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**Operations Memorandum**

**Date:** July 4, 2002

**To:** Unit Leaders

**CC:** Board of Directors

**From:** Ryan Woodward, Director of SAR/Operations

**Subject:** Insurance claims and engine cowling damage

In recent months CCGA-P Dedicated Response Vessel's have had a number of significant damage claims to arise from impacts with objects such as logs. Some of these impacts occurred while responding to incidents where a high rate of speed was involved, others occurred while returning from incidents, during Special Events and during Training. Unit Leaders are requested to remind coxswains that the possibility of striking an object in the water is always present, regardless of the prevailing conditions and visibility. Unit Leaders are further requested to ask their coxswains to ensure that they are exercising sound judgment with respect to speed in all situations, and where possible to err on the side of reduced speed.

While we recognize that due to the nature and volume of the taskings undertaken by CCGA-P vessels that some claims will occur and are unavoidable, it is important to realize that each and every insurance claim paid has a direct and significant cost to the CCGA-P and ultimately the Units. Five years ago, the total of deductibles paid by the CCGA-P was approximately \$5,000; in the 2001-2002 fiscal year our costs were approximately \$30,000. All operators of CCGA-P vessels (coxswains of DRV's and Owner Operators) are requested to ensure that reasonable precautions are always exercised in order to ensure that preventable accidents do not happen (including but not limited to safe speed). If faced with continued escalation of insurance deductible costs, the CCGA-P Board may begin to evaluate every accident and may potentially be assigning all or a portion of the deductible costs back to the respective Units.

Additionally, damage from impacts in the last year has resulted in the damage to and replacement of six engine cowlings (at a cost of nearly \$2000 each). It has become evident that Yamaha engines are particularly susceptible to this type of damage (five of the cowlings affected were on Yamaha engines). In an effort to try to reduce the frequency and severity of this type of damage, Units operating vessels powered by Yamaha outboards (and outboards made by other manufacturers where the Unit feels there may be a risk) are requested to acquire and install a secondary cowling restraint system.

Units operating outboard powered vessels (of any make) are requested to ensure that there are no obstructions in the arc of trim/tilt travel of the outboards through the entire range. This includes the very top end of the tilt range, and all angles of helm. Vessels equipped with outboards that are not capable of rotating through their entire range of trim/tilt at all angles of helm are requested to contact me immediately.

Unit Leaders are asked to ensure that all coxswains and owner operators within their respective Units are made aware of this memorandum. Please direct any comments, concerns or questions to Ryan Woodward at home 604-214-8206 or by email at [ryan.woodward@ccga-p.ca](mailto:ryan.woodward@ccga-p.ca)