



Shorelines

A publication of Canadian Coast Guard, Pacific Region

Volume 10 Issue 1

Spring 2006

The race to rescue a Sinking Queen

Dan Bate

"Mayday, mayday. This is BC Ferries Queen of the North... The vessel has hit a rock and is sinking."

The words rang out over the Marine Communications and Traffic Service radio network and a shot of adrenaline went through the on-duty staff at the Prince Rupert MCTS centre in Prince Rupert.

Within seconds of receiving the mayday call, MCTS Prince Rupert and the Joint Rescue Coordination Centre (JRCC) in Victoria had tasked all available vessels of opportunity to respond to the call. Residents of the small fishing community of Hartley Bay, in contact by VHF radio, awoke and launched their boats.

BC Ferries *Queen of the North* operated for many years on the northern coast route, transporting passengers from Port Hardy to Prince Rupert on a lazy, scenic, 21-hour mini-cruise. The service operated year-round with no major incidents.

But in the early morning hours of March 22, 2006, the Queen's fate was sealed. The ferry ran into rocks on the shore of Gil Island, tearing a gash in the side of the single-hulled vessel, and causing it to take on enough water to sink.

For the passengers of the ferry, the call to abandon ship came swiftly. There were 102 passengers and crew on board, and the crew wasted no time in getting passengers out of their cabins, up to the top deck and into the life boats and life rafts. Just as the ferry slipped beneath the waves the Hartley Bay fleet arrived to rescue passengers and crew from life rafts.

FISHERIES & OCEANS CANADA
PACIFIC REGION HEADQUARTERS LIBRARY
1001 13 2006
200 - 401 BARRARD ST.
VANCOUVER, B.C. V6C 3S5



Still wearing BC Ferries life vests, passengers and crew from the sunken ferry are brought aboard CCGS *Sir Wilfrid Laurier*

CCGS *Sir Wilfrid Laurier* was anchored at Barnard Harbour, about an hour away from the site of the sinking. Within minutes the captain was on the bridge and the vessel was secured for departure. To ensure a Coast Guard vessel was on-scene as quickly as possible, *Laurier* launched its fast rescue craft which arrived 10 minutes ahead of the ship. *Laurier* arrived on-scene in darkness. The ferry had already slipped under the waves.

The sheer number of life vests floating in the water provided an eye-opening glimpse into how disastrous this tragedy could have been, had it occurred in peak tourist season with 700 potential passengers aboard.

Continued on page 2

Continued from page 1



In the morning light, lifeboats from BC Ferries *Queen of the North* are lifted aboard *Laurier* for their final trip back to Prince Rupert. Visible inside the lifeboats are life vests, garbage cans and deckchairs which were found floating in the water

Shorelines



Published by Coast Guard Pacific Region to help exchange information and ideas between Coast Guard and you, the people we serve.

We encourage you to copy or reprint the articles in *Shorelines*, but please acknowledge the source.

We appreciate your comments. If there are stories you'd like to read about, or if you want to be added or removed from our mailing list, or if you have received *Shorelines* in error, please contact:

Dan Bate, Editor
Communications Branch
200 - 401 Burrard Street
Vancouver, BC, V6C 3S4
Phone: 604-666-0384
Fax: 604-666-1847
E-mail: bated@pac.dfo-mpo.gc.ca



Visit us online at: www.pacific.ccg-gcc.gc.ca
ISSN 1206-5692

Unfortunately, inaccurate passenger manifest lists prevented search and rescue crews from knowing the exact number of persons aboard the ferry.

With Canadian Forces Cormorant air support overhead, *CCGS Laurier* was joined by *CCGC Point Henry*, *CCGS WE Ricker*, *CCGS Vector*, and C&P Zodiac *Takush*, all searching for additional survivors.

Debris from the deck was recovered by rescue teams. Life rings, deck chairs, garbage cans, life vests and other debris was loaded into the lifeboats, which were hoisted onto *Laurier's* well deck. An entire storage locker from the deck of the ferry was recovered by a local fishing vessel.

As the morning progressed, passengers and crew were picked up by fishing vessels from Hartley Bay and taken to the community centre where they were offered blankets, clothing and hot food. A Coast Guard helicopter airlifted the more seriously injured passengers to Prince Rupert for medical attention. The remaining passengers and crew were later transported by a 733 inflatable boat to *CCGS Laurier*, where they were made comfortable for the trip back to Prince Rupert.

For the crew of *Laurier*, hosting some 80 people aboard proved to be an exhausting but rewarding business. Many of the crew had been up since 1:00 a.m. by the time of the tasking, but the exhausted crew pulled together to ensure that everyone had enough food, beverages and a comfortable place to sit for the journey back to Prince Rupert.

