Canadian Coast Guard Auxiliary - Pacific

2006
annual report

CANADIAN
COAST GUARD
AUXILIARY
VOLUNTEERS
PACIFIC REGION

Volunteers
Saving Lives
on the Water

Canadian Coast Guard Auxiliary – Pacific
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 & the Yukon's more than 29,500 square kilometres of coastline, 6,500 islands, and approximately 450,000 square kilometres of internal and offshore waters.

Responsible for resolving approximately 25% of the more than 7,000 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 checks of vessels.

The CCGA-P's over 1,400 volunteer members are committed to serving one of 48 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 70 vessels are available through the CCGA-P for marine search and rescue in the Pacific region.

Our vision

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

Our 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

To help save lives on the water, call the CCGA-P at 1.800.665.4757 or visit www.ccga-p.ca

A message from the president

As your president it's my honour and privilege to summarize the achievements of the CCGA-P in the period of the last year. Our organization has changed in many ways since its inception 27 years ago. The original founding members would be simply astounded by the changes and the activities that we are collectively engaged in.

Our new SAR Management System tells us that 1,142 members completed 834 missions in the past year involving 1,536 hours on incident. During that time they assisted 652 mariners and saved 237 mariners while assisting and saving over 22 million dollars in property. CCGA-P members were on the water training, on incident, and on special events for over 3,000 hours. Our 100 member boating safety team completed over 1,000 vessel checks, with over 500 hours spent at boat shows, Bobbie the Safety Boat demonstrations, community events, and schools. Collectively over 24,855 hours of volunteer time was contributed to the CCGA-P in 2006 – this does not include the time our unit leaders, managers and office staff spent administering this organization of 1,400 members. Every hour of every day there are 90 CCGA-P members standing by 30 fast response vessels ready to depart at a moment's notice.

Our organization was conceived as a partnership between ourselves and the Canadian Coast Guard. Today however, while they are our principal partner in success, they are not our only partner in success. We have a new partner in Transport Canada who has taken over all aspects of boating safety within Canada. We have valuable partnerships with international marine SAR and SAR prevention organizations, including the Royal National Lifeboat Institution and the International Marine Rescue Federation. We have a partnership with Memorial University's Marine Institute in the development of web-based and full mission simulators. We have partners in industry that support us such as Yamaha, Carswell, CMC, TK Shipping, London Drugs and many others.

Perhaps one of our most important partners of 2006 is the provincial government's Gaming Policy and Enforcement Branch. This partnership has allowed us to almost completely replace our ageing fleet of dedicated response vessels within the last eight years. We forecast that within the next two years all of our vessels will be less than 10 years old, all built to the highest standards. Last year five new vessels were launched with a total value of one million dollars. In 2007 we plan to replace dedicated SAR vessels in six locations: Pender Island, Mill Bay, Oak Bay, Nanaimo, Saanich, and Victoria. Additionally, we are trying to focus more effort in the north of our region; two northern units, Kitkatla and Port Simpson, will receive dedicated vessels in their communities where there are none today. This represents a total of another 1.9 million dollars in vessels within the Pacific region next year. These numbers and boats show the true value of the successful partnerships that our organization and its members have enjoyed, and on your behalf I wish to thank them all.

As all organizations grow and mature, through necessity they develop organizational structures and policies that are required to guide them while they accomplish their mission. We are no different, and our switch to a governance/management model is an example of that need to change as we move forward. Additionally we work in a high risk environment where safety is of paramount importance. Our equipment must be the best, our training must be the best, and last but not least our people must be the best. We must

therefore make sure that maintenance is done and documented, training is done and documented, and that no member of the CCGA-P or the mariners we seek to help are ever put at risk through our lack of action. Training and operational standards as well as policies and bulletins were all developed in 2006 to mitigate this risk, and this development will continue into 2007 to ensure the safety of both our crews and those we assist.

I have been a member of the CCGA-P for 20 years. We had just seven dedicated response vessels when I joined, and none were in great shape; we now have 30 with three spares. Our boating safety activity was focused in the Vancouver area; now it is spread throughout the region. I recall that during my entire time with the organization we have always appeared to be growing and expanding our capability – it is always an exciting time for the CCGA-P. Our membership, both the boating safety members and the SAR crews have grown to expect timely results from our unit leaders, managers, and office. Therefore I would like to personally thank the unit leaders of each of our 50 units, and the managers of operations, boating safety, training, human resources, and financial development. Last and very importantly I would like to offer thanks to our hard working and dedicated office staff working under the capable leadership of Executive Officer Stan Warlow.

Let me close by thanking all of our volunteer members for their hard work in this past year. I look forward to leading the organization as we look for new challenges that further expand our capabilities, both in search and rescue and boating safety.

R.B. Falkins

Bruce Falkins
President
Canadian Coast Guard Auxiliary –
Pacific
February 2007

Rescue

On July 24, CCGA-P Unit 27 Nanaimo was tasked to respond to an emergency. A 46-foot power vessel with four people onboard was taking on water heavily and sinking quickly. The Nanaimo unit traveled through four- to six-foot seas and arrived onscene within minutes. They found all four individuals in their tender, one of whom had a serious injury. All four boaters were loaded into Unit 27's vessel and transported to Brechin Boat Ramp for medical attention. Emergency Medical Services were called and unit members were told that assistance would not arrive for at least 30 minutes, so another member of Unit 27 met the group at the ramp and transported all four individuals to the hospital.

While all four boaters survived their ordeal, other agencies were unable to save the vessel from sinking.

Congratulations to Unit 27 on a job well done!

SAR prevention

SAR prevention remains one of the key components of the CCGA-P's mission. The CCGA-P has five units dedicated exclusively to boating safety, and 45 SAR units that also run boating safety programs. In 2006, all of these units participated in numerous community-based activities to promote boating safety including parades, boat shows, safety fairs, school programs, and marine festivals.

The CCGA-P has also initiated and conducted a number of programs to communicate the boating safety message to the public, and in 2006 these programs were expanded to support the CCGA-P's overarching boating safety goal — "saving lives without getting wet."

