

Dolphin

Canadian Coast Guard Auxiliary Pacific Region



Volunteers
Saving Lives
on the Water

Winter 2007

Vol 17, No 1
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
CCGA-P
25 Huron Street
Victoria, BC V8V 4V9



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To all Coast Guard Auxiliary members and our supporters

Fellow members of the CCGA-P, welcome to 2007 and a new year full of challenges and opportunities for the volunteers of Canada's busiest marine search and rescue & boating safety organization.

I have been a member of the Canadian Coast Guard Auxiliary for twenty years and president for just six months. During that entire time and certainly in the past six months I have had the opportunity to work with many dedicated volunteers who give of their time selflessly. On any given night of the year our volunteers are working to support both our search and rescue (SAR) and SAR prevention activities. They are holding unit meetings, classroom training sessions, society meetings, and strategic planning or fundraising sessions. They are also conducting boating safety workshops, attending boat shows and other public awareness events, and last but not least are out on the water performing search and rescue. Over 800 times in the last year we were called out to aid our fellow Canadians on the waters of British Columbia.

Thanks to the ongoing efforts of CCGA-P member Scott Baker, we now have the opportunity to capture all of this hard work on our new SAR Management System (see page 16 for SMS tips and updates). I would encourage each and every one of you to log on to this terrific new tool, get familiar with it, update your profile, and get your unit leader to keep the unit profile accurate.

As I am sure many of you are aware, every organization regardless of its goals must keep accurate records. The volunteers of the Canadian Coast Guard Auxiliary are no different; we work in a very high risk business both with our search and rescue missions and with our boating safety message. We have to execute our missions flawlessly, and capture any and all information



accurately. This includes our own training, incident, and boating safety information; the risk and liability is too high and our reputation too important to us for us to fail.

A new year is upon us, new training opportunities, new initiatives, and in some cases new boats. Let's all use the next couple of weeks to plan for the future and get ourselves organized both on the water and on paper, then go out and execute our various missions with the skill and determination of the world class volunteers that we are.

Bruce Falkins
President, CCGA-P

CCGA-P ISAR Team Congratulations

On October 27 & 28, 2006, six members of the CCGA-P traveled to Portsmouth, VA, to take part in the 7th Annual International Search and Rescue Competition, a friendly annual challenge between members of the Canadian Coast Guard Auxiliary and the U.S. Coast Guard Auxiliary.

On behalf of the CCGA-P, I would like to congratulate Gary Blake, Chris Campagnolo, David Holmes, George Holmes, and Jeremy Warren, all of whom participated in the weekend's events either as members of the Pacific Region team or Team Canada. Having attended the event myself, I saw first-hand the teamwork and dedication all of these members put into the competition. Events like these not only promote camaraderie and skill development, they also serve as a reminder of the high level of skill possessed by CCGA-P members.

Again, congratulations to you all.

Bruce Falkins, President, CCGA-P

While the SAR and SAR prevention work of the CCGA-P is usually conducted at the local level, the CCGA-P is also mindful of its role as a member of the international marine SAR community. In 2002, the CCGA-P formalized this role by joining the International Lifeboat Federation, an autonomous global charity whose aim is to prevent loss of life by providing a truly international forum for the world's maritime lifesaving services. Founded in 1924 at the world's first International Lifeboat Conference in London, meetings of the world's maritime rescue services have been held every four years since to promote operational and technical exchanges of knowledge and experience.

In 2006, the name of the organization was changed to the International Maritime Rescue Federation (IMRF). To date, the Federation represents over 95 organizations in more than 60 countries worldwide.

The IMRF's vision is to prevent loss of life on the world's waters. In order to help promote this vision, the CCGA-P has developed and updated the IMRF's website for the past four years. To view this website, or to find out more about the IMRF, please go to: <http://www.international-maritime-rescue.org/>

Working together, we can be more effective in improving safety at sea by:

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Vessels

Four new vessels are almost complete at Carswell-Titan. The units concerned have received their second gaming grants to cover engines and electronics, so these boats should be in service before long:

- o Unit 61 Pender Harbour – 29-foot twin-diesel cabin RHIB
- o Unit 59 Deep Bay – 29-foot cabin RHIB, outboard
- o Unit 68 Ocean Falls – 28-foot cabin RHIB, outboard
- o Unit 25 Saltspring – open 249 XL, delta console (boating safety/training)

The motors for the above vessels were ordered December 6th.

Three units also received gaming grants and have ordered or are about to order T-top RHIBS:

- o Unit 20 Salish Sea
- o Unit 34 Mill Bay
- o Unit 36 Saanich (to be built by Liquid Metal)

Two units are building rather unique vessels. Unit 60 Comox has determined a need for a 21-foot jet boat for work in shallow water and in the river. Unit 35 Victoria has commissioned a naval architect to design a 40-foot closed-cabin RHIB with twin jets. The latter may well become the prototype for future vessels in the 30-foot range.

Top-ups and Future Plans

Gaming Commission generosity didn't stop with the units building this year. All of the following units received funds:

- o Unit 1/2 (North Shore Lifeboat Society)
- o Unit 8 Delta
- o Unit 9 Roberts Bank
- o Unit 10 Richmond
- o Unit 12 Halfmoon Bay
- o Unit 14 Gibsons
- o Unit 33 Oak Bay
- o Unit 37 Sooke
- o Unit 45 Masset
- o Unit 54 Campbell River

- o Unit 58 French Creek
- o Unit 63 Kitimat
- o Unit 75 Lax Kwalaams (Port Simpson)

Replacement and Loan Vessels

The Lower Mainland *Toronado* relief boat has been purchased by Unit 10 Richmond as a training and backup vessel for the unit. A condition of purchase was that the *Toronado* be made available to Lower Mainland units as a relief vessel. The boat had suffered some damage, in particular to the beaching shoe, and no unit wished to claim responsibility. It is hoped that ownership of the *Toronado* by a single unit will ensure that it is maintained to a suitable level.

The Northern Relief 733 currently in Ocean Falls as a training vessel should be moving on shortly, as Unit 68's new boat is nearing completion. The ex-Halfmoon Bay 733 which was to go north as a training vessel was diverted to Indian Arm after serious hull degradation was discovered on the Deep Cove Lifeboat. One of the motors on this 733 subsequently expired, and both are



Construction of Unit 68 Ocean Falls's new vessel is nearing completion.

to be replaced. In the interim, Unit 2 got by with the venerable and seemingly indestructible Howe Sound whaler for a time, then switched to a much larger Argo. As of mid-to-late January, the Deep Cove Lifeboat should be back in service.

Of the CCGA Mk Vs, only one is in operational condition and is in Comox receiving an extensive refit. It will be used for training and shallow-water work prior to the arrival of Unit 60's new small jet boat. The Mk V will be available as a relief vessel for units in the mid-Island area.

Vessel Specifications

The Canadian Coast Guard is becoming increasingly conscious of safety considerations as they apply to dedicated rescue craft. These considerations, and the vessel standards which flow from them, in turn apply to the Auxiliary and will affect all new and recent construction. The two sets of standards which apply are Transport Canada's TP1332 (2004), which came into effect in 2005, and certain requirements under SOLAS regulations.

TP1332 covers construction standards. Any vessel built in Canada must adhere to those standards in any event, so they shouldn't be a problem in most cases. Open and T-top vessels will require capsized-reversal capability.

Units embarking on vessel construction will have to take into account the additional cost of meeting the necessary standards. Any vessel presently constructed may have to be upgraded accordingly. Many details remain to be worked out in consultation with CCG, TC, and manufacturers.

Argos

Unit 9 Roberts Bank undertook to tow one of the Argos from Pat Bay to Fishermans Cove, with a week's layover at Roberts Bank due to weather. The Argo is now in the hands of CCGA-P President Bruce Falkins who is attending to its complete refit.

Units

A unit visit to the Lower Mainland took place in January. CCGA-P Managers attended unit meetings in Delta, Crescent Beach, and Richmond. No other unit visits are planned for the immediate future.

