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Call *16 on your cellular phone if you need a rescue

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Forgetful tourists cause false alarm for rescuers

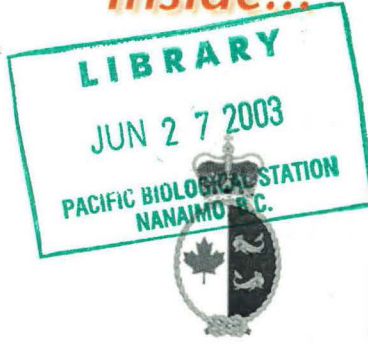
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Shorelines

A Publication of Canadian Coast Guard Pacific Region Volume 7 Issue 2 Summer 2003

Classroom in a boat: Coast Guard and Auxiliary team up for training

BY TYLER BRAND, SEARCH AND RESCUE TRAINING OFFICER

Last November saw the Coast Guard and Coast Guard Auxiliary working together to bring training and support to remote Coast Guard Auxiliary units on the north and central coast.

With the introduction of the new Coast

The captains and crews of CCGS *John P Tully* and CCGS *Tanu* visited six remote Coast Guard Auxiliary units to support the search and rescue volunteers who stand guard in these areas.

Coast Guard Auxiliary units 48 Bella Bella, 62 Klemtu, 63 Kitimat, 66 Queen Charlotte City, 68 Ocean Falls and 69 Sandspit were all visited during the November training run. These units are not accessible by road and must operate in seclusion from other resources. The communities they serve are small and do not have the resources available to most other Coast Guard Auxiliary units.

The two ships were tasked with conducting and assessing three activities on behalf the Coast Guard Auxiliary, which they did in the course of their normal duties:

- Auxiliary Vessel Inspections;
- Introductory sessions to the new

Coast Guard rescue specialist Ian Copping coaches an experienced Klemtu mariner, Charlie Mason, in some rigid hull inflatable handling techniques.



Guard Auxiliary crew-level training program and book, Coast Guard was asked to help deliver training to certain remote Coast Guard Auxiliary units.

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Fisheries and Oceans
Canada
Coast Guard

Pêches et Océans
Canada
Garde côtière

Canada

Attention cellular phone users

There is one number you have to remember if you need marine assistance and if you have your cellular phone with you:

*16

The Joint Rescue Coordination Centre is discontinuing the *311 cellular number which has been advertised for air and marine distress. From now on, cellular number *16 is the only cellular number that the Coast Guard uses for marine distress.

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 to our mailing list, contact the editor:

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ISSN 1206-5692

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New on the Web

Our web master has been kept busy renovating our website to meet the federal government on line "Common Look and Feel" requirements.

You may find that some of our pages have changed, others are temporarily removed, and others are newly posted. If you are looking for something in particular, and are having difficulty finding it, please contact our webmaster at webmaster@dfo-mpo.gc.ca and we'll do our best to provide you with the information you need.

Contributors

Tyler Brand, Alison Keighan, Sherrill Kitson, Carrie Mishima, Sarah Murdoch, John Palliser, Brian Rempel, Philp Wong.

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crew-level training program; and

- On-the-water training sessions.

The ship's crews were also asked to assess the skill level of the units and to make recommendations for future training.

"This is an excellent opportunity to support and improve the search and rescue service that Coast Guard Auxiliary volunteers provide in these remote areas," said Captain Murray MacGregor of CCGS *John P Tully*.

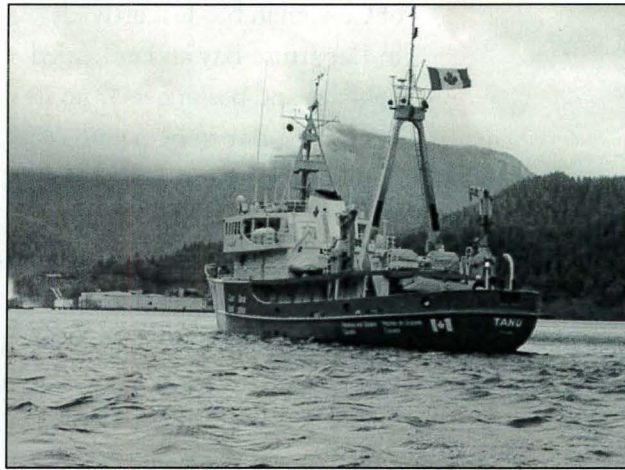
The two ships worked for one or two days in each area to set up scenarios and training drills for the Coast Guard Auxiliary boat crews. Volunteers sometimes had to travel in their rescue boats to meet the ship to participate in the training. The Kitimat team drove 50 miles down Douglas Channel to stay overnight on CCGS *John P Tully*.