Unit Assistance Visits

In July, the CCGA-P manager of boating safety and executive officer traveled to British Columbia's interior to visit CCGA-P boating safety units in Salmon Arm, Shuswap Lake, and the Kootenays. In November, an interior boating safety workshop was held in Vernon and was well attended by unit members from CCGA-P units in the Shuswap, Kootenay, and Okanagan regions. Members of the CCGA-P management team and Regional President Bruce Falkins also attended the workshop, giving unit members a chance to voice their concerns about the unique challenges faced by boating safety units. A major outcome of the workshop was the establishment of quarterly teleconferences, designed to increase communication between managers and units. The first of these teleconferences was held in December, and future calls have been scheduled for 2007.
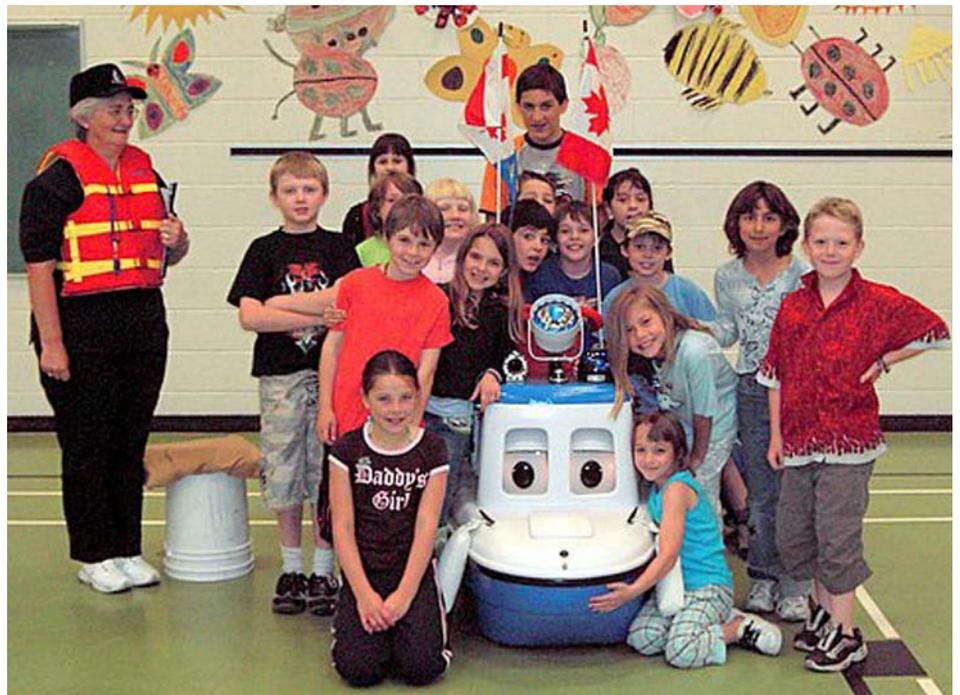
Pleasure Craft Courtesy Check Program

The Pleasure Craft Courtesy Check (PCCC) program is the CCGA-P's primary means of bringing the boating safety message to the boating public. By conducting hundreds of voluntary PCCCs each year, the CCGA-P reaches the boating public in a friendly, non-threatening manner. In 2006, the CCGA-P continued to work with its partners at Transport Canada to provide workshops for both PCCC course instructors and PCCC checkers. This year, three workshops were held for PCCC instructors and 12 courses were held for PCCC checkers. Further courses will be held in 2007 to ensure that all PCCC checkers and instructors have up-to-date skills and that this valuable program continues.

Kids Don't Float

Kids don't Float PFD loaner stations continued to prove themselves popular at marinas and other venues throughout the Pacific region. In 2006, new boards were placed in Gibsons, Secret Cove, Nelson, Kingcome Inlet, Kitkatla, Deep Bay, and Comox. Mustang Survival's continued support ensured that the program remained successful and that enough PFDs were available for each board. The RCMP continues to work as a valuable partner in the program, helping to erect and maintain the signs in remote communities.

Bobbie the Safety Boat

2006 marked the third year of the CCGA-P Bobbie the Safety Boat program, and Bobbie has never been more popular. Eight robotic Bobbies are stationed throughout the Pacific region,

with Bobbie #8 joining the fleet in the summer and transported to the Fraser Valley in November.

A first for Bobbie this year was a trip to some of our more remote communities. Bobbie visited Bella Bella, Alert Bay, and Sointula and as usual was well received by children and adults in those communities. 2007 will likely see further expansion of the Bobbie program throughout the region as well as the rest of the country.

> *"Bobbie is a hit with students, parents, teachers, and onlookers alike. We continue to have many positive remarks from the public stating that Bobbie is indeed a great resource for teaching children the importance of safety near and on the water."*
>
> *Dale and Raelene Living,*
> *Unit 106 Shuswap*

Looking Ahead

On-water activities continue to grow in popularity, and more and more people are spending time on the water. Many, however, lack the basic knowledge or equipment needed to stay safe. To help people from needing SAR services in the first place, the CCGA-P will continue to educate the public and raise public awareness about boating safety in 2007 and beyond.

Boating Safety by the Numbers ~ 2006

Boating Safety Displays, Parades, Presentations	48
Bobbie the Safety Boat Events & Visits	40
Pleasure Craft Courtesy Check Blitzes	17
Pleasure Craft Courtesy Checker Courses	12
New Kids Don't Float Loaner Stations	10
Boat Show Displays	6
Pleasure Craft Courtesy Check Instructor's Workshops	4
Bobbie Operator Courses	3
New Bobbies	1

Training

As in past years, training was an integral part of the CCGA-P's core activities in 2006. Only 10% of CCGA-P volunteers come from a marine background, so a rigorous and comprehensive training program is crucial for the safety of our crews and those they assist.

AGM

In 2006 the CCGA-P's annual regional training day was held in Vancouver in February. Members attended a number of workshops that focused on everything from the latest training methods and standards to leadership succession planning and effective unit administration. Guest speakers included Gerry Keeling of the International Maritime Rescue Federation, Randy Billard from Memorial University, and Ursula Cowland from the Gaming Policy & Enforcement Branch.

Training Events

A number of important training events took place in 2006. In May, Unit 20 Salish Sea and Unit 5 Crescent Beach joined forces to co-host a SAR Exercise at Hope Bay on North Pender Island. In June, Unit 33 Oak Bay member Brian Glennon traveled to Homer, Alaska, to take part in a course at the United States Coast Guard's Coxswain Academy.

