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## Coast Guard Officer awarded prestigious Cross of Valour

First Officer Leslie (Les) Palmer with the *Canadian Coast Guard Cutter (CCGC) Point Henry* from Prince Rupert, was the proud recipient of the prestigious Cross of Valour, which was awarded to him for his heroic courage and determination in the rescue of two men from the fishing trawler *Larissa*.

At a ceremony at Rideau Hall, on October 13, 2006, Her Excellency the Right Honourable Michaëlle Jean awarded Les the Governor General's Cross of Valour, a decoration of bravery that recognizes people who risk their lives to try and save or protect another. Created in 1972 by Her Majesty Queen Elizabeth II, this dedication, the country's top civilian honour for bravery, is awarded for acts of the most conspicuous courage in circumstances of extreme peril.

While Les has participated in many rescues over the years, this particular incident showed his exemplary courage and determination in the rescue of two crew members of the fishing vessel *Larissa*.

The incident occurred in January 2004, when *Larissa* reported heavy icing prior to entering Grenville Channel. A 100-knot gust struck the vessel and rolled it over to a point where it began to take on water, forcing rapid and immediate abandonment. Fortunately, the crew managed to get into a life raft and grab their survival suits before abandoning their stricken boat.

The pair had washed ashore in their life raft, but as the *Point Henry* arrived, it was clear that the breaking surf on the beach would complicate matters. *Point Henry* launched their small rigid-hull inflatable and set Les ashore in a landing spot half a kilometre away from the survivors.



Wearing the Cross of Valour, First Officer Les Palmer stands proudly with Her Excellency the Right Honourable Michaëlle Jean at Rideau Hall, October 13, 2006.

Les waded through deep snow and sheer ice on the rocky shore, his eyelids freezing shut each time he faced into the howling wind.

Les reached the two survivors and found one to be extremely hypothermic and minimally responsive—non-responsive to the touch. The crew of *Point Henry* were not able to get the two individuals off the beach without the help of CCGS *John P. Tully*, which was making its way to the location, so they rigged up a kisby ring (lifebuoy) with a light to float a warming kit and hot packs across the water. The crew assessed the wind and current so the ring would land on the beach because previous attempts to throw a rocket line failed to make it to the beach.

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Les received the additional equipment, and cut off the wet suits and put both men into dry survival suits and administered treatment. Les did his best to keep both men warm on the beach, and as they had lost radio communications, used a flashlight to indicate their status to the crew on the *Point Henry*. The trio stayed put and waited four hours until *John P. Tully* arrived.

Once on scene, both crews worked tirelessly against constant ice build-up on their suits in minimal visibility. They used a 733 rigid-hull inflatable (RHIB) from *John P. Tully* to transfer the two survivors from the beach to *Point Henry*. Once safely onboard, the crew continued to work to keep the survivors alive. Les's courage and determination in the rescue despite a very real threat to his own well-being, is a testament to all the men and women of the Coast Guard.

As with any rescue, it's the teamwork from all those who participate that results in a positive outcome. Les, his family, and the crews of the *Point Henry* and the *John P. Tully* have much to be proud of.

Coast Guard congratulates First Officer Les Palmer on becoming the 20th Canadian to be awarded the Cross of Valour, and for his achievements and contribution to search and rescue and the Coast Guard. 

## Shorelines



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

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## Coast Guard saved some lives...



The crew of the *CCGS Tanu* insisted they were only doing their job, but if that is true, then they did it superbly.

On Saturday, Sept. 23, the *Kynoch Queen*, an aluminum 23-foot cabin cruiser about 2 1/2 hours out of Klemtu on BC's central coast, filled with carbon monoxide felling almost everyone on board.

After an urgent call to the Canadian Coast Guard, the *Tanu* immediately sent out a fast Zodiac with four men, which reached the *Kynoch Queen* in less than 45 minutes. The coast guardsmen administered oxygen and first aid then loaded the most seriously affected passengers onto another boat.

The men worked quietly but quickly, administering to the ill and loaning their warm jackets to those of us who had shed our outer-clothing to cover the others. A helicopter had also been dispatched and was waiting in Klemtu to evacuate the passengers for further treatment.

