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Shorelines

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Coast Guard supports the 2010 Olympic Torch Relay

Dan Bate

The Canadian Coast Guard (CCG) was a valuable contributor in helping to unite and inspire Canadians as the 2010 Olympic Torch Relay spread the message and set the stage for the Olympic Games in Vancouver. Since the arrival of the flame in Canada on a direct flight from Greece to Victoria on October 30, 2009, CCG contributed to the relay at various points throughout the 45,000 kilometer journey.

One unique aspect of the relay was transporting the flame on water during several segments of the relay. Whether by surfboard, kayak or First Nation's canoe, CCG assisted across the country by providing on-water safety of those entrusted with the torch.

Dan Bate

CCG rescue specialist Don Tite carries the Vancouver 2010 Olympic Torch on the bow of *CCGC Cape Farewell* into the community of Bella Bella, B.C.

While largely in the background, CCG's role was to support the relay. However, in the last 10 days before the games as the torch relay made its way back into British Columbia, CCG rescue specialist and Heiltsuk First Nation member Don Tite became an official torch bearer in the community of Bella Bella, B.C.

In November, Don, one of two Heiltsuk First Nations members stationed at CCG Station Bella Bella, was asked if he would like to support CCG as a torch bearer.

"Being from Bella Bella and from the Heiltsuk First Nation makes me proud to wear the Coast Guard uniform," Don said.

A self-professed adrenaline junky, Don first thought of joining CCG after seeing a promotional photo of a CCG 47 ft. MLB. After spending seven years in a private company he was looking for a change. He got a grant from the Heiltsuk First Nation and completed the necessary coursework at the British Columbia Institute of Technology in just three months. In 2005, he moved back to Bella Bella, and joined CCG. Don is proud of his position and of serving with the same crew for the past five years.

Being selected as a torch bearer for the relay didn't sink in until about a week later. "It's a once in a lifetime opportunity to represent Coast Guard. It's exciting, I'm nervous," said Don, worried that he wouldn't get a good night's sleep before the relay.

On its route to Vancouver, the torch was brought by the BC Ferry *Northern Adventure* on a special unscheduled run from Prince Rupert. The ferry arrived in darkness amid debris ridden waters from recent higher than normal tides. As the ferry docked and the stern doors swung open, a dozen Torch bedecked vehicles drove up the ramp.

Don waited with anticipation dressed in the obligatory uniform: a white tracksuit emblazoned with Olympic rings on the back and the famous Olympic red mittens, with a special maple leaf rubber grip on the palm, unique for torchbearers only.

With Don standing on the bow of the cutter, the 47-ft *Canadian Coast Guard Cutter Cape Farewell*, crewed by OIC Edward Dahlgren, Al Rosie and James Walters transported the torch.

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Dan Bate

The 2010 Olympic sacred flame burns brightly in its special lantern on the stern of *CCGC Cape Farewell*.

The station's 733 rigid hull inflatable boat, driven by Paul Hollyoak and Jason Dornan, became the media support boat and transported several photographers and a videographer to the community celebration.

The lighting of the torch turned out to be a complicated affair. Although the actual Bombardier-designed torch contained a gas canister, the flame has a limited lifespan depending on weather conditions. Torch handlers were sure to keep each torch burning for just eight minutes.

If the flame were to go out, a flame attendant was alongside with a special lantern that contained the sacred flame to relight a new torch.

Halfway between the terminal and the community, the torch was officially lit and the light of the flame glowed from the bow of the cutter. As the cutter reached the dock at Bella Bella, the crowd on shore cheered Don as he smiled and lifted the torch high in the air.

Upon arrival there was a last minute photo opportunity and a video shoot and then Don left the dock and climbed the ramp to the waiting enthusiastic crowd. Several Heiltsuk elders and dancers performed a blessing on the flame and welcomed it into the community.

As Don's role was passed over to another torch bearer who carried the flame into town, the joy in his soul was clearly evident. Friends and family took photos of him carrying the extinguished and slightly carbon stained torch, evidence that just moments before it had been burning brightly.

After a loud and colourful community celebration, *CCGC Cape Farewell*, and crew transported the torch and a Heiltsuk Elder torchbearer back to McLoughlin Bay to the awaiting *Northern Adventure*. Completed in just a few hours through the morning, the torch was on its way south to Port Hardy for the next leg of the journey.

