Photo courtesy of CCGA National.

Canadian Coast
Guard Auxiliary
– Pacific

2008 – 2009
Annual Report

CANADIAN
COAST GUARD
AUXILIARY
VOLUNTEERS
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 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 safety checks of vessels.

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.

A MESSAGE FROM THE PRESIDENT

It is once again my privilege to reflect on the achievements of the Canadian Coast Guard Auxiliary – Pacific (CCGA-P) for the past year. While 2008-09 was a challenging year in many respects, our members rose to these challenges and once again provided world-class marine search and rescue (SAR) as well as boating safety education to the public.

August 2008 marked our organization's 30th anniversary. Remarkable changes have taken place during this time, but our core mission of saving lives on the water has remained the same.

Following is a short list of the accomplishments and developments that characterize the last fiscal year.

The first of these accomplishments stemmed from a request from the Coast Guard Pacific Region for the CCGA-P to establish a safety management system similar to the one they have implemented. The implementation of this system has greatly improved our operational capability and our ability to demonstrate that capability. It has been a great deal of work for both the members that created and administer the system and for the members that must train and demonstrate that training. Congratulations to all for an outstanding job that gives us additional credibility.

The second of these accomplishments was precipitated by Transport Canada's decision not to fund our boating safety program and to dramatically change the Pleasure Craft Courtesy Check program. In 2008-09 the CCGA developed its own Pleasure Craft Safety Check program, which has been and continues to be funded through donations as opposed to the Transport Canada funding that had been available in the past.

A crucial development in 2008-09 was the initiation of regional vessel construction standards. It was decided that for continuity and for member safety we would follow all other marine SAR organizations and develop just three types of vessels, which would be constructed to our organization's standards. This program will apply to all of our new vessels and should greatly increase our future safety and capability, particularly when taken together with our safety management system.

Another important development was to begin the search for property for a CCGA-P training institute that would enable us to offer training to our members and an office for our employees. The board of governors is actively working towards this objective and is exploring a number of opportunities which would enable us to expand training at a lower cost for

our members and potentially members of the public as well.

A final development was the creation of training standards for our crews and coxswains. These standards have been in place since May 2008 and we have met the challenge of establishing these standards throughout the region. Presently all CCGA-P vessels are classified as pleasure vessels by Transport Canada regardless of size or power. We should be moving to a classification of commercial qualification for our crews and vessels as Coast Guard has done with its crews. This may require even more rigorous training standards in the future, and the CCGA-P Management Team has anticipated this requirement by ensuring we will be able to provide in-house training for courses such as SVOP (small vessel operator proficiency) and Med A-3 (marine emergency duties).

These items are just some of the highlights of our progress. In these challenging times our next steps will be conditional on finding new methods of funding. Future developments will involve partnering with our member societies to a degree that will fully integrate the entire region's needs with the individual societies' needs. Closer relationships and control of spending for a defined regional benefit is a priority for the future.

In closing, I would also like to thank our staff and management team for their tireless work on behalf of the organization.

Bruce Falkins, President
Canadian Coast Guard Auxiliary – Pacific

OPERATIONS

2008-09 was another busy year for CCGA-P search and rescue (SAR) operations. Adrift vessels, mechanical breakdowns and grounded vessels were the most common mission types undertaken, while mechanical failures were the cause of the majority of SAR missions.

Exciting new developments include the deployment of the organization's first diesel jet-powered vessel and the start of design work on a new SAR vessel that will be the standard used by most CCGA-P stations in the future.

Following is a summary of the operations highlights of 2008-09:

Station News

Station 74 Kitkatla's new Titan 249XL cabin vessel *Git Lax Moen* ("People of the Salt Water") came into service in 2008. Station 74 has completed six incidents to date, earning the compliments of the officer-in-charge of the Joint Rescue Coordination Centre (JRCC) for their efficiency and professionalism on one of those calls.

Co-crew stations may see a change in operation in the near future, as Coast Guard has been developing a new policy. The decision by Coast Guard will affect CCGA-P Station 25 Gulf Islands in particular, as this station has been out of service as a SAR resource pending the outcome.

CCGA-P Station 69 Sandspit has been taken out of service permanently, but interested members who qualify may take on co-crew status at Coast Guard Station Sandspit.

On November 16, 2008, Station 12 Halfmoon Bay was tasked to conduct a shoreline search on Thormanby Island after reports were received of a downed aircraft. Crewmembers spotted an individual onshore who was waving for assistance. He was taken onboard the station's vessel and treated for third-degree burns to his hands and face and impact injuries to his abdomen and upper chest area. He described the crash to the crew, stating that he was the only survivor. This crucial information was passed to other relevant parties and the victim was delivered to ambulance personnel.

§

On September 30, 2008, Station 34 Mill Bay and Station 36 Saanich helped put out a vessel fire on the west side of Saanich Inlet. Crewmembers from Station 36 were first on scene and extinguished a nearby tree fire caused by an explosion onboard the vessel. Both stations then began dousing the vessel fire, which was unreachable by local firefighting crews. Eventually the vessel sank and the area was observed for possible environmental contamination.

OPERATIONS

New Vessels

Victoria's new vessel, the *Tolonen*, is now in active service as Auxiliary 35.

Naval Architect Ivan Erdevicki has completed detailed design of the 10-metre intermediate type II class vessel in both outboard and diesel jet drive versions. The first vessel of this class will be built for Station 27 Nanaimo.

A significant number of new vessels of the type 1 class: (open [delta-console], t-top and full cabin), have been put in service within the last year.