Continued on page 3



Accessible only by boat or helicopter, the tiny village of Hartley Bay is nestled against a spectacular backdrop of mountains and water. As soon as the first Mayday call was received at MCTS Prince Rupert, residents awoke and rushed to their boats to aid the stricken ferry

Continued from page 2

At 4:30 p.m. *Laurier* pulled alongside the Prince Rupert cruise ship terminal. Two life boats, five life rafts and a small RHIB was all that remained of the once majestic 126 m vessel, which left Prince Rupert just 12 hours earlier.

Waiting to greet passengers and crew was BC Premier Gordon Campbell and BC Ferries CEO David Hahn, as well as a throng of media that had flown in to cover the arrival of *Laurier* into Prince Rupert.

Fortunately, 99 of the 101 people aboard the ferry were brought back safely to Prince Rupert. Unfortunately, two passengers are believed to have drowned.

To honour the actions of the residents of Hartley Bay, Terry Tebb, Assistant Commissioner of the Coast Guard, Captain Mark Taylor of *CCGS Laurier* and staff of MCTS Prince Rupert who were working the night of the incident, recently traveled to the community in order to present councilor Cameron Hill with a plaque to commemorate their efforts that morning. In a ceremony at the community centre, much of the community came to witness Coast Guard's appreciation for their efforts.

"Survivors of this terrible incident have praised the selflessness and the kindness of this community's residents," said Assistant Commissioner Tebb. "Coast Guard acknowledges the tremendous effort put forth to ensure not only the rescue of those aboard the ferry, but also the

compassion and care provided to the victims once ashore. The overwhelming generosity of all the residents, from the youngsters to the elders, has ingratiated you and the Village of Hartley Bay into the hearts of the citizens of Canada."

The valuable efforts of the residents of Hartley Bay, the quick reaction of the BC Ferries crew, and the hard work of Canadian Coast Guard crews ensured that this terrible marine incident didn't become an even greater tragedy. ⚓



CCG Assistant Commissioner Terry Tebb (L) presents councilor Ernie Campbell (R) with a plaque to commemorate the community of Hartley Bay's efforts on the morning of March 22nd, 2006

US and Canadian Coast Guards sign Turn Point MOA

David Heap

The Co-Operative Vessel Traffic Management System (CVTS) Agreement was signed by The Honourable Flora MacDonald, P.C., Secretary of State for External Affairs, Canada and His Excellency Kenneth Curtis, Ambassador of the U.S.A. to Canada on December 19, 1979.

Since then the United States Coast Guard and the Canadian Coast Guard work in cooperation to provide vessel traffic services in the Juan de Fuca Strait, Haro Strait and the lower Georgia Strait.

On May 5, 2006 Rear Admiral Richard R. Houck, District Commander, Thirteenth Coast Guard District and Assistant Commissioner Terry Tebb, Pacific Region signed a Memorandum of Agreement (MOA) pursuant to the 26 year old CVTS Agreement.

The MOA outlines the agreement to cooperate in establishing a communications link between Turn Point and Mount Constitution in the American San Juan Islands, by relaying the signal off of Mount Newton on Vancouver Island.

The Turn Point project will provide the US Coast Guard with improved surveillance capabilities in the area. The waters off of Turn Point are managed as a Special Operating Area through the CVTS Agreement and are also a popular cruising ground for vessels of all sizes. ⚓



USCG Rear Admiral Richard Houck (L) and CCG Assistant Commissioner Terry Tebb (R) sign MOA

Tseycum Pilot Program wraps up

A job shadowing program that matched youth from the Tseycum First Nation with Coast Guard staff has come to a close and the opportunities for the participants are endless.

The Tseycum Pilot Program provided work experience in seagoing deck, engineering, and logistic department positions as well as marine support functions on shore. The program taught practical skills for employment in Coast Guard and other marine industries, including BC Ferries and the burgeoning cruise ship industry.

In March 2004, a meeting took place at the Institute of Ocean Sciences in Victoria with Rick Steinson, Manager of the Tseycum First Nation, Robin Brown, A/Director, Oceans Sciences, and Canadian Coast Guard Marine Superintendent Max Birch. Participants came away inspired, Max invited the Tseycum group to come to the Coast Guard Base to meet with the fleet management team.

With the Tseycum First Nation providing salaries for the participants and Coast Guard providing training, food and accommodation, the program set out to open new doors for the participants and at the same time and enhance community relationships between Coast Guard, IOS and the Tseycum First Nation.

