



Volunteers
Saving Lives
on the Water

Canadian Coast Guard Auxiliary - Pacific Annual Report 2010 - 2011



VOLUNTEERS SAVING LIVES ON THE WATER



Mission: To save lives on the water.

Vision: To provide world-class marine search-and-rescue and boating safety services.

Values: We:

- Recognize the courage and dedication of our volunteers;
- Perform at the highest standards;
- Employ best practices;
- Enhance public trust;
- Communicate openly and effectively.



*Photo above left: Steve Somerville.
Photo above right: Jason van der Valk.*

A MESSAGE FROM THE PRESIDENT

As members, we tend to spend the vast majority of our time dealing with current challenges whether it is training, recruiting, education, administration or a SAR tasking.

Occasionally we can remove ourselves from this constant distraction, look ahead to our future, and focus on our long term goals. This is one of those times where we get to focus not only on where we are going, but also take a moment to reflect upon and enjoy the successes we have had in the past year or so, and note some of the challenges we face going forward.

To relay the story of our growth, I shall use a recent experience that truly highlights how far we have come. At the World Maritime Rescue Congress, the CCGA-P had the opportunity to make a presentation to many

of our colleagues in international maritime rescue to tell the story of how far this organization had come in the last fifteen years and more importantly, how we did it.

In this presentation, we relayed the fact that for the last fifteen years we have been visiting other agencies and attending conferences to soak up all the knowledge we could, whether it pertained to fundraising, training, vessel designs, governance or equipment.

To their credit, each person we have ever talked to in the international rescue family has been extremely helpful and you don't have to look far to see the results of these interactions.

Consider the training we receive, our governance model, the vessels we operate, or our fundraising efforts. We have tried hard to implement the best

practices from around the world in every aspect of our business with great results.

This year we thought it was time we gave something back to this family. We knew there were many small and developing organizations around the world that could benefit from our experience and knowledge having gone through this period of development. We wanted to share what we had learned with them as others had shared with us.

We talked about the changes over the last fifteen years as we moved away from a fleet of Boston Whalers (or even less capable pleasure boats) to where we are today with a modern fleet of purpose designed rescue boats. We went through our development of training standards and manuals where none existed before, and the

development of a governance board. We talked about the SMS system, highlighted the highly successful simulator program, and discussed the move to a standardized fleet of vessels with the process for designing and creating these boats. Finally, we came back to explain how it was possible to achieve such growth with limited resources and time. The key ingredients needed were identified were as follows:

- ☐ Vision: Where do you want to be in 10 years and beyond?
- ☐ Governance: An appropriate and productive governance model;
- ☐ Best Practices: Look around the world and identify, utilize the best practices of others;
- ☐ Funding: Identify priorities and find funding

A MESSAGE FROM THE PRESIDENT

- ❑ Members: Involve and utilize members in developing projects;
- ❑ Standards: Develop and live by them;
- ❑ Courage: Carry through with plans that are consistent with the vision.

The response we got was overwhelmingly positive. We had expected our counterparts in new or fledgling rescue groups to take interest. However, what was truly surprising was the level of praise and interest from organizations that we see as our mentors and leaders in marine search and rescue.

Highly successful and long serving organizations in countries such as Holland, Sweden, Norway, South Africa, Australia, New Zealand and the



Crewmembers from CCGA-P Station 5, Crescent Beach aboard their Dedicated Response Vessel (DRV), the *Auxiliary 05, Vigilant*.

photo: Steve Somerville.

UK were asking us to provide them further information on our programs, and how we had implemented them in such a short period of time.

There is perhaps no higher form of praise than that you get from those who are the acknowledged leaders and we realize that we are now much closer to joining the ranks

of those who can contribute lessons learned.

I use this story above to highlight to all of our members and supporters that we are truly part of a world-wide community of marine rescue volunteers which is bigger than any individual crew, station or region. Our counterparts around the world are now looking to us for guidance, which is a true role reversal.

Narrowing down the growth to just the last year, I would like to highlight a few key achievements as follows:

Boats – Last year we talked about our first Region-designed boat and its impending launch. This year we launched two of these vessels and have three further under construction. In addition, the vessel design

A MESSAGE FROM THE PRESIDENT

team is well on their way to designing our new Type 1 boat. Input has been solicited from stations across the Region and a committee of members teaming up with a naval architect is working hard to develop another successful project. I know in a few years these accomplishments will fade into memory and simply become a new standard for us that we just come to expect, but hopefully we never forget what a big step this was.

Simulator – As per above, the success of building this project already starts to slip into our history section. The highlight for this year is the extreme interest we are receiving from agencies around the world with regard to attending our simulator and/or copying our success and building similar programs elsewhere.

Imitation is the greatest form of flattery which certainly wasn't our goal, but it does validate the work of those in the program and the rest of us who use it each year.

Communication – Last year marked the launch of our 'Compass' online magazine that we publish each month. This has truly been a great tool for increasing the level of information that we can share with members. Whether it is standards, training items or simply good stories, this communication has helped us reduce the communication gap.

Furthermore, the CCGA-P Board has visited many stations and met many members face to face through a series of town hall meetings to present the vision for our future and outlay the challenges we face.

The CCGA-P joined the 21st century with a Facebook page set up and maintained by some of our more tech savvy members to further inform members of happenings around the region. I hope that we can continue to build upon this success and further engage the members in discussions through these and other forums.

The success stories are easy to tell but the challenges we face are just as important to note. Going forward, we need to continue to focus on a few key areas in order for us to not only to advance but to maintain the levels of performance we currently enjoy. In particular, we need to work on the following:

Funding – The ability to obtain funding has and always will be a key challenge for us. We are truly going to reach a roadblock in development and/or operation

of this organization in the future if we can't find more sources of funding. Inflation alone creates enough pressure but we also have needs for increased levels of training, new stations, fleet renewal and maintenance to name a few.

Standards – We have spent a significant amount of time and resources, and obtained commitment from most members with our standards. Now it is really important that we continue to communicate these standards to existing and new members and also to ensure that we all follow them. Whether it is certifications, sea time, or timely reporting, the safety of our crews and success of this organization lies directly on the members.

We participate in an inherently risky business and it is

A MESSAGE FROM THE PRESIDENT

extremely important that we follow the procedures, policies and standards in place to ensure we mitigate and reduce these risks to an acceptable level. Each of us has a key role to play.

Leadership – It has been said before many times, this organization has got to where it is due to strong leadership at all levels, whether it be Training Officers, Station Leaders, Management Team, or Board Members. We need to ensure that we are continuing to develop future leaders in our stations, not only for the successful operation of each local station but also for the organization as a whole.

I believe strongly in the Board Governance model whereby term limits are set and constant recruiting takes place. Certainly it has been structured so that we maintain a balance of experience

through each successive board but the benefit of constantly renewing any group cannot be overstated. New ideas and energy replace stagnant or tiring meetings.

Similar philosophies should apply at all of our stations. Newer members need to be given responsibility early on so they can develop and grow into roles such as training officers, station leaders, or perhaps a manager or board member.