Relief Vessels

The CCGA-P's (and Coast Guard's) position on spare vessels for the CCGA-P was a cause for concern in the spring of 2009 when all four primary CCGA-P dedicated response vessels and one or more backup vessels in the Victoria area were out of service simultaneously. The efforts of stations 37 Sooke, 35 Victoria, 33 Oak Bay and 36 Saanich to juggle boats and remain on SAR standby are to be commended. While coverage was always maintained and the problem rectified quickly, it did draw attention for the need of stations and societies to communicate vessel status, maintenance plans and backup availability with the

CCGA-P management, neighboring stations and JRCC. It is imperative that we are able to maintain our 24/7 readiness if we are to be seen and utilized as a first-line SAR response asset. As a result, societies and stations need to maintain a reasonable number of relief vessels in each area and ensure that these vessels can become fully operational on short notice.

SAR Patrols

Traditionally, the CCGA-P classified on-water authorized activities under three headings: SAR taskings, training and special events, the last being a catch-all designation which included public relations operations in the community, some boating safety events and marine safety patrols at major events as

SAR Incidents by Month 2008-09
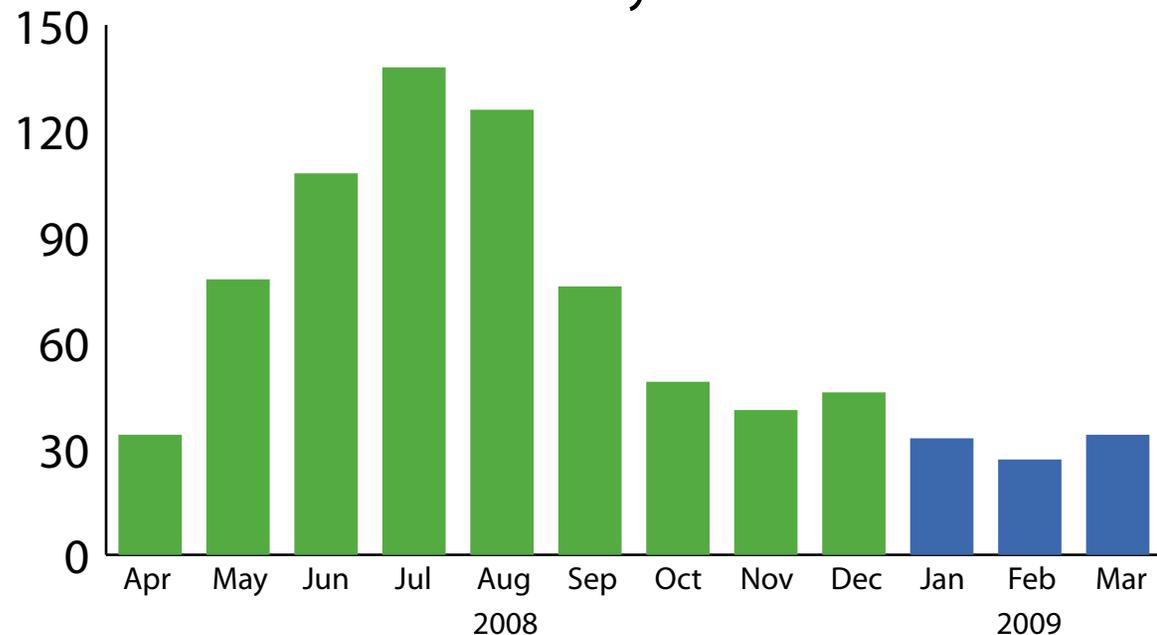
requested by JRCC. It became evident in 2008 that the last category should be made separate, as the expectations on crews and justification for reimbursement differed considerably from those of the other two categories.

Between the manager of SAR operations and the officer in charge of JRCC, the term "SAR patrol" was introduced. A SAR patrol is a JRCC tasking which requests the presence of a CCGA-P vessel, generally at a specific location for a specific length of time, and usually to provide a safety patrol for a major public event.

SAR patrol taskings are most often initiated by Coast Guard, local police, RCMP, harbour authorities or other agencies making a direct request to JRCC.

SAR Operations Team

A sincere thank you is due to the members of the SAR operations team, Greg Miller and Bob McCauley, who, respectively, have carried the loads of special events and incident reports for the last few years. While SAR operations is not typically associated with paperwork, it is a crucial component of the process.

- Photo courtesy of CCGA National.

"We would like to express our sincere appreciation for your past assistance on a very troublesome rainy and windy night. You will be in our thoughts every time we are out boating."

F.K., North Vancouver

BOATING SAFETY

With five dedicated stations and 40 search and rescue (SAR) stations running boating safety programs, SAR prevention is a key component of our mission.

Boating safety and SAR prevention education is offered to the CCGA-P membership so that all members build awareness, skills and knowledge to encourage the practice of embracing a safety culture on and near the water.

Kids Don't Float

The Kids Don't Float personal flotation device loaner program continued growing in 2008-09, thanks in large part to community partnerships. At the regional level, Mustang Survival supplied PFDs for new Kids Don't Float stations as well as existing ones with lost or damaged PFDs. At the station level, a board was established in Comox in spring 2008 with the support of the Comox Valley Community Association, the Town of Comox and Island Timber Frame. In Port Alberni, the existing board at Sproat Lake was promoted by summer students funded by the Alberni-Clayoquot

Regional District. At other stations, numerous local marinas and community groups have helped to host and maintain the boards. In recent years, the RCMP has joined the program and has signed a memorandum of understanding with the CCGA-P to place stations in remote communities on the coast.

Bobbie the Safety Boat

2008 marked the fifth year of the CCGA-P's Bobbie the Safety Boat program. These remote controlled land-based training aids are used by a number of CCGA-P stations to teach children about boating and water safety. In 2008-09 Bobbie colouring books were dis-

tributed to all stations involved in the program and a popup display was purchased for use in community events such as boat shows and public displays.

