

DOLPHIN



red text = hyperlink

INSIDE THIS ISSUE

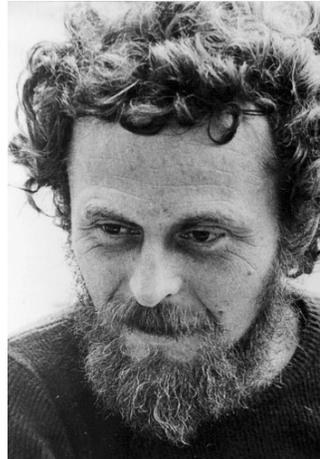
President's Comments	p. 3
New Executive Officer	p. 4
Song into SAR	p. 4
Coastal SAR Course	p. 5
New Home for Nanaimo Unit	p. 5
AGM 2000 Planning	p. 6
Laptops for Sale	p. 7
Treasurer's Report	p. 7
Personal Protection and SAR	p. 8
SAR Wars 2000	p. 9
National Training Standards to be Developed	p. 9
Nominations Requested	p. 11
Action in Chatham Sound	p. 12
Zone 1 Report	p. 13
Zone 2 Report	p. 13
Zone 7 Report	p. 14
Zone 8 Report	p. 14
Unit Leaders' Contact Information	p. 16
New Year's Day	p. 18
BoD Contact Info	p. 19
Kitimat's New Vessel	p. 20

HEARTFELT FAREWELL:

PAST PRESIDENT ED BROOKE FINDS SAFE HAVEN



Last September, the CCGA-Pacific's Immediate Past President Ed Brooke learned he had cancer. He died peacefully at Vancouver General Hospital, with his family at his side, on December 13, 1999.



Ed Brooke, well loved and fondly remembered along our West coast

Ed was born in Vancouver on May 12, 1941. Ed attended the Lord Byng high school as a youth, and was active in the Anglican Church. He was a member of the famous St. Philips Boys' Choir, which was occasionally heard nationwide on the CBC, sometimes including solos sung by Ed. In his teenage years, Ed became an adept small boat operator and fisherman, spending many weekend and summer months at his parent's properties at Sunset Beach, in Howe Sound. Ed graduated from high school in 1959 and entered UBC as a pre-theology student, in keeping with his mother's wish that he might one day become an Anglican Priest. During summer breaks from his studies, he worked on the Anglican mission boat, the "Allen Green." After graduation, Ed worked as a social worker, archeologist, surveyor, carpenter and fisherman. Somewhere in the midst of all these careers, he found time for three marriages and ten children.

Ed lived in the Queen Charlotte Islands for a while, and then moved to Prince Rupert in the late 1980's. There, he worked as a shrimp dragger with his cherished 1915 fishboat "Gradac," which must have been the oldest owner-operated vessel in the Auxiliary, when he joined our organization in 1983. Ed joined the Auxiliary (then called the Canadian Marine Rescue Society) with a very conscious appreciation of how valuable the organization was for the safety of commercial fisherman and other boaters at risk on an unforgiving sea. Constantly fighting to keep awareness of this need for a marine safety network paramount, Ed eventually

cont'd p. 2

THE BIGGER WORLD OF SAR

Historic Rescue Boat Retrieved from Davy Jones' Locker

Ed Brooke was ferociously proud of his own Norwegian heritage, and of that nation's long history in marine Search and Rescue. And rightly so! I only wish that I had had an opportunity to chew over this story with our past-President before his untimely passing.

Norway was one of the last countries in Europe to form a marine rescue service, and it was only in 1892 that the new Norwegian Lifeboat Association raised funds for a rescue boat design contest. Their complex and fjord-riven coast just didn't suit the pulling boats like the ones used by the British RNLI. Famed Norwegian designer Colin Archer eventually came up with a double-skinned, double-ended ketch that served as the basis of a fleet of sailing lifeboats, called "Stormy

cont'd p.15

(cont'd from p. 1) became director of Zone 7, and later President of the CCGA - Pacific. He was also an active member of the United Fisherman and Allied Worker's Union.

The funeral and memorial service for Ed, held in Prince Rupert and Vancouver respectively, were both held on December 21, 1999. Written by those who knew and loved him well, the funeral bulletin contained warm descriptions of Ed, which are excerpted here:

“We will all miss the scurry of activity that was Ed racing against time to fully utilize the manifold gifts and talents that God bestowed upon him. He embraced life through his love of fishing, rowing, boat building; Victorian architecture, archeology, anthropology. He loved restoring historical buildings and antiques, model railroading, listening to classical music or playing it on the organ or piano... always sharing his ... intellect, understanding, and photographic memory.

Important to Ed was his involvement in the Brotherhood of the Masonic Order, as well as doing his part to minister to people in their time of need. Ed was involved in, winemaking, clock and compass navigation (when in dire – Hecate – straits). Advocating for the preservation of manned lighthouses and adequate safety aids to navigation, politicking – lending a voice to the preservation of Canada’s original boundaries, apprenticeship programs for BC carpenters and opportunities for fishermen. He was steadfast in his devotion to his wife Pat, and unceasing in his love for and nurturing of his 10 children and 2 grand-children.”

Having worked with Ed many times over many years, it seems appropriate here to quote Jimmy Buffet...

“He died about a month ago,
While winter filled the air,
And though I cried I was so proud,
To know a man so rare,

“He’s somewhere on the ocean now,
The place he ought to be,
With one hand on the starboard rail,
He’s waving back to me...”

He will be greatly missed by all.

by Geoff Gould, Unit 64, Prince Rupert



DOLPHIN
The Newsletter of the
Canadian Coast Guard Auxiliary – Pacific
Volume 9 Number 4 Winter 2000

Publisher: Canadian Coast Guard Auxiliary (Pacific)
Outgoing Editors: Brenda and Harvey Humchitt
Submissions/ Layout: Meg Walker
Printing: Canada Instant Print, Victoria, B.C.

Board of Directors and Officers

Craig Dunn	President
Bruce Falkins	Vice President
Frank Hudson	Treasurer/Acting Secretary
Bruce Falkins	Director, Zone 1
Harvey Humchitt Sr.	Director, Zone 2/ <i>Dolphin</i>
Bob Holmes	Director, Zone 3
Harry Sowchuk	Director, Zone 4
Richard Zoet	Director, Zone 5
Ken Moore	Director, Zone 6/ Boating Safety
Malcolm Dunderdale	Director, Zone 7
Lyle Willson	Director, Zone 8/ Training
Scott Sutherland	Director of SAR
Stan Warlow	Executive Officer
Brenda Humchitt	Internal Media Officer
Lucky Dhaliwal	CCGA-Pacific Office Manager

Offices

Dolphin

342 Nuda Drive, Waglisla, B.C. V0T 1Z0
Phone: (250) 957-2319 Fax: (250) 957-2710

Canadian Coast Guard Auxiliary – Pacific

25 Huron Street, Victoria, B.C. V8V 4V9
Phone: (250) 480-2798 Fax: (250) 480-2702

The *Dolphin* is published quarterly by the CCGA-Pacific and is distributed free to members of the Auxiliary and to other interested parties. To receive the *Dolphin* by email, in Adobe Acrobat format, or to provide any other feedback, please contact us at: dolphin@pac.dfo-mpo.gc.ca

Material submission dates

September 21	December 21
March 21	June 21

The *Dolphin* is the property of the Canadian Coast Guard Auxiliary (Pacific) Inc., © 2000. Anyone may reproduce this publication at any time by any means, as long as attribution is given to the *Dolphin* and the author.

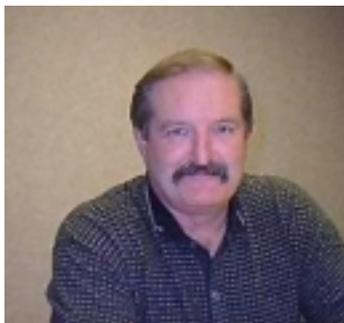
The opinions expressed herein are those of the authors and do not necessarily reflect the policies or views of the CCGA(P) or of the editors.

