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# Shorelines

A Publication of Canadian Coast Guard - Pacific Region Volume 4 Issue 3 Autumn 2000

## All in a day's work at Coast Guard Station French Creek

Occasionally, "all in a day's work" goes beyond what can normally be expected. Search and rescue incidents often involve long hours and poor conditions, just a normal part of duties on SAR response. However, the crew at CCG Station French Creek recently experienced one long day that was clearly "over and above."

On September 7<sup>th</sup>, 2000 at 03:11 a.m., *Kestrel 1* and Coast Guard Auxiliary Vessel *Sequel* were tasked by Rescue Coordination Centre (RCC) to proceed to a vessel in distress in Baynes Sound. On board *Kestrel 1*, a 733

Zodiac Hurricane rigid hulled inflatable, were OIC Cam Murray, crew Tom Kerr and Ian Wallace. Comox CG radio was advised that they would be on scene in 25 minutes.

It started out as a calm, starry night but as *Kestrel 1* proceeded toward the vessel in trouble, the weather changed. Off Qualicum Bay, southwest Qualicum winds kicked up with a

one-metre SE swell on the stern. They soon located the sailing vessel on the rocks near Repulse Point. The two people on board were quickly rescued by *Kestrel 1* and transferred to the *Sequel* to warm up.

"We surveyed the situation and concluded the vessel was stuck there until high tide," Cam said, describing the scene. The crew used logs off the beach to shore up the vessel, and made repairs to hull which had been impaled by a piece of rebar. Anchors were set to assist in refloating the sailboat and to prevent it from being driven further up the boulder-strewn beach.



The weather had now worsened, with winds SE at 20 knots and a two-foot chop. Dawn approached, revealing a wild, brilliant red sky—strong winds were on the way. Onboard the sailing vessel, Ian was able to kedge the vessel to seaward using the anchors set earlier. The morning southeasterly strengthened, and the seas began to build. At

*The weather had worsened, and as dawn approached it revealed a wild, brilliant red sky. Strong winds were on the way.*

continued on page 3



Fisheries and Oceans  
Canada

Pêches et Océans  
Canada

Coast Guard

Garde côtière

Canada

# Just in case...

Hi Folks,

This is a THANK YOU for being out there.

I am a recreational boater in the Victoria area. I have participated in the local Swiftsure Yacht Race, and in many other local events. It is always heartening to see the Coast Guard vessels, aircraft, and crew and to hear the traffic on the VHF when I'm out on the water. I get great comfort out of just knowing you are out

there and monitoring the situation, ready at any time to go into action to assist anyone for any reason. While I have not required your assistance for any major situations I have monitored the progress of several events including "false alarms" over the years. Your people are always clear, courteous, and helpful.

Thanks for being there.

Dennis Clarke  
S/V Polaris  
Victoria BC

## Shorelines

*Shorelines* is published by Fisheries and Ocean Canada, Canadian Coast Guard Pacific Region, and is designed to promote the exchange of information and ideas between Coast Guard and the communities it serves.

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Join us at  
[www.pacific.ccg-gcc.gc.ca](http://www.pacific.ccg-gcc.gc.ca)

Coast Guard Pacific web site provides information on issues of interest to mariners on the West Coast. The content is updated regularly.

### New on the Web

- New information sheets about CCGH *Siyay*, CCGC *Cape Sutil*, CCGC *Cape St. James* and CCGC *Cape Calvert*.
- New information on the Marine Communications and Traffic Service
- Visit [www.racerocks.com](http://www.racerocks.com) for information, pictures and video on the Marine Protected Area at Race Rocks. Links take you to live cameras.

### Contributors this issue

Nancy Holman, Murray McGregor, Brandy Nohr, Brian Rempel, Tyson Schenk, Abe VanOeveren, CCG Station Port Hardy

# French Creek Station goes above and beyond

continued from page 1

about 11:45 a.m., Cam and Tom on *Kestrel 1* passed the tow line to Ian onboard the sailboat. *Kestrel 1* then backed out of the rock pile with the sailboat in tow off the bow, out to deeper water.