Pleasure Craft Safety Checks

In the spring of 2009, the CCGA launched the Pleasure Craft Safety Check program as a customized and independent initiative. CCGA-P members with experience in the former Pleasure Craft Courtesy Check program were offered an opportunity to refresh their skill and knowledge base and were introduced to the new CCGA Pleasure Craft Safety Check form.

Boating Safety by the Numbers: 2008-09	
Displays, parades, presentations	94
Community events	57
Pleasure craft safety checkers	175
Boating safety officers	25
Person hours	1,250

To date, 22 stations have responded to the new initiative with 43 members completing 320 checks.

Future Directions

Should the Pleasure Craft Safety Check program continue to be a recognized and influential service, CCGA-P members will seek updated reference material and the required training to carry the program forward into the future.

By September 15, 2009, everyone who operates a motorized pleasure craft must carry proof of competency on board at all times. CCGA-P boating safety educators will educate the public about this new requirement and will continue to raise public awareness about boating safety in 2010 and beyond.

TRAINING

Training is fundamental to the CCGA-P to ensure that only competent and skilled crews are asked to go out on missions on the water in what can be adverse and dangerous conditions.

Fast Rescue Craft Simulator

CCGA-P member training with the fast rescue craft simulator officially started in 2008-09. During this time, 13 courses were held in which 75 coxswains went through the simulator and 70 successfully completed the course. In October 2008 Given Popowich took over as simulator project coordinator and began completing vital tasks to refine the program, including updating the simulator software, streamlining the course content and updating the training vessel electronics.

While initially the simulator course was designed to train volunteers in proper procedures used in restricted visibility, new courses have been developed to expand the scope of simulator training. For those stations that asked for extra electronic navigational training, onsite weekend courses were developed and exercised, and day-long refresher courses for members needing more practice with the simulator and more time on the water were held.

Training Tools

Much of the CCGA-P's training is also done at the station level. On-water and classroom training is typically overseen by a station training officer, who receives guidance from the regional training manager and safety management officer. Regional tools are also available to all members, including the following:

SAR Learning System (SLS): In 2008-09, members at all stations continued to use the SLS to enhance their on-water and classroom training. The SLS is an online training tool designed for all CCGA-P volunteers to learn about the electronic navigation aids to be found on-board most of our vessels.

Training Hours by Month 2008-09
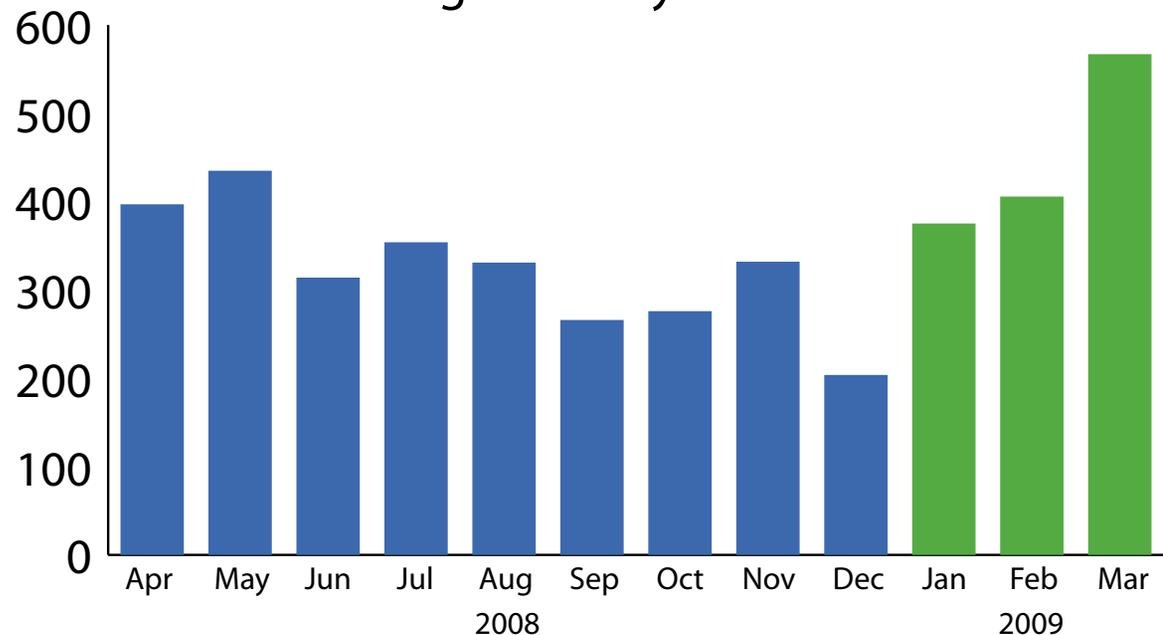
Online Materials: A large selection of materials was added to the CCGA-P website in 2008-09 to support local on-water and classroom training. Navigation, first aid scenarios and SAR exercises are just some of the resources available to all CCGA-P members, as well as quizzes designed to test practical knowledge.

Safety Management

On May 23, 2008, the CCGA-P Board of Governors approved a new set of crewing standards for all members of the CCGA-P. The purpose of these standards is to ensure the safety and effectiveness of all crewmembers, particularly those operating cabin vessels. In order to assist stations not yet meeting these new standards, Safety Management Officer Chris Rasmussen was hired in March 2009. Chris's role has been to travel to stations throughout the province to determine station training requirements and to provide the necessary courses, particularly in the north where it is difficult to find course suppliers.

Future Directions

Training will remain a high priority for the CCGA-P in 2010 and beyond, as proper training is the cornerstone of any organiza-

tion involved in high-risk activities. Work will continue on the establishment of a CCGA-P training institute that will allow for centralized on-water and classroom training, and will act as a home base for the CCGA-P head office and the simulator program.