PRESIDENT'S COMMENTS

Beginning 2000: I am sorry to start off this year's first newsletter with some very sad news. Ed Brooke, our Past President, passed away on December 13, 1999, in Vancouver, after a short but brave battle with cancer. Ed was 58 years of age and is survived by his loving wife Pat, and his ten children. I was honoured to be asked by Pat to serve as a pallbearer for Ed, but unfortunately, flight cancellations due to bad weather left Capt. John Palliser (CCG) and me stranded in Vancouver on the day of the funeral. We were, however, fortunate enough to attend the memorial service, which was held the same day in Vancouver, at St. James Anglican Church. Many of Ed's children and loved ones were amid the sixty or so people in attendance. This sad occasion was also very much a celebration of the memory of a remarkable man who has touched so many lives up and down our coast. Ed will be greatly missed by his loved ones and colleagues. I would like to extend heartfelt condolences to Pat and Ed's family on behalf of the entire membership of the CCGA (P). May it comfort all to know that Ed has forever found a "safe harbour."

I have also been informed of the passing of Gil Gatlin – husband of Louise Gatlin, Vice Commodore of US Coast Guard Auxiliary's District 13. I sent a card and message of condolence on behalf of the CCGA (P).

On a more positive note, the CCGA (P) has hired the long-awaited Executive Officer. Stanley Warlow started with us on January 3rd. Stan has a very solid background in working with volunteer organizations and is a very successful fundraiser (*see interview p. 4*). He is excited about working with our organization and helping us achieve our goals. In establishing and developing this position, under the direction of the Board, Stan will do much to assist our Units and our Board in both the areas of communication and in raising our public profile. Stan will be at our AGM 2000 in Richmond, where he will be meeting many of you, and where his position will be further defined to the membership during the many introductions and discussions that will take place.



Ready for 2000, boats, Boards, and all!

Looking further ahead into the year 2000, the budget planning for the 2000-01 fiscal year is looming on the horizon. All Units were asked to submit budget

proposals and needs analyses, and the response has been wonderful: at the time of writing, 44 out of 49 Units have submitted their requests so far. To those Units who have not sent theirs in, please contact your Zone Director as soon as possible in order to pass on the information concerning your Unit's needs. These are very important documents, as they give me the background information I require to plead the case for much-needed equipment and funding from National.

Further on equipment, this year we have received and distributed more equipment than ever before, thanks to the input from the membership through the Unit Leaders. We have finally received some smaller sizes of suits (medium and small) which I have been sending out as requests come in. If you are a registered owner/operator and have a need for a suit or two on your vessel, let your Unit Leader know, and we will do our best to supply you after we receive all the Budget 2000-01 requests.

We have also received for the Pacific Region the Operator Competency Manuals. These give all the information needed to write successfully the test to be issued an Operator Competency Card, which is now required by the federal Small Vessel Regulations. **We want all Auxiliarists to write the test, and to have the card**, so that we can lead the general boating public by example, as another way of increasing general awareness of Boating Safety issues. Unit Leaders should contact the Head Office to inform us of how many copies are needed for your members. Remember that we cannot start teaching this course to the public until we have over 90% of our own members issued with Competency Cards.

I hope everyone had a safe and happy holiday season. I look forward to a most productive year for the Pacific Region, and encourage you all to attend our AGM in Richmond. And, to wrap up: I extend a very heartfelt "Happy New Year, and welcome to the Year 2000!" to all of you!

*Craig Dunn,
President, CCGA (Pacific)*

PLEASE MEET: OUR NEW EXECUTIVE OFFICER

As you all know, the CCGA (P) Board of Directors has spent a respectable amount of time and energy hiring the person who will begin to shape the new position of Executive Officer for the CCGA (Pacific). In mid-December, the Interviewing Committee had the pleasure of offering the position to Stanley Warlow, who accepted it and began working out of the CCGA office in Victoria, as of January 4, 2000.

Born and raised a B.C. man, Stan has also traveled extensively with his work, and comes to the CCGA (P) with approximately 25 years' experience of working with volunteer groups. Most of those years were spent working with the Boys and Girls Clubs in various areas across Canada, and with Save the Children Canada. Through this, he has gained experience on many levels with volunteer groups, from working with volunteers to find out what motivates and sustains their interest in the cause at hand, to presenting information to government on federal and provincial levels to develop new funding for non-profit organizations. For both of these organizations, he set up sustainable fund-raising networks, which took the groups from struggling in financial dire straits into a fiscally robust state.

Calling himself "a cause-driven man," Stan enjoys taking on challenges in his work. For example, one contract took him to Mexico, where he assisted a non-profit group in creating a fund-raising plan for children with cancer. Closer to home, he has previously operated a water safety program in the Niagara Falls area with volunteers from the Boys & Girls Clubs – this was a multi-use facility with a large indoor pool – and at one stage was head of the Life Guard program for the beaches in the Penticton area.

When I asked Stan what had first drawn his interest towards working for the CCGA (P), he said that he was attracted to the calibre of the people that belong to this organization. He is impressed by the time commitment that is put in, which is, as you all know, much more than once or twice a month. "I'm impressed by the sophistication of how the Units run," he continued, "and with the level of their commitment to the cause. It's a good fit for me to work with people like that. Giving them the tools to be able to do an effective job, that's important to me, whether that's in documentation or in finances or just moral support." He looks forward to promoting the Search and Rescue

and Boating Safety concerns that the CCGA (P) has throughout the Pacific Region, under the direction of the Board and, through the Board, he looks forward to serving the membership as a whole.

The position of the Executive Officer will necessarily develop over the next few months, and as it does, your input and comments are requested and welcomed. Stan can be reached via phone at (250) 413-2850; fax: (250) 480-2778; and email: warlows@dfo-mpo.gc.ca.

by Meg Walker, CCGA-Pacific Board Support

SONG INTO SAR

Also working for a cause: October, 1999, saw singer Loreena McKennitt stepping out of her usual musical role to attend the National SAR conference at St. John's, Newfoundland, as a representative of the "Cook-Rees Memorial Fund For Water Search and Safety." The fund was established in 1998, after the tragic deaths of McKennitt's fiancé (Ronald Rees) and two other friends (Richard Rees and Gregory Cook) in a boating accident in Georgian Bay that July. Its purpose is to raise money for promoting water safety throughout Canada. McKennitt noted: "With the accident, there were many identifiable errors that were involved, or shortcomings. We thought we might as well begin from there." The fund specifically targets buying equipment for SAR teams, as well: for example, they have already been able to present the Ontario Provincial Police (OPP) Underwater Search and Recovery Unit with a sea-scan unit.

McKennitt was in London, working on the final mix of her newest release, when the sad news reached her. Thus, in 1999, when the double CD *Live in Paris and Toronto* was released, she decided to devote the proceeds to the memorial fund. She hopes to raise \$4 - \$5 million for the fund, through her music. Future endeavours for the memorial fund, in consultation with the CCG Office of Boating Safety, The Canadian Lifesaving Society, and the OPP's Underwater Search And Recovery Unit, will centre on cooperative efforts to increase public awareness of water safety issues, both in the summer boating season and year round.

with quotes from article in "The Telegram," St. John's, Newfoundland, October 14/99; and from McKennitt's web-page, www.quinlanroad.com

COASTAL SAR COURSE LINKS ZONE MEMBERS

November 6 - 7 Coastal SAR Course class from left: back row: Werner Hauser, Rick Tolonen, Lyle Willson, Ian Mott, Russell Jersch (CCG), David Holmes,, David Featherby, Sylvia Baker, Sandy Beaman, Rick Callander, Tyler Brand (CCG), Noel Hay seated: Norman Robillard (CCG), Barry Gifford



On November 6 and 7, 1999, a Coastal SAR Course for Zone 3 Units was held at the Camosun College Interurban Campus. The attendance for the course was excellent, as forty-six members from four Units (33, Oak Bay; 35, Victoria; 25, Gulf Islands; and 26, Cowichan Bay) attended the training sessions. The training session was held in a very comfortable and suitable auditorium type setting, where there wasn't a bad seat in the house.

Steve Church and Wayne Bamford from RCC started off the Saturday morning session. They gave a presentation of the various organizations and groups involved with SAR in Canada, and discussed the roles and responsibilities of each group or department. On Saturday afternoon, guest speaker Capt. John Palliser (CCG Regional Supervisor, Marine SAR) provided a

question period. Then Tyler Brand (CCG) took over and covered personal safety topics, and RHI operations.

