

West Van aux. coast guard gets new digs at Horseshoe Bay

The volunteer operation will have its headquarters in Horseshoe Bay after signing a "license to occupy" agreement with the District of West Vancouver

NEW HOME - This warehouse building on the DWV municipal dock in Horseshoe Bay will be refurbished and made into the headquarters for the Canadian Coast Guard Auxiliary station 1.
Dugal Purdie photo



MARIA SPITALE-LEISK
CONTRIBUTOR

West Vancouver's diving and boating epicentre in Horseshoe Bay will now be home to an auxiliary coast guard vessel and operations centre.

On Monday District of West Vancouver council approved a "license to occupy" agreement authorizing Canadian Coast Guard Auxiliary Station 1 - West Vancouver to set up its headquarters in Horseshoe Bay.

Currently, the volunteer operation makes due with a garden shed at Fisherman's Cove to store its specialized equipment.

"It's literally a garden shed," said CCGA Station 1 leader Dugal Purdie. "Getting a four-man team changed in there is challenging."

Response time has also been delayed in the past as volunteers contend with slower traffic on Marine Drive to get to Fisherman's Cove. Purdie said in these cold waters, a couple of minutes can be the difference between life and death.

Under the DWV arrangement, the auxiliary coast guard will now occupy an old warehouse building at the end of the municipal dock in Horseshoe Bay. But they can't move in just yet.

Purdie estimated \$20,000 worth of materials is needed to re-roof the building, renovate the interior and outfit the operations centre and ready room for the volunteers.

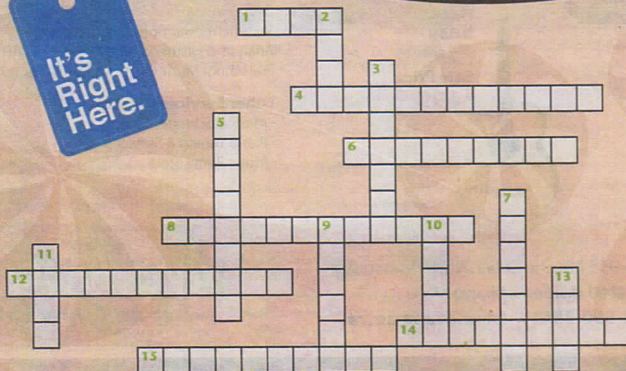
"We've got to raise funds for that," explained Purdie. "We don't have a penny for this at the moment. We couldn't start fundraising until the deal was done [with the DWV]."

All of the labour will be done by volunteers. Meanwhile, the West Van continued, **PAGE 27**

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- 3 Candy coating for apples
- 5 If you don't brush your teeth you could get _____
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in B.C.

"I feel the BOSS program for me was like winning the lottery," said Abbott.

Six months ago, Abbott hired her first employee: a client care coordinator. In the BOSS program there aren't tests, there are "milestones", which is what Abbott has achieved with her new hire.

The most important lesson she learned was how to balance work with her home life. At a previous job, Abbott, a single parent, was working for a boss that "didn't take to little ones."

"He always reminded me that I needed back up," explained Abbott.

And it was that type of work situation that forced her to miss her young daughter's school Christmas party. This year, Abbott will be there with bells on.

BOSS is composed in two phases. The first 10 weeks is an intensive period with plenty of work inside the classroom and a lot of research. These future business owners begin preparing financial statements before they head off and start their business in the second phase.

"You have professionals coming in to talk to you about everything under the sun," said recent BOSS graduate Katelynne Katona.

The 51-year-old proud owner of The Wine Thief found a way to take the sommelier out of the restaurant and transplant the role into people's homes and the Okanagan for vineyard tours.

The six gathered BOSS graduates nod their head in agreement when asked if the recession played a role in helping them finding this program. It was right around the time the economy tanked that BOSS started up at Cap U.

Ben Lean, a father of two young children, was

laid off from a small engineering company two Christmases ago. An engineer with 28 years experience, Lean's role was to look after commercial elevator construction contracts. The prestigious Shangri-La hotel in downtown Vancouver was his final project.

"I was the highest paid," explained Lean. "I was told 'you're good but you are too expensive.'"

Two young engineering grads were hired to replace him. Soon after, Lean applied for the BOSS program.