On the first evening the ship's crew set up a night time search scenario for the *Snowflake Responder's* crew to solve, followed by hot chocolate and a debriefing session afterwards.



The *Kitasoo Responder* crew practices docking CCGS *John P Tully's* 30 foot lifeboat at Klemtu.

These remote units got the opportunity to practice their towing, seamanship and boat-handling skills. The auxiliary crews were oriented to the new Coast Guard Auxiliary competency-based crew-level training system and materials. Coxswains were given copies of the new CCGA SAR Crew Manual. The boat



CCGS *Tanu* at Ocean Falls.

crews got a chance to test their skills in lifelike situations while being coached by instructors.

Both the Coast Guard Auxiliary and the Coast Guard reap rewards from scenario-based search and rescue training. Training together improves the ability of both groups to work together effectively when a real emergency occurs.

Coast Guard and Coast Guard Auxiliary boat crews will be ready to respond when trouble occurs in the central and northern coastal waters of British Columbia.

What Were They Thinking?

BY ALISON KEIGHAN, MARITIME CO-ORDINATOR,
VICTORIA JOINT RESCUE CO-ORDINATION CENTRE

It is a typical afternoon in early January; the BC Ferry Queen of Cowichan has just arrived in Departure Bay and unloaded vehicles and passengers from its Horseshoe Bay to Nanaimo route. Unloading is now complete, but one lone car remains. It is a late model Ford with Washington State licence plates and appears to be a rental. No lost souls wandering the wrong car deck, no passengers in the washrooms or asleep in the lounge – better alert the search and rescue (SAR) system.

Victoria Coast Guard Radio receives the call and immediately relays the information to the Victoria Joint Rescue Coordination Centre (JRCC). Both centres have received calls like this before. Worst case scenarios are considered – someone has fallen overboard or has perhaps even jumped. In the cold winter waters of the Strait of Georgia, every minute counts. While Victoria Radio broadcasts the urgent message to all vessels in the area, JRCC tasks the Canadian Forces Cormorant helicopter from 442 Squadron in Comox, the Coast Guard Hovercraft *Siyay* from Sea Island in Richmond, and Coast Guard Auxiliary boats from both Nanaimo and Horseshoe Bay.

No one knows when this person may have gone overboard. Victoria Traffic

provides a chart, showing the exact track that the ferry took on this sailing. This is a great help, because otherwise the search area would be even larger.

The rescue helicopter quickly arrives at the search area and is soon joined by the Coast Guard and Auxiliary resources. A water taxi also pitches in on the urgent search for a person in the water. Shore-side, staff at the Seattle Rescue Coordination Centre run a check on the license plates. The RCMP and West Vancouver Police check the car for any identification and also try to track down an owner.

Two hours of searching pass with no sign of anyone. Searchers must be thinking “cold water, no lifejacket, this isn’t looking good.”

Meanwhile, back in Departure Bay, three individuals walk up to ferry personnel inquiring about a vehicle they mistakenly left on the Queen of Cowichan. Three people! One can only speculate how these three could walk off a ferry, completely forgetting that a mere hour and a half earlier, they had driven on in a car!

The bewildered but relieved search and rescue crews are stood down – a happy ending to a strange and expensive incident.

BY PHILIP WONG

For the Coast Guard, the importance of morale cannot be questioned. In many cases, morale holds a team together, like the adhesives that attach the walls and ceilings of a modern house and allow it to function. Indeed, morale can do many things, not the least of which is bring unity, stability and pride into the hearts and minds of employees.

To that end, Coast Guard, Pacific Region, officially raised its flag on April 11, 2003. The ceremony was led by Terry Tebb, Acting Regional Director, who joined senior officials in hoisting the flag up on a sunny afternoon outside regional headquarters in Vancouver. After posing for a group photo, Coast Guard staff watched as the historical moment unfolded before their eyes.

"Let this be the first step in restoring the great pride in our Coast Guard identity," Tebb announced, amongst cheers and smiles from staff.

The flag, a colourful mixture of blue and gold, includes elements from the Coast Guard crest, with dolphins symbolizing the Coast Guard ships. Blue represents the oceans, and the dolphins, long known as a friend to mariners, are considered an appropriate symbol for the Coast Guard, whose primary concern is ensuring safety at sea in Canadian waters.