The whole rescue operation was so well done and so smoothly done that it appeared, in retrospect, almost surreal.

My husband and I have a deep appreciation for the Canadian Coast Guard's competence and compassion and believe the crew of the *Tanu* and especially Captain Kent Reid, First Officer Don Gibson, Bosun Dan Graham, Leading Seaman Pat Henderson and Seaman Art Anderson saved lives that Saturday.

Too often when heroic deeds are done every day by men who are trained to do so, the public forgets how essential their work is.

Janis and Dave Steller,  
San Diego, California

## Correction...

In the previous edition of *Shorelines* (Spring 2006), the header caption of the story entitled "The Race To Rescue a Sinking Queen" incorrectly stated that BC Ferries *Queen of the North* declared a mayday. In fact, the on-duty Marine Communications and Traffic Services (MCTS) officer at Prince Rupert transmitted a Mayday Relay on behalf of the vessel. *Shorelines* regrets this error and apologizes to the staff at MCTS Prince Rupert.



## Coast Guard plays center stage on CBC's *The National*

Dan Bate



Dan Bate

Sailing through the Chukchi Sea, *CCGS Sir Wilfrid Laurier* encounters a group of Walrus sunning themselves, as the ship enters the edge of the thick heavy icepack off the coast of Alaska.

Coast Guard became the centerpiece for the CBC's *The National*—Road Stories: Our Changing Arctic, which broadcast Peter Mansbridge live from Arctic from the deck of *CCGS Louis S. St-Laurent*.

Tying into the broadcast, CBC reporter Saša Petricic joined *CCGS Sir Wilfrid Laurier* and spent 10 days aboard the icebreaker as it made its way through the western Canadian Arctic. Saša joined the ship at Wainwright, Alaska and departed at Herschel Island in the Yukon Territory.

While many reports from the arctic speak of melting ice with large open waters, this year in the western Arctic proved to be anything but idyllic. Heavy sections up to five metres thick of multi-year ice hemmed in even the largest icebreakers. The biggest US Coast Guard icebreaker, *USCG Healy* and the equally massive Russian icebreaker *Kapitan Khlebnikov* filled with the latest batch of arctic tourists were stuck, waiting it out until the conditions changed.

While comparatively smaller, *CCGS Sir Wilfrid Laurier's* size proved to be an advantage. After several days spent navigating around heavy ice flows, the crew was rewarded with a breakaway and skirted along the shoreline to avoid the heaviest ice.

Such a strategy was not without its risks. With a draft of six meters and such a shallow depth along the shore, at times it left as little as 2.5 meters between the hull of the ship and the bottom. With grounding a constant concern, the icebreaker

slowly crept ahead, squeezing its way along the northern edge of Alaska, until it finally reached Barrow, leaving the heavy ice behind.

One advantage for the crew of having a CBC reporter aboard, besides acting as an impartial bingo announcer, was that Saša kept an on-line logbook as he traveled the Northwest Passage aboard the ship. Every morning there was great anticipation to read his latest posting on the CBC website.

For the families of crew members at home, the experience was eye-opening. For a brief moment, they could track the daily movements, sights and stories as crew members sailed through the arctic.

Saša's two features which aired on *The National*, featured *Sir Wilfrid Laurier's* run up the coast to Barrow, discussing the ever present challenges of navigating the thick heavy ice, which at times seemed insurmountable. The second piece discussed Canadian sovereignty over the frozen arctic and the complicated international struggle to claim ownership of the vast area.

The experience left quite an impression on Saša who wrote in his logbook: "I was impressed by the skill and professionalism of this small group of sailors who, in many ways, keep things operating in Canada's Western Arctic every summer. It still seems like an incredibly big job in an incredibly big place for some 30 people and one bright red ship."

Overall, the experience proved to be a great opportunity for Coast Guard. CBC's coverage was extremely positive and provided some great exposure to an integral role of the organization. 📍

To read Saša's logbook and view CBC's footage, go to: [www.cbc.ca/news/background/northwest-passage/logbook.html](http://www.cbc.ca/news/background/northwest-passage/logbook.html)



Dan Bate

The only manmade structure for thousands of kilometers of arctic shoreline, this marker is the sole physical evidence of Canada's most northern border with the United States.