The Sunday session was conducted by CCGA SAR instructors, and discussed towing operations, fire fighting, search patterns and general Search and Rescue.

By having members from the various adjoining Units taking part in a Zone SAR course, there was opportunity for good and beneficial discussions about operational activities between the Units. It was also nice to put faces on the voices you hear over the radio. **Our thanks to the Carol Fitzsimmons at RCC for doing all of the certificates for the participants.**

by Rick Tolonen, CCGA Coastal SAR Instructor and member of Unit 35, Victoria

NEW HOME FOR NANAIMO UNIT

In Nanaimo, an old fire hall is about to become an integral part of the marine Search and Rescue network as provided by Unit 27, Nanaimo. The new Nanaimo Emergency Coordination Programmer, Jim Kipp, has taken up the project of transforming the temporarily unused Departure Bay fire hall into a home that will be available to a variety of service clubs in the Nanaimo area, including the CCGA (P). Kevin Perkins, Unit 27's Unit Leader, reports that they have been offered a permanent office in the fire hall itself, the use of a computer, and access to the gymnasium and auditorium which are part of the complex. "It's an older building," he said, "but they're renovating it to make it into a meeting and training area." He estimates that renovations will be completed by the end of January.

Nanaimo Unit is nearing the end of their first year of functioning without a paid coordinator. Perkins commented that the Nanaimo Unit has received very good support from their community, and sees this as another tangible statement of support from the city. "We have also had excellent support from service clubs in the area," he went on, "for example, one service club bought us a new motor just last month." The Unit is continuing to recruit new members, and as some of the new people have specified that they are willing to assist with the less romantic, background work of administration, Perkins said he is excited to see how the Unit will keep expanding this year.

by Meg Walker, with Kevin Perkins, Unit Leader Unit 27, Nanaimo

AGM 2000: THE PLANNING GOODS

Well folks – now that the dreaded Y2K rollover has come and gone, it's time to start making plans to come to Richmond in February for the AGM. Pre-registration forms will be going out with the notice of AGM, please register as early as possible – we have a bonus lined up (limited numbers) for members.

In addition to the riveting agenda we all know our Board of Directors will come up with, we have plans for some activities. We have a small tradeshow set for during registration on the Friday night (and food – so come early). Spousal activities available will include, consecutively: a City of Vancouver tour (3 1/2hrs, \$15 per person); Chocolate Truffle making workshop (\$15 per person); trip to New Westminster Quay Market and the Royal City Star riverboat casino; and a trip to Costco (scheduled during the mornings and afternoons of the 26th and 27th). We are working especially hard at putting together some excellent draw prizes for the dinner banquet, but we could really use help from each and every Unit out there to make it truly special. In other words, please start to think about potential door prizes your Unit could donate!

For additional information please contact: Ryan Woodward at (604) 214-8206 or woodward@axionet.com or Don Modeland at (604)-276-8480. Or, drop by our webpage: www.geocities.com/coastguardsix/frm1.html



Door prizes at last year's AGM included this much-desired suit from Buoy-oh-Boy. Your Unit's ideas and contributions towards this year's door prizes would be much appreciated by the AGM 2000 planners!



Details and traveling stuff:

Hotel: Best Western Richmond Inn, 7551 Westminster Highway, Richmond BC. The rate is \$80 per night based on single or double occupancy, plus 17% tax (10% accommodation tax and 7% GST). The room block is being held under "Coast Guard Auxiliary" for the nights of Feb 24, 25 & 26. Guests planning on arriving after 6 pm will be required to provide a credit card number to guarantee late check in. There is a complimentary shuttle available to/from the Vancouver International Airport 24 hours a day. Hotel reservations must be made directly with the hotel. Hotel contacts: (604) 273-7878; (604) 278-0188 (fax), 1-800-663-0299, website: www.richmondinn.com or by email at: reservations@richmondinn.com

The AGM registration sheet will go out with the Notice of the AGM; you will have received it before you are reading this. The deadline for registering for the Saturday Lunch and Awards Dinner is Feb. 10, 2000. The cost for the lunch will be \$15.25, and for the Awards Dinner \$32.50. However, to encourage early registration and payment, there will be a \$5.00 reduction in the price of both the lunch and dinner, if received by February 5th (making it \$10.25 for lunch instead of \$15.25, and \$27.50 instead of \$32.50 for dinner). We are working especially hard at putting together some excellent draw prizes for the Awards Dinner.

We expect the trade-show to kick off at about 1700 hours on the Friday afternoon. Registration on site should be available at the same time (plus for a brief time on Saturday morning). Please ensure that the pre-registration form is filled out in detail.

Cheques should be made payable to:
**Canadian Coast Guard Auxiliary AGM 2000
or CCGA AGM 2000**

Please send pre-registration form & cheques to:
**Don Modeland, 10420 Blundell Rd,
Richmond BC, V6Y 1L1**

We look forward to seeing you there!

*Ryan Woodward, Unit Leader Unit 6,
Richmond North*

**AN OPPORTUNITY TO
GET ON-LINE**

The Canadian Coast Guard Auxiliary (Pacific) is offering its membership an opportunity to purchase six slightly used laptop computers, using a lottery process at the Annual General Meeting. These laptops were formerly used by the Auxiliary.

Those interested in purchasing a laptop should submit their name to the CCGA (P) Head Office prior to the AGM, or place it in the draw box that will be provided at the AGM. The names will be drawn on the Saturday morning.



The computers' basic package:

Toshiba 400 CDX/1.4, Satellite Pro Notebook, PC;
Pentium MMX 133 Mhz Processor;
1.35 GB HDD;
LCD SVGA (800 x 600) colour display;
10X Avg. speed CD-ROM Drive;
Carrying Case;
External Mouse

Computers # 1,2,3,4:

Extras: PC Card Modem
Cost: **\$667.00**

Computers #5,6:

Extras: Internal data/fax Modem
Cost: **\$566.00**

There will be no GST or PST added. Purchasers will be asked to provide a certified cheque or money order at the AGM; or if you would prefer to pay with a regular cheque, the computer will be held at the Head Office for 14 days, and can be picked up after that time.

For more information, contact Frank Hudson or Stan Warlow, phone numbers p. 19

**TREASURER'S REPORT:
ADMINISTRIVIA PART III**

Firstly, an observation: Administration is only boring when it's working well.



I'd like to start with thanks to the Units and Unit Leaders of the CCGA-Pacific: your response to the request for budget information for your respective Units is really appreciated. We received this information for all Units, with the exception of a couple that have justifiable circumstances for not submitting at this time. All of the information that has been submitted will be rolled up into the budget which will be presented to the National Board meeting, which will be held in Vancouver in March, 2000.

On another subject, one of the priorities identified in this year's business plan that I am responsible for is to make every effort to secure an exemption on the payment of PST on the purchase of community-owned Search and Rescue CCGA (P) dedicated vessels. To meet this goal, the following letter was sent to the Minister of Finance, requesting a meeting to discuss this important issue.



December 28, 1999

*Honourable Paul Ramsey
Minister of Finance and Corporate Relations*

Dear Minister:

Re: Exemption of Provincial Sales Tax on Community-Owned Rescue Vessels and Equipment

The Canadian Coast Guard Auxiliary Pacific (CCGA-P) is an organization of almost 1400 volunteers who actively provide marine search and rescue service on the coastal waters of British Columbia. On behalf of our volunteers, I am writing to ask that you give consideration to exempting the payment of provincial sales tax on the purchase of community-owned CCGA-P rescue vessels and equipment.

cont'd on p.10

PERSONAL PROTECTION AND SAR

KITSILANO COAST GUARD BASE, FALL '99

Excerpts from memo from:

Bob Ayres – Rescue Specialist Co-ordinator

DFO / Canadian Coast Guard

Marine Programs - RSER

Sent to all Coast Guard Stations and Ships

submitted by Dave Lamb, Unit 1, Howe Sound

A recent incident at a Coast Guard shore Station has highlighted concerns regarding exposure to blood or body fluids, and the need to be protected.

During the incident the Coast Guard crew recovered an attempted suicide victim from the water near the station. Because of the immediate proximity of the incident to the station, the rescuers were not able to access all their protective barrier devices prior to patient contact.