As a special memento, all torch relay participates were allowed to purchase the torch they carried. Don was happy to purchase his torch and proudly display it as something to show his future family, his very proud parents, and his friends.

Dan Bate

Torchbearer Don Tite prepares to bring the torch from the dock at Bella Bella to the awaiting crowd while OIC Edward Dahlgren looks on from the bridge of *CCGC Cape Farewell*.

Shorelines

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Supporting an Olympic Effort

Dan Bate

Thomson Reuters

Canadian Coast Guard Hovercraft Siyay deploys navigational buoys in the Vancouver harbour to assist security operations.

The 2010 Olympic Winter Games and the 2010 Paralympics Games brought worldwide attention to the Vancouver/Whistler area. In addition to supporting the Vancouver 2010 Olympic Torch Relay, Coast Guard was an active participant in the years of planning and implementation of the games time marine safety and security in the Vancouver area. During the games, Coast Guard provided enhanced service delivery in several key areas.

The Vancouver 2010 Integrated Security Unit (V-2010-ISU) was the federal lead on security throughout the games period. In the three years leading up to and during the event, Coast Guard worked collaboratively with V-2010-ISU and federal, provincial and municipal partners on safety and security planning and operations.

Coast Guard was an active participant in the multi-day Bronze, Silver, Pegasus Guardian III and Gold security exercises. The three national exercises (Bronze, Silver and Gold) involved more than 1,000 safety and security personnel from over 100 departments, agencies or authorities.

Dan Bate

Coast Guard's Olympic fleet off West Vancouver during the 2010 Olympic Winter Games. Foreground to background: *Vector 1*, *Moorhen*, *CCGC Osprey*, *CCGH Siyay* and *CCGS Vector*.

Prior to the start of the games, Coast Guard assisted security operations by deploying navigational buoys in the Vancouver harbour and at the Richmond Oval site to delineate Olympic marine security zones. Upon completion of the Olympic and Paralympic Games, the buoys were removed as normal harbour traffic patterns were re-established.

With the high number of visitors to Vancouver, the 2010 Olympic and Paralympic Winter Games were expected to generate additional on-water safety concerns. To meet this need, Coast Guard enhanced its search and rescue (SAR) response in areas where increased marine activity was expected.

On the Coast Guard environmental response side, additional equipment and personnel were placed in the Vancouver area to ensure continuity of response during the games in case an environmental response event occurred.

Dan Bate

Clockwise: *CCGS Vector*, *CCGC Osprey*, *Vector 1*, *Moorhen* and *CCGH Siyay*, assemble for a commemorative shot against the Olympic rings in the Vancouver harbour.

Canadian Coast Guard Ship Vector was positioned in the Vancouver harbour throughout the Olympic games. Along with providing additional SAR and environmental response support, the ship served as an additional surveillance platform, particularly in the area of the three accommodation vessels for the RCMP and Department of National Defence members.

Behind the scenes at the integrated Olympic Marine Operations Centre (OMOC), CG had a fulltime liaison officer at the centre on a 24/7 basis throughout the games.

Throughout the Olympic security planning process, Coast Guard worked extensively with its federal partners and had a positive and constructive working relationship with all parties. Coast Guard was proud to serve alongside its valued federal safety and security partners to keep the games safe for both athletes and visitors.

A birth aboard *CCGC Cape Edensaw*

Dan Bate

In many coastal B.C. areas, CCG assets are often deployed as a marine-based ambulance service. With limited road connections, no late night ferry services and no airport, residents of Lasquiti Island like so many other remote coastal B.C. communities, rely on the services of the search and rescue (SAR) network for emergency assistance.

The birth of a 5½-pound baby boy onboard *CCGC Cape Edensaw* was definitely a unique occurrence for both the parents and the crew of CCG Station French Creek near Parksville who were tasked to respond to a medevac call from the remote island.

For expectant mother Nalia Barkman, who went into labour suddenly on a Wednesday night, she had little option but to rely on the Coast Guard crew from French Creek to transport her to hospital in Parksville.