## Coast Guard dedicates final two 47-foot cutters in Pacific Region

Dan Bate

The final two 47-foot cutters that Coast Guard took delivery of from Victoria Shipyards were named and dedicated this past fall in two B.C. communities. *Canadian Coast Guard Cutter (CCGC) Cape McKay* was dedicated at the Canadian Coast Guard Station Bamfield, and *CCGC Cape Kuper* at the Institute of Ocean Sciences (IOS) in Sidney. The two ceremonies were unique, and both were great successes.

On September 23rd 2006, Dr. James Lunney, MP for Nanaimo-Alberni, announced the naming and dedication of the 47-foot multi-task high-endurance lifeboat, *CCGC Cape McKay*, at Canadian Coast Guard Station Bamfield.

"*Cape McKay* is designed to respond quickly to emergencies off the west coast of Vancouver Island, an area that often faces tremendous storms rolling in from the Pacific, particularly in winter," said Dr. Lunney.

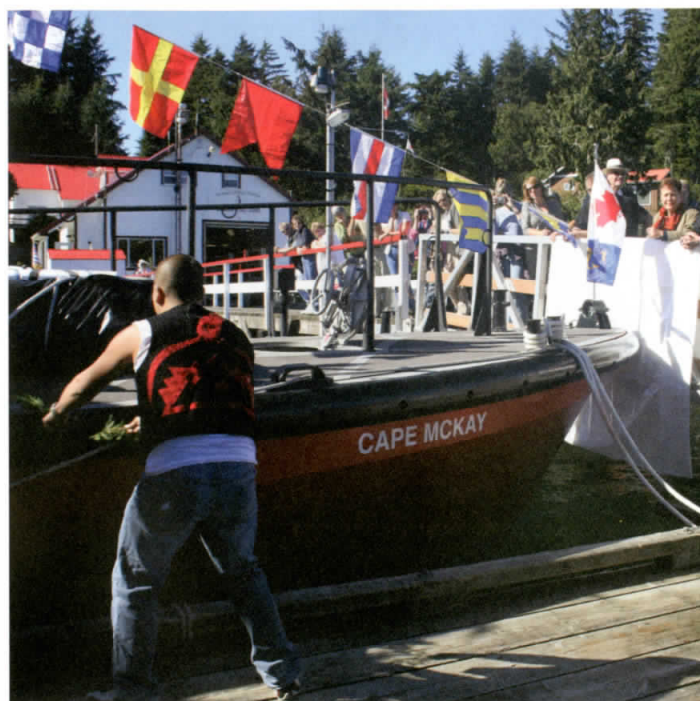
Vessel sponsor Lorraine Hegstrom officially welcomed the cutter into the fleet by smashing a champagne bottle over its bow. *Cape McKay* complements the search and rescue role that Coast Guard has played in the community for close to 100 years. Coast Guard Station Bamfield was proud to host much of the town at the ceremony, which in spite of the September date, had clear sunny skies with summer temperatures.

To commemorate the dedication, the Coast Guard Assistant Commissioner had the honour of lighting a ceremonial cannon which was brought in for the event. Packed with gunpowder, the subsequent blast echoed throughout Bamfield Inlet signalling the official welcome of *CCGC Cape McKay* to Coast Guard's fleet of 47-foot cutters.



Dan Bate

Residents from the town of Bamfield were invited aboard *CCGC Cape Kuper* after the ceremony was completed.



Dan Bate

At Bamfield, a traditional First Nations cleansing ceremony was performed on the vessel. On the gangway, vessel sponsor Lorraine Hegstrom stands ready to dedicate the cutter.

On October 12th 2006, Loyola Hearn, Minister of Fisheries and Oceans; Tseyicum First Nation Chief Vern Jacks; Larry Murray, Deputy Minister of Fisheries and Oceans and other several VIPs attended the naming and dedication of *CCGC Cape Kuper* at the Institute of Ocean Sciences at Sidney.

*CCGC Cape Kuper*, currently positioned at Canadian Coast Guard Station Ganges, was brought to the Institute of Ocean Sciences in Sidney for dedication in part to honour the contribution of the employees at IOS.