I am going to be repetitive here. It is essential that I once again take the space to thank the many people and organizations who truly make all we do possible. In particular, I must thank the following:

- ☐ Our Volunteers: These men and women take time away from family, work and life to train, rescue, educate, and administer for our

organization.

- ☐ Our Families: These truly unsung heroes are the ones often left behind.
- ☐ British Columbia Government Gaming Branch: The staff at the Gaming Branch has always recognized the importance of having our crews in appropriate safety gear and vessels and without their continued support this organization would be greatly hindered.
- ☐ Coast Guard: They have pushed us to achieve higher standards in training, safety, and vessel design with the sole intent of ensuring our crews are able to safely carry out every mission we are tasked to.
- ☐ Sponsors: This group has recognized that a strong marine rescue presence

across the region is of vital importance to each of us.

- ☐ Employees: They are multi tasking, hard working, forward thinking individuals who give much more to the organization than would normally be expected.

While I was duly warned, I have to admit that this volunteer role is more demanding, stressful, and tougher than I could have imagined but at the same time it is extremely rewarding.

It truly is a pleasure and honour to serve the members of this organization as well as the members of our community.



Randy Strandt
CCGA-P President

SAR OPERATIONS

Overall, taskings were down in 2010-11 from the previous year by 17%, with some stations seeing drops by as much as 76%, but some stations seeing increases of up to 50%.

STATISTICS

The faltering economy and a reduction in boater traffic seems to be the major factor for the overall decline. Aux. 27 and 36 led the pack with 93 and 57 missions respectively.

The fiscal year started out with one of the busiest days on record with the Joint Rescue Centre (JRCC) recording more than 40 calls during the Easter storm of April 2nd, 2010. Stations throughout the Strait of Georgia, Gulf islands and Victoria area were busy.

RESCUE SPOTLIGHT

During the April 2nd storm, CCGA-P crews were tasked to a number of calls related to the Southern Straits Yacht Race, including at least one broken boom, one vessel dismasted and another sailboat sinking, putting five crew in the water. With winds gusting over 50 knots, most of the competitors dropped out but enough hung in to provide a busy afternoon for SAR resources when things started to go wrong. Auxiliary 27 Nanaimo was called to assist the 38-foot sailing vessel *Radiance*, dismasted six miles northeast of Entrance Island. Arriving on scene, three miles from the original position, Aux 27 was about to take *Radiance* under tow when they were retasked to the sailing vessel *Incisor*, which was sinking with five persons in the water. The hovercraft *Penac* managed to recover all five crew of the *Incisor*, and Aux 27 was retasked to the *Radiance*, towing and ultimately securing the dismasted vessel. All of this was going on with winds well over 45 knots and seas reaching 15 feet, which greatly hampered radio communications as well as damaging vessels and equipment.

CCGA-P crews can take pride in the fact that they played a major part in ensuring that no lives were lost and two vessels were towed to safety in one of the most violent storms in Georgia Strait in recent memory.

POLICY CHANGES

Discussions between CCGA-P, commercial assist operators, the Canadian Coast Guard (CCG), MCTS and the Joint Rescue Coordination Centre (JRCC) resulted in a modified towing policy being released which all CCG and CCGA stations must now adhere to. In short, this policy states that CCG and CCGA are not in the business of towing, and that unless life is at risk, wherever possible and practicable, commercial assistance should be used to tow vessels to safety. CCGA-P resources are required to relinquish a tow, should commercial assistance come on scene.

Special Events, SAR Patrols and Guest authorizations and how they could be applied to society fund-raising events without violating the constraints of our

SAR OPERATIONS

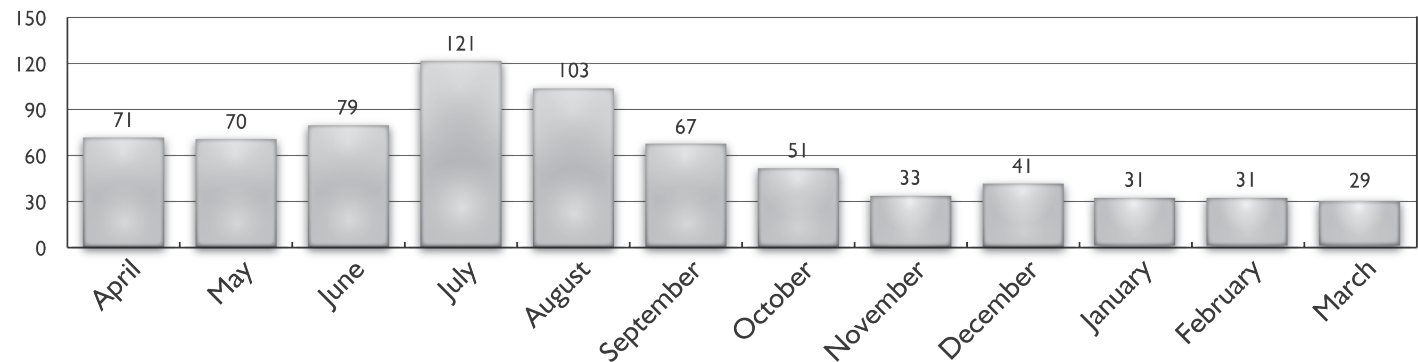
commercial licensing restrictions was a hot topic for most of the year. Some resolution of this issue has occurred in fiscal year 2011-12.

THANK YOU

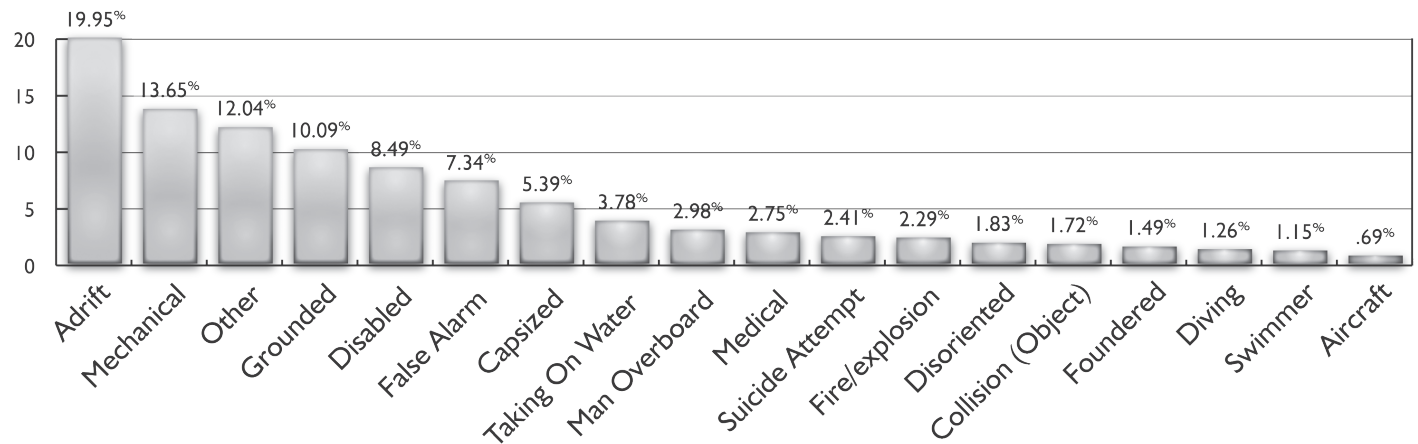
After several years of dedicated service as Manager of SAR Operations, David Rees-Thomas retired from the position in February of 2011 and Rob Grant of Station 8 - Delta, was appointed as his replacement. Many thanks to David for his time, dedication and leadership throughout the years.