The call came in at approximately 11:30 p.m. on October 28, 2009, and once underway the crew of Officer in Charge (OIC) Cam Murray, Morgon Hughes, Ray Lapinski and Rhys Clark, along with two B.C. Ambulance Service attendants picked up the expectant mother and her partner at False Bay on Lasquiti Island.

After Nalia was made comfortable - lying down in the survivor compartment of the cutter, the transit back to French Creek was mainly uneventful. But as the cutter pulled into the dock at the Station, she gave birth to her baby. Fortunately, midwife Zoe Cope, who was eagerly awaiting the arrival of the cutter and Nalia, was there to climb aboard the cutter to supervise the birth.

The crew did their best to stay out of the way and provide as much privacy as possible; however they assisted where they could by boiling water and providing hot towels and whatever assistance was required. Within two hours of receiving the call, the event—and the baby —were all wrapped up shortly before 1:30 a.m.

Nalia and partner Uwe Schiek had picked Ari as their son's first name, but were undecided on middle names. They researched the name Edensaw, which is named after the cape on Haida Gwaii, which in turn was named after Charles Edan Shaw, the historic First Nations chief and famed artist from Skidegate

Gordon Lafleur Photography

(R-L): B.C. Ambulance Paramedic Angie Trice, Father Uwe Schiek, Mother Nalia Barkman holding baby Ari Edan Shaw Schiek and Midwife Zoe Cope. Background, standing on *CCGC Cape Edensaw* (R-L): OIC Cam Murray, Rhys Clark, Ray Lapinski and Morgan Hughes.

The parents were thrilled with the connection with Coast Guard and Ari Edan Shaw Schiek was named after the Coast Guard vessel, which was such a unique birthplace.

"I like that it honours the Coast Guard. I'm very thankful they did such a good job," said Nalia.

"It's quite an honour to have them name their little guy after one of the boats," said Cam Murray, OIC of CCG Station French Creek.

While the first birth onboard a Coast Guard 47 ft motor lifeboat in the region, Ari's birth is the third onboard a CCG Pacific asset in recent memory. In 2003, mom Auraly Hollingsworth gave birth to baby Savannah Rose onboard *CCGC Cape Race* while enroute from Cortes Island to Campbell River. A few years prior to that, medic Al Henning onboard *CCGS Gordon Reid* single-handedly delivered a baby after an expectant mother went into labour.

CANUSDIX – Exercising for worst case scenarios

Dan Bate

Responding to a marine based oil spill can be a complex affair. Not only can weather conditions, sensitive environmental areas and remote locations complicate matters, but if a spill were to occur in or near a trans-boundary area, a response from two countries would require a great deal of cooperation between the agencies of the two nations. At a recent three-day large scale joint training exercise in Prince Rupert,- that international cooperation was put to the test.

The CANUSDIX is one of five annexes to the treaty between the Canadian and U.S. Coast Guards to address pollution incidents in the contiguous waters of Canada and the United States. CANUSDIX addresses issues in Dixon Entrance between B.C. and Alaska. The other west coast annex is CANUSPAC for the waters of Juan de Fuca, Boundary Pass and Rosario straits between B.C. and Washington State.

The Joint Marine Spills Contingency Plan (JCP) was first put in place in the 1970s. It outlines arrangements that allow Canada and the U.S. to work together to ensure that the border between the two nations becomes seamless during an incident and that resources and personnel can freely move back and forth to maximize the cleanup effort. The JCP has been updated several times since the 1970s.

"In the event of a large-scale incident it's extremely important to ensure that cleanup efforts are not impeded by any additional processes between the two nations," said Don Rodden Superintendent of Canadian Coast Guard Environmental Response Pacific.

While the treaty has been exercised since the beginning it has been done on a larger scale since 1992. Each annex is exercised on a two year cycle with the host countries alternating.

Sahar Nassimdoost

U.S. Coast Guard Ship Anthony Petit sails ahead of *CCGS Provo Wallis*, with side sweep oil containment booms deployed during an enhanced booming operation.

Sahar Nassimdoost

Against a backdrop of flipchart paper and notes, members of the multi-agency stakeholder group participate in the CANUSDIX exercise.

The U.S. Coast Guard District 17 from Alaska hosted the last exercise in 2007. This past year it was Canada's turn to host.

