



Canadian Coast Guard Auxiliary- Pacific

Annual Report 2009-2010



Photo by Gordie Robinson.



*Volunteers
Saving Lives
on the Water*

PURPOSE:

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 practises
- Enhance public trust
- Communicate open and effectively

A MESSAGE FROM THE PRESIDENT

In the last fiscal year I have met with many members around the region and each time, I am amazed to see the same commitment, dedication, and effectiveness in SAR, training, and prevention regardless of the location, membership, or equipment. However, the thing that most amazes me is the humble, down-to-earth demeanor of these volunteers. You don't see arrogance, egotism, or superior attitudes even though these members risk harm, volunteer 100s of hours, and provide exceptional rescue and prevention services. Certainly the opportunity exists for the development of conceit but to the credit of our crews, they perform this service with no expectation of reward, recognition, or even a thank you. In fact, our members are often uncomfortable when recognized before their peers, often choosing to defer the credit to others. I used to think the best part of this organization was the chance I had to take part in Marine Search and Rescue but now it is the opportunity to meet and be associated with some of the best people in this region, country, and around the world. It's tough not to be a bit proud when you see the type of people we have involved in this organization.

The Annual Report is used for many things: to account for the last year's results, update on projects, report statistics, but most importantly, it is a chance to recognize the successes of the previous year.

While our successes are many this year, I have chosen to highlight a few key accomplishments.

Boat Design – This year the Pacific Region completed the design of our Type II class of vessel. This is a significant achievement as it marks the first time that the region has designed a standard class vessel taking into consideration all the best practices in rescue boat design as well as meeting the strictest construction standards. The vessel has been designed by a Naval Architect with guidance and input from a vessel committee as well as management and members around the region. Prior to this, each of our stations was responsible for designing, and contracting for their own vessels. Currently, the first and second vessels of this class are under construction in Victoria with expected launch dates in Fall 2010.

Simulator - Our simulator has been the talk

of annual reports for many years and will certainly continue to play a lead role as we go forward but this year marked a significant milestone in its life. Previously we have reported on the idea, design, construction, and testing of the project but now we have an advanced, working simulator with crews training on a regular basis. Course content and programs have been developed, certifications granted, and crews fully acknowledging the value of the training offered. The first version of the simulator was significantly upgraded during the year with Transas Software. The graphics, reliability, and operation capability have now been significantly improved. The simulation is so good that it is not uncommon to hear of crew grabbing for hand holds or feeling ill as the vessel rolls in the simulated waves. Two courses have been developed for advanced crew and coxswain training as well as pre-RHIOT training. In the words of a Transport Canada evaluator, the simulator courses are "the best courses I have ever seen".

Safety Management – This year also marked the first full year of operation for our Safety Management System and related audits. Our stations have all been visited and inspected



with specific issues and improvement points noted. The crews are now aware of areas to focus on and there is greater certainty as to the level of training, vessel safety, and station readiness than was ever possible before. This program will continue to evolve and validate our crews' training and vessel maintenance.

Training – In conjunction with our Safety Management System, we have also been able to bring more training directly the members in their home stations from in house trainers. Small Vessel Operator (SVOP), Simulated Electronic Navigation (SEN-L), Marine Basic First Aid, and more have been provided to hundreds of members which would have

been prohibitively expensive if the participants had to travel and pay for the course.

External training – We identified many years ago that one of the strengths of this organization was our wealth of knowledge. This knowledge has always been used for the benefit of our members but rarely shared with those outside the organization. As we looked at ways to defer costs the two ideas came together such that we are now filling empty training seats with members of the community and sharing our knowledge with those we share the water with.

Communication – The ability to share information is a challenge for any organization as it usually involves a significant amount of time, energy, and organization. This challenge is compounded when the time you are requesting is volunteer hours. However, it became evident last year that we needed to focus more energy on member communication to address the growing concern that members weren't aware of where we were heading or why we had changed things. As a result, we have implemented a few key strategies including the publication of a monthly electronic newsletter (the *Compass*) to in-

form the membership of significant rescues, training requirements, equipment standards, manager messages, policies, and strategic goals. Furthermore, the Executive, with support from the Board and Management has started visiting stations to report on these same topics but also allow for face-to-face conversation and questions.

I would be remiss if I didn't thank the many people and organizations who truly make all we do possible. In particular, I must thank the following:

■ **Volunteers** – These men and women take time away from family, work and life to train, rescue, educate, and administrate for the organization. Vessel, equipment, and training standards are all irrelevant without our members. I am truly thankful for all they do each day to ensure our crews are trained, the boats are ready, the public is educated, and we respond when called.

■ **Our Families** – These truly unsung heroes are the ones left behind at the thanksgiving dinner table, abandoned at the movie theatre, or short changed on family time. Our spouses, children, and extended family

have also given much to this organization with none of the benefits and recognition.

■ **British Columbia Government Gaming Branch** – This organization over the past several years has made so many things possible including a largely renewed fleet of vessels, a world leading simulator, and an essential safety management system. 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 not be where it is today.

■ **Coast Guard** – For many decades, the employees and management of the Coast Guard in this region have been exemplary in supporting our training, development, and evolution. At any time, they could have set up road blocks or impeded our development but this has never been the case. Their crews assist with our training, call upon us to perform joint search and rescue missions, and generally provide encouragement for our efforts. They have pushed us to achieve higher standards of training, safety, and vessel design with the sole intent of ensuring our crews are able to safely achieve every

mission they are tasked to.

■ **Sponsors** – Corporate and personal donors have always had a part in our success and will increase in importance as we move forward with an increased demand for funding. This group has recognized that a strong marine rescue presence across the region is of vital importance to each of us. They step up each year to ensure we have the funds to continue this success.

■ **Employees** – We have the most skilled and dedicated group of employees who run a 1,200 member organization within a shoestring budget. They are multi-tasking, hard-working, forward-thinking individuals who give much more to the organization than would normally be expected.