As always, the invaluable assistance of Bob McCauley who reviews the SAR incident claims – a huge job – is very much appreciated.

SAR MISSION FREQUENCY BY MONTH 2010-2011



CAUSES OF SAR INCIDENTS 2010-2011



BOATING SAFETY

Every CCGA-P station now has an active boating safety program. The CCGA-P Boating Safety program has many different aspects including Kids Don't Float Boards, Pleasure Craft Courtesy Checks, Pleasure Craft Operator Cards, Boating Safety Education for children and Boating Safety Displays. In addition, there are five stations dedicated solely to boating safety.

KIDS DON'T FLOAT

The Canadian Coast Guard Auxiliary –Pacific now has 30 Kids Don't Float boards in busy marinas and beaches throughout the province.

The CCGA-P has been offering this program since 2003 and its success lies in its simplicity:



Kids Don't Float Boards are an integral part of the CCGA-P Boating Safety program.

Photo: Aaron Frost.

supply loaner PFDs to children. The CCGA-P would not be able to offer this program throughout the province without the continued support of Mustang Survival. Mustang provides various children-sized PFDs for all of our boards throughout the Region.

The CCGA-P continues to collaborate with local RCMP detachments, municipalities and marinas to provide Kids Don't Float boards in areas where there is not a CCGA-P station.

PLEASURE CRAFT SAFETY CHECKS

Thanks to the diligent work of Ken Morisette, 2010-2011 was another successful year for Pleasure Craft Safety Checks. Morisette oversees the Pleasure Craft Safety Check (PCSC) program and administers the

BOATING SAFETY

PCSC Course for members who want to deliver PCSCs to the public. There are currently 90 members trained to conduct PCSCs. This past season, CCGA-P members conducted over 800 PCSCs throughout the province.

PLEASURE CRAFT OPERATOR CARD

The 2010-2011 year saw Transport Canada overhaul the Pleasure Craft Operator Card program. The new exam is tougher and has stricter administrative procedures to ensure the validity of all tests and course providers. CCGA-P Training Manager, Dan Robinson, worked with Transport Canada throughout the year to create a PCOC Manual that meets the new, tougher criteria.

In the next fiscal year, the CCGA-P will publish the new Transport Canada approved

PCOC Manual as well as the new administration procedures for stations wishing to offer PCOC courses to new members and the public.

FUTURE DIRECTIONS

Boating Safety remains a priority for the CCGA-P. In the

upcoming year, the CCGA-P will finalize plans to begin SAR patrols and on-the-water PCSCs on the Interior lakes. The CCGA-P will also endeavor to implement a revamped PCOC program that can be easily administered at the station level.

BOATING SAFETY BY THE NUMBERS 2010-2011:

Displays, Parades	88
Community Events	95
Member Hours	3,515.5



Crewmembers from Station 5 Crescent Beach teach a local Beaver troop about water safety.

Photo: Steve Somerville.

VESSEL & EQUIPMENT STANDARDS

We have made a lot of progress over the past couple of years with regards to standardization of our fleet of vessels and the equipment being used. A large part of this progress has been due to support being received at the station level towards this movement.

Standardization results in a more efficient system, where equipment issues can be dealt with and the same message being sent to everyone, rather than having multiple stations with a varying degree of issues.

Eventually our vessels will be completely standardized which will result in more consistent training and greater safety for everyone.

We have also met as a Management Team and created a 10 year plan for vessel, engine,



The first Falkins Class Type II vessel was launched in January 2011.

Photo: Gordie Robinson.

and electronics replacement as well as proposed dates for vessel re-fits.

This process although only in a draft form, will be very helpful in long term planning. It will help us in a proper planning process and working with stations to

ensure we are looking into the future and allowing enough time for the stations to acquire the funding needed.

CCGA-P TYPE II VESSEL

Since the last report we have launched the first two of the

CCGA-P Type II Vessels. The first was the inboard diesel jet version in Nanaimo in January, and the second was the Yamaha outboard version for Port Alberni in April. Both have certainly lived up to our expectations as being one of the best SAR vessels constructed in the CCGA.

We have contracts in place for the construction of three more Type II vessels all of which will be diesel jet versions.

The first will be for Prince Rupert and is well underway with the completion set for the fall of 2011 with the next two for the North Shore Marine Rescue Society to follow immediately after.

We also have three additional stations who have expressed an interest in the Type II and

VESSEL & EQUIPMENT STANDARDS

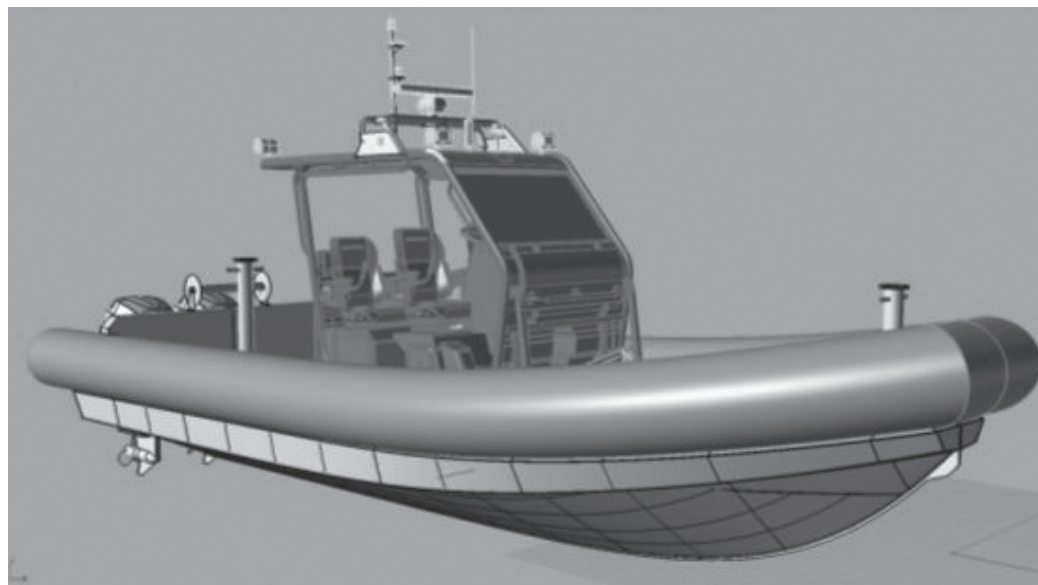
will likely have contracts in place for construction in 2012/2013.