According to Lily MacDonald, it is the first time that the Coast Guard flag has been raised at regional headquarters. And as one can well imagine, for all stationed there, it has tremendous symbolic meaning.

"Raising our own flag draws together every employee in the department to stand under one unifying symbol. And it gives us a sense that we're a part of something bold and heroic, the sum of which is very much larger than its parts," said MacDonald.

Indeed, identity in an organization, especially as one as prominent and dutiful as the Coast Guard, cannot be underestimated.

"It's who we are, not just where we work. We recognize that we're all important component parts of an awesome whole—one that is right and good and of service to our country. Every day we get to see that our work matters in a very real way, and a great deal of satisfaction can be taken from that," MacDonald remarks.

Doug Alpen could not agree more: "It is very important to the members of the organization that there is a symbol that represents what they do and how well they do it. This is the purpose of the flag and other icons that represent the Coast Guard."

Interestingly enough, the need for a flag

has also its roots in parliamentary recognition. "Coast Guard has long been officially recognized by Parliament as a national institution," she says. "As such, we were given the right to create and fly our own flag—and we use it as much for identification as for pride. That is, when our ships are at sea, it's the Coast Guard flag that identifies our vessels as

much as the familiar red with the white stripe."

The flag can now be seen at regional headquarters flying proudly alongside the Canadian flag.

"We Belong Here"

*Pride in the
Canadian
Coast Guard*



Sentiments from Ivory Island

BY SHERRILL KITSON, LIGHTKEEPER, IVORY ISLAND

April 4, 2003

It should be just another day on Ivory Island but we, along with McInnes Island, Addenbroke Island and Egg Island, have been advised that today Coast Guard helicopter 358 is scheduled to bring in a technician to permanently discontinue our foghorns, the last remaining foghorns in operation on the

Island peripheral is so brilliant this morning that it feels like I could stretch out my hand and touch the light as it skims across the water.

There are plenty of stars, but I note the low circular arc reflected from our light and know we have some stratus cloud moving through. I move away from the

Ivory Island is located 14 miles north west of Bella Bella.



North and Central Coasts.

At 0315 PST, I head outside to accustom my eyes to the darkness before taking my observation for the 0330 weather. I have good visibility, 15 miles, clearly noting all our markers – the lights flash brightly from Susan Rocks and Idol Point. The McInnes

light, and my dark-adapted eyes observe a wide band of low solid stratus across Seaforth Channel and watch as our main light beam picks up the wisps of thin stratus moving past us.

Experience tells me there is likely fog further down Seaforth Channel and

I think it won't be long before the fog moves up the channel and covers us like a blanket. For a few minutes I stand quietly and contemplate the irony of being fogged in today of all days, and for a split second I hope for a reprieve. But realistically, I know by the temperature and the time of year it will only be a morning fog which will quickly dissipate and the helicopter will be able to make the trip as scheduled.

At 0420 from our kitchen I hear the familiar pre-foghorn "click" signaling our Stonechance's imminent operation – the horns that are 18 m from our bedroom window and have heard a curse or two from me on many a sleepless night over the past 10 years. Yet they are an integral part of my life.

I'm applauding the history of the lights this morning as I listen to them sound out

their last warning. I reflect on the keepers before us and think of people like Peter Wylie, the first Ivory Island lightkeeper in 1898, who would diligently operate foghorns manually for whatever duration was necessary, dedicated to ensuring safe passage for all mariners and I am suddenly filled with pride.

We have come a long way since 1898 I am grateful for many technological advances. Today, I don't like the modernization that will remove and silence a part of history. Several hours after the helicopter has departed, I listen to the Notships on the CMB advising mariners of the permanently discontinued foghorns – P0571 Egg Island, P0572 Addenbroke Island, P0573 McInnes Island and P0574 Ivory Island. Our coast is silent.

Oops! We goofed!

The back page of each issue of *Shorelines* features one of our vessels, and lists all the facts and figures of interest to mariners of all sorts. However, our last issue, Spring 2003, included some errors in the details for CCGS *John P Tully*. Somehow, some of the details from the CCGS *Arrow Post*, featured in the previous

issue, slipped into the *Tully* specs! This issue is again featuring CCGS *John P Tully*, but this time, we guarantee it's correct!