Our marine rescue organization is certainly faced with many challenges, most of which have been imposed upon ourselves as we continue to increase the sophistication of our vessels, equipment, and training, but I am certain the volunteer crews we have will rise to the occasion. Fundraising, training, and station readiness will be important focuses as we head forward. The board and I are

committed to maintaining the achievements we have reached while continuing to build upon these accomplishments.

Success can be both easy and hard to measure. We can quantify many things such as the lengthy list of achievements above as well as our statistics of rescues, training, and events but less quantifiable and equally important is the commitment, experience, and camaraderie of members across the region. They are the glue that holds us together and I commend their efforts.

The last year has been hectic, challenging, and sometimes painful but I am truly thankful for the experience. I receive a great deal of satisfaction to be associated with and lead such an organization while at the same time I am constantly humbled as I witness the efforts, dedication, and success of members around the region. Leadership is much easier when you have this kind of commitment and support.



Randy Strandt
CCGA-P President

OPERATIONS

Business was looking up for Coast Guard Auxiliary Stations in the Pacific Region in 2009/10, with almost 10% more JRCC SAR taskings than in the previous fiscal year. Station 27-Nanaimo, as usual, led the Region with 93 calls, but even the Simulator crew ("Station 00") managed to bag one.

STATION NEWS

The status of our co-crew stations has been precarious during the last fiscal year. Currently co-crews are still on and the Canadian Coast Guard Auxiliary - Pacific is dedicated to supporting them in any way possible.

Former co-crew station 25 - Gulf Islands has its own DRV and will be SAR-ready following a Safety Audit and Auxiliary Vessel Inspection. Station 54- Campbell River has temporarily borrowed the Region's *Craig Dunn* since becoming a stand alone station and is now SAR ready. Coast Guard has agreed to make some retired 733s available to the Region, but, as might be expected, these are not

in particularly good shape and will require considerable effort and expense to bring up to CCGA-P standards.

The increase of activity at Stations 74- Gitxaala and 65- Lax Kwa'laams seems to have re-awakened interest further north. Members of Station 75-Gingolx, which had been out of operation for several years, expressed

a desire to resume service and are now training actively.

CCGA-P management plans to make a determined effort to revive Station 50- Port McNeill in the coming year. Port McNeill lies in the heart of an area of high boating activity, especially in the summertime. A Coast Guard

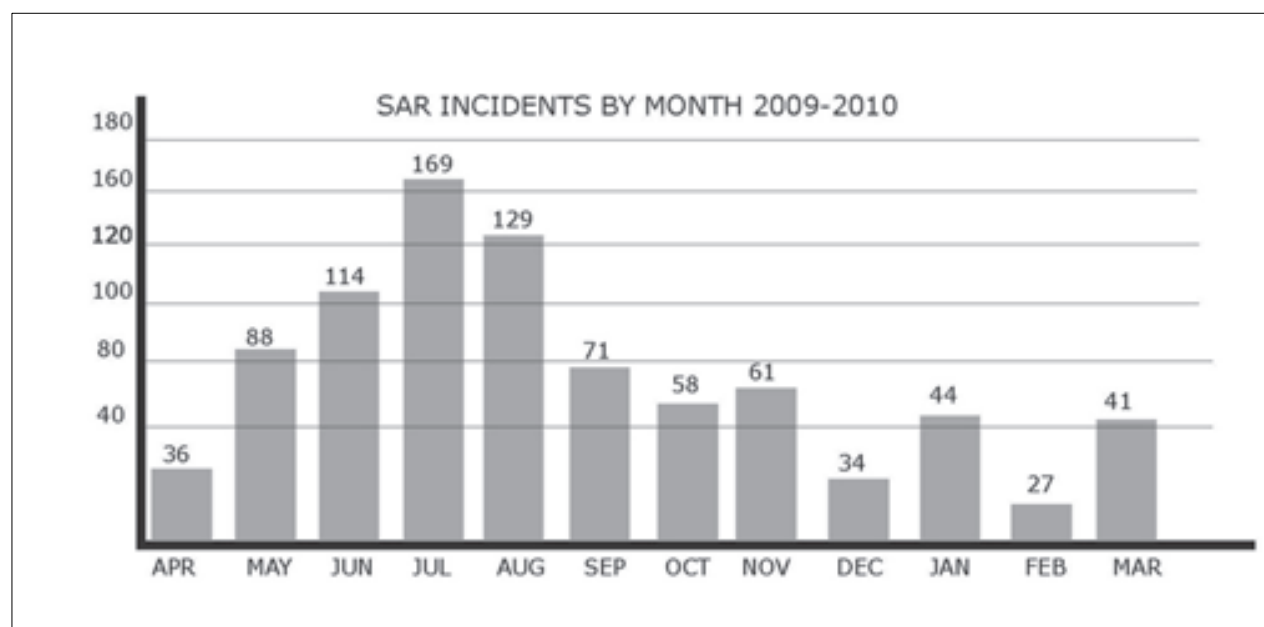


Auxiliary Station in Port McNeill is likely to find its crews keeping busy.

SPECIAL EVENTS AND SAR PATROLS

Coast Guard Auxiliary vessels can attend public events under either of two headings: SAR Patrols and Special Events. There is some confusion between the two, especially since both activities originally fell under Special Events. Briefly, the difference is as described below.

A SAR Patrol is a JRCC “non-SAR” tasking. If in the opinion of the JRCC, an event poses a potential risk to the public, it is advantageous to have search and rescue resources on scene during the event to minimize response time should an incident occur. Under such circumstances, the JRCC will issue a SAR Patrol tasking to one or more CCGA-P stations specifying the time, location, and any other details of the assignment. Insurance coverage is automatic for the time underway, and compensation is paid for the specified time (at a rate less than the full Search and Rescue



rate for the vessel).

A Special Event, on the other hand, is considered an opportunity for a Station to “show its flag” and gain some exposure in the local community. The Station must enter a Special Event Request on the SAR Management System in order to receive insurance coverage for the on-water time, but no compensation is provided.

It is very important to note that a CCGA-P vessel cannot take on the role of primary safety resource at a Special Event (such as a community canoe race), as it must remain available for JRCC tasking at any time.