It has become evident that some units are taking new and potential members aboard their DRVs prior to sending the appropriate documentation to the office. A message has been sent to all unit leaders to remind them of the correct procedure, and the relevant Operations Memo of March 2004, will be updated and reissued.

David Rees-Thomas
SAR/Operations Manager

MCTS Change

Prince Rupert MCTS Centre on the North Coast has now switched their working frequency from VHF ch22a to ch83a. Prince Rupert's area of responsibility includes those waters north of the tip of Vancouver Island to Alaskan boundary and from the mainland westward past the Queen Charlotte Islands.

The remaining four South Coast centres, Victoria, Vancouver, Tofino and Comox are in the process of switching and will be completed by February of 2007. Some radio sites have ch83a capability already, but each centre will still be using ch22a until the switch over.

Once all four MCTS centres' communications sites have been switched to the new channel, a notice to shipping will be issued.

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ISAR 2006

The 2006 ISAR was held in Portsmouth, VA October 26-29. This year's CCGA-P team was assembled using the talent of members from four different units.

Leading the team was David Holmes of Unit 33, ably assisted by George Holmes, Unit 37, Gary Blake, Unit 36, Jeremy Warren, Unit 33 and Chris Campagnolo, Unit 35. David, George, and Chris comprised one team, with Jeremy Warren assigned to the Can-Am team and Gary Blake as the Team Canada member.



CCGA-P team members George Holmes, David Holmes, and Chris Campagnolo compete in ISAR 2006. See page 12 for a summary of the event.

The competition was very stiff with every team striving to win. The final results saw Newfoundland and Labrador as the 2006 Grand Champions.

We can all take pride in having our CCGA-P team win the Search and Rescue Exercise because that's what we do best.

A special mention goes to Gary Blake, Team Canada, whose team placed first in the Mystery Event. I'm sure everyone will join me in congratulating David Holmes and this year's team for a job well done.

RHIOT Update

There have been a few minor changes made to the RHIOT process in hopes to make it more efficient for everyone involved. The first change is that we have moved the deadline for 2007-2008 RHIOT applications forward to May 15, 2007. This is about 6 weeks earlier than last year. We hope that the earlier date will allow the committee to review applications and select and notify candidates prior to the busy summer season. We hope that this will make it easier for candidates to complete their OTW evaluation during the summer months.

Unit Leaders will now receive a copy of the RHIOT evaluation of their candidate for discussion with the Training Officer. At the end of the 2006-2007 RHIOT season, all candidate evaluations will also be reviewed to assess overall strengths/weakness. This process is intended to be used as a tool to highlight any training deficiencies in the unit and in the Pre-RHIOT evaluation process, and will be used to develop more effective training and evaluation methods for future RHIOT candidates.

Congratulations to our successful RHIOT candidates from 2006, and we wish the 2007 candidates the best of luck at their RHIOT courses! If you have any questions about RHIOT please give us a call here at the office.

Leslie Manns & Thomas Kerr

First Responder Initiative: CCGA-P and B.C. Ambulance Service

For the past several months we have been exploring the potential of having an agreement with BCAS and the CCGA-P which would allow us to be part of the 911 response structure. At present we have two units on the North Shore who have had members trained through the Justice Institute to First Responder level. This provides a considerable improvement over the Standard First Aid level we currently train to. Units 1 and 2 have worked closely with BCAS on several calls.

In order for us to expand this initiative we needed to have an agreement with BCAS. In discussing this with John Palliser we could not get approval to move forward with this due to the necessity of having the Joint Rescue Coordination Centre (JRCC) in control of taskings. The issue has again been referred to John Palliser who has forwarded the information on to Jeff Nemrava

of JRCC to see if we can somehow come up with a solution to the tasking issue.

RROC Certificates

As everyone is aware we require our members who are active SAR crew to have as a minimum PCOC, RROC and Standard First Aid. These requirements are easily obtained for members in the more populated areas but prove to be difficult for Northern units. In order to try and provide a solution to the difficulty of obtaining a RROC (Restricted Radio Operators Certificate) I have been successful in setting up a working arrangement with the White Rock Power Squadron. Basically the CPSS presently provides instruction and examination for people who have access to a power squadron. This is not the case for many of our remote units. The solution to the problem is to have an auxiliary member who has a RROC with a DSC endorsement appointed as a recognized examiner. This is

an administrative formality which has been set up through Tanis Harrison at the office.

We currently have four units (Bamfield, Long Beach, Ocean Falls, and Masset) who have members working toward being appointed as recognized examiners. I'm awaiting responses from a number of other northern units. This program will allow for timely training and examination of new members.

Providing quick access to these units for First Aid training remains a challenge which we are trying to address at this time.

Training Budget 2006/07

On November 9th we had to impose a moratorium on issuing any further funds to units for OTW training due to the exhaustion of the training budget for this item. We were able to realign the budget and were successful in allocating a further \$30,000 to the OTW training budget. As a further cost saving measure it was necessary to lower the various training rates to 35% of the SAR rate. This brought the A2 rate down to \$53.85 per hour from the previous \$83.25 which is a significant saving as the bulk of claims come from units who have 105 training hours per fiscal year. The budget for 07/08 will have to carefully assess the costs going forward for OTW training.

US/Canadian Joint Meeting – GMDSS-Marine Radio – Nov 14th

I attended a meeting in LaConner, WA, which had attendees from numerous marine-oriented organizations. Reps from the US Coast Guard Research and Development Centre outlined their area of investigation on possible improvements in the efficiency of relaying distress alerts to the Coast Guard. Other items for discussion were:

1. VHF DSC: asset or distraction
2. AIS (automatic identification system) requirements: what, when and who?
3. FCC report and order on GMDSS



4. Radiation Safety: is anyone checking?
5. USCG experience with PLBs

A report was provided by the GMDSS Task Force on a wide variety of topics related to GMDSS. Copies are available if anyone is interested.

I'm not certain that our presence in meetings of this nature is time well spent as we will be the ultimate beneficiaries of whatever is ordained by higher authorities, particularly with regard to the GMDSS.

Dan Savage
Training Manager

On October 15, 2006, members of a number of CCGA-P units participated in a major inter-agency Search and Rescue exercise organized by the Coast Guard. The purpose of the scenario was to exercise and assess all aspects of JRCC Victoria's Major Maritime Disaster Contingency Plan and improve inter-agency communications and operations during a large scale emergency operation. Above, members from CCGA-P Unit 36 Saanich assist in the evacuation of mock casualties from a BC ferry.

Photo Courtesy David Rees-Thomas

Unit Activities

The end of summer is a time when many recreational boaters put their vessels under wraps until spring. With the fine weather continuing well into fall this year many boaters were able to extend the cruising season to the end of October. Our boating safety units also carried on with a variety of activities during the fall. Almost every weekend somewhere in our region one or more of our units was active in promoting boating safety and the CCGA. Typical events and activities were: fall fairs – Units 59 and 25, Rivers Days – Units 104 and 102, fire safety fairs – Units 27 and 102, Bobbie visits – Units 64 and 10, Christmas/Santa parades – Units 35, 102, 58, 27, and a Santa breakfast – Unit 9. All these activities speak highly of the dedication of our volunteers. Although all those members who organize and participate in these events are to be commended, Unit 102 under leader Dale Scott certainly wins hands down for being the most active boating safety unit in our region this fall.

Bobbie #8

Unit 102 took delivery of Bobbie #8 this fall. Unit 102 covers a large area in the



The Vernon Boating Safety Workshop, which was held on November 4, 2006, was an opportunity for members of the interior boating safety units to meet and exchange ideas and information.

Fraser Valley and Bobbie is a welcome addition to their unit. Bobbie is always well received by the public and is a wonderful teaching tool when members are dealing with children. Don Modeland from Unit 10 traveled to Mission to put on a Bobbie course for the members. Thanks for your efforts Don.