At 12:10, Comox MCTS station received a call from a concerned citizen at Shingle Spit Resort, reporting a 3.5 metre skiff in possible trouble, drifting up Lambert Channel. *Kestrel 1* turned the tow over to the *Sequel* and proceeded to Lambert Channel in search of the skiff off Chrome Island. Sea conditions were now SE 25+ knot winds with 2.5 to 3 metre seas.

At approximately 12:20 p.m., a 12 metre fishing vessel declared PAN PAN, advising Comox that they were in difficulty near the entrance to False Bay, Lasqueti Island. *Kestrel 1* advised Comox that they could proceed, ETA 25 minutes. RCC advised *Kestrel 1* to continue searching for the skiff. About 20 minutes later, the fishing vessel upgraded their situation to a MAYDAY, as they drifted towards the rocks, dragging anchor in near-gale force winds. The Rescue Coordination Centre decided to stand *Kestrel 1* down from the search for the skiff, (eventually found by the Coast Guard Auxiliary near the Northeast corner of Denman Island) and tasked *Kestrel 1* to proceed to False Bay to attend the MAYDAY. Thirty-eight minutes later, through heavy weather conditions—SE 30 knot winds and 3.5 metre steep seas with *Kestrel 1* heading straight into it—*Kestrel 1* arrived on scene in time to secure a line on the fishing vessel, preventing her from going on the rocks. They began to tow the vessel into False Bay.

“The wind was at about 30 or more knots in the area, so it was a punishing ride,” Tom said. “Forty minutes straight into the wind, water coming over the bow. We were completely soaked.”

Just as *Kestrel 1* was securing the vessel in False Bay, RCC once again tasked her to assist a canoe/kayak reported in difficulty off Little Qualicum River.

After a 45 minute search, in 2.5 metre seas, the canoe was located. The “captain” had left Tofino to paddle around Vancouver Island, and had come up that morning from Nanoose. He’d rigged a sail using a piece of plastic and driftwood lashed to the sides of his canoe, and was pleased with the progress he was making in the wind.

“He didn’t understand why we were searching for him,” Cam explains. “We advised him that a concerned citizen on shore had called RCC.”

*Kestrel 1* and her crew finally returned to French Creek at 15:45 p.m., after being out for a very long 12 1/2 hours, fighting southeasterlies all the way.

“Maintaining watch here at Comox and dealing with incident after incident that day and working with numerous Coast Guard and DND resources, the on-duty operators and I were very impressed with the professionalism of the *Kestrel 1* crew,” Jim Madeiros, Comox MCTS duty supervisor, said. “For Cam, Tom and Ian to be out on the water for that length of time under those sea and wind conditions was astonishing!”

# World's largest research vessel visits Victoria

BY NANCY HOLMAN

**M**ore than 3,400 people visited the Coast Guard base in Victoria on August 26 for a chance to tour the Japan Marine Science and Technology Centre's (JAMSTEC) ship *Mirai*, and Coast Guard's *John P Tully*. *Mirai*, the world's largest scientific research vessel, and *John P Tully* will engage in joint oceanographic research under a five-year plan to better understand climate change.

the research findings as a result of these trans-Pacific and Arctic Ocean trips allows oceanographers to gain a clearer understanding of how the ocean works and how it affects our climate and fisheries.

"Geography and a common concern over



*Mirai*, at 130 metres in length and with a gross tonnage of 8,600, is capable of carrying a crew of 36 and 46 scientific and technical staff. Comparatively, *John P Tully* is 69 metres in length with a gross tonnage of 2,021. *John P Tully* can carry a crew of 21 and can accommodate 19 scientific and technical staff.

The base's helicopter hangar was home to several interactive displays that delighted the crowds and excited some youngsters. Rhys Jones, a six year old visitor, summed up his feelings and those of many others when he said, "I think it was really, really neat."