The program consisted of shore training and vessel support and logistics courses, which progressed into two 28-day sea phases on either *CCGS Gordon Reid* or *CCGS Tanu*. At the completion of the sea phases, successful participants attended Coast Guard Training week in Victoria and completing a variety of tasks including a small boat course, coastal search and rescue and basic rigging. Plus, participants obtained their Restricted Radio Certificate.

On February 1, 2006, those who completed the work experience program met at IOS for the project wrap-up

meeting. Success was written on the faces of the participants. With smiles, good humour and enthusiastic feedback, they talked about some of the challenges of the 20-week program.

Being a pilot project, there were some important lessons learned. "If a second cycle is initiated, the experiences of the first group will be incorporated into the next cycle," said project leader Lynda Hendrickson. "We are confident that the successes of the first group will help encourage greater participation in the next cycle."

Two participants, Wanita Cook and Michael Jimmy, are now fully qualified for crewing and their files have been placed into the Coast Guard inventory for consideration for employment.



Tseycum pilot program participant Wanita Cook gets a feel for donning a survival suit in front of crew on *CCGS Tanu*. Fortunately for Wanita, a dunk in the chuck wasn't required

Tseycum Chief Vern Jacks, expressed great satisfaction for the Coast Guard and pride for the participants. "We are all very appreciative to see an opportunity for our people to work together," said Chief Jacks. "Coast Guard found training for our people, and the participants proved they could do it. We are all really proud of them." Chief Jacks expressed interest in a second cycle of the project and looks forward to seeing more Tseycum youth enroll.

Coast Guard crews involved in the program expressed appreciation for the opportunity to be involved in the project. Captain Murray McGregor of *CCGS Gordon Reid*

was very pleased with the progress exhibited by the two participants he had aboard. "They both had great personalities," he said. "They had a lot of energy and a great appetite for learning, which made their training all the more rewarding."

"They fit in well and by the end of the project had become a part of the crew," said Bosun Brad Forster. "The participants made positive connections with the crew."

Both felt encouraged by the program and were positive about continuing on. "There was a lot of opportunity to learn from their training," said Captain McGregor. "We would absolutely be happy to be involved again."

Coast Guard congratulates both Wanita and Michael for their successful completion of the pilot project. 📌

An Honoured Guest sails aboard *CCGS Tanu*

Dan Bate



Her Honour, The Honourable Iona Campagnola stands proudly on the deck of *CCGS Tanu*

CCGS Tanu hosted a special guest earlier this spring: the Honourable Iona V. Campagnolo, Lieutenant Governor of British Columbia. The Lieutenant Governor joined the ship for a tour around the northern tip of Vancouver Island, in part to visit several communities and to build community spirit along the northwest coast.

The journey started in Port Alice where the Vice-Regal Party joined the ship. The Lieutenant Governor along with Aide de Camp Max Birch and two aids lunched while *Tanu*, under command of Captain Joanne McNish, steamed down Quatsino Inlet towards the town of Quatsino. *Tanu* tied up at the newly reconstructed wharf which could not accommodate the ship's usual gangway. So the crew rigged a temporary gangway, graciously turning down Her Honour's offer to jump across instead!

Many townspeople were on hand to meet the Lieutenant Governor and to witness a groundbreaking at the local community school. Within a few hours, the group was back onboard and the ship sailed with the wind on the stern to Winter Harbour.

As the ship passed Quatsino lightstation, the Lieutenant Governor took special interest in the three children of the

lightkeeper who live at the station and attend the school at Quatsino. From the bridge, she spoke to each of them via VHF radio, and asked them about their unique home and what they wanted to do when they grew up. As the ship gently glided past, Captain McNish sounded *Tanu's* horn to the delight of the children watching from the lightstation.

The ship proceeded up Forward Inlet to Winter Harbour where the ship was met by the handful of residents who live in the area over winter. After a walking tour of the town's wooden boardwalk, the Lieutenant Governor was taken for a tour of some local logging operations once owned by the family of Bill Moore, one of Canada's leading logger-poets. At the conclusion of the tour, the Lieutenant Governor was back aboard for a tasty pasta dinner.

The ship set sail later that evening around Cape Scott bound for Port Hardy. Fortunately the break in the weather held. "The trip around the cape saw a gently rolling swell, against a beautiful starlit night sky with moonlight glimmering across the sea in the light air," said Captain McNish.

By morning *Tanu* had steamed into Port Hardy and tied up alongside the government wharf. In appreciation for their hospitality, the Lieutenant Governor presented the crew with a plaque, a pictorial book and a beautiful jade carving of a grizzly bear meant to commemorate her time onboard.