Boating Safety Workshop – Vernon

The three interior boating safety units had a one-day workshop in Vernon on November 4th. Thanks to President Bruce

Falkins, Executive Officer Stan Warlow, and Human Resources Manager Jim Lee, who traveled with me to that event. Also attending was Mike Mitchell, our liaison from Transport Canada, who made a presentation to the group about proposed changes to the Small Vessel Regulations. The day was well organized and there was a good turnout of members from the three units – Shuswap, Kootenay, and Okanagan. These units have issues in common and this workshop was an opportunity for those members to come together and voice their concerns to management. Concerns common to these units is a sense of isolation due to distance and geography and difficulty in recruiting and retaining members. One of the decisions that came from the workshop was to hold a boating safety teleconference on a regular basis as a means to increase communication between the boating safety units and between the units and management. These conference calls are scheduled for every three months.

Thanks to the members from Unit 101 who looked after the arrangements in Vernon and thanks to Bob Clayton, Unit 106, who was the prime mover behind organizing the entire event.



Unit 106 Shuswap's Bobbie was recently hit with some unexpected snow.

Photo courtesy Dale Living

Pleasure Craft Courtesy Check Program

Ken Morisette, our coordinator for the Pleasure Craft Courtesy Check program, has been busy planning and organizing PCCC courses and refresher workshops for checkers and instructors. Our training sessions will be starting in January and will continue into the spring. Ken and I work closely with Mike Mitchell from Transport Canada in developing training for our members. Mike is a valuable resource for our organization. He has been busy visiting units in the region promoting boating safety and conducting his presentation on coming changes to the Small Vessel Regulations and how that will impact the PCCC program.

Kids Don't Float Program

The establishment of Kids Don't Float loaner stations was once again well received at marinas and other venues. At last count there were only two boards on hand in Victoria. This past boating season saw loaner stations placed in Nelson, Gibsons, Deep Bay, Nanaimo, Secret Cove, Buccaneer Marina, Comox, and Kitkatla. Thanks to Mustang Survival for donating the children's PFDs for this program.

Neil Goldsmith
Boating Safety Manager



Performers at Granville Island perform a sea shanty about lifeboat men for members of CCGA-P Unit 103 Vancouver. The unit and performers were taking part in the Wooden Boat Festival in late August.

Photo Courtesy Adrian Lee

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BC Gaming Commission

By now everyone should have received word regarding the status of their gaming applications. In total, 25 applications were filed and a total of \$1.5 million was distributed. All monies must be spent on the projects that they were earmarked for and must be spent within the fiscal year (i.e. monies received in November 2006 must be spent or allocated for a large project by December 31, 2007).

All support societies should start thinking about this year's wish list and have it submitted to the office by May 1st. The completed applications are due July 14th.

Media & Public Relations

In the fall of 2006, Greg Schmor was appointed CCGA-P Media & Public Relations Officer. Greg works as a B.C. Ambulance Service supervisor and Advanced Life Support paramedic; he is also a SAR volunteer with Unit 10 Richmond. Greg has been contacting units looking for input and volunteers to join the

Media and PR Team. If you are interested, or if you are currently the media liaison for your unit and you have not spoken to him, please email him at greg.schmor@ccga-p.ca or call the office and leave your name and number so he may contact you. Ideally we would like to find a representative in each unit or area to coordinate the CCGA-P media and PR.

We are also in the process of putting together a media and PR database. Information could then be disseminated from the Victoria office, as it happens, to the appropriate geographic areas. The office is then able to send information (*Dolphin*, Current Info and news releases) to media outlets on a regular basis allowing us to establish a rapport with individuals in radio, television and print media. We are working with Scott Baker to update the website with a complete media section and instructions on how to enter database information. Further details to follow.

Do you have a background in advertising, design and layout? We are looking for

Kudos

The following feedback was passed on to the CCGA-P from Marine Communications & Traffic Services (MCTS) late November:

Client was on the water taxi at New Westminster, Monday Nov. 11, 2006 approximately 1430PST. There was an incident of a person reported in the water, off Port Hammond at upriver end of Barnston Island.

Client has been working on the water since 1964 (so is not easily impressed) but wanted to pass on to the hovercraft crew as well as Auxiliary vessels that he was very impressed with their response time and professionalism during the 3 hour search in inclement weather.

very creative volunteers to join the Media & PR team to help develop an advertising/media campaign for the CCGA-P, including print material (ad layout, brochures), tradeshow materials and promotional items.

Society Handbook

We have received numerous inquiries from society members regarding administration, fundraising, and tax receipts over the past few months. We are in the process of collecting information for a society "how to" manual but we are looking for a volunteer to spearhead the project. If you, or someone you know, possess superior administration skills with a talent for writing and organizing – have we got an opportunity for you.

If you have any questions or are interested in any of these volunteer opportunities, or if you know someone who would like to be involved with the CCGA-P Media & PR Team, please contact me (melissa.gervais@ccga-p.ca). Happy Fundraising!

Melissa Gervais
Fundraising & PR Manager



On January 13, 2007, Unit 60 Comox officially opened their new marine rescue station. The station provides a crew training/office area, maintenance, storage, and equipment drying area that is in close proximity to the unit's fast response rescue vessel Bruce Brown II. Photo Courtesy Brian Cameron

Appreciation, assets, and opportunities

Last year in Canada there were approximately 6,000 marine incidents requiring the intervention of JRCC and other SAR resources. Roughly 2,500 people were rescued, 800 were admitted to hospital, and 160 died. These stats do not reflect on-water accidents not involving JRCC. As Malcolm Dunderdale mentioned in our last Annual Report, 200 lives were saved by CCGA intervention over the past year. Those 200 lives saved are no doubt a major motivator for us all to work as hard as we all do for the CCGA-P. Some of us are involved in SAR activities, some in boating safety activities, and most in both.

There are a lot of motivators for volunteers. As you may have read in our last annual report, research suggests that members are motivated at least partly by their age and by their marine experience.

Our senior members are such a valuable resource due to their sea time. They have life experiences very different from our younger members, and nothing beats experience. We need to recognize and honour their long-term commitment and their experience. Some of them go back to the old Canadian Marine Rescue Association, which was the foundation of the CCGA-P. Many of these veterans still contribute much to the development of the CCGA-P. They have a very rich diversity of experience, and we need them. These long-term members are to be congratulated for their loyalty, commitment, and service to our organization.

A large percentage of our present members are from the Boomer generation. We see so many of them deeply involved in the CCGA-P, in SAR, boating safety, or both. Many of them are very experienced pleasure boaters who have seen a need in the marine community to help out as volunteers. These members are often the visionaries – the members with strong opinions about our future direction, and a

strong commitment to “making a difference”. They are extremely valuable to the organization, and in a sense, as a group, provide the vision for our future.

The challenge here is keeping them involved! We are always in search of talented, qualified people to take on many challenges within the CCGA-P. There are not only positions, but special projects we need help with.

Some of these members are active on the ARTE Team, others deeply involved in leading their respective units, and many are involved in other aspects of development.

Another membership group is those colloquially known as Gen-Xers. They are our members who are very interested in building their skills, going through the stages of training to make them effective in the roles they adopt. They are our future unit leaders and ARTE members, and will in fact be the ones directing the future of the Auxiliary over time.

We also have our younger generation members. These are our juniors, and those younger members who just want to make a contribution and have a little fun doing that! They, of course, are our future, and they need to be mentored and encouraged by ALL of the above groups. They need to

be constantly challenged, and to be shown a clear road to progress.

And so to all members, I suggest you take a little time to think about what it is that motivates you to be an active member of the CCGA-P. Make sure you express that clearly to your unit leader!

To unit leaders, I suggest you take the time to find out what motivates your members. Talk to them about their goals, aspirations and needs.

And to all, I'd suggest that “blood circulation” is always a good thing! Take on new challenges frequently, express your willingness to do so and be prepared to circulate through many positions within your unit or within the organization.

Many units have elected new unit leaders recently. I want to extend appreciation to those retiring unit leaders and also to welcome those newly elected.

To all of you, I wish you the best in the New Year, and my fervent hope is that you make sure you do what you can to achieve your personal goals in being a member of the CCGA-P. Thank you all for your interest and ongoing commitment!

Jim Lee
Human Resources Manager



Kevin Cleaver

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On October 27 & 28 2006, David Holmes and Jeremy Warren (Unit 33 Oak Bay), Chris Campagnolo (Unit 35 Victoria), Gary Blake (Unit 36 Saanich), and George Holmes (Unit 37 Sooke) represented the CCGA-P at the 7th Annual International Search and Rescue Competition (ISAR) in Portsmouth, Virginia.