For the simulator, a new 3½-day course focusing on crew and advanced crew standards will be up and running in early January 2010 to supplement the existing courses; this new course will focus on the fundamentals of SAR navigation. New and more realistic simulator software will also be installed in the near future

by global simulation leader Transas.

The CCGA-P's safety management officer will be starting to tour the north and to audit stations with regards to uniformity of standards of training and equipment, while providing local training. A network of qualified northern instructors will also be developed to ensure these stations have the resources they need to obtain the required crewing standards.

In 2010 and beyond, the CCGA-P will continue to deliver consistent, high-quality training to all of our volunteer members.

FINANCIAL DEVELOPMENT & PUBLIC RELATIONS

The search and rescue and the boating safety education services provided to the public by CCGA-P volunteers are available free of charge thanks to the generous funding of various organizations and individuals. In 2008-09 the CCGA-P continued to establish strong partnerships with like organizations, to raise our public profile and to implement long-term plans for sustainable growth and development.

Fundraising

2008-09 was another successful fundraising year for the CCGA-P. One of the organization's major supporters remains the British Columbia Gaming Policy and Enforcement Branch, who allocated over $1.5 million to the CCGA-P. In addition, we received hundreds of donations through our two direct mail fundraising campaigns. Not only do these campaigns provide us with much needed funds for training and operations, but they also raise public awareness about the work done by CCGA-P volunteers and the need for donations to keep this work going.

Individual stations and their supporting societies had some great fundraising success in 2008-09. The Victoria station saw the comple-

tion of their long-awaited new fast response vessel, which is rollover-capable and Transport Canada certified, funded in large part through Gaming grants and individual donations. The Nanaimo station opened their new boathouse, which includes an office and heated ready room, and was also funded through Gaming grants as well as private and corporate donations. Much support for the project came from the City of Nanaimo as well as the local paddling club, who share the dock space.

Public Relations

In March 2009, Ton Haasnoot, director of operations for the KNRM (Royal Netherlands Sea Rescue Institution) made his second visit to British Columbia to assist the CCGA-P with training and crew certification. Ton is an experienced and highly qualified mariner, and besides working for the KNRM has recently worked as an instructor for the internationally renowned Maritime Rescue Institute (MRI) in Scotland. MRI are providers of specialist

- Photo courtesy of CCGA National.

training programs and advisory services on all forms of waterborne emergency response to organizations and governments around the world. Ton's expertise has benefited the CCGA-P's training program, and his contacts with like organizations have provided our organization with access to invaluable resources.

"Thank you to all the wonderful volunteers!"

V.C., Sechelt

Future Directions

While the continued economic downturn makes present and future fundraising a challenging prospect, the CCGA-P will continue to raise both funds and awareness to ensure the continuation of our vital lifesaving programs. Plans are also underway to establish a CCGA-P training institute which would include accommodation and meals for our members participating in on-water and classroom training courses and would serve as a location for leadership development. This major undertaking will ultimately allow the CCGA-P to continue providing world-class search and rescue services and SAR prevention programs to the public.

Saving a life in BC coastal waters is no easy task. It takes constant vigilance and tremendous resources. We maintain a fleet of 55 vessels and require the support of 1,400 volunteers who give freely of their time and ask only for proper training and equipment. In return, we are at the aid of 47 communities and are ready 24 hours a day, 7 days a week, 365 days a year.

Most people don't know it, but it costs $1,800 per day to keep our boats ready for action. And without your support to operate we couldn't maintain our services.

Help us cover the increasing costs of running this vital service.

- $50,000 per year provides our units with back-up vessels.
- $25,000 per year provides educational services to the public on boating safety.
- $1,500 sends one Coxswain to Search and Rescue navigation school.
- $1,000 buys a floatation suit, helmet and safety goggles for one of our volunteers.
- $150 buys a utility vest containing first aid and safety equipment.
- $50 stocks a vessel with thermal blankets.

CANADIAN COAST GUARD AUXILIARY VOLUNTEERS
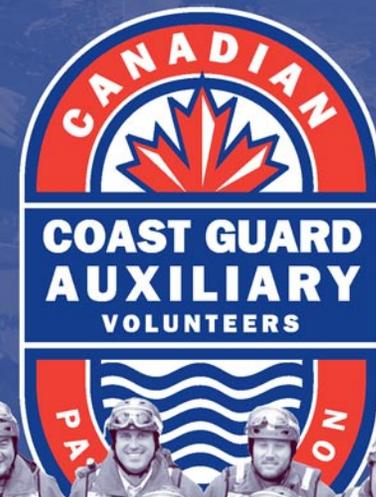
We risk our lives to help save yours!

HUMAN RESOURCES

The volunteer members that make up the CCGA-P are the heart of the organization. In 2008-09, the CCGA-P endeavored to provide continuing support to its members in a variety of ways.

Station Assistance Visits

Over the past year the CCGA-P manager of human resources personally visited a number of stations to provide support, answer questions and consult on any station issues. Stations visited in the last fiscal year include Halfmoon Bay, Oak Bay, Campbell River, Ladysmith, Gulf Islands, Nanaimo, Ocean Falls and Bella Bella. These visits are mutually beneficial in that the station members received guidance and advice from the manager of human resources, while he in turn received insight into the daily operations of these stations as well as a feel for their particular challenges and successes.

Staff

While the CCGA-P continues to operate with a very small office staff, the previous fiscal year saw many changes at the head office. Operations Assistant Leslie Manns left in February 2009 on maternity leave and was temporarily replaced by Karen Blackman, and then Michael Cox. Leslie's shoes are hard ones to fill, but Michael is doing an excellent job.

Given Popowich joined the staff of the CCGA-P in October 2008, to take charge of the fast rescue craft simulator situated in Victoria. With the assistance of volunteers and the Coast Guard SAR training officer, he has instructed further simulator courses as well as developing new courses utilizing the simulator.