CCGA-P TYPE I VESSEL

Work is almost complete on the design of the Type I with drawings scheduled for completion in September 2011. The vessel will be a RHIB design under 9 metres and has been designed to meet high standards established by the CCGA-P for Lloyd's Registry, ISO, and Transport Canada. The design committee has put a lot of thought into the vessel and hopes to present these drawings to potential builders by year-end.

EQUIPMENT

We are continuing to standardize the equipment



Preliminary rendering of the CCGA-P Type I vessel.

onboard our vessels. Stations are now starting to contact the Vessel and Equipment Standards Manager prior to any purchases. This has been very helpful as it allows us to work together to ensure the correct equipment is purchased. One of the large

issues we have is the variety of personal equipment being used.

As we move forward with the re-branding of the CCGA-P, this will allow us to set out some standards with regards to new personal equipment such as PFD's, cruiser suits

The plan is to establish a more standardized look for our members so that we can be more recognizable.

ENGINES

We have only a few remaining stations with engines other than Yamaha, and as time goes on we will work to have these replaced. This has been working out well and we have a very good relationship with Yamaha. This makes it an easier task working with one manufacturer to resolve issues.

We continue to remind our stations of the CCGA-P policy on engine replacement and that the CCGA-P requires stations ensure that the engines have the required minimum hours on them prior to replacement.

TRAINING

The CCGA-P has continued training in many forms to the stations so that rescue vessel crews are ready to respond to and properly assess the risks involved with search and rescue missions in poor and sometimes hazardous conditions.

The provision of Transport Canada-certified courses of Simulated Electronic Navigation - Limited (SEN L), Small Vessel Operator Proficiency (SVOP) and Marine Emergency Duties A3 (MED A3) to our members have continued.

A further 11 members were added to the Advanced Rescue Trainer/ Evaluator team.

Two station leaders traveled to Europe to spend a couple of days with the KNRM in the Netherlands, before attending the International Coxswains Course in Scotland. The two

attendees appreciated the visit, as it allowed them to see how they are part of the worldwide marine search and rescue organization. The coxswains will continue to share their experiences with their stations and the region.

Many stations have set up SAR exercises, both for their own and neighbouring stations. A Canadian Coast Guard led exercise centred around the evacuation of a B.C. ferry, was held in Nanaimo in April 2010 in which two stations participated. Other stations have been able to train with the Cormorant helicopters of 442 Squadron.

FAST RESCUE CRAFT SIMULATOR

The Fast Rescue Craft Simulator has continued to be a cornerstone for training over the past year. The benefits of the



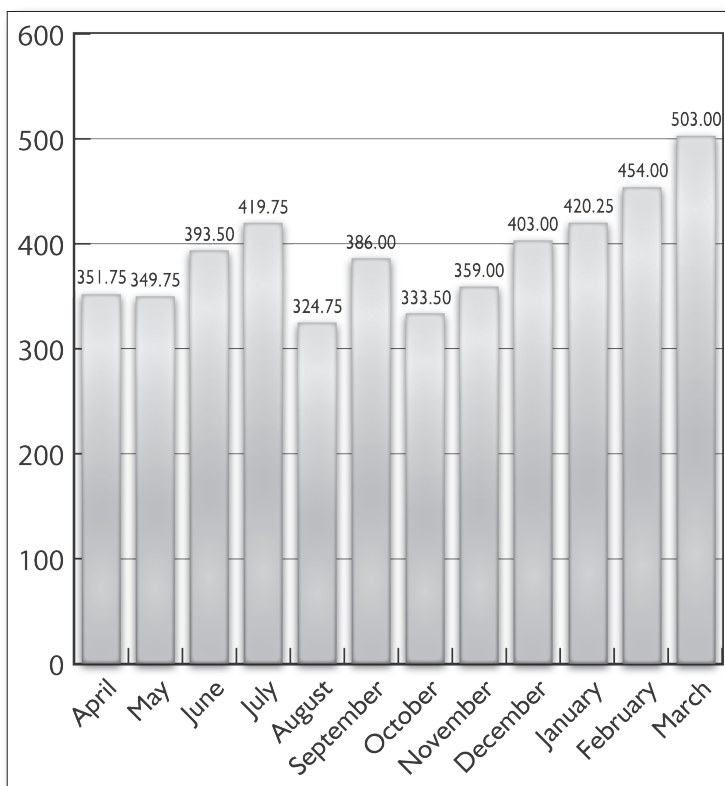
Upgraded Transas software in the Simulator makes the scenarios even more realistic.

updated software from Transas has been appreciated by all attendees. During 2010-2011, 53

members successfully completed SARnav 1 courses, and 32 passed SARnav 2. SARnav-1 is aimed at experienced crew, allowing

TRAINING

TRAINING HOURS BY MONTH 2010-2011



them to properly support their coxswain. Participants who successfully complete the course also receive Transport Canada Small Vessel Operator Proficiency (SVOP) certification.

The SARnav-2 course is aimed at coxswains and teaches them safe operation and navigation in restricted visibility. Students who successfully complete Sarnav-2 receive Transport Canada Simulated Electronic Navigation – Limited (SEN-L) certification.

The simulator is also used to provide extra electronic navigational training, often for a group from a station to attend together, allowing a full crew to hone their skills of working together as a team, and refining their crew resource management skills. It is also used for instrument buttonology courses, as well as day-long

refresher courses for members needing more practice with the simulator and on-the-water.

TRAINING TOOLS

The majority of the CCGA-P's training is done at the station level. On-the-water and classroom training is typically overseen by the Station Training Officer, who receives guidance from the regional training staff.

The CCGA-P continues to use:

- ❑ SAR Learning System (SLS) which allows members at all stations to improve their knowledge of electronic navigational aids at home. A NIF Grant has been obtained to develop a more advanced system, including online simulation, that is aimed to be available in 2013.

- ❑ Online Materials: A large selection of materials,

TRAINING

updated at intervals, is available online on the CCGA-P website to support local on-water and class-room training.

SAFETY MANAGEMENT

The CCGA-P's Safety Management System (SMS) continues to evolve providing operational and safety guidance for all members of the CCGA-P. The purpose of these procedures is to ensure the safety of all crew members when they are out on the water.

A more robust and timely system of accident reporting and investigation is being brought in, so that all the lessons can be learned, and the appropriate corrective action gets taken to minimize the chance of that happening again at that station as well as allowing our stations to benefit from the experience.

A second round of audits

were conducted by the Safety Management Officer, further looking into procedures, while at the same time providing ongoing training and evaluations as required at each station. Particularly important is the consistency of pre-RHIOT evaluations, which allows RHIOT candidates to attend the restricted number of seats at this much sought-after Canadian Coast Guard course at Bamfield, and provide them with the greatest chance of passing.

