

Canadian Coast Guard Auxiliary Pacific Region

Volunteers Saving Lives on the Water



The Canadian Coast Guard Auxiliary-Pacific (CCGA-P) is a non-profit organization, dedicated to providing 24-hour marine Search and Rescue services to British Columbia and the Yukon's more than 29,500 square kilometres of coastline, 6,500 islands, and approximately 450,000 square kilometres of internal and off-shore waters.

Responsible for resolving approximately 25% of the more than 7000 marine Search and Rescue (SAR) incidents that occur each year, either as the

principal resource, or as an additional response resource, the CCGA-P is a vital component of Canada's national SAR response network. In addition to answering maritime distress calls and conducting marine SAR, CCGA-P volunteers also work to educate the public about the importance of Boating Safety and provide courtesy examinations of vessels.

The CCGA-P's over 1400 volunteer members are committed to serving one of 51 community-based stations throughout the Region. Each station recruits from the communities it serves, to ensure that SAR and Boating Safety services are reflective of local needs. Some SAR stations have community-owned vessels, while others provide SAR services through Dedicated Owner/Operator vessels. Collectively over 112 vessels are available through the CCGA-P for marine Search and Rescue in the Pacific Region.

Mission

As an integral part of the Canadian Coast Guard Auxiliary and Canadian Search and Rescue (SAR) system, the CCGA-P's Mission is to provide a volunteer marine rescue service and to promote public Boating Safety throughout the Pacific Region.

To fulfill this mission our objectives are to:

- Save 100% of lives at risk.
- Reduce the number and severity of SAR incidents.
- Promote marine safety.
- Support the Canadian Coast Guard.
- Provide a humanitarian service.
- Maintain the highest professional standards.
- Promote dedication and pride of membership.

Vision

The CCGA-P is striving to become a world leader in volunteer marine Search and Rescue, and Search and Rescue prevention services.

The Future

In 2005 and beyond the CCGA-P will continue to pursue its vision of being recognized as a leader in volunteer marine Search and Rescue and Boating Safety services. Recent developments in training, operations, and Search and Rescue prevention programs will facilitate members' abilities to fulfill these goals and will ensure that the organization continues to grow and develop from a strong foundation.



MESSAGE FROM THE PRESIDENT

It has been an honour to serve the many members of the CCGA-P for the past year. 2005 was another dynamic year for our organization, as we continue to be the drivers of our own destiny and steer the CCGA-P in new directions. Our move from a Management Board to a Governance Board eight months ago has evolved quite seamlessly, coupled with new initiatives in marketing, fundraising, SAR operations, training, and human resources. I am very pleased with the new working relationship and cooperation provided by Transport Canada, our new partner in Boating Safety, which contributes to a stronger, more mature, more professional Search and Rescue, and Boating Safety organization.

As in previous years, our organization was guided by three basic principles: teamwork, accountability and growth, values which were used as the framework that guided the actions of our Board of Governors, our Management Teams and our Membership.

Teamwork

Teamwork was the driving force in our organization in 2005 and our new management teams have done a tremendous job at all levels. At the Unit level, fundraising initiatives continue as a coordinated effort between the Pacific Region and several local Units, with funds raised going back to help with equipment and vessel costs. At the Regional level, our organization moved to implement a Boating Safety Pilot Program on the Okanagan Lakes to establish that Boating Safety can be operated successfully with vessels on the water. Our ARTE team is performing an outstanding job in training our membership.

Relationships with worldwide rescue organizations such as the Royal National Lifeboat Institution (RNLI), the International Lifeboat Federation (ILF), the National Search and Rescue Secretariat (NSS), the Royal Netherlands Sea Rescue Institution (KNRN) and the US Coast Guard Auxiliary have resulted in increased opportunities for and awareness of the CCGA-P. Partnerships with corporations such as Titan Boats, Mustang Survival, TeeKay Shipping, Coast Capital Savings, and Island Savings also resulted in much needed support.

Accountability

Individual members of the CCGA-P Board of Governors continued to honour their commitment of accountability to the CCGA-P and its stakeholders through adherence to the code of ethics and conflict of interest statement signed in 2002.

Accountability continues to be addressed at the Regional level, through the development and revision of operations policies, which provided CCGA-P members with clear and comprehensive procedures to adhere to.

Our organization continued to work with the Canadian Coast Guard in the development of the resource allocation plan, which will guarantee that

CCGA-P Search and Rescue resources are stationed at strategic locations throughout the Pacific Region for present and future needs. We have now achieved the National Canadian Coast Guard Auxiliary policy of our membership being 90% compliant with Pleasure Craft Operator Competency (PCOC).

Growth

Our organization experienced a tremendous period of growth and development in the past year. The acquisition of a New Initiatives Fund (NIF) grant of over \$300,000 resulted in the development of several new projects this year, such as the Marine Training Simulator program which will improve the safety, efficiency, and cost-effectiveness of the existing SAR training program and the effectiveness of current marine SAR operations throughout Canada.

Contributions to organizational development this year included: the progression of the CCGA-P structural revision project and the new partnership with Transport Canada in Boating Safety, facilitating communication flow throughout the Region and providing much needed manpower to jumpstart Boating Safety initiatives.

In 2006 and beyond, the CCGA-P will continue to pursue its vision of being recognized as a leader in volunteer marine Search and Rescue and Boating Safety. With the adoption of a Governance model, our organization will not only continue to provide a viable volunteer marine rescue service and promote public Boating Safety throughout the Pacific Region, but will also evolve into an increasingly professional and efficient organization, dedicated to delivering a continually enhanced service to the public.

Malcolm Dunderdale, President



T RAINING

The CCGA-P continued to place a high priority on training throughout 2005. Designed to enhance the organization's ability to provide effective SAR services, the development of the CCGA-P training program is based on two mandates given to the Manager of Training: to raise the overall "measurable" training standard of all Units and members throughout the CCGA-P and to manage the training budget in an accountable fashion.

TRAINING APPROACH

The CCGA-P is a unique marine SAR organization, whose composition is as diverse as the geographic area it covers. The organization's training is derived from a two-tiered approach and competency-based training. On one hand, the approach is decentralized as recruitment, Unit orientation, probation and basic Crew Level Training remains a Unit responsibility. The Region however, takes a more centralized approach to cover First Aid Training, RHIOT nominations, instructor, trainer/evaluator courses and leadership development.

The benefit of this two tiered approach and the use of competency based training is that it allows Units to take direct responsibility for their own training and Unit development. Specifically, Units can influence their individual recruitment, retention and growth and develop custom made annual training plans. Ultimately, by employing all the existing talent or leadership resources within the Unit, or by developing new ones, CCGA-P Units will always be able to function and the organization as a whole will be stronger.

UNIT SUPPORTED TRAINING

First Aid Training: standard First Aid Training with a marine enhanced version, along with oxygen therapy and transportation modules, when available, was the standard training offered to CCGA-P members in 2005.

Training Hours: approximately one half of the training budget goes to the CCGA-P's Training Hour allocation, which directly supports specific Unit training plans.