Chris Rasmussen joined the staff of the CCGA-P in March 2009 to take SAR and certification out to CCGA-P stations. He is qualified to instruct a number of relevant courses, which will greatly assist with certification compliance at more remote stations, where this training is not easily available. Chris is also a trained safety auditor and will be carrying out internal audits on all stations in late 2009.

Membership Issues

The HR manager position requires, among other things, mediation or arbitration of disputes that may arise between members or between the CCGA-P and the public. Such disputes are rare considering the size of the region and the diversity of our membership.

However, disputes do come up. These inevitably soak up large amounts of time and may not be settled as quickly as all parties would like. Any complaints that come to the human resources manager go through an investigation, and in every appropriate case, mediation is offered. Although mediation always involves compromise, it is the most productive way to solve issues between people.

Management Team

The HR manager is part of a team that includes the other managers, the executive officer and other contributors. This team is involved in making decisions that reflect on the day-to-day operations of the region. The team has been deeply involved in developing the standards for new vessels, training standards, the safety management system, the simulator project and hiring staff for our programs.

"A hero is an ordinary individual who finds strength to persevere and endure in spite of overwhelming obstacles."

Christopher Reeve

Future Directions

The portfolio of human resources will remain actively concerned with developing policy to protect and enhance our membership, and to continue to work towards maintaining the highest ethical standards.

This will include developing policies that encourage member retention, and ways and means of keeping our older, more experienced members actively engaged in the CCGA-P. There will be continued effort to improve communications and the sharing of ideas throughout the region.

- Photos courtesy of CCGA National.

A TASTE OF 2008 - 2009

2008

APRIL

Training officially begins on the CCGA-P's fast rescue craft simulator, the world's first accurate simulator for this type of vessel; feedback is overwhelmingly positive.

MAY

A workshop for the CCGA-P's interior boating safety units is held in Vernon.

JUNE

Station 60 Comox takes possession of its new shallow draft jet boat, designed for the many shallow waters in the Comox/Courtenay area.

JULY

Station 8 Delta members respond to a distress call from a disabled pleasure craft that is taking on water. The vessel is towed to shore and the occupants are treated for injuries, then driven to the hospital for further treatment.

AUGUST

The Canadian Coast Guard Auxiliary celebrates its 30th anniversary.

SEPTEMBER

The CCGA-P's 30th Annual General Meeting is held in Victoria.

Station 27 Nanaimo officially opens the Nanaimo Rescue Station and Community Paddling Dock; the new structure contains an enclosed boat area, an office, and a ready room for crewmembers.

OCTOBER

Four members from CCGA-P Station 14 Gibsons are awarded a certificate of achievement in search and rescue from the National SAR Secretariat.

Given Popowich joins the CCGA-P as the simulator program manager and head instructor.

THE YEAR IN REVIEW

2009

NOVEMBER

The CCGA-P's Safety Management System comes online. Members now possess a comprehensive system to ensure the safety of all members, to prevent human injury or loss of life and to avoid damage to the environment and to property in all operations of the CCGA-P.

DECEMBER

Station 33 Oak Bay members respond to a sailing vessel in distress with two adults and three young children onboard. One adult and the children are transferred to Station 33's vessel and taken ashore, where they are left in custody of local firefighters.

JANUARY

Station 29 Ladysmith members assist in the rescue of three boaters forced to abandon their sailing vessel after it runs aground in extreme weather near Tent Island.

FEBRUARY

Thousands attend the Vancouver International Boat Show; 20 CCGA-P members from seven stations volunteer to promote boating safety at the four-day event.

MARCH

Ton Haasnoot, director of operations for the KNRM (Royal Netherlands Sea Rescue Institution) comes to evaluate CCGA-P coxswains on Vancouver Island and the Lower Mainland and to start instruction for the Victoria station in the use of their new vessel.

Chris Rasmussen joins the CCGA-P as the safety management officer.

ANSWERING THE CALL

In October 2008 four crewmembers from CCGA-P Station 14 Gibsons received a certificate of achievement in search and rescue from the National Search and Rescue Secretariat (NSS). William Parsons, Marcel Van Der Stelt, Adrian White and Elaine James were part of a multi-agency rescue that took place on October 7, 2007. On this date, Station 14 Gibsons was tasked after a kayak was reported to have capsized off Anvil Island. During the rescue it was determined that three two-person kayaks had capsized and that six persons were in the freezing six-foot waters. Three of them were found ashore at Anvil Island while three others were found in the water. The Station 14 crewmembers spotted one of them in the water, who they recovered; they immediately applied life saving first aid to the severely hypothermic victim. Crewmember Adrian White then traveled with another of the victims via ambulance to the local hospital, administering CPR the entire journey.

The NSS's annual awards program recognizes individuals and organizations that have made significant contributions to search and rescue in Canada.

The award was presented at the NSS's annual search and rescue conference,

SARSCENE, in St. John's, Newfoundland and Labrador, along with the following commendation for the crew and the rest of Station 14 Gibsons:

"The members of the CCGA-Pacific Unit 14 Gibsons made a notable commitment to

marine search and rescue, and because of their prevention work, they are able to reach many boaters, and educate them in order for them to be safer on the water. Numerous lives have also been saved thanks to these people, who think of others before themselves and who are committed to ensuring water safety."

RESCUE

THE YEAR AT A GLANCE

Every year the volunteer members of the Canadian Coast Guard Auxiliary – Pacific readily exchange leisure, comfort and sleep for cold, wet and fatigue. Their lifesaving work is essential, often difficult and sometimes dangerous.