The Coast Guard Medic A had taken control of the head to clear the airway and manually support the cervical spine. While in a position close (about 12”) over the casualty’s face, the jumper vomited into the face, mouth and eyes of the rescuer.

To make matters worse, the now conscious jumper related to his rescuers that he was an IV drug user. IV drug users, because of their high-risk lifestyle, have a relatively high incidence of Hepatitis B and C as well as HIV/AIDS. The Coast Guard Medic A went with the casualty by ambulance to hospital for immediate follow-up.

Although the casualty reported himself as negative for these diseases, the emergency department personnel agreed that this was a high-risk exposure and in keeping with current protocols discussed options for a post exposure prophylaxis (anti-retroviral therapy) for HIV. This preventative drug therapy was started within the hour and involves a daily regimen of about 12 oral medications. This course of therapy is followed for 28 days and has in itself unpleasant side effects, not the least of which is extreme fatigue.

Due to delayed incubation periods, both the jumper and Medic A will receive further testing over the next 6 months minimum. This is to monitor for the presence of HIV and Hep B and C. Not to be overlooked is the

fact that HIV is a very difficult virus to catch and even if the casualty was positive it is extremely unlikely the rescuer would become positive from such an exposure.



The fact that the jumper was a young man of 19 years without a prolonged history of IV drug use also make it somewhat less likely he will test positive.

The Hepatitis viruses, both B and C, are perhaps a greater concern as they are more easily transmitted.

Immunization is available for Hep B with the Engerex B Vaccine. There is no vaccination against Hep C nor is there likely to be for about 15 years due to the complexity of the virus (this according to the Canadian Liver Foundation). Hepatitis B is transmitted through body fluids including blood while Hep C is primarily blood to blood. Each has serious long-term health effects.

WHAT YOU CAN DO: Prevention

Follow the first rule of First Aid: Ensure No Danger. Take the time before hand to assess risk and use all appropriate protective and barrier devices prior to patient contact. As situations can develop very quickly, consider preparing and strategically locating personal protective kits where they can be quickly and easily accessed in an emergency. These kits might contain exam gloves, safety goggles in case of splashing, pocket mask for casualty and a cloth mask for the rescuer.

While it may in many cases be impractical for the rescuer to wear a mask, consider getting a mask (O2, pocket mask) on the patient early. If the casualty is actively vomiting (as in this case) a mask will not likely stay on, so maintain a greater separation between yourself and the casualty. Watching closely for signs, and keeping a more upright position with your face farther away will lessen the risk. For breathing checks, you may depend more on the look rather than the listen and feel.

Post-Exposure

The procedures in place at the hospital emergency department were appropriately accessed in this case. For the anti-retroviral therapies to be effective they need to be initiated quickly. They are available in hospital emergency departments across BC.

SAR WARS 2000

The AGM SAR Wars 2000 events will take place Friday and Saturday, February 25th and 26th. The teams from each Zone (8 Zones) will carry out the events on a FULL schedule. The winning team will go on to the National SAR Wars.

The events will consist of:

Event A: Courtesy Examination. Duration: one half-hour. A three-person team will inspect a vessel.

Event B: 1st Aid. Duration: one hour. Standard First Aid will be the level of first aid knowledge required for this part of the competition.

Event C: SAREX on water. Duration: two hours. Each team will be given a situation. Then they will plan their SAR mission; chart plot; plan search based on Last Known Position; Commence Search Point; perform drift calculation. Then they will carry out the mission. An on-water judge will assess the SAR skills. Complete mission report forms.

Event D: Communcations. Duration: one half-hour. Each member will perform a written test, and perform one-on-one communications exchanges. Industry Canada RIC23 reference material will be used as the basis for knowledge.

Event E: Pump. Duration: one half-hour. Assemble, squirt, disassemble.

Event F: Duration: one half-hour. Line tossing. Throw it, hit target, earn points. Weighted line.

The SAREX platforms will be Rigid Hull Inflatables. For SAREX participants, Friday will be a very busy day, with *all* of the teams completing the on-water SAREX. Transporting to different locations will keep you going from an 0730 start, for some teams; other teams will be finishing back at the hotel at about 1830. Due to the location of the AGM (downtown Richmond) transport will be Hovercraft base for events B/D/E/F; transport to Richmond Yacht Club for the C/E; and the big transport will be to Fisherman's Cove for Event C. Saturday morning, transport starts at 0900. Most teams will be finished by 1300, and the final teams by 1430.

Please note: Teams will not be able to attend the Saturday morning business session. For further information, please contact Barry Hastings, SAR 2000 Coordinator, at: bhuman@home.com.

*Barry Hastings, SAR 2000 Event Coordinator,
and Zone One Training Officer*

NATIONAL TRAINING STANDARDS TO BE DEVELOPED

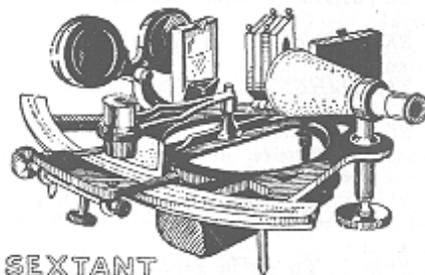
On December 10, 1999, David Dahlgren (CCG SAR Training Officer) and I attended the first of three meetings which have been scheduled to develop new "Minimum National levels of Training" for the CCGA. The development team consists of both CCGA and CCG representatives, to help get all aspects of the minimum training required from all of Canada. This is skill and knowledge based training, and creates a template to place our existing training programs against, to make sure that we meet or exceed the minimum standard.

The first meeting was held in Ottawa; the second will be held in Richmond in February. The current objective is to develop two streams of standards, one for crew members, one for masters or coxswains ('operators').

I must tell you that from my perspective, these standards are long overdue. The Coast Guard should be complimented for the inclusive manner that they have displayed as they are working together with our different regions to develop a standard that is applicable for all. The different ways that we all provide marine SAR to our various regions are dramatic in range. Thankfully, the focus of the job, saving lives, at least remains the same wherever you are in the country.

No new training should result from this exercise. However, it will validate the training that we have in this region. If necessary, some modifications may be required; for example, the inclusion of "Performance Objectives" and detailed "Task Analysis" are anticipated. Some new tasks may become necessary. However, at this time it looks as if that's all that would be required. Stand by for future developments!

Bruce Falkins, Vice President, CCGA - Pacific



SEXTANT

Timeless equipment that some boaters still use

(cont'd from p.7) The CCGA-P is responsible for overseeing the Search and Rescue (SAR) activities of 50 separate Auxiliary Units throughout British Columbia and the Yukon. In 1998, our volunteers responded to more than one thousand distress calls, a figure that represents one third of the marine SAR incidents recorded for the Pacific Region that year. The Units use a total of 232 vessels for these SAR activities. These can be owner-operated, Coast Guard-loaned, or community-owned vessels.

The Department of Fisheries and Oceans, through a Contribution Agreement with the CCGA, provides funding for some operational costs, and training. For example, in fiscal 1999 - 00, CCGA-Pacific will receive a total of \$500,000 from these funds. These funds cannot be used for capital purchases such as vessels.

Community-owned vessels are purchased by non-profit Societies for the specific purpose of providing a SAR-dedicated vessel to a specific community. Of the 50 Auxiliary Units, we currently have 24 non-profit Societies, which provide administrative and fund-raising activities in support of these Units.

For example, the Victoria Marine Rescue Society provides these activities for CCGA-P Unit 35, Victoria; the Oak Bay Sea Rescue Society provides these activities in support of CCGA-P Unit 33, Oak Bay; the Saanich Marine Rescue Society provides these activities in support of CCGA-P Unit 36, Sidney, and the Sooke Marine Rescue Society provides these activities in support of CCGA-P Unit 37, Sooke. All four Units currently operate and maintain community-owned rescue vessels.

The 24 non-profit Marine Rescue Societies currently own 28 vessels, with a total value of \$1,759,000. All of these vessels are dedicated to saving lives at sea. During fiscal 1998 - 1999, four vessels were purchased, with an approximate total value of \$450,000.00.