In summary, then, a Special Event is initiated by the Station, perhaps acting on the request of a member of the community. It was determined this year that the Region no longer would offer compensation for Special

Events, that portion of the budget now being committed to SAR Patrols. A SAR Patrol is initiated by JRCC, often on the basis of information provided by an event organizer, an agency such as RCMP, or possibly the Station Leader. If the SAR Patrol tasking is issued, then compensation is provided under the *Contribution Agreement*. This places our practice clearly within the definitions of Section 3.20.1 of the *CCGA National Guidelines*.

RELIEF VESSELS

With the northern ("ex-HMB") 733 being refurbished in Port Alberni, the *Craig Dunn* and the ex-Victoria 850 committed to former co-crew stations and now training, the only Regional vessels still available as relief boats are the venerable *South Island Mk-VII* (currently in Sooke) and a Mk-V.

SAR OPERATIONS TEAM

For yet another year, a special thank you



goes 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- in reality more than a few.

RESCUE SPOTLIGHT

On August 8th, 2009, Station 74- Gitxaala was tasked to a boat fire at Kitkatla Dock. The vessel, *Channel Rock*, caught fire after gas fumes had accumulated under the floorboards in the hot weather and created an explosion. The vessel's owner indicated that a spark was ignited from the bilge pump switch. He sustained second-degree burns to his arms and face. The Gitxaala crew worked in tandem with the volunteer fire department and community members. Once the fire was extinguished, the vessel was towed to the Southwest corner of the dock.



BOATING SAFETY

With about 45 stations running boating safety programs, the CCGA-P continues to pursue all avenues of water safety education for children, teens and adults.

KIDS DON'T FLOAT

The Canadian Coast Guard Auxiliary – Pacific now has 22 Kids Don't Float boards throughout the province. In every community, the

boards are a success and the CCGA-P is thankful to Mustang Survival for its continued support of this vital program. For the past six years, Mustang has supplied PFDs for new Kids Don't Float Stations as well as existing ones with lost or damaged PFDs.

In 2009-2010, the Kids Don't Float Boards at Harrison Lake (Station 102- Fraser Valley) and Kootenay Lake (Station 104- Kootenays)

were refitted with new PFDs to replace lost or damaged ones. The popularity of the Kids Don't Float program lies in its simplicity. By providing free, loaner PFDs for children, the CCGA-P is helping to remind parents of the importance of water safety during all water activities.

The CCGA-P continues to collaborate with local RCMP detachments and community



groups to provide Kids Don't Float Stations in remote areas.

PLEASURE CRAFT SAFETY CHECKS

In the Spring of 2009, the CCGA-P launched its independent Pleasure Craft Safety Check program. This new National program includes a new form and a new decal for checked vessels. Currently the CCGA-P has

24 Pleasure Craft Safety Checkers who completed hundreds of checks in the 2009/10 fiscal year.

PLEASURE CRAFT OPERATOR CARDS

As of September 2009, any boaters found without their Pleasure Craft Operator Card (PCOC) on board could face a fine of up to \$250. In Fall 2009, Transport Canada estimated that only about 40 percent of boaters had their PCOC.

The CCGA is one of over 60 Transport Canada-certified PCOC providers in the country. Many CCGA-P stations offer PCOC exams for their members and the public.

FUTURE DIRECTIONS

Boating Safety continues to be a priority for the Canadian Coast Guard

Auxiliary –Pacific. With a small but dedicated group of boating safety educators, and five stations that focus solely on boating safety, the CCGA-P continues to lead the way in safe boating education in British Columbia.

In Fall 2010, the PCOC program will be restructured and the Canadian Coast Guard Auxiliary-Pacific will take over the distribution of all CCGA PCOC cards throughout the country. Also, 2010 has seen the CCGA-P work towards building a presence on inland lakes for on-the-water boating safety education and SAR operations.

Boating Safety by the Numbers 2009-2010

Displays, parades, presentations	68
Community Events	34
Pleasure Craft Safety Checkers	24
Boating Safety Officers	24
Person Hours	2,195



TRAINING

Training continues to be fundamental to the CCGA-P so that our crews are properly prepared to deal with the risks involved with search and rescue missions in poor and sometimes hazardous conditions.

The biggest change over these last 12 months has been the large number of Transport Canada courses that have been supplied to our members. These courses, the Small Vessel Operator Proficiency (SVOP) and Marine Emergency Duties A3 (MED A3) are the same certificates held by many commercial mariners in Canada.

FAST RESCUE CRAFT SIMULATOR

CCGA-P member training in the Fast Rescue Craft Simulator has continued over the past year. During this time, 55 members successfully completed the courses, with the intention of this number increasing, given the updated and reliable software. Given Davies, the Simulator Program Coordinator, has refined the program, streamlining course content and updating the training vessel



electronics.

2009 saw the simulator course split into two courses. SARnav-1 is aimed at experienced crew, allowing 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.

