4:30 pm. The *Ken Moore* faced four to five foot seas on the run to the Trail Islands, arriving on the scene at 5:00 pm. The tug, Inlet Rustler, had gone to the assistance of the disabled vessel and had her secured alongside.

The Unit 12 crew, with the assistance of crew from the tug, rigged a tow line to the trailer eye on the disabled vessel and commenced towing to Secret Cove in heavy beam seas. The *Ken Moore* contacted the water taxi, Grackle, who came to assist and sheltered the tow from very rough water and from the wake of passing yachts.

At 7:05 pm the Larson was at the dock at Buccaneer Marina and the *Ken Moore* returned to station and normal operation.

Drew McKee
Station 12

For more information or updates on Station 12, please visit their website at:
www.ccga12.org

Jim Brewin - Station 62 - Klemtu

It is with heavy hearts that we announce Jim Brewin passed away on September 24th.

Jim served as an Auxiliary member for many years before acting as Station Leader for Klemtu – 62 and retiring from the Auxiliary in 2008. Jim was instrumental in getting recognition for the Auxiliary's northern stations, and in particular, he ensured the Klemtu station was well-equipped as well as getting one of the first cabin boats in to active service.

With the warmer weather, many British Columbians and tourists flock to the water to cool off, for sport and boating. This year, as in previous, they were met by Canadian Coast Guard Auxiliary volunteers armed with safe boating information, Pleasure Craft Safety Checks and loaner personal flotation devices (PFDs) for children.

CCGA-P Stations had a presense at boat shows, community events and on boat ramps. So far this season, Auxiliary volunteers made a difference at over 160 special events, boating safety and community events.

Many stations also provided on the water support for community events in the form of SAR patrols.

The Victoria head office has received hundreds of PCSC forms from stations conducting the checks. Please ensure to send in your completed forms to the head office, attention Michael Cox, Canadian Coast Guard Auxiliary at:

25 Huron Street
Victoria, BC V8V 4V9

Top Photo: Jim Miller -Station 102, Fraser Valley mans the Safety booth at the Harrison Lake Poker Run in August.

Photo Courtesy of Jim and Kitt Miller

Bottom Left Photos: Come on Up, Jim Miller and Bill Hopkins have some safe boating tips for you! The Harrison Lake Poker Run was well attended as evidenced by the boats at the bottom left.

Photos Courtesy of Jim and Kitt Miller

Bottom Right: Kids interact with Bobbie at the Oak Bay Tea Party in June.

Photo Courtesy of Denise Charest

Most people don't know it, but it costs $1,800 per day to keep our boats ready for action. And without your support to operate we couldn't maintain our services.

Help us cover the increasing costs of running this vital service.

- $50,000 per year provides our units with back-up vessels.
- $25,000 per year provides educational services to the public on boating safety.
- $1,500 sends one Coxswain to Search and Rescue Navigation School.
- $1,000 buys a floatation suit, helmet and safety goggles for one of our volunteers.
- $150 buys a utility vest containing first aid and safety equipment.
- $50 stocks a vessel with thermal blankets.

We risk our lives to help save yours!

YES. I WANT TO SAVE A LIFE!

Find My Donation Of: ☐ **$250** ☐ **$100** ☐ **$50**

I HAVE ENCLOSED: ☐ **Other $**_____

☐ **Cheque payable to: Canadian Coast Guard Auxiliary - Pacific**

☐ **VISA** ☐ **MasterCard** **Expiry** _____ / ____

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THANK YOU FOR YOUR SUPPORT

An official income tax receipt will be issued for donations of of $20.00 or more (please allow 4-6 weeks). Registered Charity No. 10686 3137 RR

Mayday on the Sunshine Coast - A Survivor's Story

In late August 2008, I called in a Mayday at the southern entrance to Agamemnon Channel (Sunshine Coast) after my 17ft Trimaran capsized. As I completed the final leg of my solo around Nelson Island, I had been drifting on an ebbing-slack tide, in a light drizzle, with barely a breeze in the sails, when I was suddenly slammed by a huge gust (catspaw) of wind. Very quickly my little craft accelerated under full sail until the wind caught the trampolines and completely overturned her. I pulled myself up onto one of the Amas and immediately sent out a distress on Ch#16. It seemed as though night fell in an instant and the weather was increasing into a gale, pushing me and my craft back into the channel and toward the cliffs.

Although I've never been rescued before, I was extremely impressed by all aspects of Coast Guard Auxiliary Unit 61 – Pender Harbour, who arrived in no more than 25mins of my call-out. Their keen professionalism, comforting demeanor, able rescue craft, and care in towing my inverted boat put my mind at ease and instilled in me a lot of respect for their training and work.

If it hadn't been for their expedient and exceptional assistance, I would have likely suffered irreparable damage to my craft and serious bodily harm.

I am forever grateful.

Eric Welscher-Bilodeau
Gibsons, BC
Canada

SEND YOUR DONATION TO:

Canadian Coast Guard Auxiliary - Pacific
25 Huron Street
Victoria, BC V8V 4V9

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.ccga-p.ca under our **Donate Now** section.

Back cover image credit Adrian Lam, Times Colonist

CCGA-P Unit 36 (Sidney)

www.ccga-p.ca

Canadian Coast Guard Auxiliary-Pacific
25 Huron Street
Victoria, BC V8V 4V9
Tel (250) 480-2798
Fax (250) 480-2742
Email info@ccga-p.ca

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