New Member Training: in 2005, Units continued to use the probation, orientation and new member training package to enhance membership retention and to ensure that new members were capable of performing some basic procedures before crewing a SAR vessel or participating in more costly CCGA-P training.



Training Log Book: this specifically designed CCGA-P individual log book is available to all active members of the CCGA-P. This log serves not only as a personal record of training for CCGA-P members, but also as an explanation of the organization's training approach and philosophy. All members are encouraged to maintain a record of their training and accomplishments by utilizing this valuable resource.

Crew Level Manual: the Crew Manual continues to be the corner stone of CCGA-P training. The manual is accessible on the member's area of the CCGA-P's website and additional hard copies are also available

Crew Level Standard: the basic crew level standard is complete and comprises the first section to be completed by new members. Revisions will be made from time to time to keep the standard current to changing conditions.

Advanced Crew Level Standard: this comprehensive standard has been finalized and is due for publication in the first quarter of 2006. The standards will become a part of the Training Log Book

Coxswain Training Standard: a draft of this standard was completed by members of the ARTE team in January 2006. The standard will include Performance training, Development Training (leadership skills, administrative skills professional skills). Discussion is on-going as to who will do the training required as well as the impact on existing coxswain's within CCGA-P. Implementation of the Coxswain Training Standard will likely be late 2006.

REGIONAL SUPPORTED TRAINING

Rigid Hull Inflatable Operators Training (RHIOT): we continued to fill all available RHIOT seats (30) throughout 2005. An on-going priority will be to provide seats for Units obtaining new vessels as well as for members of remote units. Candidates are selected and screened through pre-RHIOT evaluations conducted by members of the ARTE team where available. Candidates are required to complete theory testing as well as passing a medical exam before approval for RHIOT training.

ARTE (Advanced Rescue Trainer/Evaluator)

The role of the ARTE team continues to evolve. Throughout 2005/2006 ARTE members were active in numerous projects including on-the-water evaluations, unit assistance visits, support to Thomas Kerr in the Simulator project, development of the criteria for Advanced Crew Level and Coxswain Standards, design of the electronic data base (Scott Baker) for all levels of training and incident reporting as well as preliminary work on vessel standards. An ARTE team visited all Units in the Queen Charlotte's during October 2005 to provide assistance with administration, recruiting as well as on-the-water exercises for pre-RHIOT candidates. ARTE team members are scheduled to visit 16 units during the first half of 2006 to provide training assistance, administrative support etc.

Instructor Course: this course was designed to help selected Unit members understand the CCGA-P training approach and how best to enhance Unit training. The course is open to experienced Unit coxswains who actively participate in Unit training. A course was scheduled for early 2006 but will be deferred until Tyler Brand returns from his assignment back east.

INTERNATIONAL SEARCH AND RESCUE (ISAR 2005)

CCGA-P was superbly represented at the 2005 ISAR in Halifax Sep 30 – Oct 1. Congratulations to team members Scott Baker, Kellei Bulmer, Sidney Clare, Campbell Good and Shawn Burchett for a winning performance at this year's ISAR. The team is representative of the high level of training that exists throughout the CCGA-P.

SIMULATOR PROJECT

Even the participants in the Olympics have discovered the tremendous benefits of training with simulators as have the airline industry and the military. The CCGA-P in partnership with Memorial University, Marine Institute in Newfoundland



is involved in a research and development project to construct the world's first fast response vessel simulator. It truly is amazing to participate in a project that could potentially have the greatest impact on our membership of any training initiative ever. The web-based simulator is showing considerable potential with continual breakthroughs in the technology. The interest from the military and other SAR organizations is encouraging. The CCGA-P is confident that the training simulator will result in the best available training resources to the membership throughout the region.

SAR TRAINING MANUAL

The CCGA-P gave permission for the CCGA to print the CCGA-P Training Manual for the other regions in Canada both in English and French. It was really gratifying when CCGA finally embraced the manual. It is gratifying to see organizations such as the Canadian Navy, the New Zealand Coast Guard and numerous marine colleges using our manual as their text for classroom study and as a major resource. The team of 40 CCGA-P volunteers with the guidance of the team leader Tyler Brand from Coast Guard has made a significant impact on SAR training.

BOATING SAFETY

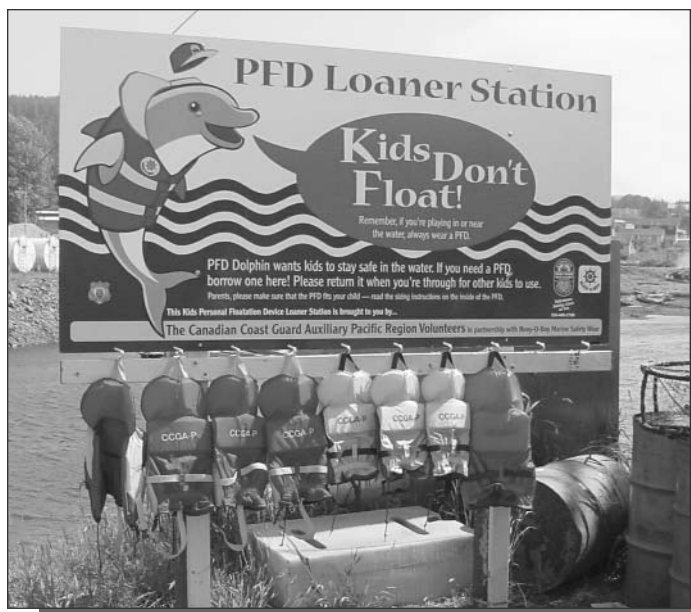
An important aspect of the mission of the CCGA-P is boater education. Knowledgeable boaters are safe boaters and safe boaters generally are less likely to be involved in search and rescue incidents. In this regard, in 2005, the CCGA-P continued to support and to expand its Boating Safety programs. Through boater education and awareness, the goal of the CCGA-P's Boating Safety programs is 'Saving lives without getting wet'. The following gives an overview of the Boating Safety programs for 2005.

OFFICE OF BOATING SAFETY

The Canadian Coast Guard Office of Boating Safety was officially transferred to Transport Canada. All our Boating Safety initiatives are now conducted with our new partner Transport Canada in a Memorandum of Understanding. Several of the Coast Guard employees transferred to Transport Canada including the New Superintendent of Boating Safety Sean Payne. The CCGA-P had a very good relationship with the Regional Director of Transport Canada Mike Henderson while he was Regional Director of Coast Guard. It appears that the CCGA-P will continue to have a strong partnership in Boating Safety with Transport Canada.