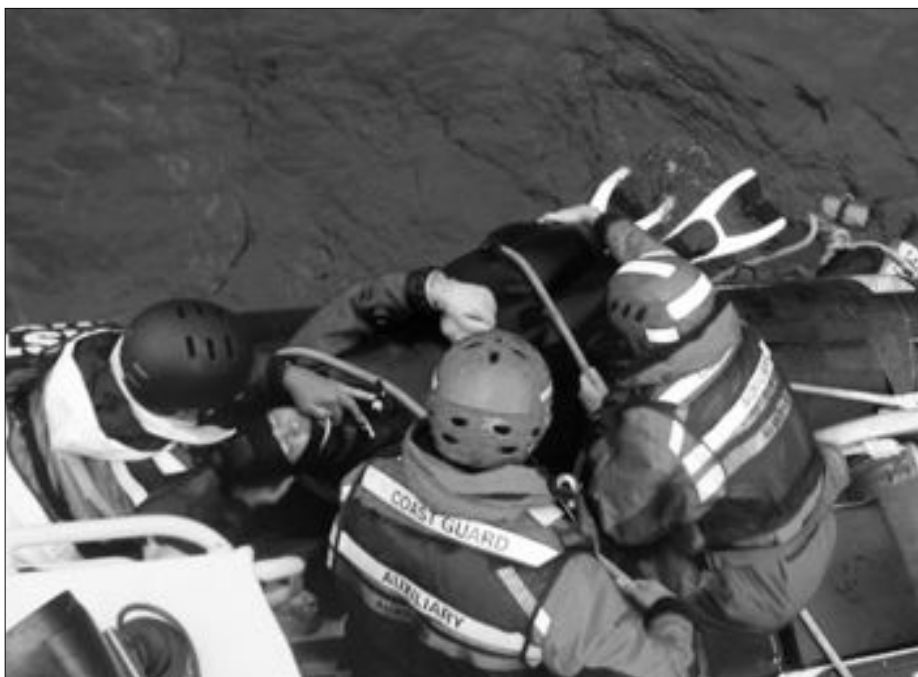
At the end of 2009, Transas was awarded the contract to update the software of the simulator to their NT5000PRO. While the installation continues, this new software has resulted in a greatly improved visual experience, where one is interacting with other ships modeled after real ships, and other vessels. There are five types of vessels that participants can choose from as their own vessel in the Simulator. This allows for greater variety within the simulated exercises as various

search and rescue objects, such as helicopters, people in the water, datum marker buoys and real disasters can be created.

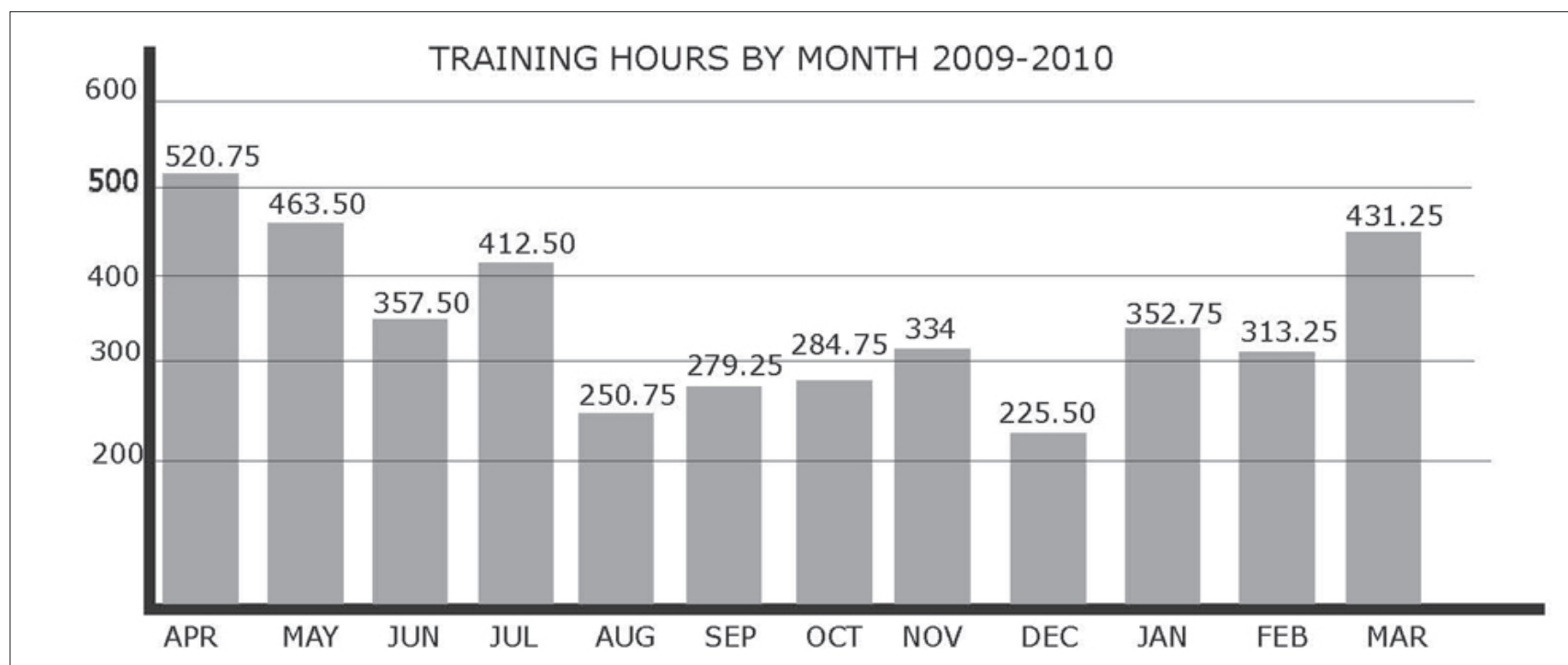
The simulator continues to be used to provide extra electronic navigational training, instrument buttonology courses, as well as day-long refresher courses for members needing more practice with the simulator and on-the-water.

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 Training Manager and the Safety Management Officer. The CCGA-P continues to use:



Photos submitted by Dan Robinson.



■ SAR Learning System (SLS) which allows members at all stations to improve their knowledge of electronic navigational aids at home. The intention is that a more advanced system will be made available for experienced crew.

■ Online Materials: A large selection of materials is available online on the CCGA-P website to support local on-water and classroom training. Training plans, navigation,

first aid scenarios and SAR exercises are just some of the resources available to all CCGA-P members, as well as online quizzes designed to test practical knowledge.

SAFETY MANAGEMENT

The CCGA-P's Safety Management System (SMS) has continued to evolve providing operational and safety guidance for all mem-

bers of the CCGA-P. The system is currently on Version 2, with Version 3 due in Fall 2010. The purpose of these procedures is to ensure the safety of all crew members when they are out on the water.

Accidents or near misses that occur to our own vessels are investigated, to ensure that the appropriate corrective action gets taken to minimize the chance of that happening again on that vessel, as well as being made

available to other stations to allow them to review their procedures.