Continued on page 6




Against a spectacular backdrop at Port Hardy, Her Honour chats to some of the crew on the front deck of *CCGS Tanu*

Continued from page 5

"In visiting communities along the northwest coast of Vancouver Island, the experience aboard *CCGS Tanu* offered us all an opportunity to give our support and thanks to the Coast Guard for their assistance to coastal community citizens, particularly during times of crisis," said Her Honour. "In addition it allowed me, as Lieutenant Governor, to meet with and enjoy sharing the company of fellow British Columbians who live in smaller centres and who are an important and integral part of the strength of our province in all its diversity and promise."

The Vice-Regal Party then departed by car for her remaining stops in Port Hardy and the town of Sointula. Even though the tight schedule did not give the Her Honour much time to tour the ship, the crew were impressed by her open and friendly nature and left many favorable impressions.

Captain McNish and crew were proud to host the Lieutenant Governor aboard *Tanu* for her tour along the northwest coast of Vancouver Island. Coast Guard looks forward to welcoming Her Honour onboard for another tour of the BC region. 



(L-R) 2nd Officer Scott Shave, Her Honour and Her Honour's Aide de Camp Max Birch on the bridge of *Tanu*

Crews rush to aid pilot after CCG helicopter crash


On Saturday, May 7, 2005, a Coast Guard helicopter with pilot Stan Ulrichson at the controls crashed in the Bella Bella/Shearwater area. Helicopter 357—an MBB BO 105, call sign C-GCHX—went down while conducting external load sling operations from *CCGS Bartlett*.

The helicopter was returning to *Bartlett* from Dryad Point Lightstation at an altitude of about 200 feet when the ship's crew observed what appeared to be a shortened longline streaming slightly above and behind the aircraft. The helicopter made an erratic manoeuvre best described as a "yaw to starboard" and began to rotate and rapidly descend.

At 10:20 a.m. the helicopter hit the water just off Graves Island and immediately sank from sight in 50 m (150 feet) of water. Stan escaped but his lifejacket did not inflate.

A vessel of opportunity was first on scene. The crew found Stan, who was floating face down on the surface, and supported his head free from the water. Moments later, rescue teams from *Bartlett* and *CCG Station Bella Bella* were on scene where resuscitation efforts began immediately and continued until he was transferred to a higher level of care at the Bella Bella Hospital. Stan was finally flown to Victoria General Hospital where he remained for the next several days until release.

Had it not been for the quick action of the nearby recreational boater and crews from *CCGS Bartlett* and *CCG*

Station Bella Bella, Stan's survival would certainly have been in question. In a small presentation at Bella Bella and Victoria, the Coast Guard recognized the excellent work performed by both crews to ensure the survival their fellow employee, pilot Stan Ulrichson. 



(L-R) Captain Tom Hull, Crew from *CCG Station Bella Bella*: Randy Humchitt, Ron Carruthers, OIC Gord Gibb and Paul Hollyoak accept the citation aboard *CCGS Bartlett* at Bella Bella



Sponsor, Sylvia Montgomery (L) and retired CCG Captain Monty Montgomery (R) stand aboard *CCGC Cape Cockburn* after the naming and dedication at CCG Station French Creek

CCGC Cape Cockburn and CCGC Cape Caution officially welcomed into the fleet

On September 13, 2005, *CCGS Cape Cockburn* was officially named and dedicated at an intimate ceremony at CCG Station French Creek. Sponsor of the new vessel was Mrs. Sylvia Montgomery, wife of retired longtime Coast Guard Captain Monty Montgomery. Against a bright, sunny backdrop, Mrs. Montgomery successfully broke a bottle of champagne over the bow of the cutter, wishing it a long and successful career.

Two days later, *CCGC Cape Caution* was named and dedicated at a community ceremony at Powell River. Mrs. Tristan Wingham, wife of recently deceased CCG Station Powell River crew member Bob Wingham, was the sponsor of the vessel. Stewart Alsgard, the Mayor of Powell River gave a memorable speech, relaying his experience working with the Canadian Navy, and how significant the new vessel is to the local community.

All Coast Guard's 47-foot lifeboats are named after capes located on the coast where they operate. This class of lifeboats is referred to within the department as the "cape class" vessels.

CCGC Cape Cockburn (pronounced CO-burn) was named after the cape located in Malaspina Strait, 50 km north of French Creek on the Sunshine Coast of British Columbia.


CCGC Cape Caution was named after the cape located near Smith Sound, to the north of Vancouver Island in the Central Coast area of BC.

Mrs. Wingham and Mrs. Montgomery joined the Honourable Lieutenant Governor of British Columbia, Iona Campagnolo in being sponsors for Coast Guard cutters last year. In a large ceremony on the Victoria waterfront Her Honour named and dedicated *CCGC Cape Ann* and *CCGC Cape Edensaw* at the start of the Victoria Tallship Festival.