Representatives from many different agencies were involved including the Canadian Coast Guard, Environment Canada, Transport Canada, Transportation Safety Board, the Province of B.C., U.S. Coast Guard District 13 from Washington State, US Coast Guard District 17 from Alaska, the Department of the Interior from Alaska, Alaska Department of Ecology, municipal representatives from Prince Rupert and local First Nations.

"Since oil knows no boundaries, any time there is an oil spill of significance, we need to work with our partners in Canada, and that's what this exercise is about – working with our partners," said Melissa Burt, Captain of the Port for Southeast Alaska.

In addition to exercising the treaty, Burrard Clean, the certified response organization for the west coast carried out their 10,000 ton recertification exercise as well as a 2,500 ton equipment deployment exercise. Inspectors from Transport Canada were on site to observe and assess the response organization's effort.

Every oil spill exercise needs a real life scenario and this exercise was no different. The scenario for this exercise was unique because it involved an actual response plan developed for a worst case scenario incident involving the removal of oil from the U.S. Army vessel *Brigadier General M.G. Zalinski,* which sank in 1946 in Grenville Channel in northern B.C.

"The scenario considers a catastrophic release from the *Zalinski* during an oil removal operation," said Don Rodden. "The chance of this actually happening during such an operation is extremely remote; however we must always be prepared for the worst case scenario. It simulates a total release of the maximum tank...

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capacity from the *Zalinski* and involves launching a large-scale cleanup operation in a remote location such as Grenville Channel involving international cooperation."

The exercise addressed challenges encountered when responding to remote locations without road access necessitating response by marine or air, as is the situation for much of the Pacific region.

Simulating Grenville Channel, the Prince Rupert harbour and surrounding area became the operating area for vessels participating in the on-water section of the exercise. The vessels and crews participating included *CCGS Provo Wallis*, *USCGS Anthony Petit*, vessels from the response organization Burrard Clean, and several First Nations seine vessels operating under the Fisherman's Oil Response Vessel Network.

Agencies involved in the exercise worked under a single Incident Command System (ICS), rather than staff working for their individual departments. Approximately 150 people rotated through the various positions within the command structure and carried out their functions outlined within the ICS structure. The learning and training experience proved extremely valuable for both Canadian and U.S. agencies.

The 2009 CANUSDIX exercise successfully wrapped up after three intense days culminating in a debriefing. For Coast Guard, the exercise provided an opportunity to meet its obligations for CANUSDIX and for elements of CANUSPAC. The event was a success, allowing all levels of government to work together to plan for a worst case scenario. The next CANUSDIX exercise takes place in 2011 in Alaska with the U.S. Coast Guard hosting.

Sahar Nassimdoost

A tug and barge from Wainwright Marine carrying Burrard Clean oil response gear and equipment was positioned in Prince Rupert harbour for the exercise.

Training Environmental Response on *CCGS Tanu*

Daniel Reid

Conducting spill response training aboard the ships recently provided Environmental Response personnel with an opportunity to become familiar with shipboard operations while providing the officers and crew an opportunity to receive training at sea.

Last July, Daniel Reid, regional training officer for the Environmental Response program in Pacific Region and Al Molenkamp, from CCG Environmental Response Victoria, joined *Canadian Coast Guard Ship Tanu* at Port Hardy to provide basic oil s response training while the ship was on search and rescue (SAR) standby in the North Island/ Central Coast area.

Specialized pollution countermeasure equipment including containment boom and an oil skimming system – normally staged at the Port Hardy lifeboat station – was loaded aboard the ship to provide the crew with a hands-on training opportunity.

"Captain Ormiston approached me about ship-board training for Tanu and I thought it was a great idea," said Reid. "I usually teach the course at Sea Island, where I am stationed, or at Professional Development Week in Victoria but this often requires ships' officers and crews to come in on their off-cycle." The shipboard training idea was supported by both the Regional Operations Centre and Joint Rescue Coordination Centre Victoria.

Basic oil spill response training provides the officers and crew with the knowledge and skills required to safely and effectively participate in spill response operations. Spill volume estimation, booming techniques and skimmer operation are a few of the skills developed through the course.

"My time on *Tanu* has been a great learning experience for both me and the crew. Shipboard training is great as we can go directly from the classroom to the deck where participants can apply what they have learned. I look forward to doing more courses aboard fleet vessels in the near future," said Reid.