Kids Don't Float (KDF)

These loaner stations for children's PFDs are very popular and the Auxiliary receives many requests for new

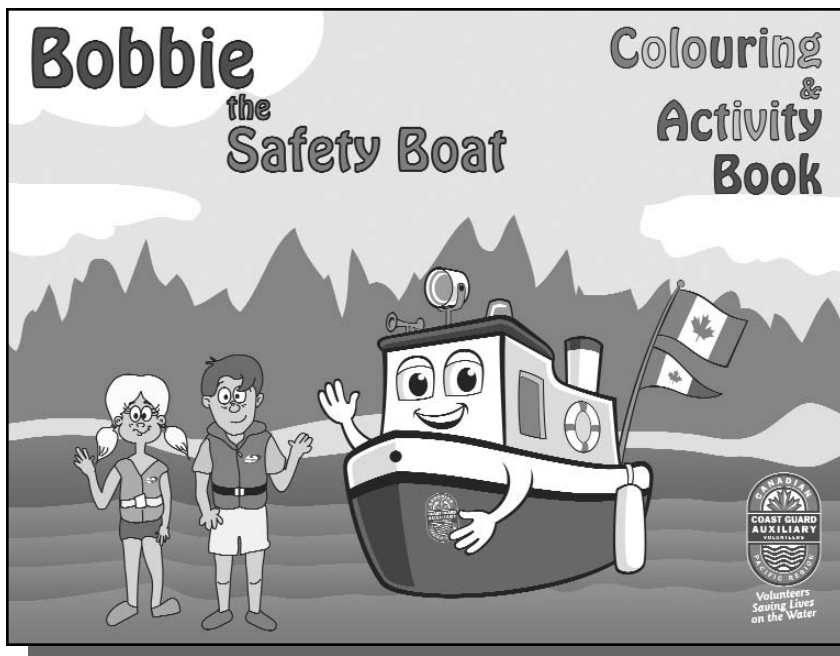


boards. At year's end there were 14 KDF boards set up across the region with more requests on hand. Unfortunately Nautilus was not able to continue as a partner with this program but a new partner, Mustang Survival, has stepped in. As a new KDF partner, Mustang's first gesture was to ship 180 PFDs to our Central Office. At this time there are 12 new boards being constructed, and they should be delivered to Central Office within several weeks. With the shipment from Mustang and the new boards, the CCGA-P can fill most requests for new boards in the coming months.

The RCMP has jumped on board with the Kids Don't Float Program and has signed a Memorandum of Understanding with the CCGA-P to place stations in remote communities in the north. Many of the children in these areas never wear a PFD while on the water. The program gives the RCMP an opportunity to develop a non-enforcement profile with the youth in these communities while providing an important service.

Bobbie the Safety Boat

The Bobbie program continued to be very popular with



children and adults and Bobbie continued to travel widely in 2005. Bobbie made many school visits in the spring of 2005 and was well received. During the busy spring and summer months Bobbie is very much in demand for visits to Boat Shows, Parades, Fairs, Marine Festivals and other water related events. The 10,000 copies of the Bobbie Colouring and Activity books are completely gone. More are on order and we have the support of Coast Capital Savings in this endeavor. Because Bobbie is in such high demand Boating Safety is planning to order another Bobbie and trailer for the region.

Pleasure Craft Courtesy Check (PCCC) Program

The PCCC program is the Auxiliary's primary means of bringing the Boating Safety message to the boating public. By conducting hundreds of voluntary PCCCs each year the Auxiliary reaches out to the boater with a friendly, non-threatening, educational approach.

In keeping with the revamped training that was started with the assistance of Transport Canada's Office of Boating Safety, the PCCC program has continued to follow the direction set last year. Instructor training workshops have been conducted in Vancouver, Nanaimo, Victoria and Vernon. A workshop will be held in Prince Rupert for the Northern area Units in March. With PCCC Instructors throughout the region the training costs for PCCC Checkers will be reduced. Members wishing to be trained to do Courtesy Checks should have an Instructor in their home Unit or in a Unit in close proximity. At this

time several PCCC courses are being organized in the Vancouver area.

Inland Lakes Pilot Project

Until last summer all Boating Safety activities in the interior lakes have been conducted by Boating Safety Units from shore at launching ramps or at marinas. In response to two tragedies only days apart on Okanagan Lake, the CCGA-P with funding from Transport Canada set up a pilot project to bring the safe boating message to boaters using a small RIB. Due to organizational issues the boat arrived late in the summer. Experienced personnel from Units on the Coast volunteered to spend time on Okanagan Lake training members from Unit 101 to run the boat. The response from the boating public was a positive one. An added

bonus was the boat created interest from prospective recruits and new members were recruited for Unit 101. The CCGA-P is looking forward to continuing with this initiative in 2006.

Looking Ahead

Boating Safety will continue to be an active part of the CCGA-P. 2005 was a busy year and the coming year will no doubt be even busier. As programs develop and grow the Boating Safety message will reach even more boaters. The goal of Boating Safety programs will continue to be the same in 2006 helping boaters become safer boaters and helping owners have safer boats through education and awareness.



RELATIONSHIP BUILDING

The CCGA-P has made great forward strides in establishing strong corporate partnerships, while raising its public profile, and implementing long-term plans for sustained individual donations.

CORPORATE SUPPORT

The CCGA-P increased the corporate sponsorship base, from both marine-based companies and other interested parties in 2005.

This year, more and more corporate sponsors have signed on to support many of the CCGA-Ps projects in the SAR, Boating Safety, and Training fields. The Simulator project, Kids Don't Float program and Bobbie the Safety boat all garnered lots of new private interest.

Corporations providing notable support to the CCGA-P in 2005 include:

- 1) Titan Boats
- 2) Mustang Survival
- 3) Teekay Shipping
- 4) Shockwave Seats
- 5) Coast Capital Savings
- 6) Island Savings
- 7) London Drugs

CCGA-P is also working with BC Ferries on a new and innovative corporate partnership. The future will hold even more private partnerships as community awareness for the organization increases.

COMMUNITY SUPPORT

The need for equipment, vessels, training and basic operating costs are the key components for providing SAR and Boating Safety at the local level. Support Societies in many of our communities continue to provide funding for these important unit activities. However this approach still excludes the disadvantaged units/societies in small and remote communities from having access to funds and an equitable solution must be found to ensure our future growth. Also regional initiatives that support and showcase work and activities of units will be a focus for the future.

PUBLIC PARTNERSHIPS

The CCGA-P continues to work with their strongest partner, the Canadian Coast Guard, to ensure that the best possible

marine SAR services are available.

At the same time, the CCGA-P has worked hard to develop a relationship with the newly formed Office of Boating Safety at Transport Canada. The two organizations worked together in support of the highly successful Inland Lakes Project in the Okanagan. The CCGA-P looks forward to a long and healthy relationship with Transport Canada.

RESCUE ORGANIZATION SUPPORT

Several rescue organizations provided substantial benefits to the CCGA-P in 2005, resulting in increased opportunities for and awareness of the organization. Over the past four years, the CCGA-P has developed strong relations with the Royal National Lifeboat Institution (RNLI), an exemplary organization, which acts as a benchmark for performance excellence.

The organization's partnership with the Royal Netherlands Sea Rescue Institution (KNRM) has alerted the CCGA-P to current global SAR trends and has provided insight into operations on a scale that is transferable to the CCGA-P.