From Victoria, *Mirai* left port bound for the Beaufort Sea and Arctic Ocean and *John P Tully* headed toward the Northeast Pacific to conduct ocean observational studies and climate science research. Fisheries and Oceans Canada and JAMSTEC have collaborated closely on studies of oceanographic processes for a number of years. Close collaboration on



An officer aboard *Mirai* explains some of the technical equipment to a visitor.

climate change and its impact on our oceans make our two countries natural partners in oceanic research," said Mr. Masato Chijiya, Executive Director of JAMSTEC. "The Pacific Ocean is our shared backyard. This partnership will bring greater results than individual efforts by combining our resources and capabilities."

The partnership between Fisheries and Oceans Canada and JAMSTEC will give both countries the opportunity to share expertise, resources and equipment that will result in more extensive, in-depth research projects.

Japan has a strong Antarctic program and this cooperative endeavour will help strengthen Canadian scientists' linkage to their polar research initiatives. Some of the research activities will include monitoring ocean climate changes in the upper layer of the Arctic Ocean and observing the balance between fresh water and chemical substances in northern waters—prerequisites to understanding climate change.

Mirai's advanced anti-rolling system makes it an especially stable platform for ocean research, as this crewman explains to a visitor.



"Climate change goes beyond borders and governments," said Dr. John Davis, Assistant Deputy Minister of Science for Fisheries and Oceans Canada. "This partnership will help our research institutes work together effectively on understanding the role of the ocean as the driver for climate change."

The research will enable scientists to better address major questions about global warming from the release of methane, a powerful greenhouse gas, locked in the permafrost.



One of Mirai's research labs: clean and well appointed.



John P Tully's remotely operated camera was a big hit. It is capable of enlarging objects at quite a distance, as this couple learned.

Habitat implications for polar bears, plankton and fish when temperature and food sources change will be better understood. Scientists will also seek answers to questions, such as what happens to the ecosystem when pollutants like pesticides and herbicides travel from the industrial south to the north.

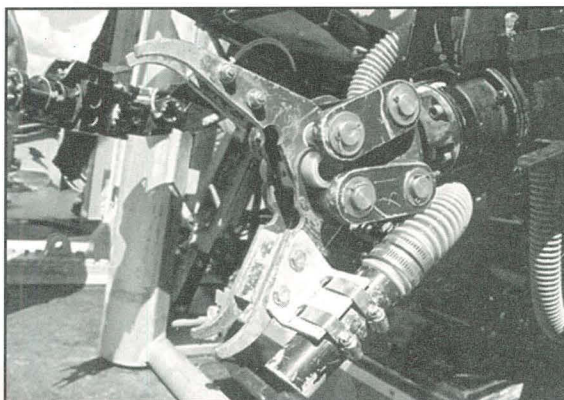
JAMSTEC and Fisheries and Oceans Canada will develop and test new research technologies. Automatic underwater vehicles, remote sensing, ice-drift buoys and sub-ice moorings are some of the new research tools that will be developed or tested during scientific expeditions.

The scientists involved agree that Arctic and high latitude research is very important to understanding and dealing with a changing climate. There are many questions that—even today, in our highly-studied world—require answers if we are to better understand changing climate. Will the north develop a milder climate? What are the effects of mineral and petroleum development? Or threats to biodiversity? Both countries will join efforts to look for some answers to these questions and others over the next five years.

There are important amenities that no scientist should leave home without, and Mirai provides several.



Ever wonder where a Japanese scientist sleeps? Here's a photo of one of the berths.



The claws on the Remotely Operated Platform for Ocean Science, or ROPOS aboard John P Tully look like giant lobster claws, yet they're capable of grasping objects very gently.



An unkept scientist is not necessary. Here is a shot of the barber's chair, which could double as a first aid treatment room.