Thanks to all those who took the time to point out the error, including the anonymous person who accidentally included a copy of his bank deposit slip tucked in with his unfriendly comments.

Awards from Richmond Chamber of Commerce recognize Coast Guard

BY MICHELINE BRODEUR

The Richmond Chamber of Commerce hosted a special evening on May 1, 2003, the 911 Awards Ceremony. It was a night to honour Richmond's RCMP, Fire and Rescue, Ambulance/Paramedics and Canadian Coast Guard



Coast Guard Employee of the Year, Rescue Specialist Tim McFarlane receives his award from Richmond Mayor Malcolm Brodie.



Shown receiving the award for the Coast Guard Hovercraft Unit from MLA Greg Halsey-Brandt are (l) Capt. John McGrath, and (r) Capt. Brian Wootton.

and Coast Guard Auxiliary Pacific services. There were 140 nominees in 15 categories.

Present at the ceremony were The Honorable Iona Campagnolo, Lieutenant-Governor of BC, Member of Parliament for Richmond Joe Peschisolido and local Member of the Legislative Assembly Greg Halsey-Brandt. Representing the Canadian Coast Guard Pacific were Terry Tebb, Acting Regional Director and Frank Hudson, President of the Coast Guard Auxiliary.

Two of the award categories included Coast Guard nominees:

Three nominees for "Coast Guard Employee or Crew of the year nominated by the community" included the Canadian Coast Guard Hovercraft Unit, Captain Susan Pickerel and Captain Brian Wootton, with the Coast Guard Hovercraft Unit taking the award.

Continued on page 9

New Guide for Designing Shoreline Projects

Shoreline structures such as docks, access ramps, breakwaters, buoys and walkways, need to be carefully designed and built to prevent damage to fish and wildlife habitats.

A new guide is now available to make that task easier.

Shoreline Structures Environmental Design – A Guide for Structures along Estuaries and Large Rivers is a Stewardship Series publication posted on the B.C. Stewardship Centre web site at www.stewardshipcentre.bc.ca

The guide presents environmental design concepts for a variety of shoreline structures. It shows how shoreline environments are composed of interdependent biological and physical

components, where impacts to one component will affect others. Topics include:

- an explanation of shoreline environments and the characteristics and function of habitats such as , specifically tidal flats, eelgrass meadows, tidal marshes and riparian woodlands;
- legislation and the review process for shoreline projects;
- designing and maintaining dikes; and
- establishing vegetation at project sites, with an emphasis on site preparation, species selection and planting. There is a useful plant list and guide to common wetland and riparian plants.

Although the lower Fraser River and its estuary were the original focus of this guide, the design concepts are applicable to any large river or estuary and even lakes or marine environments in British Columbia.

The guide is the product of a collaborative effort by Fisheries and Oceans Canada, Environment Canada (Canadian Wildlife Service), North Fraser Port Authority, Fraser Port Authority and the B.C. Ministry of Water, Land and Air Protection. The guide is targeted toward local governments, land owners, developers, stewardship groups and mariners.

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The second award was for “Coast Guard Employees Or Crew of The Year Nominated By All Sectors of Their Service,” with two nominees: Barry Hastings, Coast Guard Auxiliary and Tim McFarlane, Rescue Specialist stationed at Sea Island Hovercraft Station. The award went to Tim McFarlane for his work with the rescue diving project.

Congratulations to all!

Where There's Smoke ... There Should be a Fire- fighting Plan

REPRINTED WITH PERMISSION FROM THE HARBOUR
AUTHORITIES FORUM, WRITTEN BY WHITEHALL ASSOCIATES

A major harbour fire in Tofino, British Columbia, in the summer of 2001 did more than destroy one fishing vessel and seriously damage two others. "It was quite a wake-up call," says Mike Doutaz, Small Craft Harbours Area Chief for

Craft Harbours personnel developed a fire response training workshop, reports Mr. Doutaz. The first of these workshops, called Marine Fire Fighting for Land-Based Fire Fighters, was held in Tofino shortly after the harbour fire. It was such a success that Small Craft Harbours decided to continue offering the workshop.

Fire fighters attack a simulated blaze on board a boat in Port McNeill.



Vancouver Island. "The debriefing session showed us quite clearly that there was a lack of fire-fighting knowledge, preparedness and coordination among harbour stakeholders."