In October, six CCGA-P members from Vancouver Island traveled to Portsmouth, Virginia to take part in the Seventh Annual International Search and Rescue competition. The Pacific region team came home with the search and rescue exercise gold as well as a sense of camaraderie and goodwill for all the competitors that participated in the event.

ARTE

The Advanced Rescue Training Evaluator (ARTE) team was developed in 2005 to raise the overall measurable training standard of all units and members throughout the CCGA-P and develop more accountability at the local and regional levels. In 2006, ARTE team members assisted units in Sooke, Prince Rupert, Port Simpson, Kitkatla, Ocean Falls, Bella Bella, Port Hardy, Port Alice, and Alert Bay. ARTE team members also worked hard in 2006 to develop training standards. The advanced crew standard was finalized and made available to the membership at the end of the year. A workshop was held by ARTE members to develop the coxswain standard, and plans for its distribution are being finalized.

Plans are currently underway to appoint a dedicated ARTE team coordinator who will plan ARTE team visits in 2007 that will focus on helping units to expand their training plans and addressing any operational issues.

Simulator

Significant developments were made in the CCGA-P simulator project in 2006, all of which brought the project even closer to completion. Major developments included the provision of a prototype full simulator cabin from

Training Hours by Month ~2006

Month	Hours
January	147.5
February	155.75
March	222.5
April	398.5
May	389.25
June	336.5
July	281.5
August	253
September	271.75
October	274
November	194.5
December	186.5

Hours
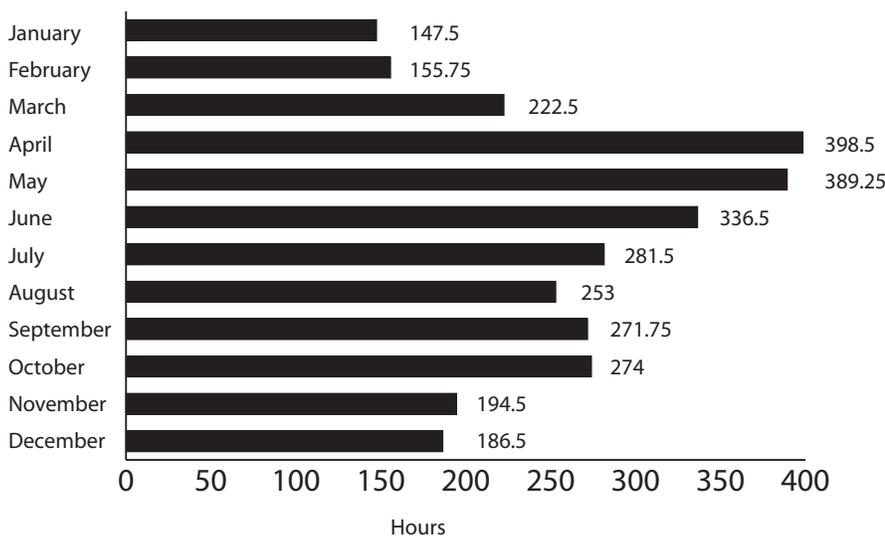
Titan Inflatables and a multifunction navigation display from CMC Electronics, both provided at no cost to the CCGA-P. The Coast Guard also contributed to the project by allocating space on the Victoria base for the full mission simulator. Renovations to the space are scheduled to begin in the spring of 2007. A Royal Roads University MBA student was recruited to develop a formal business plan for the project; completion of the plan is also scheduled for the spring of 2007.

Development of curriculum for both the full mission and online "NET" simulators continues into 2007, as do refinements to the near-complete prototypes. CCGA-P members can expect a launch date for their world-class training tool in the near future.

Future Developments

Training will remain a high priority for the CCGA-P in 2007 and beyond, as proper training is the cornerstone of any organization involved in high risk activities. ARTE team visits, training standards development, and the simulator project completion will all contribute to a stronger and more rigorous training program.

Skill Sets for Advanced Crew Level
Canadian Coast Guard Auxiliary
These skill levels include those provided by
the CCG RHIOT School

1.0	SRU Performance and Communications
1.1	Mission Tasking Pager & Phone
1.2	Briefing and Crew Communications
1.3	Primary Leadership & Team Building
1.4	Log Keeping & Reporting
1.5	Positive Control & Situational Awareness
2.0	Seamanship
2.1	Deck Safety
2.2	Vessel Construction
2.3	Vessel Stability
2.4	Vessel Gear & Tackle
2.5	Advanced Line Handling & Knots
3.0	Boat Handling
3.1	Heavy Weather Boat Handling
3.2	Launch and Recovery
3.3	Shallow Water & Shore Approach
3.4	Station Keeping & Boarding/Pacing
3.5	Docking
4.0	Vessel Emergencies
4.1	Fire/Boat Drills & Firefighting Appliances
4.2	Distress & Calling (GMDSS/DSC)
4.3	Capsize & Re-righting Procedures
4.4	Grounding & Damage Control
5.0	Navigation
5.1	Chart Work Intermediate
5.2	Collision Regulations & Collision Avoidance
5.3	Passage Planning & Conning
5.4	Radar Navigation
5.5	Electronic Chart & GPS
5.6	Meteorology

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Skill Sets for Advanced Crew Level
Canadian Coast Guard Auxiliary
These skill levels include those provided by
the CCG RHIOT School

6.0	Advanced Towing
6.1	Towing Assessment
6.2	Towing Safety
6.3	Vessel Handling & Approaches
7.0	Search
7.1	Search Patterns
7.2	Night Search Operations
7.3	Search Communication & Logwork
8.0	Rescue
8.1	Scene Assessment
8.2	Rescue & Recovery
8.3	Treatment, Transport, & Transfer
8.4	Damage Control
8.5	Major Rescue Operations
8.6	Critical Incident Stress (CIS) Awareness
9.0	Vessel Maintenance
9.1	Emergency Repairs & Troubleshooting
9.2	Hull, Fittings, & Structures
9.3	Maintenance Log Keeping & Damage Reporting
9.4	Engine Maintenance

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Operations

2006 was another busy year for CCGA-P SAR operations. Adrift vessels, mechanical breakdowns, and grounded vessels were the most common mission types undertaken, while mechanical failures and weather were to blame for the majority of SAR missions.