The IOS workshops are an important component of the Pacific Regions' 47-foot lifeboat program. IOS staff work hard to ensure Coast Guard Pacific's fleet of 47-foot lifeboats are well maintained and ready to venture into the severe conditions experienced by the crews.

The ceremony at Sidney also recognized Coast Guard's important link with the Tseyicum First Nation. Earlier this year, Coast Guard and the Tseyicum First Nation partnered to create a unique pilot program, which saw Tseyicum youth engaged in a work experience program with the Coast Guard.

Vessel Sponsor Roberta Jimmy, who broke the customary bottle of champagne over the bow of the vessel, is also the mother of Tseyicum pilot project participant Michael Jimmy, now a Coast Guard employee, who attended the ceremony just after returning from an eight week cycle aboard *CCGS Tanu*.

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Several Tseycum dancers and singers performed a traditional first nations blessing of the vessel. A ceremony using cedar boughs was performed to cleanse the vessel and to wish it good luck.

CCGC *Cape Kuper* was not only the final cutter to be named in Pacific Region, but was also the final vessel in the Phase 2, 47-foot build program. The \$60 million project, undertaken by Victoria Shipyards, represented one of the largest aluminium boat building projects in Canada.

Due to construction efficiencies, the program was completed 14 months ahead of the projected completion date. Completion times were reduced from eight to five weeks per vessel. In total 24 cape-class, search and rescue motor lifeboats were built for delivery to the Coast Guard.

CCGC *Cape Kuper*, and the other 47-foot vessels like it, were named and dedicated at events held at Coast Guard stations throughout BC. Ceremonies were held in Sandspit, Bella Bella, French Creek, Victoria harbour, Powell River, Bamfield and finally Sidney. The ceremonies were unique and warmly embraced by the communities where the new vessels are stationed. 



Dan Bate

The Honourable Loyola Hearn, Minister of Fisheries and Oceans, makes a speech to the assembled crowd at the naming and dedication of CCGC *Cape Kuper* at Sidney B.C.



Dan Bate

In order to handle some real-life emergencies which occurred onboard the ferry during the exercise, CCGH *Penac* gently nudges the car deck of the *Queen of Nanaimo* while play is stopped.

## Coast Guard leads major search and rescue exercise: SAREX 2006—*Ship to Shore*

Dan Bate

BC Ferries *Queen of Nanaimo* experiences a large explosion in the engine room that severely injures several crew members. The explosion knocks out the main propulsion and steering unit, forcing the ferry to submit to the wind and waves as the crew helps passengers don warm clothing and life jackets. The ferry slams into a shoal, holing the vessel. The captain is forced to give an abandon ship order. As passengers evacuate the vessel from the ferry's emergency inflatable slides and rafts, search and rescue assets swoop in to assist and recover passengers.

That was the scene as the SAREX 2006—Ship to Shore exercise played out on a rainy Sunday off shore of Sidney. The scenario was developed by representatives from the key agencies involved and was designed to improve interagency communications and operations during a large scale emergency.

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Dan Bate

A low ceiling and heavy rain didn't stop Canadian Forces SARTEC's from lifting two dummies from the deck of the ferry and into a Cormorant helicopter.

With the Coast Guard as the lead agency, several other agencies were involved in the exercise, including BC Ferries, Department of National Defense (DND), Canadian Coast Guard Auxiliary, US Coast Guard and many other local response agencies.

Of course, a real-time, real-life exercise such as this isn't thrown together in quick order. Months of planning and preparation came down to that one big day as the ferry departed the dock at Swartz Bay terminal. "We don't often get opportunities to do this kind of large-scale exercise," said SAR training Officer Alison Keighan, Coast Guard's primary organizer of the event. "When all the different agencies and volunteers are able to participate on such a large scale, it's a very valuable opportunity."

Approximately 150 volunteers from the Canadian Forces, Royal Canadian Sea, Army and Air Cadets, Victoria Police and Canadian Coast Guard Auxiliary boarded the ferry as passengers and waited patiently as the scenario played out onboard the 130-metre ferry. Several volunteers had make-up applied by moulage artists that made the injuries look both graphic and realistic.