To date in fiscal 1999 - 2000, a further three vessels have been purchased, with an approximate total value of \$351,000 (please see Attachment 1: CCGA-Pacific Society and Vessel Information). Provincial Sales Tax paid on the purchase of these seven rescue vessels is approximately \$56,000.00

The funds used to purchase these vessels are raised by individual societies through a variety of methods, including hot dog sales, direct mail campaigns, bingo events, casinos, raffles, foundation grants, fishing

derbies, and so forth.

The Victoria Marine Rescue Society, of which I am President, has raised funds for almost three years, in order to purchase its new rescue vessel, a Zodiac Hurricane 850. The vessel and equipment have a retail value of almost \$200,000. However, through prudent negotiations, we have been able to acquire this vessel and safety equipment for a total price of \$136,000. Because this vessel is not exempt from the Provincial Sales Tax, almost \$10,000 of additional money had to be raised to pay the PST, bringing the total purchase price up to \$146,000.

According to Consumer Taxation Branch Bulletin 114, issued August, 1997 - Revised September 1999 (Attachment 2), the following categories qualify for exemption from the PST on the purchase of boats: Bona Fide Commercial Fishers; Bona Fide Aquaculturalists; First Nations; and New Residents.

I ask that you add another category to this list: Community-Owned Search and Rescue CCGA-P dedicated vessels. In addition, I ask that you make this change retroactive to January 1997. Community-Owned SAR-dedicated vessels are subject to a detailed acceptance process before they are accepted for use within the CCGA-P. Initially, CCGA-P Board of Directors and the Rescue Coordination Centre consider the Society's proposal to make sure of two things: firstly, that there is a need for a SAR-dedicated vessel in the area in question; and secondly, that the proposed vessel is suitable for the geographical and weather conditions of the area.

When funds are raised and the vessel is purchased, the vessel is examined by the Coast Guard and the Auxiliary, to ensure that it meets the standards of both organizations. Then and only then is the vessel accepted, dedicated, and sent out to perform the SAR responsibilities it has acquired. To ensure that only Canadian Coast Guard approved Community Owned SAR dedicated rescue vessels are eligible for the proposed exemption, I suggest that the exemption apply only to those vessels that have been accepted and dedicated through the above process.

I would be pleased to meet with you at your convenience to discuss this issue.



Let's hope that the provincial government recognizes the valuable contribution our organization makes not only to saving lives at sea, but also to educating the public about boating and marine safety, by allowing this modest exemption.

Thinking still further about CCGA (P) funding, I would like to note that concerns have been expressed about funding for the Executive Officer position. To clarify the situation, here is the background information about that sum of money.

In planning the budgets for the CCGA Regions for 1999 – 2000, the CCGA National offered each Region the opportunity to include in their business plan a budget for \$100,000 *specifically* for hiring a regional business manager. The money is not taken from the rest of the budget that each region receives, and it can't be used for anything else. For example, the CCGA Central and Arctic Region did not include a plan for hiring a business manager in their budget request, so they did not receive that \$100,000.

The CCGA-Pacific *did* include the hiring of a regional manager in our 1999 – 2000 budget request. As such, we received the \$100,000, which is kept as a separate fund. We are required to use that money only for expenses relating to the hiring of the Executive Officer; and for the combination of expenses involved in his or her salary, travel expenses, and related administration, once he or she has been hired. We are also required to provide to Ottawa an accounting for how all of those funds are spent, at the end of the fiscal year.

As this is the last column I'll be writing before the AGM, and the end of my current term as Treasurer/Acting Secretary, I express my appreciation for all of your comments and criticisms. I have enjoyed working on your behalf immensely. See you at the AGM!

Frank Hudson, Treasurer/Acting Secretary



**REMINDER:
SUBMIT CE FORMS
FROM 1999**

All Courtesy Examination forms (CEs) completed in 1999 must be submitted to the Head Office no later than **March 31, 2000**. **Statistics from 1998** show that Auxiliarists performed 1469 Courtesy Examinations for the boating public. **Statistics from 1999** show 1332 CE's performed so far, but we're sure there are a couple of hundred more forms out there on someone's clipboard!

Please send all completed CE forms to our 25 Huron Street address as soon as possible.

NOMINATIONS REQUESTED

As you all know, we are quickly coming up to our AGM 2000. At the Board of Directors meeting immediately following the AGM, the President and Vice-President will be elected, and the Directors of Portfolios will be appointed. Now is the time for you as members to forward the names of people who would be interested in holding these positions, whether that's yourself or a person you know of in your Unit.

Nominations for President and Vice President:

As stated in the CCGA (P) by-laws, nominations for the positions of President and Vice President must be submitted to the Nominating Committee no later than fourteen (14) days before the AGM, which would be February 11, 2000.

People who are eligible for nomination for these two positions are any Elected Director on the Board of Directors, as well as the incumbent President and Vice President.

Nominations for Directors of Portfolios:

A brief outline of the duties required for each position is outlined below. Nominations should be received by the Head Office no later than 14 days before the AGM, which is February 11, 2000. If you are interested, please submit a resume which highlights your experience, what you can bring to the job, and related volunteer experience. Each position runs from the time of appointment until the next AGM.

People who are eligible for these positions are any CCGA (Pacific) voting member in good standing.

The positions are:

Secretary: Responsible for the preparation and safekeeping of accurate minutes for all meetings of the Board, maintenance of membership records, and providing administrative assistance to the Board as required.

Treasurer: Responsible for keeping full, accurate accounts of all receipts and disbursements of CCGA-Pacific, and providing the Board with the financial position of the Auxiliary. *(cont'd on p. 12)*

(cont'd from p. 11)

Director of SAR: Provides direct liaison to CCG and RCC regarding the Operations of CCGA-Pacific; responsible for direct communication with Zone Directors and Unit Leaders regarding Operations capabilities and limitations.

Director of Training: Authorizes training that has been approved by the Board and the CCG; budgets the training budget to the best interest of the Auxiliary membership; tracks Unit training and exercises to ensure approved training is taking place; collects candidate names for RHIOT school; and works in cooperation with the CCG Training Officer.

Director of Boating Safety: Provides training and refresher courses for Courtesy Examiners as required; sets out organizational structures that allow CE's to do their job throughout all Units; arranges for displays and Boating Safety talks to the general public throughout the province.

Equipment Officer: Maintains records of the inventory of CCGA-Pacific equipment and its condition; assists in the distribution and maintenance of equipment in cooperation with other Board members.

Internal Media Officer: Responsible for gathering and editing articles for the Dolphin, under the guidance of the Editorial Review Committee, and for publishing and distributing the Dolphin in accordance with established dates.

Please note: it was with much regret that the current CCGA(P) Board of Directors accepted the resignation of Brenda Humchitt from the position of Internal Media Officer. Her resignation came in just as this issue of the *Dolphin* was being completed. The Board of Directors would like to thank Brenda for her willingness to take on this demanding position at a time when that help was especially critical.

ACTION IN CHATHAM SOUND

Unit 64, Prince Rupert, reports: On November 26, 1999, Prince Rupert Marine Rescue's vessel, the *Rainbow Responder*, took part in an exercise with HCMS *Yellowknife* in the waters of Chatham Sound, just south of Prince Rupert. Among other things, the exercise involved bringing the *Rainbow Responder* alongside the *Yellowknife* at varying speeds, up to and including 20 knots. The crew also practiced lowering a stretcher from the *Yellowknife* to the *Rainbow Responder* with the "Oscar" securely strapped to the stretcher.

A letter from Lt.-Cdr. G.L. Bannister, the Commanding officer of the *Yellowknife*, reported that they were also pleased with how the exercise proceeded: "The training was a complete success and can only serve to foster future relations between the CF and the CCG Auxiliary. In particular, the scenario involving a casualty onboard *Yellowknife*, in which "Oscar" was lowered down to your vessel, showed the value of combined asset usage. This example is obviously translatable to a small or large scale Search and Rescue with multiple casualties requiring rapid evacuation."

Coxswain Andy Vandermeer also reports that he was delighted to receive the invitation for the exercise, and that the crew of the *Rainbow Responder* felt that the training was worthwhile. They are looking forward to future joint training with the Navy.

by Geoff Gould, Unit 64, Prince Rupert



The Rainbow Responder handling in fine form

ZONE ONE REPORT

As the Year 2000 begins, I must recap the activities of the Zone during 1999.