Coast Guard Assistant Commissioner Terry Tebb was present at both ceremonies and was proud to be the official representative for the Government of Canada.

"Search and rescue lifeboats, like this one, are key to our maritime search and rescue program," said Assistant Commissioner Tebb. "Their strategic placement along our coasts provides the highest level of protection for both commercial and recreational vessels."

Cape Cockburn and *Cape Caution* are the latest vessels to be named and dedicated in the second phase of new lifeboats for the Pacific Region. The first phase included three for the West Coast; bringing the total number of new 47-foot lifeboats to 11. These lifeboats constructed by Victoria Shipyards, are capable of effecting a rescue under the most challenging circumstances.

Later this year, the two remaining vessels of new 11 vessels will be named and dedicated at two BC communities. *CCGC Cape McKay* and *CCGC Cape Kuper* will be the final 47-foot lifeboats to be named and dedicated in the Pacific Region. 



Sponsor Tristan Wingham smashes a champagne bottle over the bow of *CCGC Cape Caution* at Powell River. While station OIC's Ray Barnes (L) and Hal Ross (R) look on

Victoria Management Board and CCG Commissioner Commendations

Victoria Coast Guard Base recently hosted the Canadian Coast Guard Management Board Meetings, which brought together the national Coast Guard Management team. Participants included the recently appointed A/Coast Guard Commissioner George Da Pont and management board staff. Meetings were held over three days and included all Director Generals and Assistant Commissioners of Coast Guard.

The meeting gave Pacific Region a chance to highlight some of its successes to the management team. A Meet and Greet was held with Victoria Base staff. At that event, three Commissioner's Commendations were presented recognizing valuable contributions to the Coast Guard.


Edward Camilleri received a commendation for his important work with the National 47-foot lifeboat project which saw the construction of 20 vessels built at Victoria Shipyards. Edward worked tirelessly to ensure that project deadlines were met and the highest standard of construction was maintained. His work ensures Coast Guard's newest cutters are built to withstand the difficult operating conditions they often face.



A/CCG Commissioner George Da Pont (R) presents Edward Camilleri (L) with a Commissioner's Commendation for his work on the National CCG 47-foot lifeboat project

Bob Ayres received a commendation for his work with the automatic electronic defibrillator (AED) program, which saw the addition of these important lifesaving tools aboard all major Coast Guard ships. Bob's work with the program ensured that an AED was aboard *CCGS Sir Wilfrid Laurier* when crew member Herb Lynch had a heart attack. Fellow crew members rushed to his aid and were able to revive him using the AED machine.

Tyler Brand received a commendation for his personal dedication and commitment to training Coast Guard employees, Coast Guard Auxiliary members and students employed under the Federal Student Work Experience Program. Tyler's efforts were also instrumental in the development of the Coast Guard Auxiliary national training

manual which is used extensively by the organization. Tyler's tireless efforts, personal demeanor and dedication have strengthened the tie between Coast Guard and the National Coast Guard Auxiliary. 



CCG Management Board at Victoria, including the A/CCG Commissioner, CCG Assistant Commissioners from all five regions, National Director Generals, and National Support Staff

CCGS Gordon Reid completes its vessel mid-life extension

Dan Bate

Recently, CCG Project Coordinator Louise-Anne Granger led me around the three-month work-in-progress otherwise known as CCGS Gordon Reid in the middle of a Vessel Life Extension (VLE) at Allied Shipbuilders of North Vancouver.



Two large holes are cut into the side of the ship for installation of the fins

On my first visit, the ship was painted in a dreary shade of primer gray—a far cry from the bold red and white colours of a Canadian Coast Guard vessel. The ship towered above the water in dry-dock, which is covered with coarse, black sand, a sure sign of sandblasting and re-painting. In an added quirk, the entrance to the ship was somewhat non-traditional: a small staircase leads you up through one of two large holes cut through the hull and into the engine room.

Weeks later, as the project draws to a close, the freshly painted ship is ready to go on sea trials, where equipment is checked and measured to ensure proper adjustment and installation.

Captain George Barber, a well-known and respected compass adjuster who continues to be a virtual fixture in the BC shipyard industry, is onboard to adjustment the ship's magnetic compass. With the alteration of the materials around the bridge (steel components changed to aluminum), the ships compass must be recalibrated.

"The compass will react as though it's on a totally different vessel," said Captain Barber. "Ensuring these adjustments are made maintains the vital reliability of this important navigational tool."

To do this, calibration must be done outside the shipyard, as the high concentrations of metal in the yard throw off the magnetic compass, therefore it must to be done while on trials in the Vancouver Harbour. As *Gordon Reid* slowly rotates

360 degrees, Captain Barber adjusts the magnetic compass on top of the ship's "monkey's island" to ensure correct calibration.