Search and rescue technicians on a Canadian Forces Cormorant helicopter hoisted two dummies from the upper deck of the ferry to simulate the evacuation of seriously injured passengers. The wet weather made for less than ideal visibility,

but the crew demonstrated their training and experience as they hoisted the dummies into the helicopter.

The *Queen of Nanaimo* is equipped with an evacuation system consisting of slides (similar to aircraft evacuation slides) and rafts. Passengers slide down chutes into awaiting rafts. At deployment, one end of the uninflated slide falls to the water as it inflates, reaching full inflation within a matter of seconds. At the bottom of the slide, a large orange inflated life raft sits waiting, ready to receive the first passengers. In total 115 passengers, many of them simulating various injuries, were successfully evacuated.

Canadian Coast Guard Hovercraft *Penac* and the newly dedicated Coast Guard cutter *Cape Kuper* were on hand to assist with the rescue of the evacuees, transferring them from life rafts and bringing them to the Institute of Oceans (IOS) for treatment by BC Ambulance Service and Canadian Red Cross. At IOS, several agencies were on hand, including the Vancouver Island Health Authority, Peninsula Emergency Measures Organization (PEMO) and Provincial Emergency Program.

The exercise proved to be a success. While there were some initial delays and communication difficulties, the exercise was an excellent example of a real life marine disaster that could potentially happen on the B.C. coast.

Fortunately for all BC Ferries passengers, mariners, and other marine users, Coast Guard and the search and rescue network are always standing by, safe-guarding Canadians. ⚓



Dan Bate

Inflating in mere seconds, one of the *Queen of Nanaimo's* evacuation slides inflates ready to accept evacuees. At the bottom of the slide sits an inflatable liferaft capable of holding 200 passengers.



## Coast Guard Environmental Response helps clean-up

Dan Bate



Transport Canada

Staining from the spilled bunker oil is clearly evident on starboard side of the *Andre* as crews work to boom off the ship to prevent additional oil from fouling Burrard Inlet.

The summer months proved to be a very busy time for Coast Guard Environmental Response crews. After recently helping to clean-up the oil spill that resulted from the sinking of BC Ferries *Queen of the North*, two separate spills occurred in the Pacific region. Both incidents demonstrate why the Environmental Response are important to protect the delicate ecosystem of the Pacific coast.

The response to a major spill is usually a combined effort involving many agencies. However, the Canada Shipping Act designates the Coast Guard as the lead agency responsible for ship-source pollution spills in waters of Canadian interest. To minimize the environmental, social and economic impacts of marine pollution incidents, Coast Guard Environmental Response ensures that an appropriate response is put into effect, either by managing the clean up or by monitoring the polluter's response, providing advice and guidance throughout the process.

On July 4th 2006, a spill occurred when the Hong Kong-flagged bulk carrier *Andre* was being fuelled by a barge at Anchorage B, just off Lonsdale Quay in North Vancouver. As

a result of the spill, between 8,000 and 14,000 litres of bunker oil overflowed into Burrard Inlet. Wind and wave action spread the slick further up the harbour, reaching as far as the Lynnwood Marina beneath the Ironworkers Memorial Second Narrows Bridge.

Coast Guard Environmental Response was notified by Marine Communications and Traffic Services (MCTS) Vancouver and was quickly on-scene to assess the situation and monitor the ship's response by their clean-up contractor, Burrard Clean. Bunker fuel washed up on several areas of the shoreline. Fish habitat and local wildlife were also impacted. Oil spread over the hulls of some of the 200 pleasure boats tied up in a local marina.

The owners of the *Andre* face two charges for contravening pollution regulations under the Canada Shipping Act, and two charges under the Migratory Birds Convention Act for allowing oil harmful to migratory birds to foul the waters and shoreline of Burrard Inlet.

Just as clean-up efforts had wrapped up in the Vancouver harbour, another major pollution incident occurred at the Squamish Container Terminals. On Friday afternoon, just before the August long weekend, the bulk carrier *Westwood Anette* hit a piling at the dock and put a hole in a fuel tank as it departed the berth.

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Don Rodden

Booms placed around the *Westwood Anette*, contain some of the bunker fuel spill after a hole was punctured in one of its fuel tanks. The oil was clearly visible during an overflight of the area.