Safety Management Officer Chris Rasmussen has visited all CCGA-P stations once, conducting an initial audit on each station, as well as providing consistent training and evaluations at each station, subject to each station's needs. 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, with the greatest chance of passing.

Rasmussen's visits to the North, providing Transport Canada SVOP and MED A3 courses, plus basic radio and first aid courses are incredibly beneficial to the northern stations as local providers of these courses are not available.

FUTURE DIRECTIONS

Training continues to be a high priority for the CCGA-P for the remainder of 2010 and into 2011, as proper training is the corner-

stone of any organization 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 act as a home base for the CCGA-P head office and the simulator program.

The CCGA-P's Safety Management Officer will be starting his second tour of all stations, auditing with regards to uniformity of standards of training and equipment, and providing further local training. A network of qualified instructors is being encouraged to provide local support to stations – the ARTE will be further strengthened in the fall. In 2010/11, the CCGA-P will continue to deliver consistent, high-quality training to all of our volunteer members.



RESCUE SPOTLIGHT

On May 11th 2009, a crew from Canadian Coast Guard Auxiliary Station 33- Oak Bay, was tasked to help a 29-foot power vessel that was drifting. The vessel was about 100 feet from the boathouse at the Oak Bay Marina.

The owner and his daughter were on board trying to reset the permanent anchor. The owner reported that he had a 40-pound Bruce anchor, with chain rode, attached to his mooring buoy; the vessel had been at anchor for three weeks without problem. Due to the strong winds, the owner could not keep the vessel pointed in the required direction and asked for a crewmember to come aboard. Two crewmembers came aboard and attempted to retrieve the anchor and buoy to no avail. The crew decided to proceed with a side tow to the gas dock. Docking was extremely difficult due to the strong winds and the windage of the vessel.

VESSEL & EQUIPMENT STANDARDS

Paul Mottershead was appointed Manager of Vessel and Equipment Standards in January 2010. Paul has been very busy and faced many challenges along the way.

As the CCGA-P moves into a new era, along with it comes the need to have higher standards for our vessels and the equipment onboard. With this in mind, the CCGA-P has moved to standardize the fleet of vessels within the organization.

The end result will be, a consistent fleet of vessels that are built to high standards amongst all stations. The CCGA-P will have 3 types of vessels within its fleet based on length. Within these 3 types there will be 3 classes of design, Delta, T-Top, and enclosed Cabin all RHIB construction.

CCGA-P TYPE II VESSEL

One of the first tasks was to complete the design of the new CCGA-P SAR Type II 33 ft. Falkin Class Vessel. This was completed

CCGA -P VESSEL TYPES

CCGA-P stations have several types of vessels to choose from depending on their needs and operational ability:

TYPE 1: 9 metres (29'5") or less (primarily Class A or Class B vessels)

TYPE II: Greater than 9 metres (29'5") up to 12 metres (39'5") (Primarily Class C vessels)

TYPE III: Greater than 12 metres (39'5") (primarily Class C vessels) Aux 35 - Victoria.

Class A - FRC - Delta Configuration:

Outboard powered rigid hull inflatable. These vessels will be used in the high risk operational areas covered by CCGA-P DRVs.

Class B - FRC - T-Top Configuration:

Outboard powered rigid hull inflatable. These vessels will be used in low- and medium-risk operational areas.

Class C- FRC - Enclosed Cabin Configuration:

Twin-engine rigid hull inflatable with enclosed cabin. Power type and amount appropriate to vessel purpose and design. Cabin vessels will be equipped with watertight windows and doors. These vessels will be used in low-, medium-, and high- risk operational areas.

in March 2010 and was then sent out for proposals from various builders, with Titan Boats in Sidney being awarded the construction contract. Once the design was complete, and the builder was selected, Mottershead met with the various interested societies to go over the design plans and costs, resulting in several societies signing an agreement for construction.

To date, the CCGA-P has signed contracts in place for 3 vessels. Construction of the first vessel began in late May 2010. This vessel will be a twin diesel inboard jet drive version for Station 27 - Nanaimo. Earlier this summer, the construction began on the second vessel which is to be powered by twin Yamaha outboards for Station 39 - Port Alberni and the third vessel, also inboard diesel jet drive, will begin construction in October 2010 for Station 64 - Prince Rupert.

Completion of the first vessel is scheduled for November 2010.

One of the challenges faced in a project of this magnitude is the time required to design a vessel that meets all the re-

quests of so many volunteer stations, in so many unique areas; while at the same time, produce a working vessel with the high standards of safety that our volunteer members require and deserve. Mottershead has worked closely with Naval Architect, Ivan Erdevicki in order to achieve the high standards required. Throughout this process, he has worked very diligently to ensure this vessel meets or exceeds Lloyd's Special Service

Craft (SSC) Rules and Regulations, as well as complies with Transport Canada, and Canadian Coast Guard requirements.

CCGA-P TYPE I VESSEL

Work has started on the design of the Type I and it is still in its early stages of develop-

ment. The vessel will be RHIB design under 9 metres and will be designed to meet high standards set forth by the CCGA-P. Mottershead has met with a few of the stations that are interested in acquiring a Type I vessel and will continue to get input from the members on their thoughts and ideas in the next fiscal year.

EQUIPMENT

In addition to the work on the new vessels, the Manager of Equipment & Vessel Standards meets with many stations to discuss equipment for vessels and members. Mottershead has been in contact with many of the suppliers of our equipment, gathering product information in order to create a list of standard approved equipment. Once complete, this list will be posted to the CCGA-P website.

ENGINES

The CCGA-P has chosen Yamaha to be the supplier for all new, or replacement outboard



engines. This will greatly improve the standardization of the CCGA-P fleet of vessels. It will also allow the CCGA-P to work with Yamaha to ensure our stations are receiving a very good product. Yamaha Canada has 7 new lines of engines for 2010 and has made significant improvements to their existing line of outboards. This will be beneficial to the CCGA-P in the future, as their products are getting more efficient with better performance and reliability. Mottershead has met with many Yamaha Canada senior representatives and technicians to discuss their product and go over issues that some stations are experiencing.