CCGS *Gordon Reid* is a multi tasked patrol vessel whose primary role is search and rescue as well as enforcement of the Fisheries Act. The ship's search and rescue operations often place it on patrol in some of the region's worst weather conditions.

Since its construction in 1990, the ship's high superstructure combined with its relatively short length has caused problems with the ships sea keeping capabilities in rough weather. Crews often complain that the ship suffers from a great deal of roll, increasing the effects of rough seas.

To increase stability, one of the major projects of the VLE is the installation of an active fin stabilizer system. Each of the two fins is positioned at a 30 degree angle and centered amidships for maximum effectiveness. The placement ensures that the fins don't interfere with the overall beam of the vessel as the fin's leading edges are positioned 22 inches away from the furthest edge of the side of the ship. The fins are hydraulically activated and controlled by an "intelligent" motion control system. When the system senses rolling motion, the fins are activated to counter the roll.

As the ship moves, the fins tilt to minimize movement. Control panels in the bridge and the engine room allow both the deck and engineering officers to monitor and control the system.

Continued on page 10



A recently sand-blasted CCGS *Gordon Reid* sits ready for paint in dry-dock at Allied Shipbuilders in North Vancouver

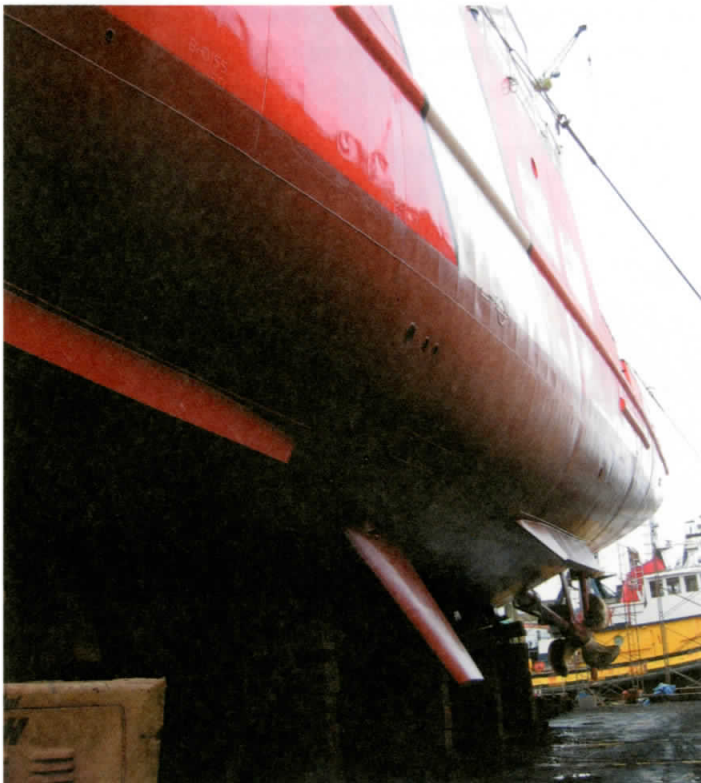
Continued from page 9

To measure the effectiveness of the fins, readings were taken before installation. During sea-trials, engineers from Rolls Royce were onboard to take baseline measurements to understand and measure the effects of the fins on the ship in controlled conditions.

As the engineers begin their tests, they engage the fins to fluctuate vertically. The effect is that the ship reacts as though it is traveling through large swells. Even on a beautiful sunny afternoon with calm seas, chairs shift and items sway, and the ship reacts as though it is in rough seas.

These baseline and subsequent tests in rough weather in Hecate Strait have showed that the active fin stabilizers had substantially reduced the roll motions although the amount of reduction depends on ship heading and sea state. The reduction of the ship's roll improved the maneuverability of the ship slightly. Measurable reductions were seen in the overshoot angles obtained from Z-maneuvers, and in the tactical diameters measured in turning circles.

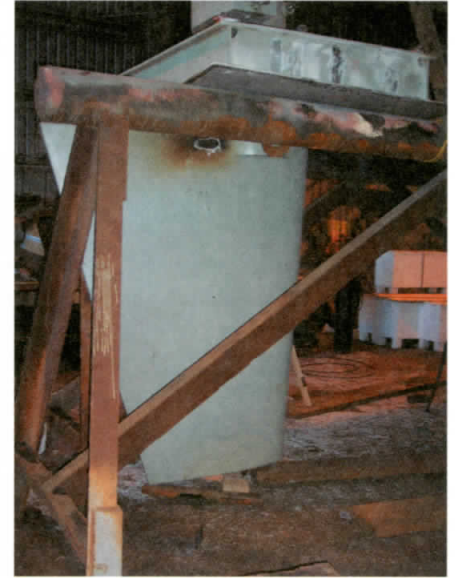
Achieving success in a major refit/VLE program is directly attributed to the support and attention to detail that is provided by Vessel Support Services and vessel chief engineers.