# A Real Fixer-upper

BY ABE VANOEVEREN

*Abe VanOeveren is an Outside Plant Specialist with Coast Guard's Technical Services. One of his yearly jobs is to fly out to the mountaintop repeater sites to install, repair and replace the antennas and radio equipment that provide radio coverage for ships at sea, whether routine radio traffic, distress and safety calling on Channel 16, or the Continuous Marine Broadcast which provides the latest weather and sea conditions. In this report, Abe describes some of the repair work done earlier this year.*

With the dark, cold months of winter behind us and the advancing spring bringing longer days, it was time to get out of the office and back to work. Early one Monday morning, I met Ernie Quiring at the airport, and we boarded the 0820 flight for Sandspit, arriving there midmorning to "Ceiling Absolute and Visibility Unlimited"—basically a clear, sunny day. We checked in to the Sandspit Inn and met Ole Jakobsen, who had arrived earlier with a truckload of tools and antennas. The three of us walked across the street to the

at a time as it is frequently blasted by fierce winter storms, and our ability to provide the Continuous Marine Broadcast to mariners, communications for fisheries officers, VHF call-in channels, and direction finding capabilities is sometimes compromised by failures in the antenna systems.

Today's clear, sunny skies and calm winds made the fly-in easy, but the heavy snow of winter had buried the helicopter landing pad with about three metres of drifted, corniced snow. We had no way of knowing how stable the snow pack was, so we had to do a "hot" landing. The helicopter skids barely touched the angled snow as we eased ourselves out of our seats and unloaded our tools.

New antennas had been brought in by longline on a previous trip, and as soon as our ride left, we set to work. As we expected, there was considerable damage to the antennas. We changed out the Fisheries VHF antenna first. Ernie had to dig through about one and a half metres of snow to make the connection to the coaxial cable.

Coast Guard's main and backup VHF antennas were twisted, mangled and dangling like elements of some exotic wind chime. One could only wonder at the power of nature, and try to imagine what this site would be like when hurricane force winds driving heavy snow better man's meagre attempts to occupy a niche on a mountaintop in Haida Gwaii's west coast.

By day's end, the new antennas had been installed, tested and put into operation. We had a few minutes to admire the setting sun, chew on a granola bar, and roll snowballs down the smooth western slope before getting a "dust off"—the flight back to Sandspit.

Tuesday morning dawned cool and bright. We followed a zigzag course south to Barry Inlet. This is another site that takes a beating in winter. The radio equipment and diesel generator



*Lesson one: before you can repair a cable, you must first find it! Ernie Quiring shovels and sweeps to find the object of his repair at Van Isle Inlet, April 10, 2000.*

Vancouver Island Helicopters office to confirm that the helicopter we'd reserved was available to take us into the mountains, and we planned our strategy over lunch.

Our first stop was Van Inlet, one of Coast Guard's mountaintop repeater sites. This lonely outpost, strategically located on a 1000 m peak overlooking the Pacific Ocean, provides radio coverage from Skidegate Narrows to Rennell Sound. The site is often inaccessible for months

building were still partly buried in snow. I used a broomstick to probe the snow as I traversed the hillside on my way to the tower, 250 m up the hill. Everything was intact. I had reinforced the antennas last September, and much to my relief, the best efforts of strong wind and heavy icing had not succeeded in destroying them. This is on-site research and development that seems to actually be working. Before sliding back down on my butt, I took a moment to absorb the bigger picture. To the south, the spine of Moresby Island disappeared into the haze like a Toni Onley silkscreen. To the east the islands of Juan Perez Sound sparkled in the morning sun, to the north rose the forbidding ice covered peaks of Mt. De La Touche, and to the west lay the broad Pacific Ocean, calm and quiet and vast. Beautiful.

On the way back to Sandspit we flew past Mt. Moresby, a knife-edge peak where Fisheries and Oceans has a repeater. The site was so completely covered in snow that only the tallest whip antennas, the solar panels and the roof of the communications shelter were visible. No need to stop here today.