Daniel Reid

Crewmembers aboard *CCGS Tanu* deploy an oil skimmer from the aft deck of the ship.

North Pacific Coast Guard Forum comes to Victoria

Josee Landry

U.S. Coast Guard

Crewmembers from the *USCGC Henry Blake* line up to cross over to *CCGH Siyay* during Pacific Unity 2009.

The North Pacific Coast Guard Forum (NPCGF) was established in 2000 by the Coast Guards of Japan, Korea, Russia and the United States as a venue to foster multi-lateral cooperation by sharing information and establishing best practices in the North Pacific Ocean.

Since its inception, Canada and China have joined NPCGF. CCG leads a multi-departmental Canadian team at the NPCGF, which includes Canada Border Services Agency, Fisheries and Oceans, Royal Canadian Mounted Police and Transport Canada.

Areas of focus for the six member countries include maritime security, maritime domain awareness, illegal drug trafficking, illegal migration, fisheries enforcement and combined operations.

The first NPCGF meeting was held in Tokyo, Japan in 2000. NPCGF activities are planned and approved during two meetings held each year. The Experts Meeting occurs in March and focuses on the development of operations, plans and multi-lateral initiatives. The September Summit Meeting allows organization heads and experts to review, discuss, modify and approve proposals emerging from the March Experts Meeting.

Delegation members for the Experts Meeting generally include eight to 12 senior ranking officials. Summit delegations generally comprise 10 to 15 senior ranking personnel (Captain to Flag Officer) led by the Head of the Agency (Coast Guard), generally a four-star Admiral/ General or Deputy Minister.

One example of an exercise in which Coast Guard Pacific Region was directly involved was NPCGF Pacific Unity 2009 exercise, which took place in Port Angeles, Washington, August 22-27. The goal of this exercise was to demonstrate the ability of members to work together in support of their shared interests in the context of response to a major natural disaster, and the resultant need to provide and coordinate humanitarian assistance and resumption of commercial shipping.

The Captains and crews of *CCGS Provo Wallis* and *CCGH Siyay* participated in this international endeavour. During this exercise, both countries' vessels allowed personnel from the other vessels on board to witness their buoy deck operations and impressive technological capabilities, and to obtain helpful operational advice.

According to participants, Pacific Unity 2009 was crucial to fulfilling the mandate of the NPCGF and it reinforced the ability of member countries to work together in the operational field. One participant stated that "the experience we gained will ensure that this will be one of the major highlights for our careers."

Canada will host the 11th forum in 2010. The Experts Meeting will be held in Victoria, March 22-26. The Principals Meeting will take place in Vancouver, September 13-17. At these meetings, member countries will continue to collaborate on maritime areas of mutual interest and coordinate safety and security efforts in the North Pacific.

It will also be during these meetings that dedicated Coast Guard staff will be committed to promoting and showcasing Canada, British Columbia and the Canadian Coast Guard to international members of the maritime community, that is, of the Chinese, Korean, Japanese, Russian and United States Coast Guards.

In addition, CCG will achieve one of its commitments as outlined in the "International Activities" section of the agency's 2009-2012 Business Plan, which identifies the Assistant Commissioner Pacific Region as the lead to host the Experts and Summit Meetings of the North Pacific Coast Guard Forum.

Finally, the NPCGF impacts us all, every day. Canada's membership in the forum enables British Columbians and the rest of Canada to enjoy a peaceful, accessible and clean maritime environment--the Pacific Ocean--thanks to the coordinated efforts of the countries involved in keeping the North Pacific safe and navigable.

U.S. Coast Guard

A U.S. Coast Guard crewmember shakes hands with a crew member of the Canadian Coast Guard on the deck of *CCGS Provo Wallis* during Pacific Unity 2009.

30 Years of CVTS Agreement for the Juan de Fuca Region

Jeremy Scott

Cooperative Vessel Traffic Service members, Canadian Coast Guard, and U.S. Coast Guard representatives stand in front of *USCGC Fir* at Canadian Coast Guard Base Victoria.