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Don Rodden

Some of the spilled bunker fuel, spread under the Terminal docks and onto the foreshore. Booming was placed around the area to prevent additional shoreline staining.

The ensuing spill of over 29,000 litres of thick black bunker fuel was pushed under the dock at the berth and into the foreshore. Wind and wave action quickly spread the thick fuel oil, impacting sensitive marshland and coating several windsurfers that were taking advantage of the ideal windsurfing conditions—sunshine and wind.

Again, Coast Guard Environmental Response was quickly on scene to respond to the emerging environmental crisis. Burrard Clean was contracted by the shipping company to provide clean-up efforts and worked quickly with Coast Guard to ensure sufficient booms were placed around the ship to trap the spilled oil between the ship, dock and shoreline to minimize the spreading effect of oil on the water.


Coast Guard and Environment Canada joined to invoke the Regional Environmental Emergency Team (REET), which assessed and advised Coast Guard on the environmental issues in and near the impacted area. Part of the objective of the REET was to produce a prioritized list of those issues and pass them on to the polluter in order to target the most productive response efforts.

Regrettably, some of the fuel ended up impacting the sensitive Squamish estuary for a distance of one kilometre north of the Terminal. Over the next several days, prevailing winds held most of the oil under the dock and into the five per cent of the estuary that was impacted before the booms were in place.

Fortunately, only a couple of birds were soiled by the fuel, and they proved to be difficult to catch for recovery and cleaning. Four were eventually recovered and treated by bird rescue specialists.

The fuel around the dock and surrounding waters was recovered using skimmers, vacuum trucks, pompoms (shredded plastic bundles), and other oil recovery methods. Oil clinging to shoreline vegetation in the estuary proved to be a much more labour-intensive challenge for over 100 workers involved in the cleanup.

Today, cleanup of the site has reached its end point. An estimated 23,800 litres of mobile oil was recovered, with an additional 150 tons (23 large garbage dumpsters) of oil soaked materials were removed and properly disposed of. Coast Guard Environmental Response continues to monitor the site and work in conjunction with the technical experts who have provided scientific advice and recommendations.

While both these incidents proved to have significant environmental impact, Coast Guard Environmental Response as the lead agency, worked hard to ensure that the environmental impact from both pollution incidents was minimized and that an effective and efficient clean up was conducted. While only a fraction of the total clean-up bills, Coast Guard recovered all its expenses, which totaled \$128,800 for the two incidents. 



Don Rodden

Workers in protective gear, work at cleaning the oil stained grasses of the Squamish Estuary after fuel spread from the Terminal to the southern tip of the estuary.



## Assistant Commissioner Terry Tebb retires after 36 years of service

Dan Bate



Serving for many years as Director of Coast Guard Operations, Assistant Commissioner Terry Tebb has been a mainstay of Coast Guard Pacific region for many years.

After 36 years in the public service, Terry Tebb, Assistant Commissioner of Coast Guard Pacific Region retired from the public service on December 8, 2006. Terry's career with the Fisheries and Oceans has taken him through several different career paths before entering Coast Guard, from fisheries officer to Director of Fisheries Management, Terry worked his way from a term clerk to his former position as Assistant Commissioner of Coast Guard Pacific Region.

Having spent many years with the Coast Guard, first as the Director of Operations, then as the Assistant Commissioner he has been an important figure of the organization. Many colleagues, employees, friends, and family members came together at several large retirement parties throughout the region, to relay personal stories and fond memories. They have consistently recognized his tireless energy and personable style at strengthening the organization, and thanked him for his efforts at building pride in the Coast Guard.

Much of Terry's time outside the region was spent building international relationships with agencies outside the Canadian Coast Guard. Terry made significant steps to enhance the

relationship between Canadian Coast Guard and the US Coast Guard (USCG).

Terry's energy, personable style and approach has built a strong working relationship between Coast Guard and the USCG, from District 17 in Juneau, Alaska to USCG District 13 from Seattle Washington and through the entire Pacific area including California and Hawaii. On November 9, 2006, the Commandant of the USCG presented Terry with the US Government's Exemplary Service Award, the highest recognition that can be given to a non-US citizen.