Following is a summary of some of the operational highlights of 2006:

SAR Management System

Without a doubt, the most significant development in 2006 from a management standpoint has been the SAR Management System (SMS). The SMS allows unit leaders to track incidents, training, and details of members and vessels. At the management level, the SMS gives vital budgetary information as well as valuable statistical data to justify funding requests.

While the SMS is still a fairly new tool for the CCGA-P, most unit leaders or their assistants have begun using it on a regular basis to record operational as well as training and administrative information.

One of our greatest advantages in using the SMS is having the designer, Scott Baker, readily available. Not only is Scott intimately familiar with our operations, he's always available to managers for tech support, feature adjustments, and discussion of enhancements.

Unit News

2006 has seen both unit mergers and unit revivals. Units 6 and 7 merged to become Unit 10 Richmond. Both vessels, *Auxiliary 6* and *Auxiliary 7*, have been retained, and both are relatively busy. The second merger saw Unit 26 Cowichan merging with Unit 34 Mill Bay.

Unit revivals have taken place in the north, in large measure as a result

SAR Incidents by Month ~2006

Month	Number of Incidents
January	29
February	29
March	51
April	73
May	64
June	78
July	124
August	139
September	64
October	76
November	41
December	52
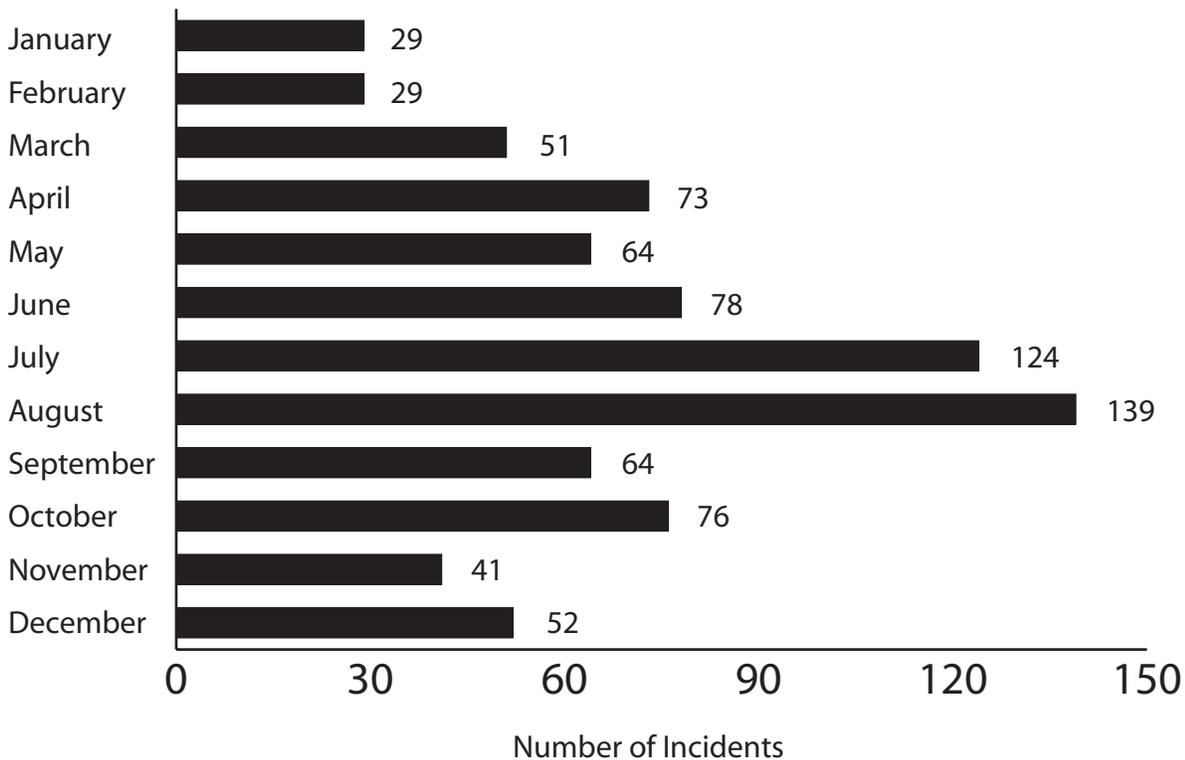
of the efforts of Duncan Peacock, Northern Area Representative on the CCGA-P Board of Governors. Unit 65 Port Simpson (Lax Kw'aalams) has received a gaming grant and members are on their way to ordering a new vessel. There has been a resurgence of interest in Unit 74 Kitkatla and in Unit 66 Queen Charlottes. Several northern units have received or are about to receive new vessels, as noted below.

New Vessels

This may not have been the year of the boat, but it certainly is the year of units planning new boats. The trend is toward ever-larger vessels, generally with enclosed cabins. Unit 37 Sooke set the pace with a 34' Titan 300, while Unit 62 Klemtu lucked into a smaller Titan ex-sport fishing RHIB with a full cabin. The exception was provided by Unit 45 Masset with a Zodiac 753 in delta-console configuration.

Units 59 Deep Bay, 61 Pender Harbour, and 68 Ocean Falls all will receive new cabin RHIBs shortly. Unit 25 Saltspring is anxiously awaiting their new Titan 249 XL (delta console) which will be used for boating safety and training. The interesting thing about the Pender Harbour boat is the propulsion: twin diesels, in contrast to the usual outboards.

Units 20 Salish Sea, 34 Mill Bay, and 36 Saanich are all about to order new T-top RHIBs. Unit 65 Port Simpson is in the planning stages, setting a tone for the north. Down south,

Unit 60 Comox is planning to tackle the tidal flats and river with a 21-foot jet boat. The most exciting development, perhaps, belongs to Unit 35 Victoria: a custom-designed 40-foot closed-cabin RHIB with twin jets.

Relief/Loaner Vessels

The CCGA-P has been attempting to reduce the overhead of maintaining a fleet of vessels to be used for backup and training purposes. This winter saw the *Toronado* sold to Unit 10 Richmond, who will make it available to Lower Mainland units as a relief vessel. The one functional Mark V is being rebuilt in Comox, while the remaining two will be disposed of. Apart from the Mark VII managed by the three Lower Island units, the CCGA-P owns two 733s which are seeing considerable service, primarily in the north.