Although it is difficult to quantify the value of the work done by CCGA-P members, the following numbers give a small glimpse into their commitment to the organization and the value of their work:

Total Missions	790	Average Incident Duration (Hours)	1.65
Total Hours	1304	People Saved	153
Person Hours	4640	People Assisted	703
Average Hours per Person	4.95	Value of Property Saved	$21,173,810

CCGA-P crews often work closely with other lifesaving agencies on critical missions that demand effective communication and well-coordinated cooperative efforts. Following is an example of just such a mission under-taken by CCGA-P Station 35 Victoria:

On December 28, 2008 in extreme weather conditions, Station 35 was tasked along with a Canadian Forces vessel to respond to reports of a bro-ken-down pleasure craft off Brotchie Ledge. Once on scene, both parties realized that the initial mission of as-sisting a disabled vessel was quickly turning into a rescue mission as the 18-foot powerboat was swamped and quickly taking on water in 15-foot seas and 50-plus knot gusts of wind. The two persons onboard the vessel were close to abandoning, but were able to proceed safely into Victoria on their own backup power with the assistance of the Station 35 and Canadian Forces vessels. Once the vessel was safely escorted to a local dock and both passengers were evaluated, Station 35 crewmembers helped to pump out the vessel and secure it in a safe location.

JAMIESON
IRWIN
& ASSOC.
Chartered Accountants

AUDITOR'S REPORT

To the Members of Canadian Coast Guard Auxiliary - Pacific

We have audited the statement of financial position of Canadian Coast Guard Auxiliary - Pacific as at March 31, 2009 and the statements of operations and changes in net assets and cash flows for the year then ended. These financial statements are the responsibility of the society's management. Our responsibility is to express an opinion on these financial statements based on our audit.

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 our opinion, these financial statements present fairly, in all material respects, the financial position of the society as at March 31, 2009 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles.

Jamieson Irwin & Associates

Victoria, British Columbia
August 11, 2009

CHARTERED ACCOUNTANTS

Canadian Coast Guard Auxiliary (Pacific), Inc. Statement of Financial Position as at March 31, 2009

	Coast Guard Contribution Agreement Fund		Capital Fund		Gaming Fund		General Fund		Total		Total
			Restricted				Unrestricted		2009		2008
Current assets											
Cash	$	20,258	$	-	$	283,097	$	364,159	$	667,514	$	471,984
Accounts receivable		5,246		-		541		7,246		13,033		21,217
Due from (to) other funds		29,973		-		(1,927)		(28,046)		-		-
Prepaid expenses		2,740		-		-		-		2 ,740		6,436
		58,217		-		281,711		343,359		683,287		499,637
Property plant and equipment (Note 3)		-		592,472		-		-		592,472		676,061
	$	58,217	$	592,472	$	281,711	$	343,359	$	1,275,759	$	1,175,698
Current liabilities											
Accounts payable & accrued liabilities	$	58,217	$	-	$	-	$	-	$	58,217	$	76,096
Net assets											
Invested in capital assets		-		592,472		-		-		592,472		676,061
Externally restricted		-		-		281,711		-		281,711		111,030
Internally restricted (Note 5)		-		-		-		99,506		99,506		109,107
Unrestricted		-		-		-		243,853		243,853		203,404
		-		592,472		281,711		343,359		1,217,541		1,099,603
	$	58,217	$	592,472	$	281,711	$	343,359	$	1,275,759	$	1,175,698

Approved on behalf of the Board
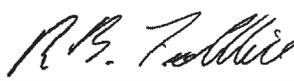
Canadian Coast Guard Auxiliary (Pacific), Inc. Statement of Operations and Changes in Net Assets for the Year ended March 31, 2009

	2009					2008
	Restricted			Unrestricted		
	Coast Guard Contribution Agreement Fund	Capital Fund	Gaming Fund	General Fund	Total	Total
Revenues						
Operating grants - Canadian Coast Guard	$ 881,000	$ -	$ -	$ -	$ 881,000	$ 934,000
- CCGA National	14,000	-	-	-	14,000	20,000
Contributions from B.C. Gaming	-	-	225,000	-	225,000	-
Donations	-	-	-	51,644	51,644	92,864
Gain (loss) on insurance proceeds (Note 5)	-	-	-	(5,493)	(5,493)	14,107
Unit Training Reimbursement	-	-	-	10,000	10,000	95,000
Northern Mentorship Program	-	-	-	17,250	17,250	-
Boating Safety	-	-	-	14,027	14,027	-
Miscellaneous	2,347	-	2,120	4,428	8,895	9,110
	897,347	-	227,120	91,856	1,216,323	1,165,081
Expenses						
Administration	310,342	-	4,367	43,495	358,204	341,474
Operations	263,278	-	1,331	3,609	268,218	230,454
Training	297,362	-	8,811	2,257	308,430	305,497
Members	23,424	-	-	1,787	25,211	38,522
Boating safety	-	-	-	16,364	16,364	46,369
Amortization	-	97,256	-	-	97,256	48,276
Loss on disposal of assets	-	24,700	-	-	24,700	6,347
	894,406	121,956	14,509	67,512	1,098,383	1,016,939
Excess of revenues over expenses	2,941	(121,956)	212,611	24,344	117,940	148,142
Transfer from Coast Guard Fund	(3,164)	3,164	-	-	-	-
Transfer from Capital Fund	-	(1,000)	-	1,000	-	-
Transfer to General Fund (Notes 4 and 5)	-	(35,722)	-	35,722	-	-
Transfer from General Fund	223	15,888	-	(16,111)	-	-
Transfer from Gaming Fund	-	41,930	(41,930)	-	-	-
	-	(97,696)	170,681	44,955	117,940	148,142
Net assets, beginning of year	-	690,168	111,030	298,404	1,099,602	951,460
Net assets, end of year	$ -	$ 592,472	$ 281,711	$ 343,359	$ 1,217,542	$ 1,099,602