The installed fins jut out from the side of the hull but are designed not to interfere with the overall beam of the ship

The chief engineers act as project managers and technical authority during the project. As such, they are the first point of contact to the shipyard, providing intimate knowledge of the vessel, its equipment and its operational requirements.


"All too often, after a vessel returns to operational status, this working partnership tends to be overlooked," said Captain Murray McGregor. "The success of the project depends on many people, however it was the expertise provided by Chief Engineers Manifold, McGarvie and Morford, and their senior engineers who ensured the shipyard had a firm understanding of the technical specifications throughout the VLE."



One of the stabilizer fins prior to installation. Each fin is positioned at a 30 degree angle and centered amidships for maximum effectiveness

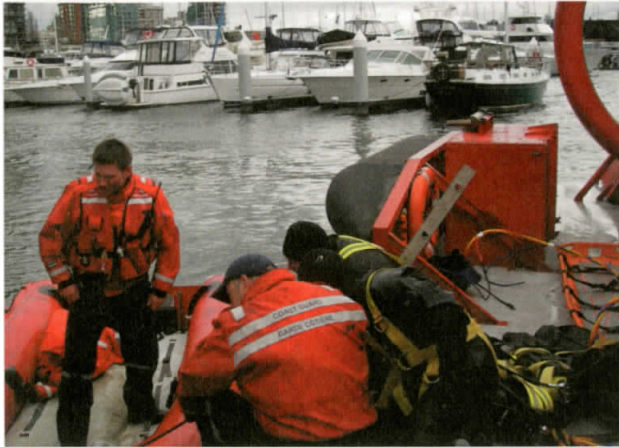
Gordon Reid's mid-life extension is the first of four Pacific Region vessels to receive a VLE in 2006/2007. Through a competitive process, the \$4 million dollar program was awarded to Allied Shipbuilders of Vancouver. The extensive project included the installation of a new alarm and monitoring system, new radar systems and deck cranes, a new and larger more powerful 753' rigid hull inflatable boat, the refurbishment of crew areas, sandblasting and re-painting of the entire exterior and the installation of the stability fins.

According to Captain McGregor, the success of the project is self-evident. "The VLE has enhanced the operational capability of the ship, provided a safer working environment and improved the living conditions onboard. This was evident during the first operational patrol and the conclusion of a fourteen hour SAR mission off the West Coast of Vancouver Island where the vessel experienced storm and hurricane force wind conditions."

Keeping *Gordon Reid* well maintained ensures that the ship will continue to be a vital part of the Canadian Coast Guard fleet for many years to come. 

Car Thief Nabbed By Canadian Coast Guard Divers

Dan Bate



Against a backdrop of million dollar yachts and expensive real estate, crews from CCGH *Siyay* crouch over the side of the craft to look under the dock

Earlier this year, a car theft took an unusual turn when the *Canadian Coast Guard Hovercraft Siyay* and crew from *Sea Island* responded to search for the man who had stolen the car.

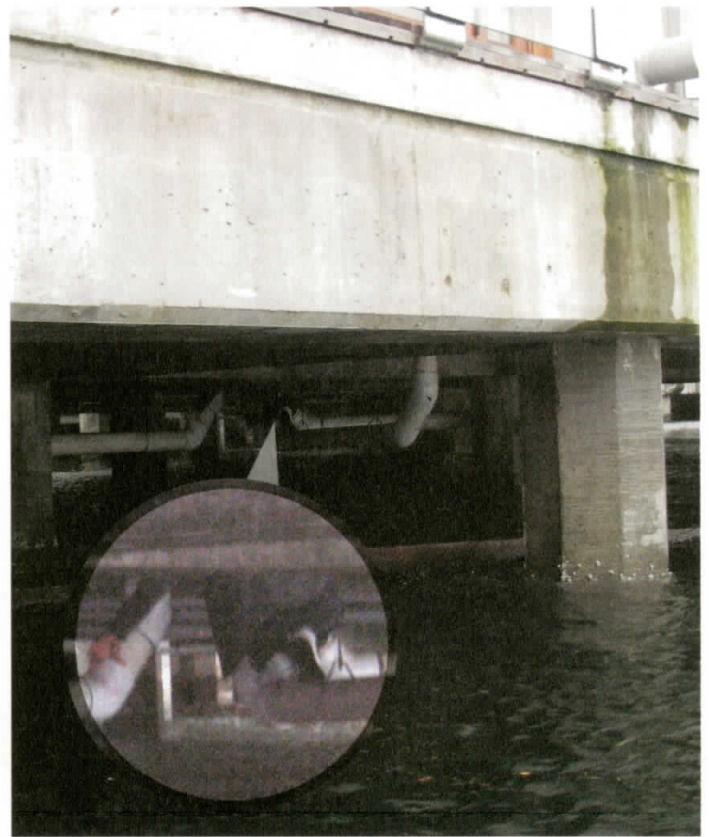
The thief, after stealing a car and crashing it at the busy city intersection of Georgia and Cardero, ran from Vancouver police and jumped into the icy waters of Coal Harbour. He was last seen by restaurant staff at the Bayshore Hotel disappearing under the water near the hotel dock.