Argos

The CCGA-P inherited four 29-foot aluminum ex-hydrographic survey vessels from Coast Guard. Built by Argo, the boats lay on the hard at Pat Bay for some time, becoming the despair of Coast Guard and Auxiliary alike. Finally, in December, it was determined that at least one Argo should sail again. With the help of Roberts Bank Lifeboat (Unit 9), the Argo was towed to Fishermans Cove where it received an engine overhaul. One Argo was subsequently moved to Deep Cove and was put into service by Unit 2 as a replacement for the ailing Deep Cove Lifeboat. Under the skilled hands of Jay Willoughby and other members, the Argo has become their vessel of choice.

Fundraising & public relations

The search and rescue and the boating safety education services provided to the public by the CCGA-P are available free of charge to the public thanks to the generous funding of various organizations and individuals. In 2006, the CCGA-P continued to establish strong corporate partnerships while raising its public profile and implementing long-term plans for sustained individual donations.

Fundraising

2006 was a very successful fundraising year for the CCGA-P thanks in large part to the British Columbia Gaming Commission. Over $1.5 million in gaming funds was allocated to CCGA-P support societies and the regional simulator project.

The CCGA-P management team and the CCGA-P society rep have made some headway on the society handbook and hope to have all the necessary forms and information online very soon. The British Columbia Gaming Commission will only be accepting applications online in 2007, so an informational package on this new process will be compiled and distributed to CCGA-P support societies.

The SMS continues to provide a wealth of information regarding each unit. This information is extremely useful for CCGA-P support societies that are writing fundraising requests and thanking donors. It is great to be able

News Release

For Immediate Release
June 5, 2006

OFF-DUTY AUXILIARIST RESCUES FOUR SWIFTSURE SAILORS

Four American sailors who took part in the annual Swiftsure yacht race in the Strait of Juan de Fuca are grateful that an off-duty Auxiliarist was nearby when their catamaran overturned near Race Rocks.

The Cat Sass was on the final leg of the race May 29 when it stuffed its bow and pitch-poled in Race Passage. The skipper of a nearby Boston Whaler saw the accident and radioed a mayday. Unit leader and coxswain Mark White, a 15-year Auxiliary veteran with Unit 35 (Victoria), was fishing at nearby Church Rock and heard the call.

"I had just brought in an 18-pound salmon and had freed up my gear when I heard the mayday," said White. "I advised Coast Guard Radio that my Auxiliary owner-operator vessel would respond. I got to the scene in about eight minutes."

White found the four crewmembers clinging to the overturned catamaran. He manoeuvred his Bayliner cabin cruiser through seven-foot seas to the stricken vessel and pulled the three men and one woman on board. He treated them for hypothermia and took them to a waiting ambulance at Pedder Bay Marina. Onlookers at the marina called White a hero, but White says the real hero is the person who saw the accident and immediately called the mayday.

"That quick action activated the search and rescue system and saved precious time, something that can mean life or death for people in the water," said White.

White later assisted Canadian and US authorities in locating and recovering the overturned catamaran, which drifted 13 miles to the northwest before it could be taken in tow.

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to say exactly how many calls have been participated in, how many hours of training have been logged by volunteers, and how many lives have been saved.

Individual units and their supporting societies had some great fundraising success in 2006, particularly in some of our smaller communities. Unit 61 Pender Harbour raised over $22,000.00 in a community of 7,000 people, which helped to bring their new search and rescue vessel much closer to completion. Unit 34 Mill Bay developed a partnership with Hayes Forest Services, a local company who assists them with their vessel mainte-

nance and boating safety vehicle. Unit 38 Long Beach were featured in an article in their local paper, resulting in ongoing sponsorships from the Creative Salmon Company Ltd., as well as Jamie's Whale Watching.

Public Relations

Early in the year, work was started on the CCGA-P Media and Public Relations program. This program will serve as a central contact point for the media as well as to foster community awareness and support. Our first initiative was to appoint Greg Schmor (Unit 10 Richmond) as the Media & Public Relations Officer. He has been contacting units and putting together a list of individual contacts in each area.

As well this year, the CCGA-P initiated a conversation and submitted a proposal to work with BC Ferries to create a community safety partnership. The goal proposed was to promote boating safety and education while increasing awareness of the CCGA-P. While the program is currently on hold, BC Ferries provided the CCGA-P with a financial donation and has agreed to allow the CCGA-P to set up displays at each of its main terminals in the future.

Finally, a fundraising & marketing committee was also established this year to work on the CCGA-P Financial Development Plan. This plan would cover branding, marketing, community awareness, corporate & individual donations as well as other forms of revenue for the CCGA-P.

The Future

2007 will see the continued development of regional- and community-level fundraising and public relations programs. Through the continued support of the corporate community and individual donors, the CCGA-P will continue to provide world-class search and rescue services and SAR prevention programs to the public.

Help us turn willing volunteers into skilled lifesavers.
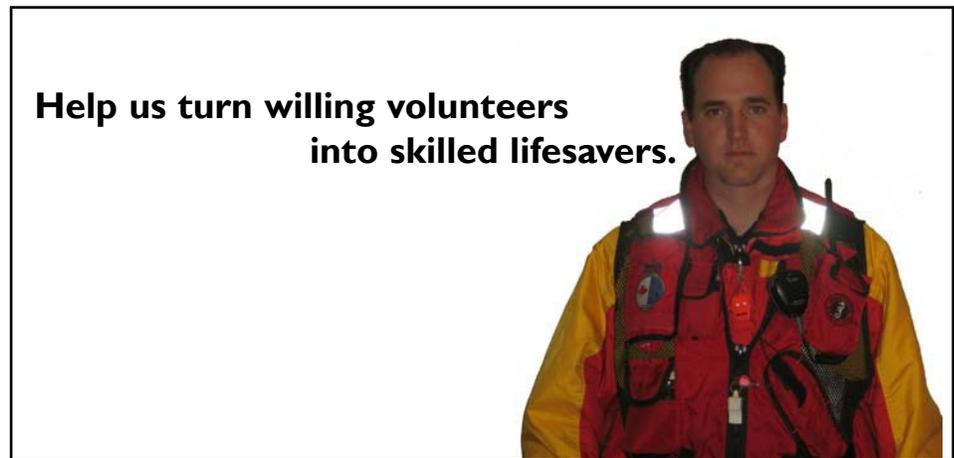
Why we're asking for donations to train our crews

- Only 10% of our crews come from a professional maritime background, making training at sea essential.
- Our volunteer crews are unpaid and risk their lives to save others. Training them properly is the least we can do.
- The Canadian Coast Guard Auxiliary is a charity and receives no government support for crew training. Every penny we spend on training comes from donations.
- Training costs $200 per year, per crew member, making it a continual strain on CCGA-P funds.
- Every day, training means the difference between life or death, both for our crews and those they save.