In the afternoon, we headed north to Naden Harbour. Although not as spectacular as Van and Barry Inlets, it is just as strategic in providing radio coverage over the northern part of Graham Island. From here you can see the Pacific Ocean to the west, Dixon Entrance and the mountains of the Alaskan panhandle islands to the north, and Massett Inlet to the southeast. The emerald greens of summer's high alpine meadows were still covered in snow and patches of dried grass. We replaced the main VHF antenna, checked the forward and reflected power and put the antenna into service. The weather continued to be superb, mostly clear and sunny, with only a bit of high cloud, and cool northwest breeze.

On Wednesday, we headed back to Van Inlet again to hang up one more antenna and have a last look at the work that remains to be done before winter. The rest of the day was spent in Sandspit, dismantling a microwave antenna that was no longer required. Trying to keep the three resident horses from getting too curious about our tools and rolls of cable proved to be a



*The results of eight months of winter weather so severe that seven of eight dipole antennas were lost and the last one was hanging by a piece of rope and some cable. All were replaced.*

chore. Despite feeding them apples, they couldn't get enough, and kept turning things over hoping to find something else to eat. Late in the day we loaded up Ole's truck with all our tools and equipment. Ernie and I had one more cleanup job to do in Queen Charlotte City before flying back to Vancouver on the evening flight.

There are times when a scheduled trip to the repeater sites in Haida Gwaii is an exercise in frustration. You can wait for days on end, hoping for a break in the weather so you can fly to the mountains. This time, Mother Nature was on our side.

Radio coverage from the sites blankets the coast once more, and all the ships at sea can talk and be heard. The afterglow of satisfaction of a job well done lingers only briefly. There are many repeaters on the mainland coast that long for attention. It is time to go home, regroup, and get ready for the next trip up the coast. Winter is over, and the summer construction season has begun.



*Due to the possibility of unstable snow cornices on the landing pads, all touchdowns were done "hot" with the engines under full power.*

# RRB teams leave their mark on BC's inland waters

BY MICHELINE  
BRODEUR

The Responsible Recreational Boating (RRB) teams were out again this past summer, actively promoting safer boating.

"The RRB teams were tasked with increasing public awareness of marine safety and the CCG regulatory framework," Tyson Schenk, Officer in Charge of the RRB program explains. "Through education, compliance and awareness, we're looking to reduce the number of recreational boating fatalities on all waters in this region."

This year, team members talked to boaters about the recent changes to the Small Vessel Regulations, Operator Competency requirements and Age and Horsepower Restrictions. They demonstrated safe boating practices and were available to advise boaters of potentially dangerous activities. They addressed concerns raised in a number of inland communities about the regulatory changes and were proactive in introducing those changes to various waterway users. Public presentations are important, and included school visits throughout June to talk about Operator



*A visit with some enthusiastic students from Helen Gorman Elementary School.*

Competency and new additions to the Boating Restriction Regulations. The teams made a total of 87 public presentations this summer, reaching over 9000 adults and youths.

“The teams’ efforts are meant to strengthen relationships between recreational boaters and the communities where they were present,” Tyson said. “We made significant progress toward that goal this year.”

Another important aspect for the teams was to work with federal and provincial enforcement agencies to provide on-water support for regulatory and criminal code enforcement. Teams were called upon to advise and interpret Coast Guard regulations governing recreational vessels. The teams performed over 2000 vessel checks during the 182 compliance patrols they carried out.

Throughout the summer, RRB teams assisted other federal and provincial government agencies including Canada Customs, RCMP and Parks Canada. As well, the teams worked with the Aids to Navigation, Navigable Waters, Boating Restriction Regulations, and Conservation and Protection sections of the department.

RRB teams also conducted audits and surveys that provide important information about inland waterways. These included fuel dock, marina operator and rental agencies awareness and safety checks. With the new Age and Horsepower restrictions in effect (April 1, 1999), the RRB teams questioned boat rental agency owners and staff on their safety policy when renting recreational vessels. These companies were invited to be part of Coast Guard’s future planning on boat rental topics.