Other notable partnerships include the CCGA-P's relationship with the International Lifeboat Federation (ILF), which has resulted in increased marketing and training resources for the organization, and the CCGA-P's association with the National Search and Rescue Secretariat (NSS), which resulted in the acquisition of a New Initiatives Fund (NIF) grant of over \$300,000.

Other relationships resulting in support for the organization include partnerships with the Red Cross, PEP, RCMP and Parks Canada.

THE FUTURE

The CCGA-P will continue to channel its efforts towards establishing a distinctive corporate image and will look to new and creative ways to raise funds and increase awareness of its key messages. In upcoming years, the organization will focus on raising the CCGA-P's public profile, developing corporate sponsorship and implementing long-term plans for sustained individual donations.

All CCGA-P donors will continue to receive a copy of the newsletter, *the Dolphin*, which will keep them informed on how their donations are being employed to help save lives.

In 2005 and beyond, the CCGA-P will continue to build public awareness of its goals, needs and mandate to help raise the community support CCGA-P Units require to continue saving lives on the water.

HUMAN RESOURCES REPORT

MEMBER/UNIT ISSUES

The Manager of Human Resources has worked closely with Units and Members to maintain good working relationships within the organization. While rarely getting directly involved, the manager frequently acts in a consultative role, and sometimes as a mediator. Using this method, several issues that arose through the year were quickly resolved. In the past year, there have been temporary disciplinary sanctions placed against only 2 members, and the reinstatement of one member. Our Code of Conduct and Ethics within our by-laws serve as the guiding factor in these interventions, and I am able to access advice as required from our lawyer.

Just prior to Christmas an appeal was made to the members to help support Shawn England in his battle with cancer. Our membership stepped up to the plate by donating nearly \$7000 to the Shawn England Trust Fund. This and other donations are clearly of great benefit to Shawn's family, and we can all be proud of our membership looking out for it's own.

POLICY DEVELOPMENT

In view of the fact that we are a non-profit organization that can, and does, have contact with the public and with minors, it is clearly necessary that we have a reliable system for having Criminal Records Checks available to our members. Members are now able to initiate Criminal records Checks via the web-site. Results of such checks are forwarded to the Manager of Human Resources only. This ensures confidentiality for our members.

FUTURE POLICIES

We are also in the process of developing a comprehensive policy concerning alcohol use by uniformed members and members on call. Much of the intent of this policy already exists under the Code of Conduct and Ethics sections in our current by-laws. However, a clear policy will be forthcoming in the very near future. I want to thank the Management Team for their invaluable input so far in developing this policy.

STAFFING ISSUES

The Human Resource Manager has been

working closely with the office staff over the past months to try to overcome some of the staffing problems. The CCGA-P has had a relatively high degree of staff turnover in the past several months due to several factors.

To help sustain the great staff, the management team has selected and implemented an appropriate Benefits Package, and a Holiday Plan. The Human Resource Manager has also arranged for an outside consultant to spend some time with them in the near future to assess what minor changes may be made within the office structure to ensure better communication. This will go a long way toward maintaining morale and will hopefully reduce staff turnover rates.

ARTE TEAM INVOLVEMENT

The ARTE team has been involved with several Unit visits over the past few months. These included Units in the Queen Charlottes with Dan Savage and Tyler Brand, and to Unit 38 (Long Beach). There was a further visit to the Tofino Life Boat Station to review the possibility of setting up an Auxiliary- based co-crew unit there.

Members of the ARTE team have taken part in two planning workshops in which the final touches were made to standardizing the Advanced Crew Level and the Coxswain Training Manuals. These Manuals, along with our Crew Training Manual, will go a long ways toward standardizing our training and keeping our SAR crews at an optimal level of performance.



HIGHLIGHTS OF 2005

JANUARY

Junior Programs seem to have taken off over the past year with both Mill Bay and Nanaimo moving ahead. The junior program is seen as a farm-team of sorts that can help fill the unit's future ranks. The pre-requisites for joining are simple be responsible and safety conscious. The CCGA-P has set out governing their training and roles and the juniors must acquire the same qualifications as their adult counter parts. To maximize skills development the teens undergo specialized classroom instruction and on the water instruction. At 17 years old, the juniors are allowed to crew on their unit's boats. There are many boating safety activities that are suitable for even the youngest member.

FEBRUARY

The CCGA-P held their Annual General Meeting and Training Conference at the Radisson in Richmond, BC. This was a historic event as the new Governance model was placed before the membership for ratification. The membership voted overwhelmingly in favour of moving the CCGA-P Board of Directors from a management to a governance structure to properly direct and govern the organization. The meeting was well attended and a positive response to the proceedings was evident.

Ian Strachan-Director of the National Sea Rescue Institute of South Africa presented an informative report of the growth and volunteers of the South Africa Sea Rescue operations. Our 25 year members received special recognition with the presentation of National Awards.

The workshops covered an array of topics giving all those attending some useful information on conflict resolution, fundraising and volunteerism.

Our Photo ID has proven to be a popular program for our membership. Each unit sends in their list of member's photos and the office reproduces them on the photo ID cards. This has assisted everyone with the increased security restrictions we are all experiencing today.

MARCH

The CCGA-P, as a member of the International Lifeboat Federation, committed to assisting with the development and hosting of the new ILF website. The website was acti-

vated. The CCGA-P provides ongoing assistance for the maintenance of the site by the CCGA-P. The ILF is an association of leading SAR organizations throughout the World.

A call for Nominations to fill the positions for the Board of Governors was advertised resulting in a choice of an excellent slate. A call for interested candidates to join the CCGA-P Management Team was circulated outlining the criteria for the positions. We were able to attract individuals with accomplished leadership and team oriented skills to serve in these positions. Manuals have been developed to aid both the Board of Governors and the Management Team in performing their duties.

APRIL

Bob Holmes, former unit leader from Unit 26, passed away during the early morning hours of April 30th, 2005. Bob had dedicated many years for the benefit of those persons facing peril at sea.

The CCGA-P held a successful northern regional SAR competition and workshop. Units from all areas of the north met in Prince Rupert and participated in both on the water and land exercises. This was the first full northern area initiative conducted by the CCGA-P. Its success was measured in the enthusiasm, clearer understanding of training directions and increased pride within the Auxiliary northern units.

MAY

Unit 7, Richmond, held a Vessel Dedication for their new Dedicated response vessel.

Bobbie was in the Kootenays in May keeping very busy. Unit 104 conducted numerous school presentations. Unit members also took PCCC refresher courses and conducted numerous PCCCs.

JUNE

The Management Teams held extensive and successful meetings throughout the month of June. The topics covered included expectations of the Management Team under the new structure; administering management portfolios; communication and collaboration; working with the membership, public, and the Board of Governors; how to maximize our use of revenue dollars; potential new sources of revenue; working closer together with societies and addressing budget needs.

Unit 55 Powell River was very busy with their boating safety initiatives. They had an extremely successful year with the Kids Don't Float School project. Over the year, Bobbie saw 1496 students ranging in ages between

5-13 years old.

JULY

28 support societies submitted gaming applications. In total, CCGA-P support societies requested 1,513,800.00.