Please donate today!

Human resources

"The quality of an organization can never exceed the quality of the people that make it up."
– Harold R. McAlindon

The volunteer members that make up the CCGA-P are the heart of the organization. In 2006, the CCGA-P endeavored to provide continuing support to our members in a variety of forms.

Unit Assistance Visits

The CCGA-P manager of human resources, along with other members of the CCGA-P management team, personally visited a number of units in 2006 to provide support, answer questions, and consult on any unit issues. In 2006 the HR manager met with unit members in Ocean Falls, Bella Bella, and Klemtu, as well as members of the interior lakes boating safety units at a workshop in Vernon. Further visits are planned for 2007 to ensure that CCGA-P members have a forum for expressing their concerns and opinions.

Area Teleconferences

Recently the CCGA-P management team established regular teleconferences with all unit leaders on an area-by-area basis. To date teleconferences have been held with all the boating safety units, and with the units in the North, Vancouver Island South, and Vancouver Island Central/North. These sessions are very valuable, and the management team intends to carry these on so that all units have an opportunity to talk directly with them. Should members have specific questions or concerns, they can bring them forward to the unit leader as an agenda item for these teleconferences.

Policies

The following human resources policies were established in 2006:

* Criminal Records Checks
* Alcohol/Drug Policy for Duty Crew
* Co-Crewed Personnel and the Media
* Members Advertising with Commercial Interests

The CCGA-P will continue to develop policies in 2007 that protect our members and provide them with guidelines to ensure all CCGA-P activities are carried out safely and effectively.

Staffing

The CCGA-P has a small office staff of five members that support the activities of the organization's 1400 volunteers. The following staffing changes occurred in 2006:

Special Projects Officer Rebecca Penz left on maternity leave in August;

her work is being completed by Tanis Harrison, who is on contract with the organization for one year.

Finance Officer Holly Lodto joined the CCGA-P staff in October. Holly is a Certified Management Accountant, and brings a wealth of accounting and management experience to the organization.

Operations Assistant Leslie Manns came aboard in November. Leslie comes from a strong boating and administrative background and is herself a certified Pleasure Craft Operator Competency examiner.

Other Membership Issues

The CCGA-P HR manager is responsible for mediation or arbitration of disputes between members. Happily, his intervention in this regard is rarely called for; the entire management team is continually impressed by the quality of people that make up our membership. Considering the CCGA-P has about 1,400 members covering a wide diversity of geography and needs, there seems to be a commonly shared vision.

The HR manager continues to work hard on improving communications within the organization. To this end, a member e-newsletter and area teleconferences were developed.

In 2007 the HR manager will be working further on developing inter-unit communication and support. Part of this will be the development of a mentor system in which strong, well-established units can assist new or isolated units in areas such as training, fundraising and equipment acquisition.

Answering the call

The CCGA-P relies entirely on volunteers to crew its vessels and to carry out marine SAR missions and educate the public about SAR prevention and risk assessment. These volunteers come from a diversity of backgrounds, and bring with them a wide range of skills and abilities.

Our volunteers not only crew search and rescue vessels, often in life-threatening conditions, they also provide valuable information and educational programs to the public, raise funds for the organizations in their local communities, train fellow volunteers through search and rescue and boating safety programs, and provide administrative support at the unit and regional levels.

SAR Incidents

On May 21, the Joint Rescue Coordination Centre in Victoria received a report that a sailing vessel had run aground in Iroquois Pass with two people onboard, one of who had sustained serious injuries. Unit 36 Saanich was tasked and when they reached the vessel, they found that the injured passenger was suffering from a back and head injury, as well as a broken leg. Both boaters were taken aboard Unit 36's vessel and transported to a waiting ambulance at Canoe Cove.

On December 31, concerned parents reported two young boys who left from Cedar Boat Ramp in a small inflatable dinghy to Round Island for the day had not returned. With darkness approaching, Unit 27 Nanaimo was tasked. Unit members reached Round Island in the dark, just as the boys were leaving in their dinghy, with no PFDs. The boys were taken aboard Nanaimo's vessel and transported back to the Cedar Boat Ramp and their grateful parents.

Through the continued support of all of our donors and sponsors, the CCGA-P can continue to provide our volunteers with the supplies, equipment, and training required for them to continue fulfilling the CCGA-P's mission with professionalism and determination.

2006 at a Glance

Total Missions	834
Total Hours	1536
Person Hours	5530
Average Hours Per Person	10.75
Average Incident Duration (Hours)	1.91
People Saved	237
People Assisted	652
Value of Property Saved	$22,763,804

ACHIEVEMENTS

2006 ~ High water marks

▸ The British Columbia Gaming
Policy & Enforcement Branch
funds CCGA-P units for a total of
$1.5 million; further funding is
also procured for the regional
simulator project

▸ Northern Area Representative
Duncan Peacock, Operations
Manager David Rees-Thomas, and
Unit 25 Gulf Islands member
Amarah Gabriel, visit CCGA-P
units in Port Simpson, Kincolith,
Kitkatla and Prince Rupert to
offer support with training,
operations, and gaming
applications

▸ Brian Hobbs (Unit 10 Richmond)
receives an award of valour at this
year's 911 awards. Hobbs went
beyond the call of duty when he
saved the life of a suicidal man

▸ July 10 to 14: Training Manager
Dan Savage and SAR/Operations
Manager David Rees-Thomas
travel to units in Port Hardy,
Port Alice, and Alert Bay to assess
issues related to training and
operational readiness for SAR. A
meeting is also held with a group
in Nootka to discuss the
availability of local people for the
possible formation of an auxiliary
unit in Nootka Sound