Canadian Coast Guard Auxiliary (Pacific), Inc. Statement of Cash Flow for the Year ended March 31, 2009

| | 2009 | | | | | 2008 |
| | Restricted | | | Unrestricted | | |
	Coast Guard Contribution Agreement Fund	Capital Fund	Gaming Fund	General Fund	Total	Total
Operating activities:						
Excess of revenues over expenditures	$ 2,941	$ (121,956)	$ 212,611	$ 24,344	$ 117,940	$ 148,141
Items not involving cash						
Loss on sale of equipment	-	24,700	-	-	24,700	6,348
Amortization of capital assets	-	97,256	-	-	97,256	48,276
	2,941	-	212,611	24,344	239,896	202,765
Changes in non-cash working capital	(457)	14,107	1,003	(20,654)	(6,001)	(60,524)
Change in deferred contributions	-	-	-	-	-	(14,813)
Transfer to / from restricted funds	223	(36,722)	-	36,499	-	-
Total cash derived from operating activities	2,707	(22,615)	213,614	40,189	233,895	127,428
Investing activities						
Proceeds on sale of capital assets	-	1,000	-	-	1,000	11,500
Write-off of unrealized capital costs	-	21,615	-	-	21,615	
Acquisition of capital assets	(3,164)	-	(41,930)	(15,886)	(60,980)	(187,418)
	(3,164)	22,615	(41,930)	(15,886)	(38,365)	(175,918)
Increase (decrease) in cash & equivalents	(457)	-	171,684	24,303	195,530	(48,490)
Cash and equivalents, beginning of year	20,715	-	111,413	339,856	471,984	520,474
Cash and equivalents, end of year	$ 20,258	$ -	$ 283,097	$ 364,159	$ 667,514	$ 471,984

NOTES TO FINANCIAL STATEMENTS   **YEAR ENDED MARCH 31, 2009**

1. DESCRIPTION OF OPERATIONS

The Society is a registered charity, incorporated under the Canada Corporation 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 public boating safety in the Pacific region of Canada. The Society is exempt from income tax under section 149 of the Income Tax Act.

Coast Guard Contribution Agreement
The Society's Search and Rescue operations are funded pursuant to a contribution agreement with the Department of Fisheries and Oceans, Government of Canada.

Membership
Membership in the Society is conditional upon agreement to abide by the rules, regulations and bylaws of the Society.

Members are organized into groups called Units approved by the Canadian Coast Guard, which, under the direction of Unit Leaders, carry out the auxiliary tasking, training and boating safety activities.

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 Society.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Fund accounting
The society uses fund accounting.

Coast Guard Contribution Agreement Fund
This fund comprises activities of the Society performed pursuant to the contribution agreement with Department of Fisheries and Oceans. Operating grants received are restricted and must be expended in accordance with annual budgets and the terms of this agreement.

Capital Fund
This fund reports on property and equipment owned and acquired by the Society and contributions, other than gaming revenues, that are restricted for capital purposes.

Gaming Fund
This fund reports on revenues, expenses and unexpended balances from grants received through the Gaming Branch, Province of British Columbia. Funds are restricted to be used for the purposes specified in the accepted gaming funds application.

General Fund
This fund reports on all other revenues and expenses of the Society, including non-capital fund raising and administrative activities.

(continues)

NOTES TO FINANCIAL STATEMENTS   **YEAR ENDED MARCH 31, 2009**

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

Property, plant and equipment

Property, plant and equipment are stated at cost less accumulated amortization. Property, plant and equipment are amortized over their estimated useful lives at the following rates and methods:

Computer hardware, software and office equipment	30%	declining balance method
Boating safety promotion equipment	30%	declining balance method
Automotive equipment	30%	declining balance method
Vessels	5 years	straight-line method to residual value
Marine Simulator	5 years	straight-line method to residual value
Training equipment	5 years	straight-line method
Design Plans	non-amortizable	reviewed for impairment in value each year

The Design Plans were in the development stage at the end of the fiscal year.

Financial instruments

The Society follows the recommendations of the Canadian Institute of Chartered Accountants ("CICA") under CICA Handbook Section 3855, Financial Instruments - Recognition and Measurement and CICA Section 3861, Financial Instruments - Disclosure and Presentation. Under these standards, all financial assets and liabilities are classified into one of the following five categories: held for trading, held-to-maturity, loans and receivables, available-for-sale financial assets or other financial liabilities. Held for trading financial investments are measured at fair value and all gains and losses are included in net income in the period in which they arise. Available-for-sale financial instruments are measured at fair value with revaluation gains and losses included in fund balance. Loans and receivables, held-to-maturity financial investment and other financial liabilities are measured at amortized cost using the effective interest rate method. The Society has designated its financial assets and liabilities as follows:

Financial Assets
  (i) Held for trading:
       Cash – The Society has designated cash as held for trading and recorded at fair value.
  (ii) Available-for-sale and held to maturity:
       The Society does not currently hold any financial assets classified as available for sale or held to maturity.
  (iii) Loans and receivables:
       Accounts receivable – Accounts receivable are recorded at amortized cost less any impairment losses recognized and approximate their fair values due to the relatively short periods to maturity.
Financial Liabilities
  (iv) Held for trading:
       The Society does not currently hold any financial liabilities classified as held for trading.   (continues)

NOTES TO FINANCIAL STATEMENTS   **YEAR ENDED MARCH 31, 2009**

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

   (v) Other financial liabilities:
      Accounts payable and accrued liabilities – Accounts payable and accrued liabilities are recorded at amortized cost and approximate their fair value due to relatively short periods to maturity.

Revenue recognition

The Society 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 property, plant and equipment 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 Society and would otherwise have been purchased.