On December 19, 1979, the governments of Canada and the United States signed a formal agreement to cooperatively manage vessel traffic in the shared waterways of Juan de Fuca Strait, Haro Strait, Boundary Pass and the southern Strait of Georgia. Three coast guard centres administer this agreement on a daily basis: Tofino MCTS (Tofino Traffic), Puget Sound VTS Centre (Seattle Traffic) and Victoria MCTS (Victoria Traffic).

This agreement serves to protect the common marine environment along the 125 mile international maritime boundary, and both the United States and Canada benefit from enhanced marine efficiency, trade and transportation. The day-to-day shared operations and co-operative responsibilities of the joint system are an example to the world, and a credit to those men and women who had the spirit, foresight and initiative in its creation. In excess of 30,000 vessel movements transit through the CVTS region annually. To ensure integrity of this system, both U.S. and Canadian Coast Guards meet bi-annually to validate joint procedures and address mutual concerns.

The co-chairs of the Joint Coordinating Group of the Cooperative Vessel Traffic Service (CVTS) Susan Steele and Captain Scott Bornemann, along with past and present CVTS members, recognized the CVTS Agreement's 30th anniversary with several commemorative events.

On December 4, 2009, personnel from both USCG and CCG participated in a short day sail outside the Victoria area aboard the *U.S. Coast Guard Cutter Fir*. Midway through the voyage abeam Race Rocks, Seattle Traffic conducted a special ceremony on the radio when *Fir* crossed the boundary between Victoria Traffic and Seattle Traffic.

After the day sail aboard *Fir*, past and present CVTS members gathered at the Hotel Grand Pacific for a special commemorative luncheon. Max Birch, MCTS Superintendent, handled the emcee duties throughout the program. The afternoon highlighted a historical testimony from Captain Dave Johns, one of the original founders of the CVTS agreement.

Canadian Coast Guard Assistant Commissioner Pacific Region, Vija Poruks; U.S. Coast Guard Vice Admiral Jody A. Breckenridge, Commander, Coast Guard Pacific Area; and U.S. Coast Guard Rear Admiral Gary T. Blore, commander, Coast Guard 13th District were among the dignitaries who attended the luncheon. All three provided their prospective in how the CVTS agreement played an important role for both countries.

Coast Guard cookies support marine security patrols

Lieutenant (Navy) Peggy Kulmala

Rain or shine, around the clock, there are sailors and law enforcement personnel on the water in open boats, patrolling the Royal Canadian Mounted Police (RCMP)-designated marine security zones in support of waterborne security operations in Vancouver harbour.

"This time of year, the elements can be horrid in Vancouver harbour," said Petty Officer First Class (PO1) Jonathon Forth, a senior naval reserve boatswain with the Operation Podium Port Security Unit. "A typical marine security patrol can be at speeds of five and 10 knots, so when it rains, it can feel like stinging needles on your face."

In addition to providing on-water support to marine security units, *Canadian Coast Guard Ship Vector* has been building inter-agency camaraderie by offering Olympic marine security patrols a brief respite from the elements, including a coffee-to-go or a quick rest stop.

Canadian Forces Base Esquimalt, Imaging Services

Leading Seaman Robin McKee receives fresh baked cookies and muffins from Brad Forster (far right), a boatswain aboard *CCGS Vector*, on behalf of his crewmates, Master Seaman Ryan Fagan (at helm), and RCMP Staff Sergeant Serge St-Denis. The marine security patrol took a quick break from their patrol of an RCMP-designated security perimeter in Vancouver harbour to enjoy the hospitality of the Coast Guard.

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"The Vancouver 2010 Games represented an exciting opportunity for Canada and the Coast Guard," said Captain Mike McCullagh of *CCGS Vector*. "We're very happy to have worked with our marine security colleagues during the Games and to have participated in this extraordinary event."

Vector, positioned in Vancouver harbour for the duration of the Olympic Games, provided additional search and rescue and environmental response support if required, and it served as an additional surveillance platform in the harbour.

But for those cold individuals on long Olympic security marine patrols, they were thankful for *Vector's* generosity, sailing away from the distinctive red and while vessel with a tasty Olympic marine security souvenir – Coast Guard's renowned chocolate chip cookies fresh from the ship's galley.