AUGUST

Boating Safety took a new direction this past summer in initiating an on the water Boating Safety pilot project on the interior lakes. This short-duration project was intended to measure the public's response to courtesy exams and to examine the projects future effectiveness. The South Okanagan Unit participated in the exercise along with seasoned boating safety members from other units in a support capacity. The initial fear of becoming involved in SAR did not materialize nor did the concern of being mistaken as an enforcement body. Alternate colours and casual clothing along with a non-threatening coloured boat seemed to put the public at ease and proved to be a winner. There's growing community support for these interior lake programs as an ongoing initiative.

SEPTEMBER

A Strategic Planning retreat was held involving members of the interim Board of Governors, Management Team and Staff. New and visionary directions and ideas were discussed with a great deal of enthusiasm. The sessions were led by a facilitating team who managed the group through "thinking out of the box" brainstorming sessions to strategic initiatives.

OCTOBER

The first ever unit assistance visit by the ARTE team took place on the Queen Charlotte Islands. Since a new Lifeboat station was placed in Sandspit and a new vessel was due in Masset the CCGA-P Management Team felt a training workshop and unit development along with support was needed. An exercise was held at the new base and meetings were held with all units. The management team also recruited for their units.

Alex Hewitt Jones from the VISAR in the British Virgin

Islands and a board member of the International Lifeboat Federation, a contingency from Papua New Guinea and Jean Murray, Executive Director of the National Search and Rescue Secretariat all visited Head office in October.

We sent out the support society contracts that were up for renewal.

Two spare vessels were negotiated for the lower mainland and lower Vancouver Island.

Jim Lee posted an article on the website and in the Dolphin reminding our members about our public image and the need for situational awareness.

NOVEMBER

Unit 20 was created as a result of a split in Unit 25. Pender Island and surrounding islands will become Unit 20 - Salish Seas, and Saltspring will continue as Unit 25.

An Advanced Rescue Trainer/Evaluator workshop was held in Victoria.

CCGA-P staff and management team members met with our FRC Simulation Partners from the Marine Institute at Memorial University in Newfoundland.

DECEMBER

The National Search and Rescue Secretariat put forward the CCGA-P Bobbie Program for the "Best Boating Safety Award for 2005".

A PCCC Instructor workshop was held in Vancouver on December the 3rd.

Mustang Survival made a substantial donation to our Kid's Don't Float Program with 180 PFD's. Our corporate partners are invaluable for making programs such as the Kid's Don't Float Program possible.



NEW VESSELS

Four new vessels entered into service with the CCGA-P in 2005. Two of these vessels are owned by an individual member (known as an Owner/Operator), two are owned by specific societies that support the activities of the CCGA-P.

Unit 12 Halfmoon Bay

Vessel Name Ken Moore
Vessel Type Dedicated Response Vessel
Owner Sunshine Coast MRS



Unit 7 Richmond

Vessel Name Ravens Run
Vessel Type Owner/Operator
Owner J.R.Toogood Consulting Inc.



Unit 7 Richmond

Vessel Name Auxiliary 7
Vessel Type Dedicated Response Vessel
Owner Richmond Marine Rescue Society

VESSEL STATISTICS FOR 2005

of Dedicated Response Vessels: 31
of owner-operated vessels : 57
of relief vessels and boat trailers :7

VESSELS STANDARDS

The Canadian Coast Guard Auxiliary Pacific (CCGA-P) has evolved during the past six years into an organization that works in partnership to deliver search and rescue (SAR) across the entire BC coast. Coastal CCGA-P units and local societies have purchased Dedicated Rescue Vessels (DRV) and offer 24 hour on call service in over 45 areas. The CCGA-P is a progressive and enthusiastic organization that is striving to provide a better level of service. Coast Guard has encouraged the CCGA-P to embrace a standardization of equipment, training and vessels. The Board of Governors has supported the need to develop a reference document that would move the Auxiliary towards guidelines that would address the characteristics of CCGA-P Dedicated Response Vessels.

The Operations Director initiated a discussion group to determine what are the issues and concerns in moving towards standardization of vessels and equipment. The next phase, the development of a document which will form the blueprint of future directions, is in the final stages of completion by Ryan Woodward and Curtis Bolton. They have received a tremendous amount of input from the membership.

One of the key strengths of the Auxiliary is the local society/unit involvement that has provided innovative and cutting edge equipment and vessels. Vessels will not fall into one category but a class structure will be recommended. The Board of Governors realize that to move beyond our present status we must ensure our members are safe at all times in all kinds of conditions to reduce risks within our operations.

OPERATIONS

Tracking of our data and extrapolating important statistics has been an ongoing problem for the CCGA-P with our present data collection system. We currently have four individuals that handle the paperwork for each incident, training and special event requests. This does not include the number of individuals within the unit that handles the documents. The present system is cumbersome and very time consuming. Last year we attempted to receive a NIF grant to develop a comprehensive database but unfortunately NIF was put on hold for a year. In the meantime a new direction was initiated within the CCGA-P. A new system called a SAR Management System was researched and development took place over the year. Many units have been involved in assisting with the system in testing its effectiveness. The results to-date have been extremely positive. Implementation is around the corner.

It was reported at the last AGM that the CCGA-P was underway with a Resource Allocation Plan. Unfortunately the volunteers managing the program had pressing real work issues. We've now turned over this task to three individuals representing the three areas of the province and we're confident the job will be completed.

The guidelines addressing the standards and characteristics of CCGA-P Dedicated Response Vessels is well underway. The Board of Governors in consultation with Coast Guard has agreed to delay processing any new vessels pending a draft of a proposed standards document. Special consideration for the CCGA-P acceptance of a vessel may be given to a Unit only in extenuating circumstances.

A new Coast Guard policy that the Auxiliary members no longer are able to operate the FRC on their own without Coast Guard personnel has been upsetting many of our members. This ruling originated from Ottawa and probably those in charge of policy development were not aware of all the circumstances in the Western Region. CCGA-P is pleased that the Coast Guard in the Western Region has supported our position and are working towards a positive resolution.

A new agreement for a relief vessel was introduced with the joint signing of the lower island units and a CCGA-P owned vessel. We're confident that the goodwill shown to date will ensure the vessel will remain in excellent condition. We have initiated a process for the lower mainland and are waiting the results of their discussions.