ISAR is an annual competition between the Canadian and American Coast Guard Auxiliaries that tests various Search and Rescue (SAR) skills including SAR planning, a SAR on-water exercise, SAR pump, heaving line, ring toss, marlin-spike (knots), and a mystery event.

Four of the five Canadian regions selected one member from their team to compete as Team Canada, giving Canada six teams to match the six U.S. Coast Guard Auxiliary regions competing. Each Canadian team now consisted of three con-

testants competing with a three-member U.S. team. David Holmes was designated CCGA-P team captain and Gary Blake was designated a member of Team Canada. In Portsmouth, Jeremy Warren was randomly

ISAR is meant to demonstrate the skills of those competing. It also promotes goodwill between our two countries and recognizes the dedicated work of our volunteer organizations.

selected to compete in the Can-Am competition events.

The Can-Am competition was made up of three person teams of mixed Canadian and U.S. members, and tested their skills in marlin-spike (splicing), ring toss, pipe patching, and a mystery event.

We were cheered on in Portsmouth by CCGA president Malcolm Dunderdale, CCGA-P President Bruce Falkins, CCGA-P Training Manager Dan Savage, and John Palliser from CCG.

The competition was focused and quite intense. For our collective efforts, Team Pacific came in first in the SAR exercise. Gary Blake on Team Canada won the marlin-spike event, and his team also won the mystery event. The overall ISAR 2006 champions were CCGA-Newfoundland and Labrador.

On top of the competition, we were treated graciously by our U.S. hosts. On Friday night, we took part in a planking ceremony, where the executive members became the keel, and the competitors became the interlocked planks in the ship. Friendships developed as we socialized with our fellow competitors. At the awards banquet on Saturday evening, we cheered when those U.S. Coast Guard Auxiliary members who did battle with us over the past two days were recognized for winning various events.

Portsmouth, where the event was held, has a population of approximately 100,000, and was founded in 1752. It is located in the tidewater area of Virginia on the Elizabeth River at the mouth of Chesapeake Bay. One interesting feature of the eastern United States is the Intercoastal Waterway (ICW) which is an inland connection of rivers and man-made canals that runs 2,400 kilometres from Maine to Miami. The Elizabeth River is part of the



Competitors take part in the ring toss event at ISAR 2006.

Photo courtesy George Holmes

ICW as well as giving direct access to the Atlantic Ocean. Portsmouth and sister city Norfolk are home to the largest U.S. Naval facility on the east coast. On Thursday we toured the World War II battleship USS *Wisconsin*, located in Norfolk.

ISAR is meant to demonstrate the skills of those competing. It also promotes goodwill between our two countries and recognizes the dedicated work of our volunteer organizations.

I would strongly urge any CCGA members to accept the opportunity to participate in a future ISAR competition. You will not only test your abilities against the best Coast Guard Auxiliary members in Canada and the United States, but you will gain friendships that will last a lifetime.

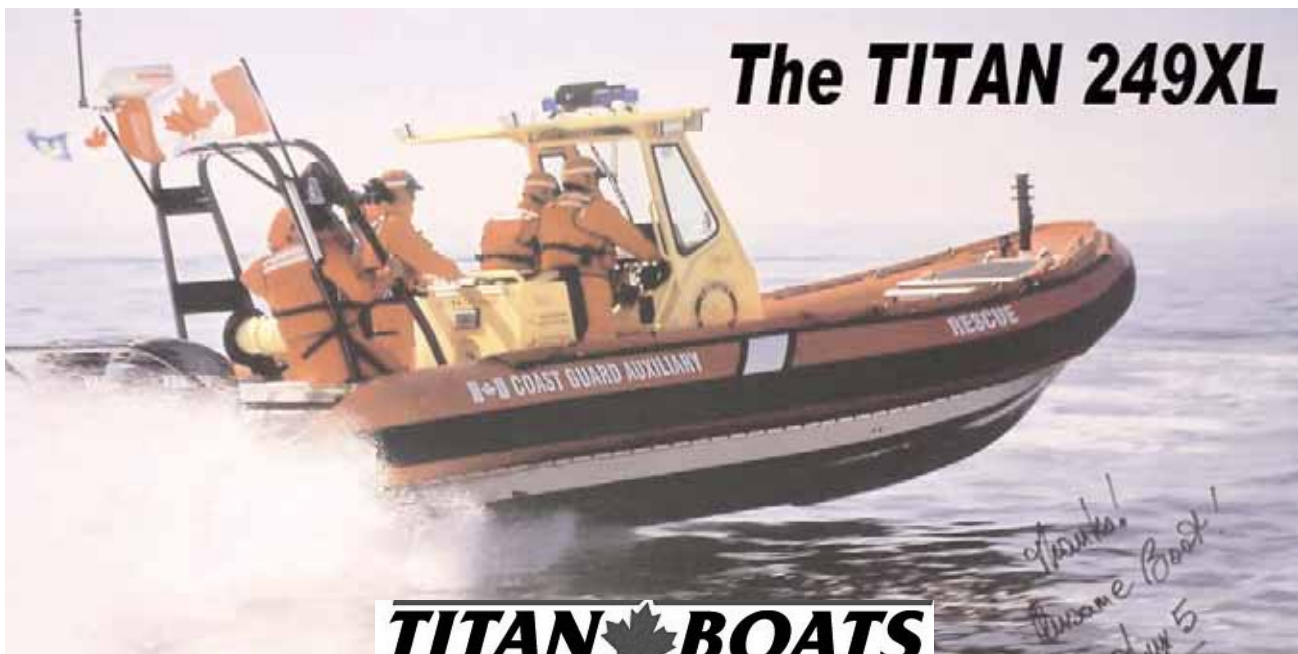
The next ISAR will take place in Toronto in September 2007.

George Holmes
Unit 37 Sooke



The Pacific Region team receives their award from a representative of the United States Coast Guard Auxiliary (far left) for finishing first in the SAR exercise. Next to him, the team members above are (l-r) George Holmes, David Holmes, and Chris Campagnolo. Also pictured is CCGA-Maritimes President Frank McLaughlin (far right).

ANSWERING THE CALL....



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Simulator project nears launch date

*Fall 2006, Marine Institute,
St John's, Newfoundland:*

CCGA-P member Scott Baker and I sat in the Titan fast response craft simulator (FRC-SIM) cabin seats – Scott at the helm, me at the navigation station – and looked at each other with a smile.

“This is going to be an amazing training tool,” I said.

“It sure is,” Scott responded, nodding.

We surveyed the cabin again, the virtual environment of blue-grey shimmering water and green mountains filling our peripheral vision on the 9-foot projection screens surrounding us. Most everything looked in place – a few more gauges and alarms installed and some small modifications to the equipment and our simulator cabin would be complete. Scott fired up the ‘engines’, no ignition alarm sounded, and the timing of the engine firing didn’t sound exactly right – another item for the ‘bug’ list. The simulated outboards purred nicely though – a smooth four-stroke sound. Scott hit the throttles forward – we accelerated rapidly and took the FRC for another virtual spin pulling hard turns, stopping, starting, reversing, and getting a feel for the handling of the vessel. I looked intently at the radar, chart plotter, and GPS to ensure all the instruments were functioning on our trial run. A team of simulation engineers hovered over us, frantically taking notes as we put the simulator through its paces.

It was day four of our visit to the Centre for Marine Simulation at Memorial University, and our participation in the verification trials of the prototype simulator had uncovered a few bugs in the vessel controls, the ‘feel’ of the vessel, and the navigation system: bugs like the engine ignition timing and the sound of the alarm – little details that the team were anxious for us to



NET Navigation Equipment Trainer screenshot: prototype version November 2006.

help identify and then fix in order to simulate the real experience as best as possible before project timelines come to a close.