"It was a good thing in the end," he resolved. "I can do any calculation [but] business sense is new to me."

Lean now outfits homes in West Vancouver and Shaughnessy with glass elevators for \$60,000 a pop.

November was the last intake for students under the current BOSS model, managed by the Ministry of Social Development.

"A new ministry is coming in and shifting contracts," explained Lambert. "They have different priorities, areas of interest."

She estimated that half the amount of money will be on the table for BOSS, resulting in a rejigging of the program. It costs the provincial government approximately \$17,000 to fund each of the 14 students for the 48 weeks.

Jerry Spitzner, a BOSS graduate and now independent retail consultant specializing in pharmaceuticals, believes the program is a cost effective way for the government to make an investment in small business.

"There are over 400,000 small businesses driving the B.C. economy," said Spitzner. "Over 60 per cent of those are sole proprietorship. You are looking at six of us."

reporter@northshoreoutlook.com

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CCGA is actively seeking donated construction materials.

The CCGA is funded through donations to a non-profit society and some grants from BC Gaming. Station 1's brand new \$530,000 dedicated rescue vessel – a jet boat with 40 knots per hour and rollover capabilities – was mostly paid for by donations from the private sector. Purdie said they still need \$30,000

to outfit the boat with specialized search and rescue equipment.

The DWV is waiving the moorage fees and donating the old building to the auxiliary coast guard in exchange for them offering public education programs. Purdie said the operation is seen as valuable to the community and provides an immense amount of coverage from Howe Sound to English Bay and all points in between.

reporter@northshoreoutlook.com

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High salaries, expenses spur calls for ICBC review

**ICBC is broken ...
and needs to be
fixed,' says NDP
critic**

TRICIA LESLIE
BLACK PRESS

In the wake of news highlighting hundreds of thousands of dollars spent on certain ICBC salaries and expenses, more than one person is calling for a closer look at the Crown corporation.

The latest news reports come on the heels of ICBC applying to the B.C. Utilities Commission (BCUC) for a rate hike that would see most motorists pay about \$30 more in premiums next year. Basic premiums will rise by 11.2 per cent and optional premiums will be about six per cent lower if the BCUC approves the increase.

ICBC president and CEO Jon Schubert said the rate increase is needed because of climbing claims costs, which rose \$200 million in the first nine months of 2011. Bodily injury costs, which will hit \$1.7 billion this year, are up \$350 million from five years ago.

But ICBC financial statements show Art Kirkner, a U.S. citizen hired as one of ICBC's 15 vice-presidents in 2008 to help cut costs, received more than \$188,000 for expenses claimed in 2010 – in addition to his \$315,000 annual salary. In 2010, Kirkner's salary and expenses totalled \$504,505, the second-highest salary in the Crown corporation after Schubert, who pulled in \$504,771. Kirkner left ICBC in July and received 12 months severance pay.

In reaction, Minister for Public Safety and Solicitor General Shirley Bond said Wednesday she has asked for a review into ICBC, which will start sometime in the new year.

Consumers Association of Canada president Bruce Cran also suggested the Crown corporation needs closer scrutiny.

"I think we need an inquiry into what's happening at ICBC," he said. "I have great respect for the people who work there, but they overcharge for the cost of insurance and have been for years."

Cran doesn't agree with the fact the provincial government takes millions from ICBC every year in dividends – \$1.215 billion in the past few years; \$580 million for 2010-2011 alone.

"The government is in the middle of removing \$1.2 billion from ICBC and now, automobile owners and insurers face a rate hike to pay for the money the provincial government has stolen from our premiums," Cran said. "That money should go back to the drivers, not the provincial government. It is absolutely frightening and disgusting."

Kathy Corrigan, the NDP critic for the Ministry of Public Safety and Solicitor-General (the ministry responsible for ICBC), agrees the government has its hands in ICBC's pockets far too much.

"Over the last few years government has taken hundreds of millions of dollars ... they said they would take less (in ICBC dividends) each of those years but they actually took more," Corrigan said. "That indicates to me that we have an imprudent government."

Corrigan said the government's and ICBC's decisions end up hurting the average person the most, as well as those who can least afford a rate hike.

"I think ICBC is broken right now and needs to be fixed."

—with files from CBC News

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a portrait of her
very favourite kid
—and his brother.



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