Overview of 2005 SAR Statistics

2005 CCGA-P STATISTICS COMPILED FROM SAR AUTHORIZATION SPREADSHEET

Unit#	Incidents	Location	Unit#	Incidents	Location
1	39	Howe Sound	36	57	Saanich
2	27	Indian Arm	37	6	Sooke
5	21	Crescent Beach	38	19	Ucluelet
6	32	Richmond	39	7	Port Alberni
7	57	Steveston	43	4	Port Alice
8	16	Delta	45	1	Masset
9	3	Roberts Bank	54	24	Campbell River
12	10	Halfmoon Bay	58	26	French Creek
14	33	Gibsons	59	10	Deep Bay
20	3	Salish Seas	60	47	Comox
25	86	Gulf Islands	61	17	Pender Harbour
26	14	Cowichan Bay	62	2	Klemtu
27	80	Nanaimo	63	10	Kitimat
29	30	Ladysmith	64	6	Prince Rupert
33	49	Oak Bay	65	2	Port Simpson
34	15	Mill Bay	69	1	Sandspit
35	53	Victoria			

TOTAL 807 INCIDENTS

AUDITORS' REPORT

To the Members of the

Canadian Coast Guard Auxiliary (Pacific), Inc.:

We have audited the statement of financial position of the Canadian Coast Guard Auxiliary (Pacific), Inc. as at March 31, 2005 and the statements of operations and changes in fund balances and cash flows for the year then ended. These financial statements are the responsibility of the company's management. Our responsibility is to express an opinion on these financial statements based on our audit.

Except as explained in the following paragraph, we conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In common with many charitable organizations, the company derives revenues from unsolicited donations and fund raising the completeness of which is not susceptible of satisfactory audit verification. Accordingly, our verification of these revenues was limited to the amounts recorded in the records of the company and we were not able to determine whether any adjustments might be necessary to revenues, excess of revenues over expenses, assets and fund balances.

In our opinion, except for the effect of adjustments, if any, which we may have determined to be necessary had we been able to satisfy ourselves concerning the completeness of revenues referred to in the preceding paragraph, these financial statements present fairly, in all material respects, the financial position of the company as at March 31, 2005 and the results of its operations for the year then ended in accordance with Canadian generally accepted accounting principles.

CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.
(Incorporated under the Canada Business Corporations Act)

STATEMENT OF FINANCIAL POSITION

MARCH 31, 2005

ASSETS

	2005				2004
	Coast Guard Contribution Agreement Fund (restricted)	Capital Fund	General Fund	Total	Total
Current assets:					
Bank	\$ 90,250		\$ 83,195	\$ 173,445	\$ 121,159
Accounts receivable	456	\$ 12,540	49,363	62,359	68,788
Due from (to) other funds	36,373	(12,540)	(23,833)		
Inventory			1,290	1,290	10,500
Total current assets	127,079	Nil	110,015	237,094	200,447
Property and equipment (note 3)		185,917		185,917	218,863
	<u>\$ 127,079</u>	<u>\$ 185,917</u>	<u>\$ 110,015</u>	<u>\$ 423,011</u>	<u>\$ 419,310</u>

LIABILITIES AND FUND BALANCES

Current liabilities:					
Accounts payable	<u>\$ 127,079</u>		<u>\$ 1,380</u>	<u>\$ 128,459</u>	<u>\$ 86,657</u>
Fund balances:					
Invested in property and equipment		\$ 185,917		185,917	218,863
Unrestricted			108,635	108,635	113,790
Total fund balances		185,917	108,635	294,552	332,653
	<u>\$ 127,079</u>	<u>\$ 185,917</u>	<u>\$ 110,015</u>	<u>\$ 423,011</u>	<u>\$ 419,310</u>

CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.

STATEMENT OF OPERATIONS AND CHANGES IN FUND BALANCES

YEAR ENDED MARCH 31, 2005

	2005				2004
	Coast Guard Contribution Agreement Fund (restricted)	Capital Fund	General Fund	Total	Total
Revenues:					
Operating grants - Federal	\$ 926,000			\$ 926,000	\$ 889,000
Donations		\$ 22,890	\$ 70,114	93,004	175,761
Miscellaneous	66		18,069	18,135	36,795
Total revenues	<u>926,066</u>	<u>22,890</u>	<u>88,183</u>	<u>1,037,139</u>	<u>1,101,556</u>
Expenditures:					
Administration	290,294		11,105	301,399	260,709
Operations	251,619		2,405	254,024	280,208
Training	261,160			261,160	250,954
Members	83,437		6,608	90,045	59,767
Boat safety	44,654		5,562	50,216	53,907
Marketing	14,549		7,997	22,546	41,227
Amortization		86,850		86,850	43,630
Loss on disposal of inventory			9,000	9,000	
Total expenditures	<u>945,713</u>	<u>86,850</u>	<u>42,677</u>	<u>1,075,240</u>	<u>990,402</u>
Excess (deficiency) of revenues over expenditures	(19,647)	(63,960)	45,506	(38,101)	111,154
Transfer from Coast Guard Fund (note 4)	(31,014)	31,014			
Transfer from General Fund (note 4)	50,661		(50,661)		
Fund balances, beginning	<u> </u>	<u>218,863</u>	<u>113,790</u>	<u>332,653</u>	<u>221,499</u>
Fund balances, ending	<u>\$ Nil</u>	<u>\$ 185,917</u>	<u>\$ 108,635</u>	<u>\$ 294,552</u>	<u>\$ 332,653</u>

CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.

STATEMENT OF CASH FLOWS

YEAR ENDED MARCH 31, 2005

	2005				2004
	Coast Guard Contribution Agreement Fund (restricted)	Capital Fund	General Fund	Total	Total
Cash from operating activities:					
Excess revenues (expenditures)	\$ (19,647)	\$ (63,960)	\$ 45,506	\$ (38,101)	\$ 111,154
Transfers (net)	19,647	31,014	(50,661)		
Amortization of property and equipment		86,850		86,850	43,630
Purchase of property and equipment		(53,904)		(53,904)	(111,283)
	Nil	Nil	(5,155)	(5,155)	43,501
Change in accounts receivable	26,193	(12,540)	(7,224)	6,429	(45,994)
Change in inter-fund balances	(31,935)	12,540	19,395		
Change in accounts payable	41,793		9	41,802	18,204
Change in inventory			9,210	9,210	6,778
Net cash from operations	36,051	Nil	16,235	52,286	22,489
Cash in bank, beginning	54,199	Nil	66,960	121,159	98,670
Cash in bank, ending	\$ <u>90,250</u>	\$ <u>Nil</u>	\$ <u>83,195</u>	\$ <u>173,445</u>	\$ <u>121,159</u>

CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.

NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2005

1. Nature of operations and economic dependence

The Auxiliary is a registered non-profit charitable Organization, incorporated under the Canada Business Corporations Act as a corporation without share capital under the sponsorship of the Federal Government. Its purpose is to provide organized voluntary marine search and rescue and promote safety afloat in an auxiliary support role to the Canadian Coast Guard in the Western Federal administration region of Canada.

Coast Guard Contribution Agreement Fund

This Fund comprises activities of the Auxiliary performed pursuant to a contribution agreement with the Department of Fisheries and Oceans, Government of Canada. Operating grants received are restricted and must be expended in accordance with annual budgets and the terms of this agreement. The current agreement continues until March 31, 2007 subject to 90 day notice of termination by either party.

Capital Fund

This fund reports on property and equipment owned and acquired by the Auxiliary.

General Fund

This fund reports on all other revenues and expenses of the Auxiliary including non-capital fund raising and administrative activities.