Since our verification trials, many of the bugs have been fixed, and a newly revised list of CCGA-P customizations generated. The great news is that further funding was recently obtained by the team, allowing the development and implementation of customized items and enhancements to the prototype beyond our initial scope of work. This will help to increase the realism of the simulator, and improve our ability to deliver numerous tailor-made navigation and SAR training scenarios. This prototype phase has been completed, and the team is working furiously to complete enhancements over the next months. Coast Guard SAR in Victoria has found us a fantastic facility on the Coast Guard base in which to run our simulation program. The building is currently undergoing a ‘re-fit’ to accommodate our program which is scheduled for completion in the late spring. Huge thanks go to Susan Steele and John

Palliser for securing a location, and continued support of the FRC Simulation program!

The last few months have been an exciting time in the project. Scott, Coast Guard Training Officer Tyler Brand and I participated in SARSCENE 2006 just outside Ottawa in Gatineau, Quebec. We had demos of the SAR Management System, Online Navigational Equipment Trainer (NET), and FRC-SIM Full Mission Simulator on display at the trade show. They were all a big hit and the SAR community are very interested in what we, a volunteer organization, are doing! Three members of the simulation team from Newfoundland joined us and we gave a joint presentation on small craft simulation, and spent every free second in team meetings and simulator development conversations.

From Ottawa Scott and I carried on to Newfoundland where we participated in the above mentioned trials, as well as going through some very intense work on the

Navigational Equipment Trainer. Scott's unique experience as an instructor, computer programmer, and ARTE trainer was put to good use as we forged ahead with enhancements to the NET tool. The NET training tool has undergone a substantial revision over the last few months, and grown larger and more useful than we had originally envisioned. The simulations of navigational equipment are terrific, and very useful for training our members in the fundamentals of navigation.

Furthermore, an instructor station has just been created whereby we can create customized training and evaluation scenarios delivered into the simulator. What this means is that anyone, once familiar with the NET, can design a training mission, define parameters and run a simulation from his or her computer at home! A unit's training officer could recreate an actual mission on the NET and run a navigation training session with unit members. The ARTE team could design scenarios for pre-

RHIOT evaluations. There are many exciting possibilities.

We are also working on in-depth, multi-media theory modules to accompany the simulations as well as a guided tour through the tool, and introduction to the fundamentals of navigation. Testing of the NET continues with small groups of CCGA-P members, and refinement of our curriculum and methods are continuing before we release the NET to the membership, and include it in our training program.

The initial NET Basic Navigation learning modules will serve as a prerequisite for the Full Mission Simulator course we have designed. Members will use the NET and educational resources to progress through the basics of navigation, checking off training standards as they go along. An evaluation at the end of the basic level will be given and results posted straight to the SAR Management System. Once this initial simulation course and other prerequisites

(based on the CCGA-P training program) are completed the member will be eligible to run the FRC-SIM1- Navigation course. This will be an intense, multi-day course targeted at our coxswains and advance crew level training standards which combines NET exercises, classroom lectures, FRC-SIM simulations, and on-the-water training and evaluation. This course will be taught by ARTE and CCG instructors. Eventually the simulation program will be used in conjunction with RHIOT school for coxswain certification.

I look forward to working with the membership to further develop and customize the program to best serve the CCGA-P. Please feel free to contact me anytime to discuss simulation!

Thomas Kerr
Simulation Program Manager
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SAR Management System (SMS) tips

It's been almost a year now since the CCGA-P began using the SAR Management System (SMS) and it is going strong. The SMS was displayed at SARSCENE 2006 and has been gaining international interest; the CCGA-P's SAR Management System is proving its worth and flexibility.

Following are some tips designed to help SMS users with the system:

Other Resources

In the past when training or missions occurred involving other resources there was a place to make a note of them, but this information was not being categorized or collected in a manner that allowed us to collect stats. A new check-off based "Other Resources" section has been added to incident and training forms that will provide better tracking of other resources involved. Just check off the other resources involved and only use the "Other" field if the resources involved are not listed.

Other Resources Involved:			
<input type="checkbox"/> Air Force (FIXED)	<input type="checkbox"/> Air Force (HELO)	<input type="checkbox"/> Aircraft (Non Air Force)	<input type="checkbox"/> BC Ambulance
<input type="checkbox"/> CCG	<input type="checkbox"/> Ground SAR	<input type="checkbox"/> Local Fire Dept	<input type="checkbox"/> Local Police
<input type="checkbox"/> RCMP	<input type="checkbox"/> USCG	<input type="checkbox"/> VOO (Commercial)	<input type="checkbox"/> VOO (Recreational)
Other: <input type="text"/>			

Chart System Upgrade

Several members complained that they could not use the "click-on" charts to select Lat/Long for incident reports. This was due to the size of the particular chart and a limitation in Internet Explorer – users of all other browsers were not affected.

The system has since been modified to trick Internet Explorer such that even very large charts can be used. Members who had been experiencing problems are encouraged to try again.

Outstanding Operations vs. Commendation Recommended

Over the last 8 months it was found that far too many incidents were being flagged as "Outstanding Operation" – this flag, which was designed to indicate a mission worthy of an award was being used by several people to indicate cases more in the realm of "a job well done". To make matters clear and allow flagging of both types of situation a new flag has been added called "Commendation Recommended". This flag should be used if the mission is truly worthy of an award based upon the actions of the crew involved. The "Outstanding Operation" flag remains and can be used to identify any "pat-on-the-back" actions of a SRU crew.

Stand-Down Reports

The full incident report can be somewhat time consuming to fill out for a case where the crew was stood down before leaving the dock. However, not reporting these stand-down page-outs lowers overall stats and undervalues the contribution of CCGA-P members. To facilitate reporting missions where the SRU never left the dock there is a new "Stand-Down" incident form that requires less information to complete. It is, in fact, a shortcut that pre-populates the remainder of the actual incident report – which can then be completed as usual.

Access to this new form is available next to every incident queue item or from the top of the regular incident form as an optional link.

Report SAR Incident Stand-Down
This form is designed to help when reporting an incident where the SAR vessel never left the dock because a stand-down occurred before the crew was able to depart. Once you complete this form you will be re-directed to the standard form (already filled in) to make any final adjustments and submit as usual. Select the personnel that would, most likely, have taken part. The base location of the selected vessel will be used for the incident Lat/Long.

Unit: <input type="text"/> Submitted by: <input type="text"/>	Vessel: <input type="text"/>
Incident Title: <input type="text"/>	Incident Number: <input type="text"/> Supplement: <input type="text"/>
Dates & Times: <input type="text"/>	
<input type="checkbox"/> Exec <input type="checkbox"/> Assigned <input type="checkbox"/> Tasked <input type="checkbox"/> Stand Down <input type="checkbox"/> Newcomer	Operation Description: <input type="text"/> <input type="checkbox"/> Cause: <input type="text"/> <input type="checkbox"/> Type: <input type="text"/> <input type="checkbox"/> Cause: <input type="text"/> <input type="checkbox"/> Aft Task: <input type="text"/> <input type="checkbox"/> Origin: <input type="text"/> <input type="checkbox"/> Aft Task: <input type="text"/>
Wind: <input type="text"/>	Sea State: <input type="text"/>
Direction: <input type="text"/> Speed: <input type="text"/>	Force: <input type="text"/>
Visibility: <input type="text"/>	Tide/Current: <input type="text"/>
Normal: <input type="text"/>	Tide: <input type="text"/> Current: <input type="text"/>
All Personnel including Coxswain/Masters: <input type="text"/>	
<input type="checkbox"/> Noel Watt <input type="checkbox"/> Jim Adams <input type="checkbox"/> Keith Barry	<input type="checkbox"/> Robert L. McKee <input type="checkbox"/> Lisa-Jo Johnson <input type="checkbox"/> Ian Smith
<input type="checkbox"/> Brian Faries <input type="checkbox"/> Rob MacNeil <input checked="" type="checkbox"/> Brian Barrer	<input type="checkbox"/> Walter McPhee <input type="checkbox"/> Seamus McCosker <input type="checkbox"/> Anna Barry

Vessel Log

The SMS now tracks a running log of all activity for a vessel (right). This is automatically updated in much the same way as the personal log for every person. Units can also elect to make manual vessel log entries that include the current engine hours for up to two engines/vessel. The system will automatically estimate engine hours between manual entries. This can be very useful for tracking the vessel's regular maintenance schedule.