JET BOAT TRAINING

With the introduction of the second water jet propelled vessel in Nanaimo, a rigorous training regime was set up so that all coxswains were totally familiar with the operations of such a vessel, and that coxswain and crews were totally familiar with the vessel, its capabilities

and systems.

This work by the Nanaimo station will greatly assist other stations that will purchase the Type II, in getting their coxswains and crews up to speed.

FUTURE DIRECTIONS

Training will remain a high priority for the CCGA-P for the 2011/2012 year, to allow crews to operate at their best, and properly reduce the risk as much as possible.

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

A reduction in the number of RHIOT seats is severely

restricting the ability of stations to respond, 24/7. The CCGA-P has an insufficient numbers of coxswains which leads to coxswain burn out, or periods of stations standing down. The CCGA-P is seriously looking at alternatives to this course which will allow the certification of our own coxswains.

A network of qualified instructors in both Transport Canada certified and basic courses is being developed to provide local support to stations.

In 2011/12, the CCGA-P will promote training as being important to manage risk on all our vessels, by having highly trained and motivated crews.

THE YEAR IN REVIEW 2010 ~ 2011

APRIL

The April 2nd storms results in one of the busiest days in CCGA-P history. JRCC reported almost 40 calls. CCGA-P crews from Nanaimo, Ladysmith, Mill Bay, Halfmoon Bay, Gibsons, Saanich, Victoria and Oak Bay were all called on multiple times to assist boaters in distress.

MAY

A CCGA-P Station 27 Nanaimo crew came to the rescue of 22 people after their dragon boat capsized on May 2. The skipper of their chase boat inadvertently gunned his engines, which swamped the dragon boat. All 22 passengers ended up in the freezing waters. The CCGA-P crew worked with the chase boat, and a vessel of opportunity to retrieve everyone and transport them to their boathouse for assessment.

JUNE

CCGA-P Station 75 Kincolith had its first call on June 21st when they received a Mayday call from a 32-foot bowpicker. Once they arrived on scene they found the vessel in tow by another rescue vessel and Aux 75 monitored the situation on behalf of Prince Rupert Coast Guard Radio.

JULY

The quick actions of a CCGA-P Station 37 Sooke crew most likely saved the life of an American tourist attempting to swim across Sooke Channel. The swimmer had been in the water for over 30 minutes when the crew arrived and showed signs of hypothermia. Once aboard, the swimmer

was nearly incoherent and shivering uncontrollably. The crew administered treatment and once ashore, transferred the patient to an awaiting ambulance.

AUGUST

A diver-recovery training exercise turned into a rescue mission for a CCGA-P Station 1 Howe Sound crew when a diver failed to resurface near West Vancouver's Whytecliff Park on the morning of August 22. The crew arrived on scene in eight minutes to find the diver in the water unconscious. The crew provided CPR on the short run into the beach where the local firemen then took over. The victim was then transported to hospital in critical condition.



Crewmembers from Station 1, Howe Sound helped rescue a diver in August 2010.

THE YEAR IN REVIEW 2010 ~ 2011

SEPTEMBER

A CCGA-P Station 14 Gibsons crew saw a flashlight waving on their way back from a training exercise. They found three people whose vessel struck a deadhead and was sinking. A vessel of opportunity quickly recovered everyone and once *Auxiliary 14* was on-scene they were transferred to their vessel for first aid assessment. The passengers were then taken ashore to awaiting paramedics.

OCTOBER

A seriously injured hiker was rescued from the Cowichan Bay area during a multi-agency rescue involving CCGA-P Station 34 Mill Bay. On November 14 Station 34 assisted local firefighters, a land SAR crew and Coast Guard with the evacuation of a female hiker with a crushed chest and a broken femur.



Station 63 Kitimat participated in a marathon search for a Man overboard off the *Northern Victor* (above) in January.

DECEMBER

On December 3, CCGA-P Station 20 Salish Seas investigated a report of a vessel striking the breakwater at the Port Browning marina. Once on-scene the crew observed a grey dinghy capsized and tied to the dock. After conducting some interviews, they determined that a neighbor had recovered the dinghy owner and the dinghy with fuel intact. The crew reported their findings to MCTS and returned to base.

JANUARY

CCGA-P Station 63 Kitimat took part in a marathon 12.5-hour search after a man overboard was reported from a nearby fish processing ship. The CCGA-P Kitimat crew, along with Coast Guard vessel and a Canadian Forces Cormorant searched for the person to no avail.

FEBRUARY

CCGA-P Station 35 Victoria, came to the aid of a disabled military vessel recently, rescuing two officers who had been drifting for three hours. On

February 4, three vessels from CFB Esquimalt had been out training when one lost contact. The disabled vessel was spotted by the Victoria Clipper ferry and Station 35 was tasked to tow the vessel back to its base.

MARCH

On March 26th CCGA-P Station 2 Indian Arm joined Coast Guard and RCMP in the search for a missing kayaker. Coast Guard recovered the victim from the water and performed CPR on the unresponsive victim while the CCGA-P crew cleared the public wharf so the Coast Guard and RCMP vessels could dock. The crew then liaised with local fire and ambulance personnel who continued to work on the victim for another 40 minutes. Sadly, the victim could not be revived.

MARKETING & PROMOTIONS

It's been an exciting year in marketing and promotions for the CCGA-P. Port McNeill reopened as a CCGA-P station with a new group of vibrant and dedicated volunteers.

In March 2011, the Canadian Coast Guard Auxiliary became the only Canadian Charity listed as a beneficiary on Prince William and Katherine Middleton's Royal Gift Fund, which encouraged well-wishers to make donations to charities hand-picked by the couple in lieu of gifts.

This provided a massive amount of public exposure for our organization in addition to the many donations that were collected, which included a donation of \$50,000 from the Canadian Government.

The CCGA-P joined the

world of social media with the adoption of a Facebook page in January. The page allows fans to post photos, missions and relevant information for other volunteers and members of the public. The page has been well-received and sparked interest from many of our community-based stations to start their own Facebook pages. As the general public becomes more aware of this page, our public profile will continue to rise. Our intentions will be to continue expanding to other social media resources as well.

FUNDRAISING

2010-2011 was a successful fundraising year for the CCGA-P. Our major supporter continues to be the B.C. Gaming Policy and Enforcement Branch, which approved \$1.28 million in funds

for our stations last year. The CCGA-P also received hundreds of donations as a result of two direct mail fundraising campaigns this year, one in the summer and one in the winter.

The CCGA-P is gearing up to focus on a capital campaign in the next fiscal year. This campaign will focus on securing funding for a new regional headquarters that will include a training centre.

Our individual stations and their supporting societies continue to work diligently in their communities to secure funding.

Station 4 Squamish created a unique fundraising campaign in August 2010 with a Duck Race in the Mamquam River where people purchased rubber ducks that were dropped into the river

via helicopter and raced down the river for prizes.

Station 5 Crescent Beach continues to solicit a steady stream of corporate and private donations through their very successful Golf for Vigilant Tournament and annual Trooper concert.