Economic dependence

The Auxiliary receives substantially all its operating funds from the Department of Fisheries and Oceans, on which it is economically dependent for continued operations. Surplus funds remaining in the Coast Guard Contribution Agreement Fund must be returned or applied to expenses of a subsequent fiscal period. In addition, the office manager position of the Auxiliary and certain other employee services are funded directly by the Department of Fisheries and Oceans.

Office space and contents are provided at no rent to the Auxiliary by the Department of Fisheries and Oceans, Government of Canada.

Insurance coverage during authorized activities is provided by the Department of Fisheries and Oceans, Government of Canada at no cost to the Auxiliary other than payments required for deductibles on insurance claims.

Membership and related party transactions

Membership in the Auxiliary is conditional upon agreement to abide by the rules, regulations and by-laws of the Auxiliary and upon approval by the Coast Guard.

Compensation is provided to members (which may include Directors), units and to non-profit societies administered by groups of members, for certain out of pocket costs (but not for wages) incurred during authorized activities subject to terms and conditions contained in a written contribution agreement with the Federal Department of Fisheries and Oceans.

Members are organized into groups called Units which, under the direction of Unit Leaders, carry out the auxiliary tasking authorized by the Canadian Coast Guard and such other training and boating safety activities as are permitted under the contribution agreement.

Members may also be members of separate non-profit societies formed for the purpose of raising funds to assist in conducting the voluntary activities of the Auxiliary.

2. Accounting policies

The financial statements have been prepared in accordance with Canadian generally accepted accounting principles.

Preparation of financial statements for a period necessarily involves the use of estimates and assumptions. Actual results are dependent upon future events.

The financial statements have, in management's opinion, been prepared using judgment within reasonable limits of materiality and within the framework of significant accounting policies summarized below.

Volunteer services

The Auxiliary receives significant benefits from donated materials and the services of its members who receive no remuneration for their time. It is not practical for the Auxiliary to record the financial benefit of all contributed materials and services in these financial statements.

Inventory

Inventory, consisting of vessels held pending sale or transfer to individual Units or third parties, is recorded at the lower of cost and estimated net realizable value. Boating safety supplies purchased for distribution to Units in accordance with the Coast Guard Contribution Agreement are expensed as purchased and are not included in inventory at year end.

Property and equipment

Purchased assets are recorded in the Capital Fund at cost. Contributed property and equipment for which receipts are issued are recorded in the Capital Fund at fair value at the date of contribution. Amortization is computed at the following annual rates:

Computer hardware, software and office equipment	- 30% declining balance basis
Boating safety promotion equipment	- 30% declining balance basis
Automotive equipment	- 30% declining balance basis
Vessels	- 5% straight-line basis to estimated residual value
Marine Simulator – hardware and software	- 10% declining balance basis

The Auxiliary, at times, purchases or receives donations of equipment or vessels which are to be subsequently transferred to individual Units for use in their search and rescue or educational activities. Such transferred equipment is not capitalized because the benefit goes to the Units which are responsible for the care and maintenance of these assets, although ownership remains with the Auxiliary.

Revenue recognition

The Auxiliary uses the deferral method of accounting for restricted contributions to operations. Restricted contributions from the Department of Fisheries and Oceans are accrued or deferred and recognized as revenue in the period in which the related expenses are incurred.

Unrestricted contributions are recognized as revenue when received or when pledged if the amount can be reasonably estimated and collection is reasonably assured.

Contributions of property are recognized only when a fair value as at the date of contribution can be reasonably estimated, the property is to be used in the normal course of operations of the Auxiliary and would otherwise have been purchased.

2. Accounting policies (continued)

The Auxiliary follows the restricted fund method of accounting for contributions to the Capital Fund. Restricted contributions to the Capital Fund are recognized as revenue when received. Contributions of property to the Capital Fund are recognized only when fair value as at the date of contribution can be reasonably estimated, the property is to be used in the normal course of operations and would otherwise have been purchased.

3. Property and equipment

Property and equipment, at cost, consist of:

	<u>2005</u>			<u>2004</u>
	<u>Cost</u>	<u>Accumulated Amortization</u>	<u>Net Book Value</u>	<u>Net Book Value</u>
Purchased property and equipment -				
Computer and office equipment	\$114,700	\$ 85,194	\$ 29,506	\$ 30,990
Boating safety promotion equipment	124,992	67,030	57,962	82,762
Automotive equipment	57,972	17,810	40,162	31,788
Vessels	38,247	2,500	35,747	23,323
Simulator prototype	12,540		12,540	
Contributed property and equipment -				
Vessels	<u>57,000</u>	<u>47,000</u>	<u>10,000</u>	<u>50,000</u>
	<u>\$405,451</u>	<u>\$219,534</u>	<u>\$185,917</u>	<u>\$218,863</u>

4. Transfers

	<u>2005</u>	<u>2004</u>
Transfers for purchases of capital assets:		
Coast Guard Fund to Capital Fund	\$ <u>31,014</u>	\$ <u>12,578</u>
General Fund to Capital Fund		\$ <u>98,705</u>
Transfer to cover net shortfall in operating grants:		
General Fund to Coast Guard Fund	\$ <u>50,661</u>	\$ <u>4,518</u>

5. Financial instruments

The Auxiliary's financial instruments consist of cash, accounts receivable, due from (to) other funds and accounts payable. Unless otherwise noted, it is management's opinion that the Auxiliary is not exposed to significant interest, currency or credit risks arising from these financial instruments and the fair values of these financial instruments approximate their carrying values.

6. Comparative financial statements

Allocation of expenditures among certain expense accounts was revised during the year to better reflect the current operations and to comply with the accounting format requested by the National office of the Canadian Coast Guard Auxiliary. Comparative financial statements have been amended to conform with these revised allocations.