His efforts to build bridges, settle differences and enhance relationships also won him great respect and acclaim from the Russian, Japanese, Chinese and Korean coast guards. While Terry was unable to attend his final international meeting in Sanya, China, head delegates wrote letters of appreciation for all he has done for international community. In recognition of his efforts, on December 4, 2006, the Deputy Minister presented Terry with a Deputy Minister's commendation for his "exemplary leadership" at the Coast Guard National management board.

While not yet ready to retire, Terry has accepted another job which he will begin in the new year. While no longer officially part of Coast Guard, Terry's sense of adventure, tenacity and energy continues on in the spirit of the Coast Guard, now and well into the future.

With fond memories, and warm wishes for the future *Shorelines* bids Terry well in his retirement. 🇨🇦



DFO Deputy Minister Larry Murray (centre) awards Terry Tebb the Deputy Minister's commendation for his "exemplary leadership," as Coast Guard Commissioner George Da Pont (left) looks on.



## Lieutenant Governor awards exemplary service awards

Dan Bate

At a special ceremony on November 21, 2006, the Honourable Iona Campagnolo, Lieutenant Governor of British Columbia awarded several exemplary service awards to Coast Guard recipients. The ceremony was held at Government House in Victoria, the ceremonial home of British Columbians, and the official residence of Her Honour.

As part of the Canadian Honours System, the Canadian Coast Guard Exemplary Service Medal recognizes individuals who, in the course of their duties, provide service in difficult or critical situations; who are often involved in potentially dangerous activities; and who also have a record of exemplary service of such high standard as to merit award of the Medal.

Created on March 14, 1991, the Medal recognizes employees who have completed 20 years of service with an approved occupational group of the Coast Guard or with an organization supporting the Coast Guard, ten years of which have been served in the performance of duties involving potential risk.

"Recipients of the Exemplary Service Medal have proven to be a bulwark against misfortune along our coast and are also recognized for professional good conduct, industry and efficiency", said Her Honour. "Thank you for all your continuing dedication to public service and may you continue to work in protecting our fellow citizens in times of peril as well as to secure the safety of our coastline."

The ceremony sought to proudly honour several of Coast Guard's finest employees, and recognize, in a very tangible way their contribution to the Coast Guard. "By building this culture of excellence, the Canadian Coast Guard of the future will continue to uphold our traditions and our motto of Safety First—Service Always" said Assistant Commissioner, Terry Tebb. 



Dan Bate

The Honourable Iona Campagnolo (centre) and Assistant Commissioner Terry Tebb (to her left), stand with the Coast Guard 2006 Exemplary Service Medal Recipients.

### 2006 Exemplary Service Medal Recipients

Captain Norman Thomas – *Medal and First Bar*  
 Captain Murray McGregor – *Medal and First Bar*  
 Captain Dave Wensley – *Medal and First Bar*

Captain David Snider – *Medal*  
 Captain Joanne McNish – *Medal*  
 Captain Brian Wootton – *Medal*  
 Captain Glenn Ormiston – *Medal*

Commanding Officer Geoff Sanders – *Medal*  
 Commanding Officer Fred Moxey – *Medal*

Chief Engineer Gary Burroughs – *Medal*  
 Chief Engineer Bruce Docherty – *Medal*

Leading Seaman Chris Moller – *Medal*  
 Leading Seaman Thomas L. Joyce – *Medal*  
 Leading Seaman Will Hopper – *First Bar*

Coxswain Gerald Moores – *Medal*  
 Second Cook Norman Walker – *First Bar*

## Crew of CCGS Gordon Reid shows their dedication towards helping to beat cancer

Dan Bate

The completion of an International Safety Management (ISM) internal audit recently found the crew of CCGS Gordon Reid in Port Hardy, where coincidentally the ninth annual Canadian Cancer Society's Cops for Cancer 2006 Tour de Rock was starting a 1,000km bike ride through 27 communities, from Port Alice to Victoria.

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Kneeling beside CCGS Gordon Reid, 10 of the 14 crew who committed to shaving their heads in support, pose for a photograph.

During this patrol one of the crewmembers on the ship had a family member who passed away from cancer. In respect of their loss, Brad Forster, boatswain aboard CCGS Gordon Reid, challenged the crew to pledge whatever they could, in return he would have his head shaved in support.