“The RRB program received very positive endorsements from the many boaters, municipalities, regional districts and enforcement agencies that the teams came in contact with,” Tyson said. “The Office of Boating Safety received a total of 82 letters of support this summer. Thanks to everyone in the department who helped make it so successful.”



*An RRB crew in Kootenay Region checks out an aid to navigation on a foggy day.*

## CCGS GORDON REID on patrol off the west coast— more than Search and Rescue

BY MICHELINE BRODEUR

The ability to carry out more than one function, and to do it well, makes it possible for Fisheries and Oceans Canada to make maximum use of its available resources. CCGS *Gordon Reid*, a medium endurance patrol vessel in the Coast Guard Pacific fleet, regularly demonstrates that ability.



Some of the fish seized by fisheries officers in the recent halibut bust. The high fines meted out by the courts are a reminder that poaching will not be tolerated.



Although *Gordon Reid*'s primary role is search and rescue, the ship is multi-tasked to carry out other responsibilities for the department—fisheries management, conservation and protection, aids to navigation, scientific research, boating safety, minor lighthouse fueling and supply, and oil spill response. Other government departments including the RCMP, Parks Canada, and Customs and Immigration also call upon the services of CCGS *Gordon Reid*.

CCGS *Gordon Reid* usually patrols B.C. coastal waters from the west coast of Vancouver Island, through the central/north coast area, and Queen Charlotte Islands to the Canada/U.S. border. Two different 14-member crews, referred to as the Red crew and the White crew, each work on a 28-day cycle, so the ship is out on the job year-round, except during refits.

"Patrols are usually quite varied," says Capt. Murray McGregor of the Red crew, "because changes in SAR coverage areas often come at very short notice and so the nature of the patrols unfold on a daily basis."

During a two-week patrol in August this year, McGregor's crew carried out an impressive variety of tasks while assigned to Search and Rescue (SAR) Zone 1, on the west coast of Vancouver Island: two search and rescue incidents successfully resolved, one navigation light returned to normal operations, 601 recreational sport fishers checked for

compliance with Fisheries Act and Boating Safety Regulations, and 34 tickets issued for Fisheries Act offences.

"On that trip, we also worked with the provincial Ministry of Forests in an investigation of log theft," Capt. McGregor adds. "The Marine Enforcement Officers provided statements, took photographs and collected stump and sawdust samples for future DNA analysis."

The crew includes two Rescue Specialists, three Marine Enforcement Officers and two Fisheries Guardians. The Officers and Guardians are responsible for the enforcement of the Fisheries Act and Regulations. Enforcement is often challenging as some of the clients are less than receptive to a visit from enforcement officers. McGregor is quick to add that the vast majority of the people they encounter are encouraged to know the Canadian Coast Guard is present and enforcing the Fisheries Act and Boating Safety Regulations.

Enforcement is a new area for the Coast Guard branch, and took some adjustment for both the department and the crew of the combined fleet. Capt. McGregor is pleased with the way the crews have adapted, and feels that the results speak for themselves.

“Since we’ve expanded the responsibilities carried out by the vessel and crew, we have had 96 successful prosecutions for fisheries violations over the last three years,” says Capt. McGregor. “Those prosecutions have resulted in \$77,500.00 in seized fishing gear and \$31,383.00 in fines.” These enforcement duties were in addition to the 41 search and rescue incidents handled by the vessel and crew in the same time frame.