Also this year, Station 64 Prince Rupert received much-needed funding for their new vessel during a long and concentrated blitz of face-to-face business solicitations.

Fundraising in the northern region is extremely difficult and the team in Prince Rupert should be commended for their diligence and hard work in their campaign. Congratulations to all stations on their successful fundraising initiatives this year!

MARKETING & PROMOTIONS

FUTURE DIRECTIONS

The CCGA-P will continue the rebranding process. The need for rebranding is evident to most especially those who have tried fundraising under our current moniker. The next chapter for the CCGA-P will include consulting with the membership and implementing our new look throughout the Region.

CCGA-P crewmembers gave tours of the new Falkins Type II vessel at the Vancouver Boat Show in February 2011.

Photo: Gordie Robinson.



FINANCIAL STATEMENTS

**JAMIESON
& IRWIN
ASSOC.**
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A Partnership of Incorporated Professionals

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INDEPENDENT AUDITOR'S REPORT

To the Members of Canadian Coast Guard Auxiliary (Pacific) Inc.

We have audited the accompanying financial statements of Canadian Coast Guard Auxiliary (Pacific) Inc., which comprise the statement of financial position as at March 31, 2011, and the statements of operations and changes in net assets and cash flow for the year then ended, and a summary of significant accounting policies and other explanatory information.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian generally accepted accounting principles, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

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 comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

FINANCIAL STATEMENTS

Independent Auditor's Report to the Members of Canadian Coast Guard Auxiliary (Pacific) Inc. *(continued)*

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our qualified audit opinion.

Basis for Qualified Opinion

As described in Note 2, the financial assistance provided by local supporting societies and related operating costs are not available. They represent a portion of the costs incurred by Stations in carrying out the Search and Rescue operations of the Canadian Coast Guard Auxiliary (Pacific) Inc. As a result, we were unable to satisfy ourselves as to whether adjustments might be necessary to reflect additional operating costs and revenues, and to record amounts receivable and payable relating to the timing of those costs and revenues.

In common with many charitable organizations, the Society derives revenue from donations 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 society and we were not able to determine whether any adjustments might be necessary to contributions, excess of revenues over expenses, current assets and net assets.

Qualified Opinion

In our opinion, except for the effect of adjustments, if any, which we might have determined to be necessary had we been able to verify completeness of donations and the total amount of operating costs and revenues, as described in the preceding paragraphs, these financial statements present fairly, in all material respects, the financial position of Canadian Coast Guard Auxiliary (Pacific) Inc. as at March 31, 2011 and the results of its operations and its cash flow for the year then ended in accordance with Canadian generally accepted accounting principles.

Jameson Stuart & Associates

Victoria, British Columbia
September 9, 2011

CHARTERED ACCOUNTANTS

FINANCIAL STATEMENTS

Canadian Coast Guard Auxiliary (Pacific), Inc.

Statement of Financial Position

As at March 31, 2011

	2011						2010
	Restricted			Unrestricted			
	Coast Guard Contribution Agreement Fund	Capital Fund	Gaming Fund	General Fund	Total		Total
Current assets							
Cash	\$ 9,682	\$ -	\$ 156,504	\$ 411,910	\$ 578,096	\$	606,537
Accounts receivable	11,496	-	13,866	596	25,958		31,332
Due from (to) other funds	30,877	-	(2,260)	(28,617)	-		-
Prepaid expenses	2,135	-	-	2,415	4,550		3,771
Inventory	-	-	-	14,342	14,342		-
	54,190	-	168,110	400,646	622,946		641,640
Property plant and equipment (Note 3)	-	638,405	-	-	638,405		620,043
	\$ 54,190	\$ 638,405	\$ 168,110	\$ 400,646	\$ 1,261,351	\$	1,261,683
Current liabilities							
Accounts payable & accrued liabilities	\$ 53,714	\$ -	\$ 827	\$ 212	\$ 54,753	\$	56,154
Net assets							
Invested in capital assets	-	638,405	-	-	638,405		620,043
Externally restricted	-	-	167,283	-	167,283		270,286
Internally restricted (Note 5)	-	-	-	99,724	99,724		95,224
Unrestricted	476	-	-	300,710	301,186		219,976
	476	638,405	167,283	400,434	1,206,598		1,205,529
	\$ 54,190	\$ 638,405	\$ 168,110	\$ 400,646	\$ 1,261,351	\$	1,261,683

Approved on behalf of the Board

Randy Strant

Greg Mills

FINANCIAL STATEMENTS

Canadian Coast Guard Auxiliary (Pacific), Inc.
Statement of Operations and Changes in Net Assets
For the Year ended March 31, 2011

	2011				2010	
	Restricted			Unrestricted	Total	Total
	Coast Guard Contribution Agreement Fund	Capital Fund	Gaming Fund	General Fund		
Revenues						
Canadian Coast Guard - Operating grant	\$ 893,000	\$ -	\$ -	\$ -	\$ 893,000	\$ 881,000
- Supplementary allocation	63,279	-	-	-	63,279	14,720
Contributions from B.C. Gaming	-	-	225,000	-	225,000	225,000
Donations	-	-	-	59,897	59,897	75,489
Unit Training Reimbursement	-	-	-	5,000	5,000	10,000
Boating Safety	-	-	-	-	-	3,850
External training	-	-	-	17,640	17,640	32,050
Miscellaneous	-	-	357	28,213	28,570	7,581
	956,279	-	225,357	110,750	1,292,386	1,249,690
Expenses						
Administration	326,900	-	7,219	14,347	348,466	332,917
Operations	258,448	-	3,037	14,069	275,554	286,419
Training	301,542	-	135,528	6,111	443,181	425,214
Members	46,888	-	-	4,347	51,235	44,579
Boating safety	-	-	-	7,690	7,690	8,623
Amortization	-	192,191	-	-	192,191	163,951
Loss (gain) on disposal of assets	-	(27,000)	-	-	(27,000)	-
	933,778	165,191	145,784	46,564	1,291,317	1,261,703
Excess of revenues over expenses	22,501	(165,191)	79,573	64,186	1,069	(12,013)
Transfer from Coast Guard Fund	(22,025)	6,734	-	15,291	-	-
Transfer from Capital Fund	-	(5,757)	-	5,757	-	-
Transfer from Gaming Fund	-	182,576	(182,576)	-	-	-
	476	18,362	(103,003)	85,234	1,069	(12,013)
Net assets, beginning of year	-	620,043	270,286	315,200	1,205,529	1,217,542
Net assets, end of year	\$ 476	\$ 638,405	167,283	\$ 400,434	\$ 1,206,598	\$ 1,205,529

FINANCIAL STATEMENTS

Canadian Coast Guard Auxiliary (Pacific), Inc.
Statement of Cash Flow
For the Year ended March 31, 2011