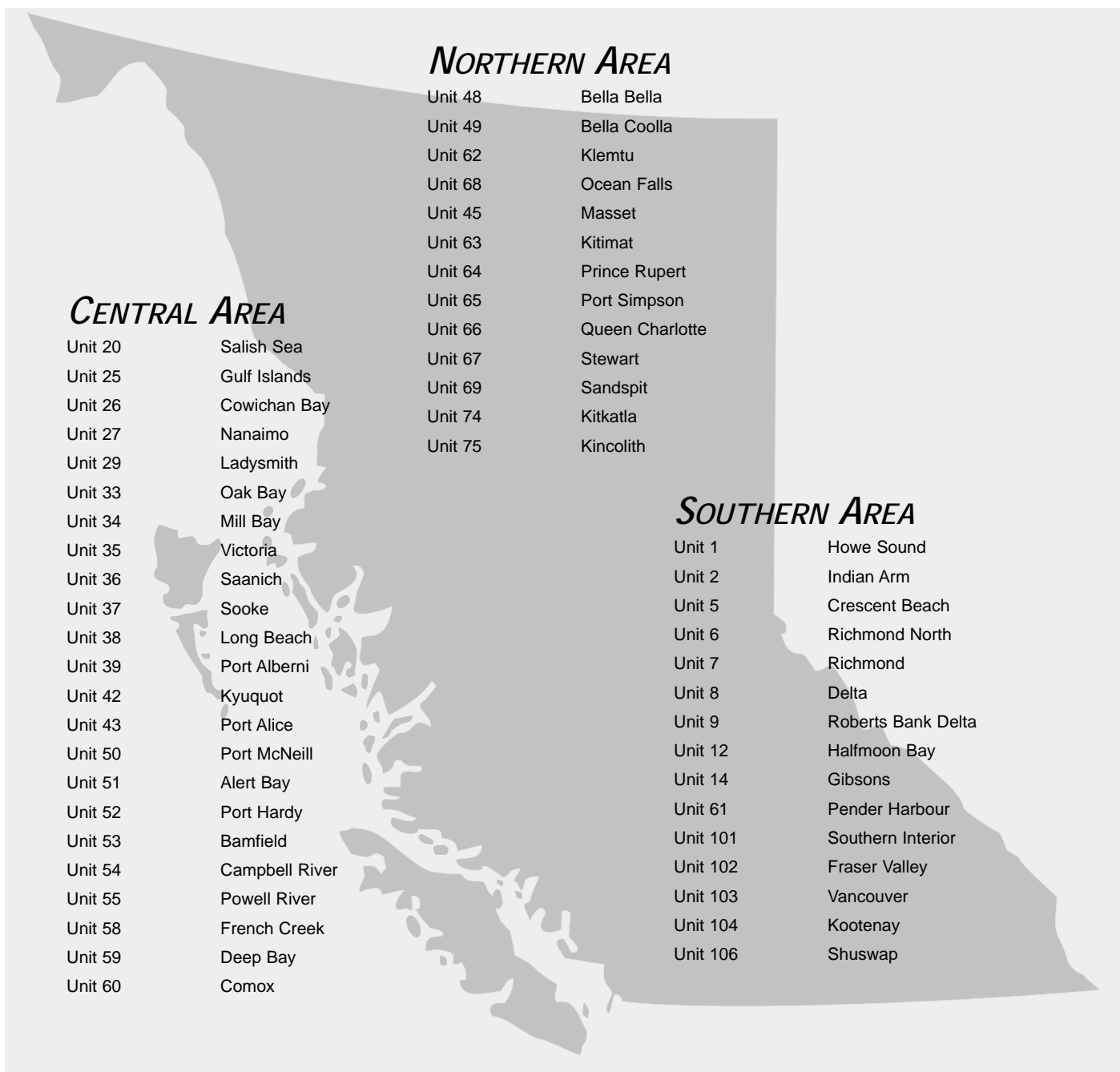
CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.
COAST GUARD CONTRIBUTION AGREEMENT FUND
SCHEDULE OF EXPENDITURES
YEAR ENDED MARCH 31, 2005

	<u>2005</u>	<u>2004</u>
Expenditures:		
Administration -		
Salaries, benefits and contracted services	\$ 197,918	\$ 164,204
Meetings and travel	64,916	68,544
Professional fees	12,102	12,077
Office supplies, postage, courier, travel, training	9,962	11,626
Computer supplies, software	5,396	2,625
Equipment purchases (note)	<u>9,217</u>	<u>11,642</u>
	<u>299,511</u>	<u>270,718</u>
Operations -		
Incidents	159,728	200,059
Telecom (cell, pager, phone, internet)	35,962	34,021
Maintain and upgrade unit vessels	23,585	12,451
Special events	9,823	8,003
Safety supplies & miscellaneous	9,130	3,099
Insurance claims	7,844	21,729
Administration of operations	4,877	845
Vehicle gas and repairs	670	
Operations equipment purchases (note)	<u>21,797</u>	<u>936</u>
	<u>273,416</u>	<u>281,143</u>
Training -		
On water training	134,230	126,785
Member training courses	115,983	116,065
Competitions, training events	<u>10,947</u>	<u>6,110</u>
	<u>261,160</u>	<u>248,960</u>
Members -		
Annual General Meeting	58,904	35,684
Newsletter	14,077	12,561
Member recognition and support	<u>10,456</u>	<u>5,967</u>
	<u>83,437</u>	<u>54,212</u>
Boat safety -		
Administration & communications	35,033	28,848
Programs	<u>9,621</u>	<u>9,704</u>
	<u>44,654</u>	<u>38,552</u>
Marketing -		
Marketing, education material & website development	7,889	747
Postage	<u>6,660</u>	<u></u>
	<u>14,549</u>	<u>747</u>
Total expenditures (note)	<u>\$ 976,727</u>	<u>\$ 894,332</u>

Note: Expenditures include purchases of property reported on the Statement of Operations as transfers for the purchase of office equipment (\$9,217); automotive equipment (\$10,223); and vessels – capital (\$11,574) – total (\$31,014). Had these expenditures not been included above, total expenditures for the Coast Guard Contribution Agreement Fund would have been \$945,713 as reported on the Statement of Operations and Changes in Fund Balances.

S STATIONS

There are currently 51 Units in the Canadian Coast Guard Auxiliary-Pacific, stationed throughout British Columbia. CCGA-P Units are grouped according to location into one of three areas that cover the entire Pacific Region:



Teamwork

Board of Governors

The Board of Governors and Managers of the CCGA-P is comprised of volunteers from throughout the Pacific Region.

Executive

<i>President</i>	Malcolm Dunderdale Queen Charlotte City, BC
<i>Vice-President</i>	Bruce Falkins West Vancouver, BC
<i>Secretary/Treasurer</i>	Randy Strandt North Vancouver, BC

Area Representatives

<i>Southern Area Representative</i>	Robin Gardner Tsawwassen, BC
<i>Central Area Representative</i>	Sheila Flynn Pender Island, BC
<i>Northern Area Representative</i>	Duncan Peacock Kitimat, BC

Community Representatives

<i>Society Representative</i>	Dave Lindley Sidney, BC
<i>Community Representative</i>	Russell Moore Victoria, BC
<i>Community Representative</i>	George Brown Vancouver, BC
<i>Community Representative</i>	Len Kelsey West Vancouver, BC
<i>Past President</i>	Frank Hudson Victoria, BC

Managers

<i>Human Resources</i>	Jim Lee Parksville, BC
<i>SAR/OPS</i>	David Rees-Thomas Saturna Island, BC
<i>Training</i>	Dan Savage North Vancouver, BC
<i>Boating Safety</i>	Neil Goldsmith Nanaimo, BC
<i>Financial Development & PR</i>	Melissa Gervais Richmond, BC

Pacific Region Staff

<i>Executive Officer</i>	Stan Warlow
<i>Special Projects Officer</i>	Rebecca Penz
<i>Technical Analyst</i>	Kyu-Chang Jo
<i>Operations Assistant</i>	Jenny Croucher
<i>Simulator Project Coordinator</i>	Thomas Kerr
<i>Finance Officer</i>	Ravinder Manhas

Canadian Coast Guard Auxiliary Pacific Region

25 Huron Street
Victoria, BC, V8V 4V9
Telephone: (250) 480-2798
Fax: (250) 480-2742
Email: info@ccga-p.ca
Website: www.ccg-p.ca



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Saving Lives
on the Water**