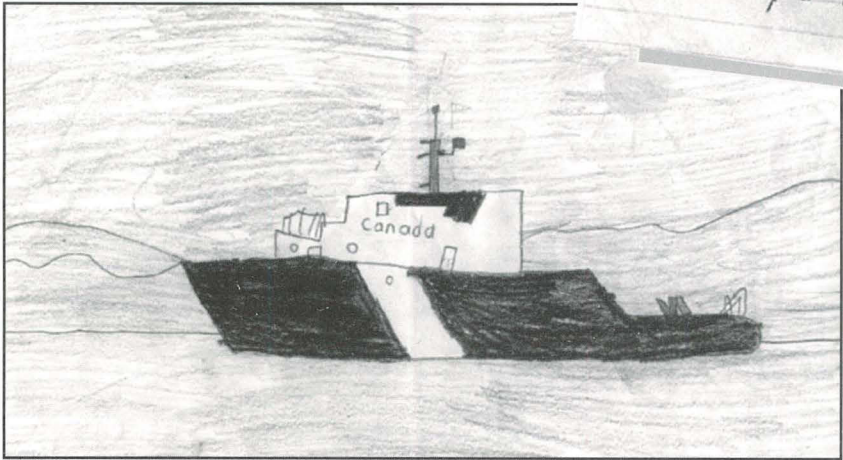
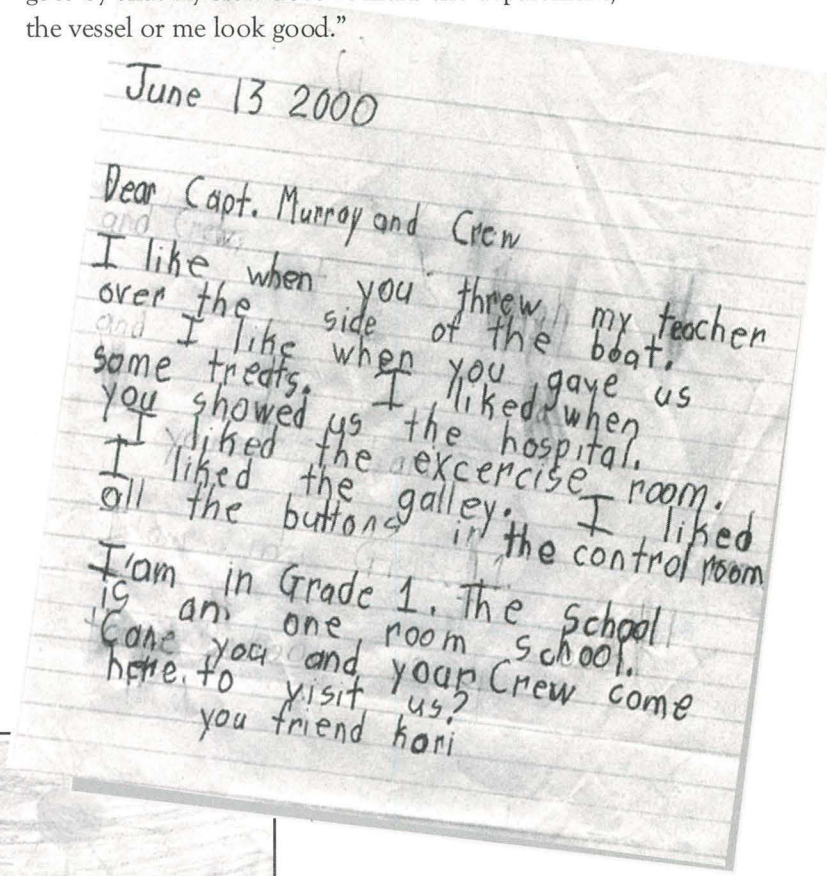
One example of enforcement success involved a violation by commercial fishers, found guilty of fishing for crab in a closed area. The crew of Gordon Reid seized a total of 216 crab pots, illegally set in McIntyre Bay north of Queen Charlotte Islands.

“I was especially impressed with the evidence and file preparation the officers and crew presented in court,” reports Capt. McGregor. “As a result of their efforts, fines totalling \$2,000 were levied.” Further to the personal fines imposed, a restitution penalty of \$4,200 was set, to partially offset the operational costs of using a Coast Guard vessel to remove the traps from the water. This was first such enforcement restitution order awarded a Canadian Coast Guard vessel in the Pacific Region.

CCGC Gordon Reid played host to a group of students from Shearwater school this summer. Kari Felton sent this picture of Gordon Reid and a letter thanking the crew for their hospitality-and for throwing her teacher in the water!