In light of this, Pacific Region Small

The second workshop was held on the last weekend of November 2002 in Port McNeill, British Columbia. Twenty participants from Port McNeill, Port Hardy, Alert Bay and Sointula (representing

harbour authorities, local fire departments and Town of Port McNeill public works employees) attended.

The two-day workshop curriculum was developed and taught by Captain John Lewis of SeaFire Training, a Surrey company specializing in marine fire-fighting training. The workshop teaches fire-fighting skills and encourages harbour authorities, local fire departments and harbour-based business operators to work as a team.

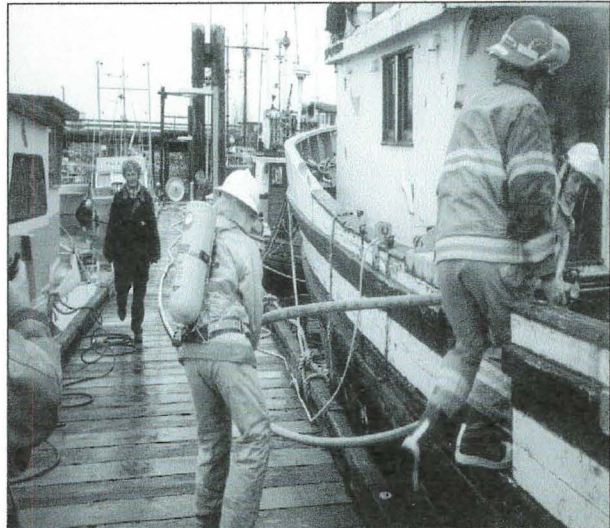
The course first covers various vessel types, areas where fires are likely to start, and techniques for locating and controlling fires on board a boat. Participants then practise what they've learned in a tabletop exercise simulating a fire in a real harbour. During this exercise, they also begin to appreciate the necessity for quick and appropriate decision making and teamwork in an emergency situation, explains Captain Lewis.

Despite the wintery air and frigid waters, participants enthusiastically finished the course with some simulated fire situations in the Port McNeill small craft harbour. These simulations included not only billows of smoke, panicked shouting and faulty equipment but also fire victims and fire fighters falling into the water.

"Everything that could go wrong did!" exclaims Hiltje Binner, Harbour Manager of the host harbour. "It was a great learning experience that highlighted areas needing improvements in our harbour." Among the improvements planned for the Port McNeill harbour, Ms. Binner says, are ladders at the end of docks, more fire extinguishers, an enlarged detailed harbour map for her office



Participants practice what they learned in a tabletop exercise simulating a fire in a real harbour. "They begin to appreciate the necessity for quick and appropriate decision making and teamwork in an emergency situation," explains Captain Lewis.



"Everything that could go wrong did. It was a great learning experience that highlighted areas needing improvements in our harbour." Hiltje Binner, Harbour Manager.

CCGS John P Tully

Offshore Science Research Vessel

Home Port	Patricia Bay BC
Call sign	CG2958
Patrol Area	Pacific Region
Port of Registry	Ottawa
Official Number	804457
Built	1985 - Bel-Air Shipyard Ltd., North Vancouver BC
Description	Class I SOLAS no limitations, long range, ocean science research vessel. Operates (operational science up to sea state 8+) in local and foreign waters. Includes a 10.5 m x 11 m helicopter pad rated up to 4,300 kg
Duties	Primarily tasked for science programs but may be called upon for duties such as search and rescue, fishery patrols or other Fisheries and Oceans and Canadian Coast Guard requirements
Crewing	Staffed on the lay day system with a crew change every 28 days
Gross Tonnage	2,021
Net Tonnage	606
Displacement	2,089 tonnes
Length	69 m
Breadth	14.5 m
Draft	4.5 m
Crew	21
Accommodations	19 spare berths
Propulsion	2 Deutz 628 diesel, single propeller with bow & stern thrusters
Horsepower	2,200 hp
Maximum Speed	13 knots
Cruising Speed	10 knots
Fuel Capacity	483,000 litres
Water Capacity	32,000 litres. On board water makers
Electrical	3 + 1 emergency generators at 470 kW each
Forecastle Space	70 m ²
Stern Deck Space	190 m ²
Towing Capability	Equipped for towing
Lifting/Cargo Gear	Forward Hiab 1350 kg at 4.5 m radius. 1,14t multilift a-frame. Aft deck crane, 10t @5m 5t @12m
Auxiliary Vessel	733 RHI, Surf Boat and 2 MLB/Survey launches



Shorelines is printed on recycled paper.