There are only a few CCGA-P stations with engines other than Yamaha, and as time goes on, the CCGA-P will work to have these replaced with Yamaha. Our stations are also reminded of our policy for engine replacement and that the CCGA-P requires them to have the required minimum hours on the engines prior to replacing them. This is important to all our stations, as the money needed for replacements becomes harder to come by, and the CCGA-P must ensure all stations are getting full value for their dollar.



Photos submitted by Paul Mottershead.



THE YEAR IN REVIEW

2009-2010

APRIL 2009:

The CCGA launches an independent Pleasure Craft Safety Check Program (PCSC) in the Quebec and Pacific regions.

JULY 2009:

Station 5- Crescent Beach assists 4 capsized sailing vessels near Crescent Channel. Four people were struggling in the water and unable to right their vessels due to strong winds. The crew recovered the PIW while the Surrey Sailing Club Escort recovered the sailing vessels.

MAY 2009:

Station 33 – Oak Bay assists two private fishing boats from Washington disabled by strong winds off of Trial Island. The crew leads the two vessels into Oak Bay Marina and leaves the three people on board with customs officials at the Marina.

AUGUST 2009:

Station 59 – Deep Bay is tasked to a 30-ft. cabin cruiser with one POB taking on water near Hornby Island. A crewmember with a portable pump boards the vessel but water was coming in the packing gland area and the vessel would not start. The vessel was towed back to Deep Bay in severe weather.

JUNE 2009:

Station 35 - Victoria assists 7 kayakers near Race Rocks. The group was heading to Weir Beach when strong winds drove some several miles off course. The crew spent hours searching for the missing kayakers. They rescued the kayakers and returned them to Peddy Bay.

SEPTEMBER 2009:

Station 39 - Port Alberni is called to a vessel found adrift in the Alberni Inlet. The crew found that the vessel had been hotwired and had possibly stolen property aboard. The crew called the local RCMP and stood on guard until the RCMP arrived on scene.



OCTOBER 2009:

Station 2- Indian Arm assists a broken down RHIB en route from the mechanic. Heavy rains and winds forced the 24-foot RHIB against rocks on the western shore of Indian Arm between Cates Park and Deep Cove.

Station 2 towed the vessel back to the owner's private dock.



JANUARY 2010:

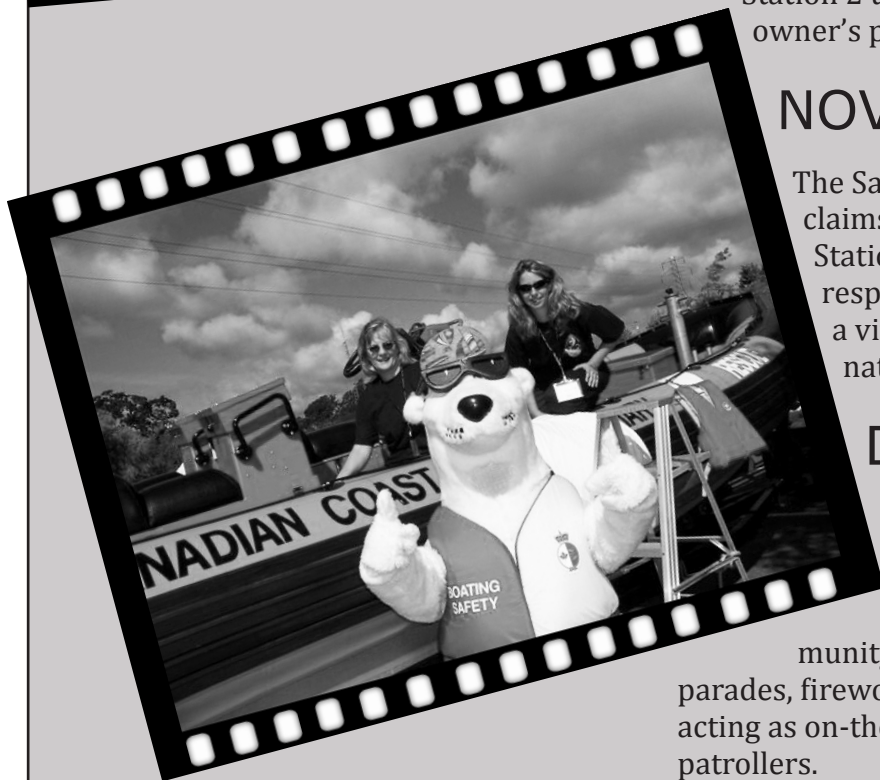
Paul Mottershead, Station 27 - Nanaimo is named Manager of Vessel & Equipment Standards.

NOVEMBER 2009:

The Saturna Island Plane crash claims the lives of 5 passengers. Station 20 Salish Seas is the first responder on the scene and acts as a vital component of the coordinated rescue effort.

FEBRUARY 2010:

First SARNav-1 course held at CCGA-P headquarters.



DECEMBER 2009:

Stations 20, 27, 36, 37 participate in annual community Holiday festivities such as parades, fireworks, Santa's breakfasts and acting as on-the-water escorts and safety patrollers.

MARCH 2010:

Station 10 - Richmond assists a U-Haul van adrift in the Fraser River. Upon arrival on scene, the crew determined there were no people inside. Station 10 stood by until a tow truck arrived. The crew then affixed a cable from the van to the tow truck so that the tow truck could pull the van out of the river.

FINANCIAL DEVELOPMENT & PUBLIC RELATIONS

The Canadian Coast Guard Auxiliary –Pacific prides itself on its commitment to provide search and rescue and boating safety education free of charge to the people of British Columbia.

With 46 stations along the coast of B.C. the CCGA-P remains at the ready to support its communities through tireless fundraising efforts both at the station and Regional levels. In 2009-2010, the CCGA-P continued to pursue strong relationships with like-minded organization, to raise the public profile of the CCGA-P and to establish long-term partnerships for sustainable growth and development.