	2011						2010
	Restricted			Unrestricted			
	Coast Guard Contribution Agreement Fund	Capital Fund	Gaming Fund	General Fund	Total		Total
Operating activities:							
Excess of revenues over expenditures	\$ 22,501	\$ (165,191)	\$ 79,573	\$ 64,186	\$ 1,069	\$	(12,013)
Items not involving cash							
Loss (gain) on sale of equipment	-	(27,000)	-	-	(27,000)		-
Amortization of capital assets	-	192,191	-	-	192,191		163,951
	22,501	-	79,573	64,186	166,260		151,938
Changes in non-cash working capital	9,338	-	(24,346)	3,861	(11,147)		(21,395)
Transfer to / from restricted funds	(15,291)	-	-	15,291	-		-
Total cash derived from operating activities	16,548	-	55,227	83,338	155,112		130,543
Investing activities							
Proceeds on sale of capital assets	-	-	-	27,000	27,000		-
Acquisition of capital assets	(6,734)	-	(182,576)	(21,243)	(210,554)		(191,520)
	(6,734)	-	(182,576)	5,757	(183,554)		(191,520)
Increase (decrease) in cash & equivalents	9,814	-	(127,350)	89,095	(28,441)		(60,977)
Cash and equivalents, beginning of year	(132)	-	283,854	322,815	606,537		667,514
Cash and equivalents, end of year	\$ 9,682	\$ -	\$ 156,504	\$ 411,910	\$ 578,096	\$	606,537

FINANCIAL STATEMENTS

CANADIAN COAST GUARD AUXILIARY (PACIFIC) INC.

Notes to Financial Statements

Year Ended March 31, 2011

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 by-laws of the Society.

Members are organized into groups called Stations approved by the Canadian Coast Guard, which, under the direction of Station 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.

FINANCIAL STATEMENTS

CANADIAN COAST GUARD AUXILIARY (PACIFIC) INC.

Notes to Financial Statements

Year Ended March 31, 2011

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (*continued*)

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.

Inventory

Inventory, consisting of large spare parts and equipment held for use on Auxiliary-owned vessels or for sale to individual societies, is valued at the lower of cost and net realizable value. Boating safety supplies purchased for distribution to Stations are expensed as purchased and are not included in inventory.

FINANCIAL STATEMENTS

CANADIAN COAST GUARD AUXILIARY (PACIFIC) INC.

Notes to Financial Statements

Year Ended March 31, 2011

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

Financial instruments

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 STATEMENTS

CANADIAN COAST GUARD AUXILIARY (PACIFIC) INC.

Notes to Financial Statements

Year Ended March 31, 2011

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

Financial instruments, continued

Financial Liabilities:

(iv) Held for trading:

The Society does not currently hold any financial liabilities classified as held for trading.

(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.

Fees for services, such as external training courses, are recognized as revenue when the services have been performed.

FINANCIAL STATEMENTS

CANADIAN COAST GUARD AUXILIARY (PACIFIC) INC.

Notes to Financial Statements

Year Ended March 31, 2011

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES *(continued)*

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.

Operational costs and contributions

As described in Note 1, the auxiliary tasking and training activities are carried out by volunteer members, organized into Stations. The Stations are supported financially by individual societies formed to raise funds for that purpose.

These financial statements do not reflect all of the costs associated with the auxiliary tasking and training activities carried out by the Stations. Such costs are included in the Coast Guard Contribution Agreement Fund only to the extent that they meet Coast Guard funding criteria, and up to the total funding provided under the Contribution Agreement. Other operational costs, including the use of vessels owned by the supporting societies, and the related financial assistance provided by those societies, are not available and are 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.

FINANCIAL STATEMENTS

CANADIAN COAST GUARD AUXILIARY (PACIFIC) INC.

Notes to Financial Statements

Year Ended March 31, 2011

3. PROPERTY, PLANT AND EQUIPMENT

	Cost	Accumulated Amortization	2011 Net book Value
<u>Purchased equipment:</u>			
Training simulator	\$ 638,885	\$ 293,625	\$ 345,260
Computer and office equipment	164,818	143,387	21,431
Boating safety promotion equipment	161,977	145,782	16,195
Automotive equipment	71,727	54,468	17,259
Vessels - purchased	274,079	94,559	179,520
Training equipment	31,505	22,054	9,451
Design plans	47,289	-	47,289
<u>Contributed equipment:</u>			
Vessels contributed	57,000	55,000	2,000
	\$ 1,447,280	\$ 808,875	\$ 638,405
	Cost	Accumulated Amortization	2010 Net book Value
<u>Purchased equipment:</u>			
Training simulator	\$ 578,856	\$ 165,847	\$ 413,009
Computer and office equipment	158,083	135,646	22,437
Boating safety promotion equipment	159,742	139,320	20,422
Automotive equipment	62,765	48,992	13,773
Vessels - purchased	143,628	58,267	85,361
Training equipment	31,505	15,753	15,752
Design plans	47,289	-	47,289
<u>Contributed equipment:</u>			
Vessels contributed	57,000	55,000	2,000
	\$ 1,238,868	\$ 618,825	\$ 620,043

FINANCIAL STATEMENTS

CANADIAN COAST GUARD AUXILIARY (PACIFIC) INC.

Notes to Financial Statements

Year Ended March 31, 2011

4. INTER-FUND TRANSFERS

	2011	2010
Transfers for the purchase of property, plant and equipment:		
Coast Guard Fund to Capital Fund	\$ 6,734	\$ 3,216
Gaming Fund to Capital Fund	182,576	87,792
General Fund to Capital Fund	21,243	100,514
Transfers to cover net shortfall in operating grants:		
General Fund to Coast Guard Fund	\$ -	\$ 855
Transfer for training costs		
Coast Guard Fund to General Fund	\$ 15,291	\$ -
Transfer of proceeds on sale of assets		
Capital Fund to General Fund	\$ 27,000	\$ -

5. INTERNALLY RESTRICTED NET ASSETS

During prior years, the Society received funds totalling \$132,250 from supporting societies. The Board internally restricted these funds for the purpose of running training programs for volunteers. Of that amount, \$37,026 was spent in prior years. During the current year, the Society received another \$5,000, and incurred \$500 on the running of training programs leaving a balance of \$99,724 as internally restricted net assets.

6. COMMITMENTS

The Society is committed contractually for future monthly payments under a support agreement for the software used by the training simulator. The payments will commence in 2012 at \$8,500 per annum. The cost is funded from the Gaming Fund.

The Society has commitments under a vehicle lease. Monthly payments are \$719, expiring June, 2012.

FINANCIAL STATEMENTS

CANADIAN COAST GUARD AUXILIARY (PACIFIC) INC.

Notes to Financial Statements

Year Ended March 31, 2011

7. 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.

8. RELATED PARTY TRANSACTIONS

As described in Note 1, certain independent societies provide financial support for the Society's operations and construct vessels for use in Search and Rescue operations. From time to time the Society provides administrative assistance to these societies for fund-raising, and makes available for a fee, the Society's plans for the construction of vessels. The fees for these plans are recorded at the negotiated exchange price between the entities.

While these societies operate at arm's length from and are not controlled by the Society, some of the directors of the Society may, from time to time, also be a director in one of the independent societies.