The year was a banner year for Special Events activities in the Zone. All Units were extremely busy working with local communities and organisations in providing Safe Boating displays and participating in on-the-water events in the Zone.

A special note was the involvement of McDonald's in the free fries program, which was initiated by Ryan Woodward of Unit 6, Richmond North. Ryan is anticipating that McDonalds will do this again in 2000, and hopes to involve more Units in the activity. Congratulations on a job well done, to Ryan and Unit 6.

Members in all Units in the Zone attended a large number of events throughout the year, providing a variety of services for the people in the area. The exposure of the boating public to the Auxiliary has greatly enhanced our profile in Zone 1. All Units and members in the Zone are to be congratulated for an excellent showing.

SAR activities were all too plentiful in 1999, sadly highlighted by the Sunboy incident in August. As many of you know, members from Units 1, 2, 6, and 7 were called out to assist the Coast Guard in the search for 14 people who had been aboard a pleasure vessel that snagged a tow-line and flipped between a tug and a barge. The overnight search was gruelling, and tragic, as five of the fourteen were found deceased. The ac-

tions of the Auxiliarists who attended that incident deserve the highest praise for their dedication and professionalism during this incident. All Units have shown a great deal of professionalism while attending incidents over the past year. I salute all of you for your efforts in maintaining the performance of auxiliarists in Zone 1.

Looking forward to 2000, the addition of the Howe Sound Lifeboat, and the soon to be purchased FRC in Unit 5, will further enhance our SAR capabilities.

The Zone has 8 Units, all of which had elections this fall. The elected Unit Leaders for the next year are: Unit 1 Shawn Burchett; Unit 2 Paul Riviere; Unit 3 Carol Smith; Unit 5 Pino Bacinello; Unit 6 Ryan Woodward; Unit 7 Dave Blackburn; Unit 8 Dave Calam; Unit 9 Bill Newhouse. These are all re-elections, except for Carol Smith, who is now in her first term as Unit Leader. Congratulations to all of you on your elections, and I look forward to working with you in the year ahead.

The AGM will be soon upon us. We are the host Zone and Unit 6 is spearheading the preparation and planning for the AGM. They are doing an outstanding job and I'm sure all attendees will enjoy a great weekend.

My personal thanks to all the members of the Zone for their cooperation in maintaining the high quality of assistance that we offer to the boating public.

Jim Toogood, Director, Zone 1

ZONE TWO REPORT

Firstly, on behalf of all the Units in the Central Coast, I would like to convey our sincere condolences to Pat Brooke and her family in the loss of our dear friend Ed Brooke. Words are never enough to express our feelings in the loss of someone who contributed so much to the Canadian Coast Guard Auxiliary. Thank you Pat for sharing Ed with us. We will miss him immensely, and his work will not be forgotten.

This past year in Zone 2 we have been very fortunate in that we have had no major incidents in our area. Most of our calls have been for overdue boaters, and we have managed to respond to those calls with success.

For the coming year, I would like to better establish the Units in the Central Coast area, and to be more effective in all aspects of our involvement in the Canadian Coast Guard Auxiliary. I plan to recommend to the Board of Directors that a travel allowance should be made available for Zone 2, for an Annual General Meeting and a combined Exercise or Training Program for our Units. We have been lacking in our training for some time now and I would like to see Zone 2 brought up to a higher standard.

Also in the New Year, I look forward to working more closely with Klemtu, Ocean Falls, Bella Coola and Bella Bella.

Harvey Humchitt Sr, Director, Zone 2

ZONE SEVEN REPORT

Happy New Year to all members of the Auxiliary. I trust that by now everyone came through Y2K unscathed.

The passing of Ed Brooke, our past President, was a very sad occasion. Ed was truly a kind, thoughtful and very generous man, who spent the time with us as individuals to listen and to talk of many things. Along with his humour and intellect, Ed was one of those special human beings whom we were lucky to have in our lives.

Congratulations and a big thank you to Frank Hudson for producing the Auxiliary – Pacific 1999 / 2000 Business Plan, and to Meg Walker for her great help. This document will greatly increase our opportunities in this new millenium.

In keeping with our commitment to work closely with the USCG Auxiliary, a plan is afoot to conduct a joint SAREX with the US 17th District Auxiliary this spring. Prince Rupert (Unit 64), Sandspit (Unit 69), Kitimat (63), and Queen Charlotte City (Unit 66) will travel to Ketchikan with their FRVs' to participate in the exercise. I will be taking a movie camera to this event, so you can expect pictures in the next Dolphin.

Unit 63 Kitimat is to be congratulated for their fundraising efforts and the purchase of their new FRV. Duncan Peacock informs me that the vessel is now in full service. Great work, Unit 63!

Unit 64 Prince Rupert conducted an exercise with the HMCS *Yellowknife* during November of 1999. Andre VanDerMeer reports that all the participants enjoyed a very interesting time (see article p. 12). Well done to



*Turn-of-the-century dock at Sandspit.
Photo courtesy BC Archives*

all concerned for setting this up.

Unit 69 Sandspit is the lucky Unit drawn from the hat to represent Zone 7 in the SARWARS competition at the AGM 2000 in Richmond. The whole Unit is very excited, and training is already underway. Good luck!

Unit 67 Stewart has developed some very interesting fundraising ideas that have already been put into action. Don Nelson has done a great job of setting this up. I will give a full report on their strategies once I have received the particulars of the outcome.

Congratulations to **Unit 73 Inverness and Rescue 15** Prince Rupert for joining together their members, equipment and resources. This is a win-win situation for both groups. Joe Hrbachek and Bill Trowell are to be commended for their work bringing this together.

See you at the AGM.

Malcolm Dunderdale, Director, Zone 7

ZONE EIGHT REPORT

The big news for Zone 8 is that Unit 29, Ladysmith, has announced that a new 24-foot Zodiac Hurricane 733 is now on order for the Unit. It will come complete with a "Fisheries" style Tee top and console. The Unit has reported a steady volume of calls for incidents, and have had a successful safe boating year, with an increase in the number of Courtesy Examinations given throughout the year.

Unit 27, Nanaimo, has had a busy year rebuilding and reorganizing. They are actively recruiting new members, and they are concentrating on training.

Unit 26, Cowichan, has been concentrating on training and safe boating awareness throughout the year as well. The number of incidents they have responded to in 1999 is about the same as the previous year.

Unit 34, Mill Bay, has been concentrating on training their crew on their new vessel, the *Pacific Energy*. They have had a flurry of incidents recently, and the new vessel is repeatedly proving itself.

Lyle Willson, Director, Zone 8

(cont'd from p.1) Petrels.” Their official designation was *Redningskoyte*, (rescue cutter) and they carried an “RS” on their mainsail inside a big red circle.



Norway maintained this sail-only rescue fleet of about 30 boats into the 1920's. Incredibly, only three were lost while on active service. A century later, about a dozen are still sailing.

In an autumn gale in 1997, *RS10*, the *Christiania*, sprung a plank while 15 nautical miles off Norway's southern coast. Four big manual and machine-driven pumps could not stem the flow, and two additional pumps dropped from a helicopter couldn't keep the 102-year old *Christiania* afloat. She went down 1,650 feet.

It is a reflection of the esteem that Norwegians feel for their maritime heritage, and particularly their rescue heritage, that *Christiania* was neither forgotten, nor truly gone, even though no vessel had ever been raised from such a depth before.



Beautiful photos of some of the old RS vessels are available at the Redningskoyte web-page: www.nssr.no. However, it seems that photos of the heritage vessel Christiania are not yet available on the site. Some of the modern rescue vessels are shown below.



Last year, the offshore oil industry got involved. The ultra high-tech 300-foot (91 m) *Seaway Kingfisher* set herself above the sailboat, using dynamic positioning and computer controlled thrusters. Her ROV (Remote Operated Vehicle) swam down and found *Christiania* sitting upright on her keel on a sandy bottom, her rigging still standing!

A little over 24 hours later, the top of her mast broke the surface, and her Norwegian flag stirred again in the breeze. Miraculously, the damage that took her to the bottom had repaired itself: her hull had swollen (and taken on about 10 tons) because of pressure impregnated wood, bedding and equipment.

The *Redningskoytes* helped save thousands of lives and thousands of ships. Little wonder that super-human effort was found to bring this special boat back from the watery grave that had claimed so many before her.