FUNDRAISING

2009-2010 was another successful fundraising year for the CCGA-P. One of the organization's major supporters continues to be the British Columbia Gaming Policy and Enforcement Branch, which approved approximately \$1.27 million in funds for CCGA-P stations this year. In addition, the Canadian Coast Guard Auxiliary -Pacific received hundreds of donations through two fundraising cam-

paigns in the Summer and Winter of 2009. These campaigns are integral to the success of the CCGA-P as they not only provide us with much needed funds for training and operations but they also serve as a reminder to the public of the heroic services our volunteers provide year round.

Individual stations and their supporting societies also had great success this year in community fundraising. Stations 20 –Salish Sea, 74 –Gitxaala, 59- Deep Bay and 27- Nanaimo were particularly successful in their community fundraising efforts to secure funding for their DRV/boathouse.



Emergencies don't wait for funding. Neither should you.

Imagine, you've stepped over an embankment and landed on a remote shoreline, or your car swerves off the road and ends up in the ocean. Maybe your boat is capsized by a rogue wave and you're adrift at sea. You're hurt, cold and alone, waiting for help. Hypothermia can set in within 30 minutes. Death can occur in less than two hours. Can you imagine the wait?

Every nine hours, one of our vessels is called to an emergency to assist in a rescue on the water or on shore. Last year alone we responded to over 700 calls for help and saved 160 lives.

Ocean rescue is critical to the safety and well being of everyone here in British Columbia—not just boaters. We have thousands of miles of coastline, ferry travel, flights over open water and our communities enjoy sport and recreation on our coastal waters.

The Canadian Coast Guard Auxiliary (Pacific Region) is a non-profit organization made up of over 1,400 selfless and dedicated volunteers, who risk their lives to save others. Our 55 boats serve 47 different communities and we need to raise \$17 million dollars annually to operate. We rely on the support of committed individuals and corporations to continue our services and help save lives. Don't wait, please give generously because one day the life we save could be yours.

DONATE TODAY!
SAVE LIVES!

BRANDING

The Coast Guard Auxiliary - Pacific has struggled to gain its place in the public consciousness despite the barriers its name holds. 2009-2010 saw the CCGA-P Board of Governors move the re-branding of the organization to the forefront of its plans for the future.

FUTURE DIRECTIONS

Fundraising is always a challenge, but the CCGA-P continues to raise funds and awareness to ensure our vital lifesaving programs continue in communities throughout the province.

The CCGA-P is working towards building an innovative training centre that would include accommodations for our members participating in classroom and on-the-water training. This centre will be the flagship of our organization and serve as the location for leadership development and our head office.



Members from Station 20 - Salish Seas on the Auxiliary 20 (DRV).

This major project will allow the CCGA-P to continue to provide world-class search and rescue services and boating safety education.

All photos used in this publication are courtesy of the CCGA-P Photo Archives unless otherwise specified.



A Partnership of Incorporated Professionals

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AUDITORS' 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, 2010 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, 2010 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles.

Victoria, British Columbia

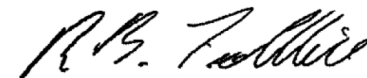
September 7, 2010

CHARTERED ACCOUNTANTS

Canadian Coast Guard Auxiliary (Pacific), Inc.
Statement of Financial Position
As at March 31, 2010

	2010						2009
	Restricted			Unrestricted			
	Coast Guard Contribution Agreement Fund	Capital Fund	Gaming Fund	General Fund	Total	Total	
Current assets							
Cash	\$ (132)	\$ -	\$ 283,854	\$ 322,815	\$ 606,537	\$ 667,514	
Accounts receivable	7,235	-	2,878	21,219	31,332	13,033	
Due from (to) other funds	29,665	-	(971)	(28,694)	-	-	
Prepaid expenses	1,356	-	-	2,415	3,771	2,740	
	38,124	-	285,761	317,755	641,640	683,287	
Property plant and equipment (Note 3)	-	620,043	-	-	620,043	592,472	
	\$ 38,124	\$ 620,043	\$ 285,761	\$ 317,755	\$ 1,261,683	\$ 1,275,759	
Current liabilities							
Accounts payable & accrued liabilities	\$ 38,124	\$ -	\$ 15,475	\$ 2,555	\$ 56,154	\$ 58,217	
Net assets							
Invested in capital assets	-	620,043	-	-	620,043	592,472	
Externally restricted	-	-	270,286	-	270,286	281,711	
Internally restricted (Note 5)	-	-	-	95,224	95,224	99,506	
Unrestricted	-	-	-	219,976	219,976	243,853	
	-	620,043	270,286	315,200	1,205,529	1,217,542	
	\$ 38,124	\$ 620,043	\$ 285,761	\$ 317,755	\$ 1,261,683	\$ 1,275,759	

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, 2010

	2010				2009	
	Restricted			Unrestricted	Total	Total
	Coast Guard Contribution Agreement Fund	Capital Fund	Gaming Fund	General Fund		
Revenues						
Canadian Coast Guard - Operating grant	\$ 881,000	\$ -	\$ -	\$ -	\$ 881,000	\$ 881,000
- Supplementary expense recovery	14,720	-	-	-	14,720	14,000
Contributions from B.C. Gaming	-	-	225,000	-	225,000	225,000
Donations	-	-	-	75,489	75,489	51,644
Gain (loss) on insurance proceeds	-	-	-	-	-	(5,493)
Unit Training Reimbursement	-	-	-	10,000	10,000	10,000
Northern Mentorship Program	-	-	-	-	-	17,250
Boating Safety	-	-	-	3,850	3,850	14,027
External training	-	-	-	32,050	32,050	-
Miscellaneous	-	-	808	6,774	7,581	8,895
	895,720	-	225,808	128,162	1,249,690	1,216,323
Expenses						
Administration	300,548	-	7,056	25,313	332,917	358,204
Operations	278,334	-	1,177	6,908	286,419	268,218
Training	270,484	-	141,208	13,522	425,214	308,430
Members	43,994	-	-	585	44,579	25,211
Boating safety	-	-	-	8,623	8,623	16,364
Amortization	-	163,951	-	-	163,951	97,256
Loss on disposal of assets	-	-	-	-	-	24,700
	893,360	163,951	149,441	54,951	1,261,703	1,098,383
Excess of revenues over expenses	2,360	(163,951)	76,367	73,211	(12,013)	117,940
Transfer from Coast Guard Fund	(3,216)	3,216	-	-	-	-
Transfer from General Fund	856	-	-	(856)	-	-
Transfer from General Fund	-	100,514	-	(100,514)	-	-
Transfer from Gaming Fund	-	87,792	(87,792)	-	-	-
	-	27,571	(11,425)	(28,159)	(12,013)	117,940
Net assets, beginning of year	-	592,472	281,711	343,359	1,217,542	1,099,602
Net assets, end of year	\$ -	\$ 620,043	270,286	\$ 315,200	\$ 1,205,529	\$ 1,217,542