Saved vs. Assisted

Be sure you understand the difference between people "saved" and people "assisted" when filling out incident reports. Indicating that a person was "saved" means that they were literally plucked from the jaws of death – saved from a situation of grave imminent danger. All other cases should be listed as "people assisted". For example: someone pulled from the frigid waters after falling overboard has been "saved" but someone whose boat had run aground and was refloated after a tide change was "assisted".

Year-End Reports

Most of the recent development in the SMS has centered on creating year-end reports. As the first year of the SMS run finishes, never before possible data and statistics are emerging. Units can run their own year-end report to get data that can assist with everything from training to fundraising. Anyone who has any suggestions for additional reports please let us know: sms@ccga-p.ca.

Quick Search

Need to find something quickly? Use the Quick/Number search. This is a new feature that allows you to search through all the reports in the system for an item. It works best if you search by number (member number, incident number, request number etc.) but you can also search by name and/or title. By default the search

November 21st, 2005	view training	Foggy Night Near Run (2.5h)	2.50	
November 10th, 2005	view training	NightRough Distance Transit (4h)	4.00	
October 20th, 2005	view training	Trip to Zodiac (753 Maintenance) (3.5h)	3.50	
October 7th, 2005	view incident	#3407 - Aground at Mission Pt.: October 7th, 2005 - 15.17h	15.17	
October 3rd, 2005	view training	General Training/Maint Check (1.5h)	1.50	
October 2nd, 2005	view training	Rough Yr (3h)	3.00	
September 29th, 2005	view incident	#3339 - Local Search: September 29th, 2005 - 1.42h	1.42	
September 24th, 2005	view training	ISAR Training #ISAR2005 (7h)	7.00	
September 12th, 2005	view training	Coastguard Night Training (1h)	1.00	
September 7th, 2005	view training	New Vessel Orientation (3h)	3.00	
September 5th, 2005	view training	Merry Island (1.5h)	1.50	
July 1st, 2005	view activity	Sunshine Coast Wooden Boat Festival Day 1	10.00	
June 3rd, 2005	view incident	#1281 - Floating Strobe Light June 3rd, 2005 - 3.07h	3.07	
December 7th, 2004	view training	Pender Hbr (4h)	4.00	
September 11th, 2004	view incident	#2410 - Short Incident: September 11th, 2004 - 0.67h	0.67	
Total Reported Hours			391.43	
Last Reported Engine Hours			259.00	
Current Engine Hours Estimate			259.00	

Did You Know?
 Efforts are underway to implement the SMS nationally in Canada. Interest from other countries and from the International Marine Rescue Federation is also driving further development of the system.

Things To Check

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

- ♦ Edit Unit: ensure all information about your unit is correct and complete (email in particular)
- ♦ Vessels: ensure all vessels (including owner-operator vessels) are present and the information is complete
- ♦ Personnel: ensure all members are listed and have the correct access

If you need help, try the on-line help. Click on the help links from anywhere in the SMS or review the video training CD.

Dutch courage

Dave Mallett provides the first in a two part series on the activities of the Royal Netherlands Sea Rescue Institution's use of RIBs. These are the monsters whose success today is undeniable.

We Brits can be so parochial in our thinking and to many of us the RNLI is unique in being the country's main rescue service at sea whilst still remaining an independent charitable organisation. But unique it is not and just across the water in Holland the KNRM is the highly active Dutch equivalent. Fiercely independent from Government interference this is the Royal Netherlands Sea Rescue Institution. Its proud history goes back to 1824, although in the early days there were two separate organisations, the North and the South. Amalgamating in 1991 into one organisation, this totally charitably funded

organisation uses fast, agile and technically sophisticated boats, manned by trained volunteers, to provide rescue services to one of the busiest coasts in the world. From my point of view, and perhaps yours' as you are reading this article, there is an interesting difference between the UK lifeboat fleet and that of the Netherlands. Here in the UK we have inflatables, RIBs, and hard boats as lifeboats and the biggest RNLI RIBs are the Atlantics, open boats with twin outboards. Out there in Holland, all the lifeboats, from the inshore outboard powered open boats to the big "all weather" diesel vessels are now RIBs. The Dutch

boats range from tiny 5m open boats to the monster all weather 18.8m "Arie Visser" class, 28 tonnes of aluminium RIB with twin diesels of 1,000 horsepower each. Sufficient power to hurl this monster through anything the sea can throw at it, at speeds up to 35knots.

On my latest visit to Holland I was based at Ijmuiden, the busy seaport for Amsterdam with around 5,000 merchant shipping movements annually, plus a big marina full of leisure boats, a wind farm under construction with associated shipping, and a busy bathing beach with swimmers, kite surfers, windsurfers and water-skiers. Two massive breakwater arms extend out into strong currents to guard the entrance to the harbour complex and from my experiences working out there, it can be



Valentijn class in action. The KNRM uses the smaller "Valentine" class of RIB in water with shallows.

The Arie Visser model is the king of the KNRM fleet.



damn rough even in moderate winds as you approach the entrance. Ijmuiden is also home to the headquarters of the Koninklijke Nederlandse Redding Maatschappij, the KNRM, the Royal Netherlands Sea Rescue Institution. Their modest, well it is by RNLI Poole standards, headquarters is situated at the town end of the fish-dock together with the lifeboat station for Ijmuiden and it is here I went to talk with the Ijmuiden lifeboat cox'n Leendert Langbroek, and Wessel Agterhof, a staff member from KNRM HQ. Leendert, known as Leen to his friends, is the archetypal lifeboat cox'n with a lifetime of experience in small boats, beach lifeboats, the merchant navy and then big lifeboats. An unassuming man, with a quiet authority that comes with all that experience, Leen is the sort of guy who commands instant respect, and with whom you could imagine a crew putting to sea with

confidence, no matter what the weather. The sort of guy who, when talking about putting to sea in the middle of the night, through those breakwaters and into a winter force 11 wind simply says "it can be a lit-

Fiercely independent from Government interference this is the Royal Netherlands Sea Rescue Institution.

tle difficult at times". If I ever had to do that then he is the guy I would want at the wheel to ensure my survival!

We talked about the organisation and its crews. Ijmuiden is the administrative centre for its 40 stations. It is not a training centre such as Poole. "On station" training is provided for its crews in first aid, sea-

manship etc. and they contract out other training needs to independent providers whilst maintaining their own quality control safeguards. Crews travel over to the Stonehaven in the UK to do their SAR Craft Operations course.

As with the UK lifeboat service, the volunteer crews are drawn from all walks of life. At Ijmuiden there is still a reservoir of professional mariners from the busy seaport and they have crew from the pilot vessel and merchant ships on their books, but that is not the case all around their coast and many volunteers have "ordinary" shore jobs unrelated to the sea.

The Ijmuiden lifeboat is the "Koos van Messel", one of those big "Arie Visser" class boats. When the RNLI abandoned the "Medina" RIB lifeboat project, the KNRM decided to continue its involvement with the boat and put the resulting vessel into service. Further refinement and develop-

KNRM LIFEBOAT

ment from the practical use of these big all weather RIBs resulted in this bigger, faster boat and at 18.8 metres this 2,000 horse-power giant is the biggest RIB lifeboat in the world. Speed is an important factor with this boat and this port. The crews have to perform duties often 60 miles offshore, where they may be working in partnership with the UK east coast lifeboats on jobs in the North Sea. Obviously speed is a crucial factor in saving lives that far out. But also the boat must be capable of outrunning the dangerous waves at the harbour entrance! Research has shown those waves to move at up to 28/29 knots and the earlier big RIBs could not outpace them. This boat's top speed of 35 knots makes all the difference when running home with those seas chasing you.