In the background at America's Cup

America's Cup action is being broadcast from the waters off Auckland, New Zealand. If you have a chance, check it out. Not because, as some (not this observer ... but some) would say it's like watching paint dry, but for the RHIB's whizzing around in the background. The **New Zealand Coast Guard** is responsible for policing the race course. A pretty good gig for an **ALL VOLUNTEER** Coast Guard. There is no CG Auxiliary in the land of the Kiwi, because the whole shooting match is volunteer. If you're lucky, you'll catch a glimpse of one of their choppers. Ah, I can see it now, the Auxiliary Air Arm! There's something to aim for!

*Scott Sutherland, Director, Search & Rescue
spindoc@rescueteam.com*

Unit #	Location	Name	Home Ph#	Work Ph#
01	Howe Sound	Shawn Burchett	(604) 892-2308	(604) 666-6906
02	Indian Arm	Paul Riviere	(604) 983-0391	(604) 988-7484
03	Fraser Valley	Carolyn Smith	(604) 852-2805	(604) 852-4242
05	Crescent Beach	Pino Bacinello	(604) 535-5813	(604) 538-9622
06	Richmond N	Ryan Woodward	(604) 214-8206	(604) 525-5052
07	Richmond	Dave Blackburn	(604) 274-8808	(604) 278-3233
08	Delta	Dave Calam	(604) 946-2015	
09	Okanagan	William Newhouse	(250) 770-1435	
12	Halfmoon Bay	Graeme Stewart	(604) 885-5557	(604) 885-5959
14	Gibsons	Don Orchard	(250)886-0681	
25	Gulf Islands	Ross McLeod	(250) 537-7659	(250) 537-4888
26	Cowichan Bay	Mike Tansley	(250) 746-0967	
27	Nanaimo	Kevin Perkins	(250) 753-1805	(250) 616-9409
29	Ladysmith	Owen Poppystone	(250) 245-4083	
33	Oak Bay	Griff Lewis	(250) 598-9277	(250) 952-8785
34	Mill Bay	Victor Lironi	(250) 746-7102	(250) 743-5521
35	Victoria	Amanda Gray	(250) 386-3004	(250) 405-2615
36	Saanich	Dave Lindley	(250) 656-8085	(250) 474-3933
37	Sooke	Barry Pfliger	(250) 642-3776	(250) 363-4815
38	Long Beach	Allan Hughes	(250) 726-2333	(250) 726-7777
39	Port Alberni	Ian Arklie	(250) 724-3744	(250) 724-8912
41	Tahsis	Kelly Russell	(250) 934-7657	
42	Kyuquot	Bruce Carlos	(250)	(250)332-5338
43	Port Alice	Peter Wilson	(250) 284-3936	(250) 284-7746
44	Kemano Bay	Allan Colton	(250) 634-5257	
45	Masset	Alan Frick	(250) 626-5010	(250) 626-3391
46	Marsh Lake	Stu Wallace	(867) 399-4411	
48	Bella Bella	Harvey Humchitt Sr.	(250) 957-2319	
50	Port McNeill	Don Willson	(250) 9564047	(250) 956-4047
51	Alert Bay	Richard Sanborn Sr.	(250) 974-2538	(250) 974-5585
53	Bamfield	David Payne	(250) 724-8533	(250) 728-3001
54	Campbell River	Tom Hall	(250) 923-7593	(250) 287-8808
55	Powell River	Raymond Barnes	cell: (250) 483-1236	
58	French Creek	Harold Weise	(250) 752-9804	
59	Bowser	John McLean	(250) 757-8373	
60	Comox	Garry Brown	(250) 339-3842	(250) 339-0752
61	Pender Harbour	Donald McDougall		
62	Klemtu	William Hall	(250) 839-9907	(250) 839-1158
63	Kitimat	Duncan Peacock	(250) 632-4195	(250) 639-8362
64	Prince Rupert	Andre Van Der Meer	250-627-7642-204	(250) 627-7800
65	Port Simpson	Norman Brooks	(250) 625-3368	(250) 625-3233
66	Queen Charlotte	Ernie Gladstone	(250) 559-8837	(250) 559-6307
67	Stewart	Donald Nelson	(250) 636-2597	F(250) 636-2515
68	Ocean Falls	Mike Crocker	(250) 289-3550	
69	Sandspit	Scott Giroux	(250) 637-5650	(250) 637-2351
73	Inverness	Joe Hrbachek	(250) 628-3536	(250) 627-8777
74	Kitkatla	Joanne Lewis	(250) 848-2300	(250) 848-2348

For immediate changes to Unit Leader telephone or email information, please contact Meg Walker at the CCGA-Pacific Head Office, at: (250) 480-2731; or by fax, at (250) 480-2702

Unit #	Location	Name	E-mail
01	Howe Sound	Shawn Burchett	BurchettS@pac.dfo-mpo.gc.ca
02	Indian Arm	Paul Riviere	rivieres@intergate.bc.ca
03	Fraser Valley	Carolyn Smith	carolsmith.rpipe@royplas.com
05	Crescent Beach	Pino Bacinello	pino@telus.net
06	Richmond N	Ryan Woodward	woodward@axionet.com
07	Richmond	Dave Blackburn	dave.blackburn@sylvania.com
08	Delta	Dave Calam	tcalam@direct.ca
09	Okanagan	William Newhouse	wmnewhouse@home.com
12	Halfmoon Bay	Graeme Stewart	no known email
14	Gibsons	Don Orchard	contact email: joeanglin@dccnet.com
25	Gulf Islands	Ross McLeod	done@saltspring.com
26	Cowichan Bay	Mike Tansley	no known email
27	Nanaimo	Kevin Perkins	kperkins@direct.ca
29	Ladysmith	Owen Popplestone	owenp@islandnet.com
33	Oak Bay	Griff Lewis	glewis@bcbc.bc.ca
34	Mill Bay	Victor Lironi	lironiv@brentwood.bc.ca
35	Victoria	Amanda Gray	Amanda.Gray@home.com
36	Saanich	Dave Lindley	no known email
37	Sooke	Barry Pfliger	pfliger@islandnet.com
38	Long Beach	Allan Hughes	cgaux@island.net
39	Port Alberni	Ian Arklie	no known email
41	Tahsis	Kelly Russell	seabird@cancom.net
42	Kyuquot	Bruce Carlos	no known email
43	Port Alice	Peter Wilson	petewilson1@compuserve.com
44	Kemano Bay	Allan Colton	no known email
45	Masset	Alan Frick	no known email
46	Marsh Lake	Stu Wallace	no known email
48	Bella Bella	Harvey Humchitt Sr.	Harvey_Humchitt@CCGA-P.CA
50	Port McNeill	Don Willson	silking@capescott.net
51	Alert Bay	Richard Sanborn Sr.	no known email
53	Bamfield	David Payne	bamex@island.net
54	Campbell River	Tom Hall	Tomhall@island.net
55	Powell River	Raymond Barnes	
58	French Creek	Harold Weise	no known email
59	Bowser	John McLean	no known email
60	Comox	Garry Brown	no known email
61	Pender Harbour	Donald McDougall	no known email
62	Klemtu	William Hall	no known email
63	Kitimat	Duncan Peacock	speacock@yellowhead16.net
64	Prince Rupert	Andre Van Der Meer	no known email
65	Port Simpson	Norman Brooks	no known email
66	Queen Charlotte	Ernie Gladstone	ernie_gladstone@pch.gc.ca
67	Stewart	Donald Nelson	no known email
68	Ocean Falls	Mike Crocker	no known email
69	Sandspit	Scott Giroux	no known email
73	Inverness	Joe Hrbachek	no known email
74	Kitkatla	Joanne Lewis	no known email

NEW YEAR'S DAY, HOWE SOUND AND AROUND

After the calm of the non-Y2K disasters, Unit 1 crew members on duty on January 1, 2000, were hoping to take in at least the excitement of the Polar Bear Swim. It was fairly breezy and bumpy New Year's Day, so there wasn't a lot of boating activity going on. On the way over to English Bay, we got a report of a "15 foot boat with 4 persons on board" in trouble off Second Beach. The Osprey (CCG), the RG McBeath (Vancouver City Police) and the Aux 1 all turned up, but the only boat in sight was a 35-foot SeaRay with four persons on board not at all in trouble.