More recently, on September 23, 2000, a troller was boarded resulting in the Captain of the vessel being charged with allegedly fishing during a closed time, use of prohibited gear and violation of the conditions of his vessel license. Over 500 pounds of fish were seized, including one hundred and forty seven bags of processed halibut. This is the second time this commercial fishing vessel has been charged for fishing violations by Enforcement Officers from CCGS Gordon Reid.

“These actions are seen as a deterrent to poachers and further protection for the resource,” Capt. McGregor explains. “As Commanding Officer of CCGS Gordon Reid, I am proud of the variety of work the vessel and crew can handle. The crew’s dedication to their jobs is a credit to the Canadian Coast Guard. There is seldom a day that goes by that my crew doesn’t make the department, the vessel or me look good.”



# A smashing naming ceremony for CCGC Cape Sutil

BY MICHELINE BRODEUR

**A**ugust 1 was a sunny day in Port Hardy, ideal weather for dedicating a new motor lifeboat but ironic that the boat being dedicated is built to withstand the worst weather the Pacific can muster.

CCGC *Cape Sutil* was named in a ceremony presided over by the Honourable Herb Dhaliwal, Minister of Fisheries and Oceans. Rebecca Reid, Area Director for Fisheries and Oceans Canada, performed the christening with gusto, as she smashed a bottle of bubbly over the bow of one of Coast Guard's newest and most capable rescue vessels.



Some of the people who took part in the ceremony: Cst. Trevor Tribes, Port Hardy RCMP; Rev. Howard Jacques, Missions to Seafarers; Ashley Bates, presenter of flowers to the sponsor; Rebecca Reid, sponsor, Area Director of Fisheries and Oceans; Hon. Herb Dhaliwal, Minister of Fisheries and Oceans; Gordon Gibb, Officer in Charge, Coast Guard station, Port Hardy.

CCGC *Cape Sutil* is the first lifeboat of its type to operate in Pacific Region, and it is the first of three that Fisheries and Oceans Canada will put into service this year.

"Enhancing search and rescue resources in the Pacific Region is an important part of our plan to continually improve Coast Guard services," Mr. Dhaliwal said. "In addition to *Cape Sutil*, two more of these motor lifeboats will replace the lifeboats currently in service in Bamfield and Tofino, and another two lifeboats are planned for the Pacific Region within the next three years."

In Coast Guard, mid-sized vessels such as this one are usually named after geographic features of the home region. *Cape Sutil* takes its name from the headland located on the northernmost tip of Vancouver Island.

CCGC *Cape Sutil* was built by MIL/Metal Craft Marine Ltd. in Kingston at a cost of \$1.9 million. These motor lifeboats share a basic design with the lifeboats in use by the US Coast Guard. They are built to withstand



CCGS *Cape Sutil* underway near Port Hardy

the most severe conditions at sea, and are capable of rescuing mariners under the most difficult circumstances. They are self-bailing, self-righting, and have a long cruising radius—important qualities for a modern rescue vessel.

Staff at the Port Hardy Coast Guard station are pleased with the capabilities of *Cape Sutil*.

"There's no question this boat is much more capable than the old boat," said Andy Howell, one of two officers-in-charge at the station. "Emotionally, it's sad to see a boat go, since some of us have worked on it for 15 years. But the advantages of the electronic equipment and the increased speed from the new boat are obvious."

The crew are getting used to the equipment on their new lifeboat, and they look forward to testing it out during rougher winter weather.

"But I hope your readers don't feel obliged to give us a reason to test her out," Andy joked.

## CCGS *Cape Sutil*

Year Built: 1998  
Crew Complement: 4  
Engine: 2-g geared diesel  
Power: 675 kw  
Propellers: 2 fixed pitch  
Range: 200 nm  
Endurance: 8 h (min.)  
Max. Speed: 25 kts  
Length: 14.6 m  
Breadth: 4.27 m  
Draught: 1.37 m  
Freeboard: 0.5 m