"Regardless where we call home or which uniform we wear, we are mariners at heart and we all understand being on the water often includes enduring nasty weather and sometimes even boredom," said Captain (Navy) Gilles Couturier, Commander of Joint Task Force Games Maritime Component. "What we see here are mariners pulling together as a team, demonstrating the mutual friendship and professional regard we have for each other."

"We are happy to do our jobs," added PO1 Forth, speaking on behalf of his team, Red Watch, one of the marine security teams who, with embarked law enforcement officers, conducted waterborne security operations within Vancouver harbour. "We'd definitely come back."

Coast Guard to honour its fallen Colleagues

Dan Bate

Enacted by Parliament in 1990, the National Day of Mourning is intended to raise awareness of the many workers who are seriously injured or killed every year in Canada because of incidents linked to their work. Between 1993 and 2007, over 13,000 Canadians were killed due to work-related incidents – an average of 873 deaths per year.

In October 2007, to keep the memory of their fallen colleagues alive, the Canadian Coast Guard National Memorial was dedicated at the Coast Guard College in Sydney, N.S. Following this important event, members of Coast Guard's Management Board agreed to commemorate their fallen colleagues on an annual basis, expressing pride and gratitude to those who showed the greatest dedication and died while performing their duties in the service of the Canadian Coast Guard.

Last year, in conjunction with a series of ceremonies across the country, Coast Guard Pacific unveiled an inscribed granite memorial monument, which sits prominently on the front lawn of CCG Base Victoria. The polished granite monument is engraved with; a coloured Coast Guard crest, an inscription, and the names of the 36 coast guard employees who lost their lives in the line of duty since the Coast Guard was created in 1962.

The exact site for the monument was an important decision that was carefully weighed by the Victoria Base committee. Given the markers significance, it was decided to place it in an accessible area that would allow public access to read the inscription and understand the significance of the monument. After some well deserved pressure washing and painting of cement Victoria Base entrance marker, the granite monument was permanently positioned in behind it, visible from the street through the large architectural notch in the top of the marker.

"It goes without saying that it is not always easy to work in such conditions. Most of us don't often think about the sacrifices of many members of Coast Guard staff who work around the clock, often several days straight, to protect the safety of Canadians on the water," said Vija Poruks, Assistant Commissioner for Coast Guard Pacific. "Today, they are part of our proud history. We should be proud of their exceptional contribution and of being members of an organization with such a noble purpose."

This coming April 28, during the National Day of Mourning, the Canadian Coast Guard will join other agencies, federal departments and businesses in some 80 countries in the world to recognize the men and women who are injured, become ill or are killed in the workplace.

Dan Bate

A bright wreath stands against the granite monument at the entrance of Victoria Coast Guard Base during the inaugural Coast Guard Pacific National Day of Mourning ceremony in 2009.

Dan Bate

The sandblasted stern of *CCGS Bartlett* juts out from the floating drydock at Allied Shipbuilders in North Vancouver.

CCGS Bartlett gets a new $16.9M refit on Life

Dan Bate

Crossing the Second Narrows Bridge into North Vancouver, it's hard to miss the sight of *CCGS Bartlett* in the Allied Shipbuilders dry dock just a stone's throw from the north end of the bridge. Allied Shipbuilders were the successful bidder on both Vessel Life Extension contracts for the 190ft Coast Guard Ship.

The $1.4 million first phase of the project, awarded under the Government's Economic Action Plan (EAP), was started in July 2009. A second larger $15.5 million contract started in October 2009 and work has been continuing at a hurried pace since then. With a projected completion date of late April, the shipyard has been working hard to meet the schedule.

"This refit will ensure that *Bartlett* is operational for an additional 10 years, doing what it does best: working on the coast, servicing buoys, doing search and rescue, and environmental response," said Louise Ann Granger, Coast Guard's project manager for the EAP Vessel Life Extension of the *Bartlett*.

The contract has allowed the company doing the refit to rehire several employees who had been laid off earlier in the year. In addition, the *Bartlett* project has enabled the shipyard to hire a dozen apprentices in all trade groups, who are obtaining the skills necessary to continue the future of Allied Shipbuilders and the marine industry in B.C.