Rees-Thomas tells it this way: "We continued on. There was nobody at all at English Bay, so we went in to Kits base to scrounge a coffee. Ten minutes later, we got word via Victoria on Channel 16 of an overturned sailboat off of Jericho Beach, with two people in the water. This caused a mad stampede, and Osprey, Aux 1, and RG McBeath all went storming out of False Creek, the McBeath quite impressive with siren going and all. Aux 6 also responded to this call, but was stood down by the Osprey when it arrived on the scene. It turned out that the water taxi Bengal II was working with one of the freighters in the anchorages, and they had the two sailors on board by the time we arrived. The sailboat crew were all dry-suited and wearing PFDs, and none the worse for their experience, but their boat was upside down and drifting east rapidly. The Osprey took the boaters back to Jericho, and we towed their boat to Royal Vancouver Yacht Club, where the Aux 1 crew and the boat's owner got it righted again."

While all this was going on, Aux 6 and the RG McBeath responded to a Pan Pan under the First Narrows Bridge. A disabled 29-foot sailing vessel was unable to make way. While Aux 6 was on scene with the sailing ves-

sel, a Mayday was transmitted by the *Crystal Princess*, in trouble near Siwash Rock.

Aux 6 was first on scene, removed 4 (and a dog) of the 6 persons onboard, and transferred them to the RG McBeath, which arrived on scene next. They got their pump on board the vessel the *Crystal Princess*. The Osprey arrived on scene next, and got their pump on board as well. Aux 6's pump went on board third, while the Osprey took the vessel under tow. During the tow, the vessel started to sink rapidly, at which point Aux 6 removed one Vancouver Police Department member, one CCG (Osprey) member, one Aux 6 crewperson, and the remaining two persons aboard. The Osprey was forced to cut the boat adrift, and as the hull shifted, the Osprey's pump was submerged, and the RG McBeath and Aux 6 pumps were lost overboard. Once the vessel settled in the water (with about 3' of cabin awash – see photo) Aux 6 recovered the Osprey's tow-line and returned it to the Osprey, which then resumed the tow towards the Harbourmaster's dock. Once the vessel arrived at the Harbourmasters dock, Aux 6 helped the Osprey dock the vessel, recovered the Osprey's pump, and deployed an oil boom.

Thus, the crews from Aux 1 and Aux 6 certainly started off the new year with a good dose of on-the-water activity, even though it wasn't quite what they expected. As David Rees-Thomas dryly put it: "And so we never got to see the polar bear swim." Instead, they received a good dose of thanks for being in the right place at the right time, lending a helping hand.

with reports from

*David Rees-Thomas, Unit 1, Howe Sound;
and Pat Sears, coxswain, Unit 6, Richmond North*



The Crystal Princess settled in the water with about 3' of cabin awash

**CONTACT INFO:
BOARD OF DIRECTORS AND OFFICERS**

Directors

President

Craig Dunn (250)h:380-1603/f:480-5143
e-mail: Craig_Dunn@CCGA-P.CA

Vice President

Bruce Falkins (604)w: 921-7333
e-mail: Bruce_Falkins@CCGA-P.CA

Treasurer/Secretary

Frank Hudson (250)h:475-1495/w:356-0843
e-mail: hud@rescueteam.com

Zone 1

Jim Toogood (604)h:271-9490/w:241-2601
e-mail: Jim_Toogood@CCGA-P.CA

Zone 2

Harvey Humchitt (250)h:957-2319
e-mail: Harvey_Humchitt@CCGA-P.CA

Zone 3

Bob Holmes (250)h:652-3136/pgr: 413-3441
e-mail: Bob_Holmes@CCGA-P.CA

Zone 4

Harry Sowchuk (250)h:956-3994/ f:956-4445
e-mail: no e-mail

Zone 5

Richard Zoet (250)h:728-1237/w:728-3301/f:728-3452

e-mail: Richard_Zoet@CCGA-P.CA

Zone 6/Boating Safety

Ken Moore (250)h:885-7278
e-mail: Ken_Moore@CCGA-P.CA

Zone 7

Malcolm Dunderdale (250)559-8034/f:559-8034
e-mail: malcolm@qcislands.net

Zone 8/Training

Lyle Willson (250)246-0142/f:748-6870
e-mail: Lyle_Willson@CCGA-P.CA

SAR/ Operations

Scott Sutherland (250)h:881-8686/w:386-2552/
pgr:995-6763
e-mail: Scott_Sutherland@CCGA-P.CA

Officers

Executive Officer:

Stan Warlow (250) h:656-9465/ w:413-2850
email: warlows@df-mpo.gc.ca

Internal Media Officer: pending

Equipment Officer: pending

(Kitimat's new vessel: cont'd from p. 20)

Snowflake Responder II specs: the vessel is a Polaris 746 (Neptune Series) with aluminum hull; tube length 24.5 feet; overall length with engines 26.5 feet; with twin 150 hp Mercury engines.

Electronics: Ratheon R10X radar, Furuno GP31 GPS, VHF radio, and Hummingbird sounder. Performance: 45 knots plus, and no smoke when the engines start!

Duncan Peacock wishes to give credit and thanks to all the people who helped the Kitimat Unit in their fund-raising processes in the past year: "Thanks to Bill Bucholtz at Polaris for building what we wanted and then adding all the custom touches and innovations that he did. We only saw the boat when it was finished, so a lot of trust was involved.

Thanks also to the CCGA (P) Board, especially to Scott, who managed to get us the loaned MK7 for the eight months when the Unit had no boat." He attributes the Unit's fund-raising success to "the small town character of pulling together and helping each other," but also to the fact that the Unit members had pride in the organization: "it was made so much easier by the good reputation and hard work of the Coast Guard Auxiliary all over the province."

by Duncan Peacock, with Meg Walker



Snowflakes respond to the arrival of Snowflake Responder II.

KITIMAT UNIT'S NEW VESSEL HAS ARRIVED!



KITIMAT SNOWSTORM WELCOMES NEW RESCUE VESSEL

“Our new vessel *Snowflake Responder II* is still aptly named, so it seems,” writes Duncan Peacock, Unit Leader for Unit 63, Kitimat. “We received it off the barge in a snowstorm on November 29, 1999.”

The Kitimat Marine Rescue Society (KMRS) ordered the boat before all the funding was in place, with the feeling that a dependable resource was definitely needed in the area. “We were prepared to carry a debt, to a degree, to get a vessel in the water,” Peacock reports. “I can proudly say that we did not have to. As we started fundraising one year ago, we were amazed by the generosity of individuals and businesses in our local area, when we explained our project and the role of our group in public safety for our area.”

The KMRS is indeed a significant presence for marine safety in the Kitimat area. The average number of call-outs for the KMRS is around 12 each year. Most incidents involve fishing charters or recreational vessels, and usually happen after dark. The weather in the area is frequently hazardous, and there are many areas where

radio contact with Coast Guard Radio is not possible.

The closest Coast Guard resource is in Prince Rupert, unless a coastal patrol ship is in the area. This means that the KMRS covers the area from Kitimat to Hartley Bay to Butedale, as well as inland fiords and channels, and islands within 100 miles of Kitimat. Sea trials with the new *Snowflake Responder II* held nine people going between Crescent Beach and Sidney with no sign of feeling the load, so it is sure to do well with the navigational challenges around Kitimat.

The Kitimat Unit is especially excited to have a new vessel, because the first one was around for a while! To give you a bit of history: the KMRS was incorporated in 1988, and purchased a used MKV Zodiac Cuddy Cabin, named the *Snowflake Responder* (the snowflake is the community symbol for Kitimat, which has a population of about 12,000). Kitimat Unit members report that they are extremely pleased with the top-notch design and workmanship of the boat. The hull was built by Carswell Industries in Sidney, and the tubes and outfitting were done by Polaris Inflatable Boats in Langley.

(cont'd on p. 19)



If you would like to receive the Dolphin by email in Adobe Acrobat format, please contact the Dolphin at: dolphin@pac.dfo-mpo.gc.ca

We are always interested in receiving feedback, letters, articles, and story ideas from our members. Please let us know what topics you would like to see included in future editions of the Dolphin.