▸ A major challenge to isolated
CCGA-P units is overcome when
training manager Dan Savage
arranges for members to be
certified as Restricted Operator
Certificate (ROC) testers.
Members in these units will soon
be able to complete their
important membership
requirement without any undue
hardship

▸ The CCGA-P's 27th Annual
Training Day & AGM is held in
Vancouver in February; a full
training day is held, and
Lieutenant Governor Iona
Campagnolo attends the evening's
awards banquet

▸ Unit 60 Comox completes
construction on their floating
marine rescue station; an official
dedication ceremony is held in
early January 2007

▸ The CCGA-P Board of Governors
holds its annual strategic planning
session in June in East Sooke

▸ August: Unit 68 Ocean Falls
responds to a call to assist a
disabled float plane. Unit
members transport the plane's six
passengers to shore and tow in the
float plane

- CCGA-P President Malcolm Dunderdale is appointed national CCGA CEO in June; CCGA-P Vice-President and 20 year member Bruce Falkins takes over the role of regional president

- October: members of Unit 62 Klemtu respond to a call for help at the Boat Bluff Lighthouse Station. A patient with a possible fractured ankle is transported by the unit to the Klemtu medical station

- The Sixth Annual International Search and Rescue Competition is held in Portsmouth, Virginia. Members from the Pacific region place first in the search and rescue competition

- November: members of Unit 5 Crescent Beach respond to a report of a grounded vessel; two people are found aboard the vessel, wet from trying to free her. Unit 5 members ensure the vessel is anchored and transport the boaters to Crescent Beach Marina

Dear CCGA-P   August 30, 2006

We are writing to express our extreme gratitude to the members of Unit 36 (Saanich) who came to our aid. They were professional in every way. Initially, they made sure we had no health issues, examined every aspect of our situation and made sure that we were safe at the marina while waiting for the tide to come in, which we hoped would "right" our boat without incurring significant damage.

When we returned to the scene, much to our surprise, members of Unit 36 were already on board, unfortunately informing us that we were taking on water and diesel. They immediately sprang into action, removing whatever personal items could be retrieved, carefully evaluating the situation, and calmly and efficiently taking action to pump out the water and making the best decision regarding our vessel…

Through all of this, the Unit 36 members were patient, reassuring, and professional in every way. Many thanks!

Auditor's 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, 2006 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, 2006 and the results of its operations for the year then ended in accordance with Canadian generally accepted accounting principles.

Victoria, B.C.
September 22, 2006
Chartered Accountants

CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.
(Incorporated under the Canada Business Corporations Act)
### STATEMENT OF FINANCIAL POSITION
MARCH 31, 2006

<u>ASSETS</u>

	Coast Guard Contribution Agreement Fund (restricted)	Capital Fund (restricted)	General Fund	2006 Total	2005 Total
Current assets:					
Cash	$ 263,102		$ 5,201	$ 268,303	$ 173,445
Accounts receivable	7,719	$ 108,912	36,491	153,122	62,359
Due from (to) other funds	28,315	(98,587)	70,272		
Inventory			30,000	30,000	1,290
Total	299,136	10,325	141,964	451,425	237,094
Property and equipment (note 3)		518,651		518,651	185,917
	$ 299,136	$ 528,976	$ 141,964	$ 970,076	$ 423,011

<u>LIABILITIES AND FUND BALANCES</u>

Current liabilities:					
Accounts payable	$ 299,136		$ 5,297	$ 304,433	$ 128,459
Fund balances:					
Invested in property and equipment		$ 528,976		528,976	185,917
Unrestricted			136,667	136,667	108,635
Total		528,976	136,667	665,643	294,552
	$ 299,136	$ 528,976	$ 141,964	$ 970,076	$ 423,011

Approved by the Board:

(signature)   *(signature)*
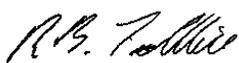
Bruce Falkins   Randy Strandt
President, CCGA-P   Secretary/Treasurer, CCGA-P

(See accompanying notes)

CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.

STATEMENT OF OPERATIONS AND CHANGES IN FUND BALANCES

YEAR ENDED MARCH 31, 2006

	Coast Guard Contribution Agreement Fund (restricted)	Capital Fund (restricted)	General Fund	2006 Total	2005 Total
Revenues:					
Operating grants – Federal	$ 903,000	$ 294,045	$ 12,540	$1,209,585	$ 926,000
Donations		20,000	73,833	93,833	93,004
Miscellaneous			27,295	27,295	18,135
Total revenues	903,000	314,045	113,668	1,330,713	1,037,139
Expenses:					
Administration	284,231		11,855	296,086	301,399
Operations	228,150			228,150	254,024
Training	249,318			249,318	261,160
Members	67,847		1,632	69,479	90,045
Boat safety	31,461		20,050	51,511	50,216
Marketing	6,740		2,385	9,125	22,546
Amortization		53,070		53,070	86,850
Loss (gain) on disposal of assets		(5,931)	8,814	2,883	9,000
Total expenses	867,747	47,139	44,736	959,622	1,075,240
Excess (deficiency) of revenues over expenses	35,253	266,906	68,932	371,091	(38,101)
Transfer from Coast Guard Fund (note 4)	(76,153)	76,153			
Transfer from General Fund (note 4)	40,900		(40,900)		
Fund balances, beginning		185,917	108,635	294,552	332,653
Fund balances, ending	$ Nil	$ 528,976	$ 136,667	$ 665,643	$ 294,552

(See accompanying notes)

CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.

STATEMENT OF CASH FLOWS

YEAR ENDED MARCH 31, 2006

	Coast Guard Contribution Agreement Fund (restricted)	Capital Fund (restricted)	General Fund	2006 Total	2005 Total
Cash from operating activities:					
Excess revenues (expenses)	$ 35,253	$ 266,906	$ 68,932	$ 371,091	$ (38,101)
Transfers (net)	(35,253)	76,153	(40,900)		
Amortization of property and equipment		53,070		53,070	86,850
Purchase of property and equipment		(388,633)		(388,633)	(53,904)
Cost of inventory sold			(16,750)	(16,750)	
Proceeds on sale of assets		8,760	7,936	16,696	
Loss (gain) on sale of assets		(5,931)	8,814	2,883	
	Nil	10,325	28,032	38,357	(5,155)
Change in accounts receivable	(7,263)	(96,372)	12,872	(90,763)	6,429
Change in inter-fund balances	8,058	86,047	(94,105)		
Change in accounts payable	172,057		3,917	175,974	41,802
Change in inventory			(28,710)	(28,710)	9,210
Net cash from operations	172,852	Nil	(77,994)	94,858	52,286
Cash, beginning	90,250	Nil	83,195	173,445	121,159
Cash, ending	$ 263,102	$ Nil	$ 5,201	$ 268,303	$ 173,445

(See accompanying notes)

CANADIAN COAST GUARD AUXILIARY (PACIFIC), INC.
NOTES TO THE FINANCIAL STATEMENTS
MARCH 31, 2006

1. <u>Nature of operations</u>

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 and revenues restricted for capital purposes.