Coast Guard divers from CCG Station *Sea Island* were brought in and began to search the bottom, eventually spotting the very hypothermic man hiding above some pipes under a pier at the foot of Cardero Street.

Due to the high tide, there was no way to see under the particular dock without the skills of an experienced, professional diver, who was able to direct a small inflatable boat underneath the dock to rescue the man.

The perpetrator had planned to wait out the search and then make a swim for freedom, but found his hands and feet were too numb and so he decided to wait. By the time crews yarded him into the hovercraft, the man was in fairly serious shape but was attended by EHS staff before the police took him into custody.

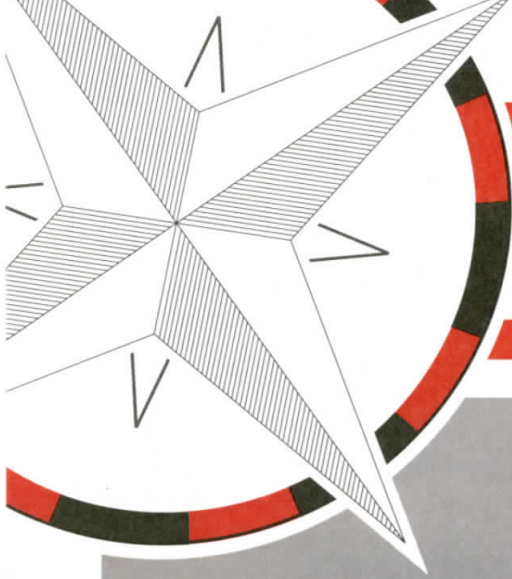
For Captain Susan Pickrell, Mate Scott Bennett, Diver-In-Charge Roy Klohn, and Dive Specialist Mike Martens the experienced proved interesting if not usual. For the owner of the stolen (and now damaged) car, perhaps the incarceration of the thief was just a tiny piece of justice in the fight against car theft. ⚓



Impossible to see from above the dock and barely visible from the water, the thief's white shoes and arm are seen clinging onto piping underneath the structure



After recovering the man, CCG Divers transfer the almost hypothermic perpetrator (L) to Vancouver Police Department Officers who take him into custody



CCGC Cape Caution

47 ft Multi-Task High Endurance Lifeboat

Mike Mitchell



Call Sign: CFG 7744
Official Number: 826600
Port of Registry: Ottawa
Patrol Area: Shore based lifeboat providing response to local inlets, inshore and nearshore waters from assigned CCG station. Total fuel range in optimum conditions at cruising speed: 200nm.
Certification: Home Trade Class II, limited to 50 nm offshore.
Built: 2004 - Victoria Shipyards, Victoria BC
Description: High speed self-righting MLB, Home Trade Class II vessel with sea keeping ability to sea state 5.
Duties: Search & Rescue, Fisheries Patrol and Enforcement, Pollution Response, and other tasks as required by Fisheries and Oceans Canada and Canadian Coast Guard Programs.
Crewing: Staffed on an 8 hour day with 16 hours stand-by.

Displacement: 21 tonnes
Length: 14.36 m (47' 11" 7/8 ft)
Crew: Crew of 4
Survivor Capacity: 5 people
Propulsion: 2 x Caterpillar 3196 geared diesel engines with two fixed-pitch, four blade propellers.
Horsepower: 671 kW (900 HP)
Max. Speed: 25 knots (46.3 kph / 28.8 mph)
Cruising Speed: 22 knots (40.7 kph / 25.3 mph)
Fuel Capacity: 1450 litres (318.96 imp gals.)
Water Capacity: 22.7 litres (4.84 Imp gals.)
Electrical: 2 engine-driven 120V AC generators, 5kW each.
2 shaft-driven 24V DC generators, 280 Amp each.
Towing Capability: 2 nylon braid. 150 tons displacement.
Auxiliary Equipment: 1 Zodiac G380 with Auto Inflation & 15 H.P. motor.