Within an hour the crew collected \$450 at which point, the boatswain honoured his commitment. Before long, the clippers were flying as crewmembers lined up to show their commitment to the cause. Fourteen crewmembers later, each missing a considerable amount of hair, stood shaved, proud and content.

"I don't think that's there is anyone aboard ship who has not known a shipmate, co-worker, family member, relative or friend who has not been touched by this terrible disease," said Captain Murray McGregor of CCGS Gordon Reid. "While we may not have raised the largest contribution to cancer research, all of the crew held the spirit of knowing that one day this terrible disease will be beaten."

At the team's send off, CCGS Gordon Reid and the Coast Guard were well represented and received by the Tour de Rock Team and the community of Port Hardy. 

## Coast Guard helps honour crashed WWII aviators

Dan Bate

On December 26, 1943, a U.S. Navy Ventura aircraft winged its way north from its home base. On board, six U.S. Navy aviators based at Naval Air Station Whidbey Island were conducting a routine patrol of the west coast of Vancouver Island.

At some point, deteriorating weather forced the pilot to look for a place to land. Out of the cockpit window, the pilot spotted Lawn Point a point which from the air looks like more like lawn than a rocky outcropping. The pilot made a fatal decision when he chose to land. The waist-high grass on the point concealed many large boulders which would have made it perilous for a fixed-wing aircraft to attempt a landing.


Some of the crew survived the ensuing crash and but perished in the nearly six months it took to wait for rescue. The plane was eventually discovered and the bodies of five crewmen were recovered. The remains of the sixth crewmember were never found, but it's assumed he left the area in search of help.



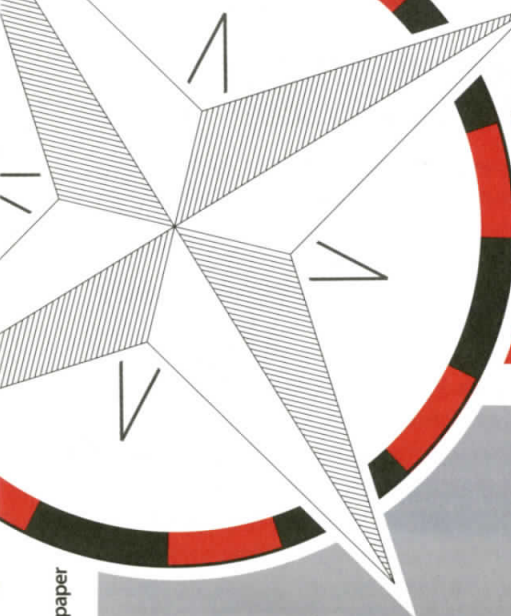
Dan Bate

Amongst breathtaking scenery and waist-high grass, the ceremony was conducted to honour the fallen U.S. aviators.

A ceremony organized by volunteers from the RCAF 101 group, took place on September 15, 2006. Representatives from several agencies, including Coast Guard, Canadian Forces, RCMP, and the U.S. Navy attended along with the Honourable Lieutenant Governor of B.C. and families of the airmen, who were flown into the site on a CF Cormorant helicopter.

Coast Guard officials Cpt. David Snider and Cpt. Brian Pennell along with several crew from CCGS Tanu, anchored just off the point, were proud to take part in the remembrance to honour the lives of those lost at the remarkable location. 





Canadian Coast Guard Vessels of the Pacific Region

# CCGC Cape Kuper

## 47ft. Multi-Task High Endurance Lifeboat



Mike Mitchell

**Call Sign:** CFN 4250  
**Official Number:** 827459  
**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 50nm offshore.  
**Built:** 2005 - 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 (47ft 11 7/8in)  
**Draft:** 1.37 m (4.5ft)  
**Breadth:** 4.7 m (14ft)  
**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 (900HP)  
**Max. Speed:** 25 knots (46.3 kph / 28.8 mph)  
**Cruising Speed:** 22 knots (40.7 / 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 amps each.  
**Towing Capability:** 2 nylon braid. 150 tons displacement.  
**Auxiliary Equipment:** 1 Zodiac G380 with auto inflation and 15HP motor.