When you look at this boat afloat it is evident that the massive one metre diameter tubes are actually clear of the water. The hull would run without them, but the tubes provide a high sided deck area to protect the crew, they provide stability in turns and a floatation collar sufficient to keep the 28 tonne vessel afloat should its engine rooms and other voids be swamped. There is also the not insignificant advantage of an all round fender – a desirable feature for both the lifeboat and the casualty when coming alongside in the rough stuff. If however you have ever tried docking a big RIB into something like a windfarm turbine or even alongside another boat, then you will remember the bounce factor that turns a perfect manoeuvre into an embarrassment! All that air means that the boat can bounce off like a beach ball! There is also the worry of sharp projections from the other vessel piercing the tubes. The tubes on this big lifeboat RIB are foam filled with just a central air bladder to stiffen it all up. The foam ensures no sudden compartment deflations from a puncture – and as a bonus, the bounce factor disappears as well. Such big tubes make recovering people from the water somewhat difficult. The boat is equipped with man overboard nets and “A”



The launching of the Valentijn class lifeboat near the KNRM headquarters in IJmuiden, Holland.

frames for lifting casualties but also has a device in the stern. A glance at the tail end of the boat shows that the rear section of tube is of a smaller diameter than the rest of the boat and is completely independent of the rest of the collar. This is the top of the hydraulic platform which can be dropped to give access from the water.

Two big diesels require lots of fuel to give the boat its 600 mile range. Fuel tanks are situated low down in the hull and store 6,000 litres of diesel. However with that storage capacity in a horizontal tank there is bound to be a lot of aeration of the fuel, particularly as the reserves get lower. To resolve the problem, diesel is fed from the main tanks to a smaller vertical day tank where it has less room to “slosh” around and a chance to settle the air out of it.

The 2,000hp from the diesels is delivered into Hamilton water jets. Indeed around here jet drives rule! The pilot boat is another impressive RIB with jets and the catamarans servicing the windfarm are on jets also. No propellers project to endanger survivors in the water and should a rope or whatever be sucked into the impellers, they can be accessed from inboard whilst at sea. A propeller driven boat might need craning out or the services of a diver in a similar situation. Leen told me of a rescue they delivered out in the North Sea to a gas filled pas-



The Koninklijke Nederlandse Redding Maatschappij (KNRM) headquarters (above) is situated in Ijmuiden, along with one of their lifeboat stations.

senger carrying balloon. One jet managed to suck in some debris which disabled that water jet. Back flushing with the engines would not clear it so they had to go below and take the cover off at sea. It took twenty minutes or so to cut away the sleeping bag that had come from the balloon's basket!

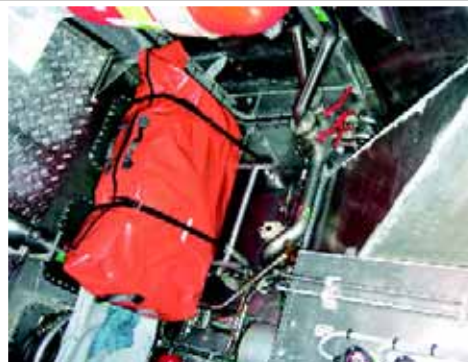
There is of course the full fit of electronics. Radars, chart plotters, sounders, AIS receiver, VHF radio and direction finders, MF radio and the radio from which

they can talk direct to the police, fire brigade, and ambulance on their dedicated communications system. There are also less obvious design features! The rail around the cabin roof for example is not just there as a convenient handhold. It also supplies water to the nozzles spaced along its length which will throw a curtain of water around the boat should she be involved in a service to a burning casualty.

GUEST OF HONOUR

The KNRM is to be the special Guest of Honour at next year's RIBEX – opening the event on the Friday morning, (the 11th May). Additionally, the crew will be making the long sea passage from Holland aboard their Institute's stunning, all-weather Arie Visser class lifeboat, which will be on display throughout the three day show. This is an 18.8 metre lifeboat powered by two 1000hp twin turbo diesel engines and represents one of the finest lifesaving craft of its type in the world. It is possible that another RIB, an additional lifeboat within the KNRM fleet, will also be on public display.





ARIE VISSER CLASS

Various pictures documenting the Arie Visser model, the king of the KNRM fleet. A true all weather life saver, propelled by the latest Hamilton waterjet technology.

Whilst I was aboard I was more than happy to accept the coxswain's invitation to take a test run in the boat. Out we went into a disappointingly flat sea with your intrepid reporter at the wheel. Once at sea the power available through the jets gave handling akin to a sports RIB. Exceptionally manoeuvrable and so light and easy to drive and with the ability to come to a complete standstill from full forward in a boats length, by just dropping the jet buckets. We passed a couple of local merchant vessels out there and now it was the time for the professional to show this visiting Brit just how it should be done. After a short and completely unintelligible conversation in Dutch over the VHF, we sped in to pace alongside a tug and move in and use that massive all round fender to lean on the tug at speed. Breaking away we

then dropped astern of her and went in to lean onto the other side. The fender and all that power proving their worth as the cox'n made it look totally effortless. Next we were speeding out to a bigger heavily laden merchant vessel which was so low in the water that it was creating a huge bow and stern wave as it was driven hard towards Ijmuiden. This looked more of a challenge but again the big lifeboat showed the advantages of a RIB as we darted in and leaned hard against her starboard side. On board the lifeboat there was no banging or shock as we came alongside using the tubes as fenders and the possibilities for transferring a doctor or crew were obvious. This is truly a remarkable boat.

Back in the harbour I was given the privilege of a lesson in driving jet powered boats by one of the world's masters in the

art as Leendert talked me through manoeuvring his big lifeboat both astern and forwards in the close confines of the harbour. More of that in future issues of *RIB International* when we will also look at the building of one of these lifeboats and also visit one of the stations in the north of Holland where they use the smaller "Valentine" class of RIB in water with so many shallows it makes the drying banks of my Morecambe Bay look positively easy.

Dave Mallett

Originally Published in RIB International Issue 73

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MEET THE STAFF

The CCGA-P office staff works to support the goals of the CCGA-P and the needs of the volunteer membership. Two recent staff departures have meant that two new members have joined the staff:

Finance Officer Holly Lodto

Holly L. Lodto, B.Com, CMA was appointed Finance Officer in October 2006. Holly has over twenty-five years' accounting and management experience in the private sector and has decided to dedicate the balance of her career to not-for-profits. Her choice of the Certified Management Accounting designation was determined by the program's integration of accounting and financial essentials with business strategy, risk management, and focus on best practices business theory. She is an active Director on the CMA Victoria Chapter Board.

Holly's immediate focus at the CCGA-P is to ensure that the processing of payments and financial reporting is timely and accurate. Her fundamental goal is to strive for continuous improvement in financial communications and accountability to all

stakeholders. Members and units that have financial or insurance questions are asked to contact Holly who will be more than happy to assist you. She can be reached at 250.413.2859 or at holly.lodto@ccga-p.ca.

Operations Assistant Leslie Manns

Leslie joined the CCGA staff team in November 2006. Leslie is the first point of contact at the CCGA office and works with the rest of the office staff to ensure that the day-to-day operations run smoothly.

Leslie is an avid sailor who brings to the organization 12 years' experience in the marine industry as a sailing instructor and program director. Over the years she has been employed by the Ontario Sailing Association and a number of yacht clubs in both Ontario and BC, and is a PCOC Examiner and Canadian Yachting Association Instructor Evaluator. From 2001 to 2005 she held the position of Sailing Program Coordinator at the Royal Victoria Yacht Club. Leslie's duties with the CCGA-P include providing administrative assistance for a variety of projects such as the AGM/Training Conference and

RHIOT School. She also assists CCGA-P members with the SAR Management System, processes photo ID requests, replaces defective cell phones and pagers, ships manuals and supplies to units, and keeps track of CCGA inventory.

Leslie works with the boating safety units to ensure Safe Boating Guides get out to the public and that PCCC Checkers have a supply of current check pads and decals. She also helps coordinate the schedules for Pukta, the Bobbies, and the Boating Safety van. Leslie sits on the RHIOT School Committee, providing administrative support to the program and assistance in coordinating travel arrangements, OTWs, and medicals for RHIOT candidates. Leslie can be reached at 250.480.2798 or at leslie.manns@ccga-p.ca.

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CCGA-P Unit 35 Victoria and its supporting society have been working for several years to fund and develop a new dedicated response vessel to serve the Victoria area. Their plans are now becoming reality.