Donated services and goods

The Society receives significant benefits from donated materials and the services of its members who receive no remuneration for their time. The financial benefit of contributed materials and volunteer services is not reflected in the financial statements.

Measurement uncertainty

The preparation of financial statements in conformity with Canadian generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amount of assets and liabilities, disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the period. Significant items subject to such estimates and assumptions include the determination of carrying value of property, plant and equipment, as well as the provision for accrued liabilities. Such estimates are periodically reviewed and any adjustments necessary are reported in earnings in the period in which they become known. Actual results could differ from these estimates.

NOTES TO FINANCIAL STATEMENTS   **YEAR ENDED MARCH 31, 2009**

3. PROPERTY, PLANT AND EQUIPMENT

		Cost		Accumulated amortization		2009 Net book value
Purchased equipment:						
Simulator prototype	$	500,772	$	50,077	$	450,695
Computer and office equipment		154,868		126,719		28,149
Boating safety promotion equipment		159,742		130,568		29,174
Automotive equipment		54,009		44,965		9,044
Vessels - purchased		82,278		38,096		44,182
Training equipment		31,505		9,452		22,053
Design plans		7,175		-		7,175
Contributed equipment:						
Vessels contributed		57,000		55,000		2,000
	$	1,047,349	$	454,877	$	592,472

		Cost		Accumulated amortization		2008 Net book value
Purchased equipment:						
Simulator prototype	$	482,647	$	-	$	482,647
Computer and office equipment		149,512		115,803		33,709
Boating safety promotion equipment		159,742		118,064		41,678
Automotive equipment		54,009		41,089		12,920
Vessels - purchased		82,278		26,514		55,764
Training equipment		31,505		3,151		28,354
Design plans		16,989		-		16,989
Contributed equipment:						
Vessels contributed		57,000		53,000		4,000
	$	1,033,682	$	357,621	$	676,061

NOTES TO FINANCIAL STATEMENTS   **YEAR ENDED MARCH 31, 2009**

4. INTER-FUND TRANSFERS

		2009		2008
Transfers for the purchase of property, plant and equipment:				
Coast Guard Fund to Capital Fund	$	3,164	$	59,225
Gaming Fund to Capital Fund		41,930		111,204
General Fund to Capital Fund		15,888		16,989
	$	57,818	$	187,418
Transfers to cover net shortfall in operating grants:				
General Fund to Coast Guard Fund	$	223	$	112
Transfer of insurance proceeds (note 5):				
Coast Guard Fund to Capital Fund	$	-	$	14,107
Capital Fund to General Fund		14,107		-
Transfer of proceeds on sale of equipment:				
Capital Fund to General Fund	$	1,000	$	-
Transfer to write off debt and property, plant and equipment				
Capital fund to General Fund	$	21,615	$	-
Transfer to eliminate inter-fund balance				
Capital Fund to General Fund	$	-	$	20,292

NOTES TO FINANCIAL STATEMENTS   **YEAR ENDED MARCH 31, 2009**

5. INTERNALLY RESTRICTED NET ASSETS

During the comparative year, the Society received funds in the amount of $95,000 from Units. The Board internally restricted these funds for the purpose of running train-ing programs for volunteers. During the current year, the Society received another $27,250, and incurred $22,744 on the running of training programs, leaving a balance of $99,506 as internally restricted net assets.

In the comparative year, the Society received $28,214 in insurance proceeds for vessel engines replaced in the previous year. The vessels were purchased out of the Coast Guard Fund. One half ($14,107) of the insurance proceeds were transferred to the Capital Fund. The Board had internally restricted these funds to be used in the 2008/2009 fiscal year for Coast Guard approved expenditures. The balance of the insurance proceeds was recorded as a liability in the Coast Guard Fund to Coast Guard Auxiliaries in the other regions of Canada, with whom the proceeds were to be shared. During the current year, it was determined that the funds retained by the Society were not to be used for Coast Guard approved expenditures. Consequently, the balance was removed from internally restricted net assets and trans-ferred to the General Fund. Furthermore, the balance to be retained by the Society was reduced by $5,493, resulting in a loss in the General Fund.

6. ECONOMIC DEPENDENCE
The society receives substantially all of its operating funds from the Department of Fisheries and Oceans. In addition, office space and contents are provided at no cost to the Society by the Department as well as insurance coverage (other than deductibles on claims) for authorized operational activities.

GOVERNANCE

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

Vice President
Randy Strandt, North Vancouver

Secretary/Treasurer
Greg Miller, Richmond

Executive Officer
Stan Warlow, Victoria

Southern Area Representative
Hans Verbeek, Tsawwassen

Central Area Representative
Jim Lee, Parksville

Northern Area Representative
Duncan Peacock, Kitimat

Society Representative
Dave Lindley, Victoria

Community Representative
Philip Halket, Victoria

Community Representative
Ralph McRae, Vancouver

Community Representative
Russell Moore, Victoria

Community Representative
Frank Hudson, Victoria

Community Representative
David Hughes, Victoria

Past President
Malcolm Dunderdale, Queen Charlotte City

MANAGERS

Training
Dan Robinson, West Vancouver

SAR Operations
David Rees-Thomas, Saturna Island

Human Resources
Jim Lee, Parksville

Financial Development & Public Relations
Judith Cook, Victoria

Boating Safety
Ellen Reid, Salt Spring Island

Stations

There are currently 45 stations in the CCGA-P, located throughout British Columbia. Stations are grouped according to location into one of three areas that cover the entire Pacific region.

Northern Area

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

Central Area

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

Southern Area

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

CANADIAN
COAST GUARD
AUXILIARY
VOLUNTEERS
PACIFIC REGION

Volunteers
Saving Lives
on the Water