GOVERNANCE

The Canadian Coast Guard Auxiliary Board of Governors and Management Team is comprised of volunteers from throughout the Pacific Region.

BOARD OF GOVERNORS

President
Randy Strandt, North Vancouver

Vice President
Jim Lee, Parksville

Secretary/Treasurer
Greg Miller, Richmond

Past President
Bruce Falkins, West Vancouver

Southern Area Representative
Hans Verbeek, Delta

Central Area Representative
Frank Hudson, Victoria

Northern Area Representative
Duncan Peacock, Kitimat

Society Representative
Dave Lindley, Sidney

Community Representative
Philip Halkett, Victoria

Community Representative
Ralph McRae, Vancouver

Community Representative
Russell Moore, Victoria

Community Representative
Bill Bullis, Victoria

Community Representative
Reg Marrinier, Burnaby

MANAGEMENT TEAM

Training
Dan Robinson, Ladysmith

Marketing & Promotions
Steve Jackson, Errington

Vessel & Equipment Standards
Paul Mottershead, Nanaimo

Boating Safety
Ron Drewry, Squamish

SAR/Operations
Rob Grant, Delta



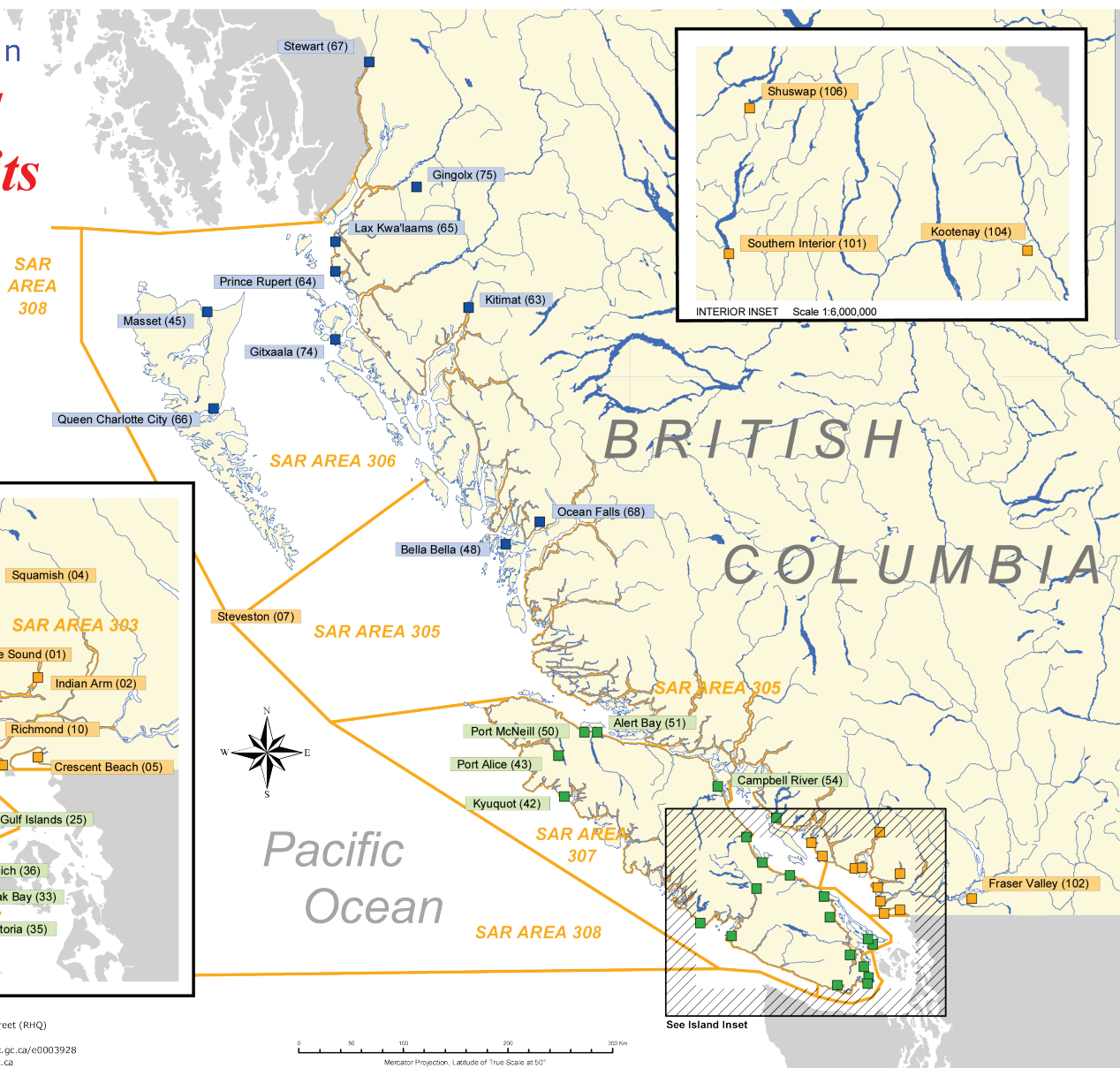
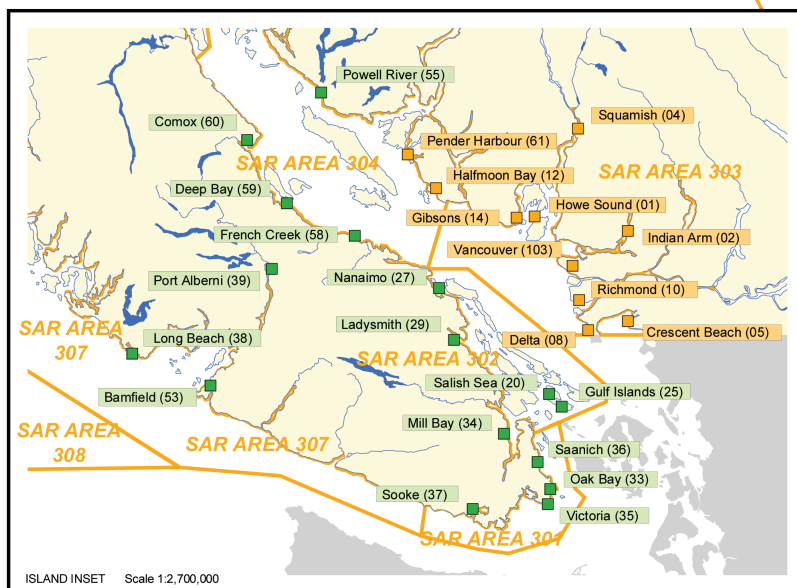
Pacific Region

Coast Guard Auxiliary Units 2010

- North Area
- Central Area
- South Area
- SAR Boundary

Data source: Coast Guard Auxiliary Units (Canadian Coast Guard, September 2010), BC Basemap Data (Digital Chart of the World, July 2004)

NOTE: value in brackets represent the CGA Unit number.



Map by GIS SERVICES GROUP
Waterways Management, Maritime Services
Canadian Coast Guard, Pacific Region
October 2010

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