In collaboration with the Pacific Region, Titan Inflatables Ltd., and marine architect Ivan Erdevicki, Unit 35 has begun development of a new Titan 40-foot SAR vessel. The customized lifeboat, which has been designed to meet the specific needs of Unit 35's operating area, fully meets SOLAS standards and its implementation has been approved by the Canadian Coast Guard. The closed-cabin vessel has been specifically designed for heavy weather, and includes an aluminum hull, neoprene hypalon tubes, and twin diesel jet engines.

CCGA-P Unit 35 Victoria is one of the region's busiest units. It is composed of approximately 85 members who respond to calls on average every three days. The demand for Unit 35's services continues to grow along with an increase in local water-based tourism activities, float plane and helijet traffic, pleasure craft traffic and special events. Thanks to the collaboration of those involved in the project and the financial support of a number of organizations, Unit 35's new vessel will allow them to better meet the increased demands on their service.

Concept drawings of the vessel (right) have been provided by Ivan Erdevicki, Naval Architecture & Yacht Design Inc.



Member recognition

Recent developments in the SAR Management System (SMS) have allowed the CCGA-P to begin tracking a number of different achievements for our members.

Currently, milestones show in the user profiles. Soon, notification emails will be sent for some milestones indicating to the member and/or office when a particular milestone is achieved.

Here is the current list of milestones being tracked by the system – the types of milestones being tracked can be added to at any time:

- ♦ First Mission
- ♦ 10 Missions
- ♦ 50 Missions
- ♦ 100 Missions
- ♦ 100 Hours on-task
- ♦ 1000 Hours on-task
- ♦ 1 Year Service
- ♦ 5 Years Service
- ♦ 10 Years Service
- ♦ 25 Years Service
- ♦ 100 Hours Training
- ♦ 500 Hours Training
- ♦ 1000 Hours Training
- ♦ 100 Total Hours
- ♦ 500 Total Hours
- ♦ 1000 Total Hours

SMS Developer Scott Baker has done a regression implementation of past achievements for all members to assign milestones quarterly starting in 2004. This means that all members who have accurate information inputted into the SMS will have accurate milestones.

Following are some of the milestones recently achieved by CCGA-P members. Please remember that this only includes data from the SMS, so for most members the count begins in 2006.

500 Total Hours:

Scott Baker

Halfmoon Bay

100 Hours On-Task:

Richard Koryzma

French Creek

Barry Metcalfe

French Creek

50 Missions:

Barry Metcalfe

French Creek

25 Missions:

Michael Banning

Nanaimo

Brad Scott

Nanaimo

Bernie McMahan

Saanich

Jurgen Pokrandt

Oak Bay

Gerald Hartwig

Oak Bay

Paul Mottershead

Nanaimo

Richard Koryzma

French Creek

Barry Metcalfe

French Creek

100 Hours On-Water Training:

Bob McKee

Halfmoon Bay

Tim Adams

Halfmoon Bay

Brian Glennon

Oak Bay

Kenneth Rosmus

Roberts Bank

Patrick Wolfe-Milner

Gulf Islands

Roger Pilkington

Salish Sea

James Cormier

French Creek

Mike Warren

French Creek

Brian McKee

Oak Bay

Glenn Barker

Oak Bay

Robin Gardner

Roberts Bank

Paul Rasmussen

Roberts Bank

Kellei Baker

Halfmoon Bay

Gerald Hartwig

Oak Bay

Ronald Fielden

Roberts Bank

Barry Metcalfe

French Creek

Paul Foster

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The Fraser Valley Boating Safety Unit 102 has achieved many goals this past year, including forming a society (The Fraser Valley Marine Society), which was incorporated in February 2006. The unit has added new members to its team, along with training team members on Pleasure Craft Courtesy Check (PCCC) Instructors courses and providing additional training for Bobbie operators.

Many community events throughout the Fraser Valley this past year were attended by Unit 102 team members, which consisted of parades and static displays. The CCGA-Pacific Boating Safety Trailer played a big part in many of these events. A number of PCCCs were also done by Unit 102 team members at various locations throughout the Fraser Valley. Unit 102 is also working closely with other organizations in regards to boating safety. Our dedicated team members have made this all possible, and are looking forward to continuing providing a boating safety education to the general public throughout the communities in the Fraser Valley in 2007. Hats off to every team member of Unit 102 for dedicating their time and hard work to making our waterways safe.

Dale Scott
Unit Leader, Unit 102 Fraser Valley



*Members of CCGA-P Unit 102 Fraser Valley pose with an RCMP vessel at Pitt Lake Boating Safety Days.
Photo courtesy Garry Addison*



*Pitt Meadows Emergency Preparedness Days.
Photo courtesy Garry Addison*

CCGA-P gears up for 28th training day & AGM

The Canadian Coast Guard Auxiliary – Pacific's 28th Annual General Meeting & Training Day will be held in Victoria, British Columbia on the weekend of February 23 to 25, 2007. The board, staff and management of CCGA-P are looking forward to another successful conference. We'll have a similar format to past years with a goal of increasing communication between units, areas and head office, while recognizing all the hard work that each Auxiliarist contributes to the main objective of providing excellent search and rescue and safe boating activities in the entire Pacific region.

Here is the tentative event outline:

Friday, February 23, 2007

6:00 pm to 10:00 pm – Silent Auction & Equipment Roundtable

Saturday, February 24, 2007

9:00 am to 5:00 pm – Training Day

6:00 pm to 11:00 pm – Awards Banquet

Sunday, February 25, 2007

8:30 am to 12:00 pm – AGM

The conference is being held at Harbour Towers Hotel & Suites, 345 Quebec Street, Victoria, BC.

CCGA-P Awards

In recognition of all of the hard work done by our members and supporters every year, the following awards will be presented at Saturday night's banquet:

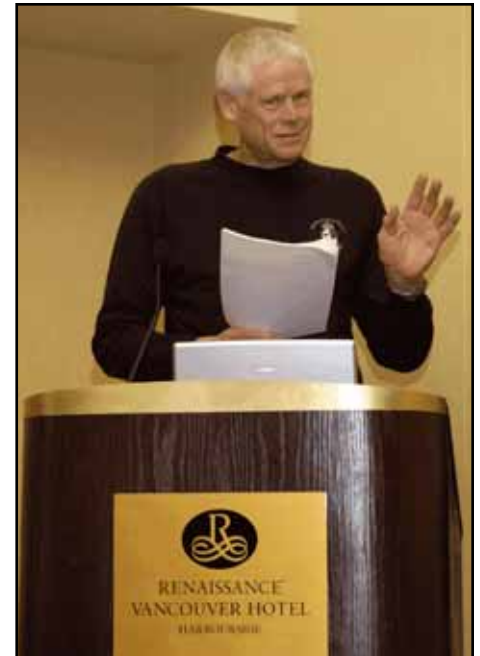
Blue Spirit Award: In recognition for contributing to SAR prevention.

Certificate of Appreciation: To individuals or organizations that have contributed to the work of the CCGA-P in some way during the past year.

Certificate of Commendation: To those members and/or units that have displayed commitment and professionalism through their service with the CCGA-P; nominated by their fellow members and/or units.

Certificate of Merit: To those members and/or units that have given meritorious service to the CCGA-P; nominated by their fellow members and/or units.

Executive Officer's Award: To the unit that makes a significant contribution to the goals of the entire Pacific Region as chosen



by the CCGA-P Executive Officer.

Gerry Moka Award: To those who have done outstanding work in prevention.

Honorary Membership Award: To a non-member who has given outstanding and exceptional service to the CCGA-P.

John McLean Award: In recognition of outstanding service given to the CCGA-P by an owner/operator.

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

Operations Director's Award: In recognition of outstanding SAR readiness demonstrated consistently by a unit. This award is chosen by the CCGA-P Manager of SAR/Operations.

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

Tolonen Award: To the unit that accomplishes an outstanding operational record in Volunteer Marine SAR in a support role to the Canadian Coast Guard.



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

Richmond Maritime Festival 2006



www.ccg-p.ca



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