Canadian Coast Guard Auxiliary (Pacific), Inc.
Statement of Cash Flow
For the Year ended March 31, 2010

	2010						2009
	Restricted			Unrestricted			
	Coast Guard Contribution Agreement Fund	Capital Fund	Gaming Fund	General Fund	Total		Total
Operating activities:							
Excess of revenues over expenditures	\$ 2,360	\$ (163,951)	\$ 76,367	\$ 73,211	\$ (12,013)	\$	117,940
Items not involving cash							
Loss on sale of equipment	-		-	-	-		24,700
Amortization of capital assets	-	163,951	-	-	163,951		97,256
	2,360	-	76,367	73,211	151,938		239,896
Changes in non-cash working capital	(20,390)		12,182	(13,187)	(21,395)		(6,001)
Transfer to / from restricted funds	856	-	-	(856)	-		-
Total cash derived from operating activities	(17,174)	-	88,549	59,168	130,543		233,895
Investing activities							
Proceeds on sale of capital assets	-	-	-	-	-		1,000
Write-off of unrealized capital costs	-	-	-	-	-		21,615
Acquisition of capital assets	(3,216)	-	(87,792)	(100,512)	(191,520)		(60,980)
	(3,216)	-	(87,792)	(100,512)	(191,520)		(38,365)
Increase (decrease) in cash & equivalents	(20,390)	-	757	(41,344)	(60,977)		195,530
Cash and equivalents, beginning of year	20,258	-	283,097	364,159	667,514		471,984
Cash and equivalents, end of year	\$ (132)	\$ -	\$ 283,854	\$ 322,815	\$ 606,537	\$	667,514

CANADIAN COAST GUARD AUXILIARY - PACIFIC
Notes to Financial Statements
Year Ended March 31, 2010

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)

CANADIAN COAST GUARD AUXILIARY - PACIFIC
Notes to Financial Statements
Year Ended March 31, 2010

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 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.
- (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.

(*continues*)

CANADIAN COAST GUARD AUXILIARY - PACIFIC
Notes to Financial Statements
Year Ended March 31, 2010

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

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.

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.

CANADIAN COAST GUARD AUXILIARY - PACIFIC
Notes to Financial Statements
Year Ended March 31, 2010

3. PROPERTY, PLANT AND EQUIPMENT

	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

	Cost	Accumulated Amortization	2009 Net book value
<u>Purchased equipment:</u>			
Training simulator	\$ 500,772	\$ 50,077	\$ 450,695
Computer and office equipment	154,868	126,719	28,149
Boating safety promotion equipment	159,742	30,568	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
<u>Contributed equipment:</u>			
Vessels contributed	57,000	55,000	2,000
	\$ 1,047,349	\$ 454,877	\$ 592,472

CANADIAN COAST GUARD AUXILIARY - PACIFIC
Notes to Financial Statements
Year Ended March 31, 2010

4. INTER-FUND TRANSFERS

	2010	2009
Transfers for the purchase of property, plant and equipment:		
Coast Guard Fund to Capital Fund	\$ 3,216	\$ 3,164
Gaming Fund to Capital Fund	87,792	41,930
General Fund to Capital Fund	100,514	15,888
Transfers to cover net shortfall in operating grants:		
General Fund to Coast Guard Fund	\$ 855	\$ 223

5. INTERNALLY RESTRICTED NET ASSETS

During a prior year, the Society received funds in the amount of \$95,000 from Units. The Board internally restricted these funds for the purpose of running training programs for volunteers. During the comparative year, the Society received another \$27,250, and incurred \$22,744 on the running of training programs. In the current year, the Society received another \$10,000 and incurred \$14,282, leaving a balance of \$95,224 as internally restricted net assets.

6. COMMITMENTS

The Society is committed contractually for payment under an agreement to supply software for the training simulator. The unfulfilled portion of the contract at March 31, 2010 was \$63,378. The cost is funded from the Gaming Fund.

The Society has commitments under two vehicle leases. Monthly payments are \$763 and \$670, expiring June, 2012 and January, 2011 respectively.

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.

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:
Randy Strandt, North Vancouver

Society Representative:
Dave Lindley, Victoria

Vice President:
Jim Lee, Parksville

Community Representative:
Philip Halkett, Victoria

Secretary/Treasurer:
Greg Miller, Richmond

Community Representative:
Ralph McRae, Vancouver

Executive Officer:
Stan Warlow, Victoria

Community Representative:
Russell Moore, Victoria

Past President:
Bruce Falkins, West Vancouver

Community Representative:
David Hughes, Victoria

Southern Area Representative:
Hans Verbeek, Tsawwassen

Community Representative:
Bill Bullis, Victoria

Central Area Representative:
Frank Hudson, Victoria

Community Representative:
Bill Moffatt, Victoria

Northern Area Representative:
Duncan Peacock, Kitimat

MANAGERS

Training:
Dan Robinson, Ladysmith

SAR Operations:
David Rees-Thomas, Saturna Island

Human Resources:
Irwin Tollefson, Ladysmith

Vessel and Equipment Standards:
Paul Mottershead, Nanaimo

Marketing and Promotions:
Steve Jackson, Errington

Boating Safety:
Sheila Flynn, Duncan



**Volunteers
Saving Lives
on the Water**

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