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. In addition, the office manager position of the Auxiliary and certain other employee services were 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. <u>Accounting policies</u>

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	- 20% straight-line basis to estimated residual value
Marine Simulator – hardware and software	- 10% declining balance basis

Revenue recognition
The Auxiliary follows the restricted fund method of accounting for contributions.

Unrestricted contributions are recognized as revenue of the General Fund in the year received or receivable when the amount to be received can be reasonably estimated and collection is reasonably assured.

Restricted contributions related to general operations or for which an appropriate restricted fund does not exist are recognized as revenue of the General Fund using the deferral method whereby such contributions are deferred and recognized as revenue in the same period as the related expenses are incurred.

All other restricted contributions are recognized as revenue of the appropriate restricted fund in the current period.

Contributions restricted for the purchase or development of capital assets are recognized as revenue of the Capital Fund in the current period.

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.

3. Property and equipment

Property and equipment, at cost, consist of:

| | 2006 | | | 2005 |
	Cost	Accumulated Amortization	Net Book Value	Net Book Value
Purchased property and equipment –				
Simulator prototype	$325,019		$325,019	$ 12,540
Computer and office equipment	123,570	$ 95,374	28,196	29,506
Boating safety promotion equipment	143,610	83,470	60,140	57,962
Automotive equipment	60,434	30,230	30,204	40,162
Vessels	77,722	10,630	67,092	35,747
Contributed property and equipment –				
Vessels	57,000	49,000	8,000	10,000
	$787,355	$268,704	$518,651	$185,917

4. Transfers

	2006	2005
Transfers for purchases of capital assets:		
Coast Guard Fund to Capital Fund	$ 76,153	$ 31,014
Transfer to cover net shortfall in operating grants:		
General Fund to Coast Guard Fund	$ 40,900	$ 50,661

5. Financial instruments

The Auxiliary's financial instruments consist of 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 expenses among certain expense accounts was revised during the year to reflect the current operations and to comply with the accounting format requested by the National office of the Canadian Coast Guard Auxiliary. It was not practical to amend comparative financial statements to conform with these revised allocations.

Stations

There are currently 48 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.

Northern Area

Unit 45	Masset	Unit 66	Queen Charlotte
Unit 48	Bella Bella	Unit 67	Stewart
Unit 62	Klemtu	Unit 68	Ocean Falls
Unit 63	Kitimat	Unit 69	Sandspit
Unit 64	Prince Rupert	Unit 74	Kitkatla
Unit 65	Port Simpson	Unit 75	Kincolith

Central Area

Unit 20	Salish Sea	Unit 42	Kyuquot
Unit 25	Gulf Islands	Unit 43	Port Alice
Unit 27	Nanaimo	Unit 50	Port McNeill
Unit 29	Ladysmith	Unit 51	Alert Bay
Unit 33	Oak Bay	Unit 52	Port Hardy
Unit 34	Mill Bay/	Unit 53	Bamfield
	Cowichan Bay	Unit 54	Campbell River
Unit 35	Victoria	Unit 55	Powell River
Unit 36	Saanich	Unit 58	French Creek
Unit 37	Sooke	Unit 59	Deep Bay
Unit 38	Long Beach	Unit 60	Comox
Unit 39	Port Alberni		

Southern Area

Unit 1	Howe Sound	Unit 61	Pender Harbour
Unit 2	Indian Arm	Unit 101	Southern
Unit 5	Crescent Beach		Interior
Unit 8	Delta	Unit 102	Fraser Valley
Unit 9	Roberts Bank	Unit 103	Vancouver
Unit 10	Richmond	Unit 104	Kootenay
Unit 12	Halfmoon Bay	Unit 106	Shuswap
Unit 14	Gibsons		

Canadian Coast Guard Auxiliary – Pacific

The Board of Governors and the Management Team of the CCGA-P are comprised of volunteers from throughout the Pacific Region.

BOARD OF GOVERNORS

President
Bruce Falkins, West Vancouver

Secretary/Treasurer
Randy Strandt, North Vancouver

Southern Area Representative
Robin Gardner, Tsawwassen

Central Area Representative
Sheila Flynn, Pender Island

Northern Area Representative
Duncan Peacock, Kitimat

Society Representative
Dave Lindley, Sidney

Community Representative
Bruce Chan, North Vancouver

Community Representative
Frank Hudson, Victoria

Community Representative
Len Kelsey, West Vancouver

Community Representative
Ralph McRae, Vancouver

Community Representative
Russell Moore, Victoria

Past President
Malcolm Dunderdale,
Queen Charlotte City

MANAGERS

Financial Development &
Public Relations
Melissa Gervais, Richmond

Boating Safety
Neil Goldsmith, Nanaimo

Human Resources
Jim Lee, Parksville

SAR/Operations
David Rees-Thomas, Saturna Island

Training
Dan Savage, Surrey

STAFF

Executive Officer
Stan Warlow

Special Projects Officer
Tanis Harrison

Simulator Project Coordinator
Thomas Kerr

Finance Officer
Holly Lodto

Operations Assistant
Leslie Manns
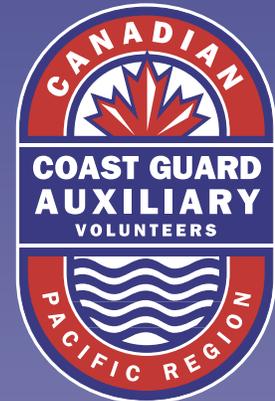
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Auxiliary – Pacific**

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Web: www.ccga-p.ca

**Volunteers
Saving Lives
on the Water**