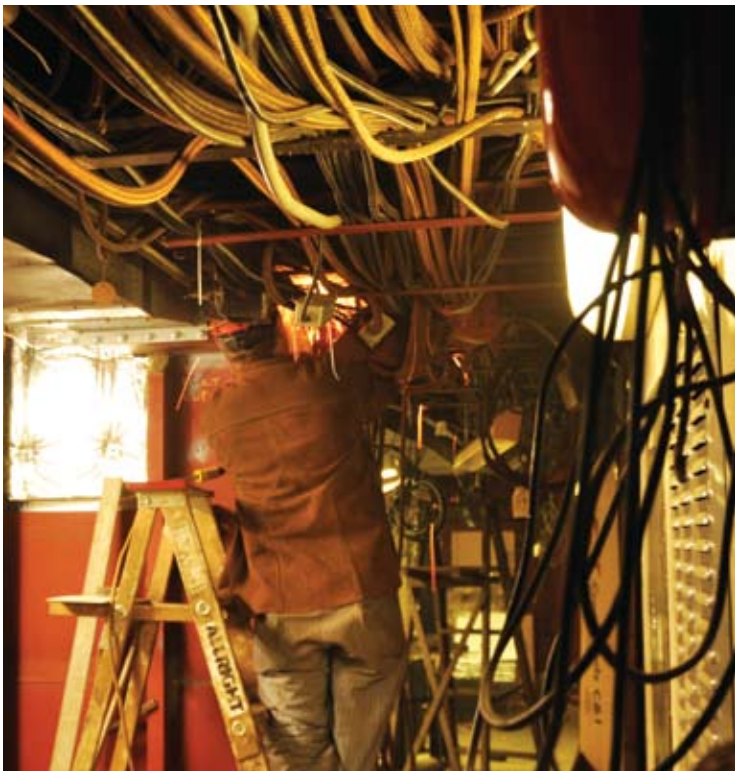
"This project has benefited our company immensely," said Malcolm McLaren, President of Allied Shipbuilders. "This project has allowed Allied to hire back everybody on our seniority list and bring in many new employees, bringing the number of employees working solely on the *Bartlett* project to 125."

While the shipyard completes most of the work, the refit has had a significant spinoff effect for local businesses. A North Vancouver electrical design company and a group of local electrical manufacturers are working with Allied's electrical design team to undertake a sophisticated electrical upgrade to *Bartlett*.

Allied installed new marine doors from a North Vancouver manufacturer, new floor coverings from a Vancouver company, and a marine lining and ceiling system supplied by a Montreal company. A new galley will be supplied and installed by a Vancouver firm and the heating, ventilating and air conditioning systems for the entire vessel are being upgraded by another local company.

"The *Bartlett* project has not only benefited Allied, it has been an economic boom for local industry," said Chuck Ko, Vice President of Operations for Allied Shipbuilders, and Project Manager for the *Bartlett* project. "Over half of the contract value is spent on purchasing material and equipment from local suppliers and manufacturers."

When the Vessel Life Extension is complete, the vessel will be modernized, fully operational and will return to service ready for another decade of service.



Dan Bate

Work continues on the interior of *Bartlett* with the preparation and installation of sophisticated electrical upgrades to the ship.

Canadian Forces Base Esquimalt, Imaging Services

Vector 1, a 733 RHIB driven by *Vector* crewmember and boatswain Brad Forster makes a turn during an early morning local patrol in the Vancouver Harbour.

753, the next generation of Coast Guard Zodiacs

Dan Bate

In a small boatyard in an industrial park in Delta B.C., Coast Guard's newest version of the Rigid Hull Inflatable Boats (RHIB) are coming off the assembly line. The 25, twin-engined, seven metre boats constructed by Zodiac Hurricane Technologies Military Professional Group, are the latest version of a design familiar throughout the region. Of the 25 boats constructed, nine will remain in the region.

The latest version, called the 753, is an open fast rescue craft used extensively by Coast Guard crews. The speed, design and shallow draft of a Coast Guard 753 allows it to get into some tight spots to effect rescues, survey shoreline and navigate tight channels where traditional Coast Guard ships and cutters sometimes cannot reach.

"Positioned at every shore station and on every major vessel in the region, in an average year Coast Guard steams about 100,000 km on this coast alone in these boats," said Kevin Tomsett, Supervisor of Small Vessels for the Canadian Coast Guard in Pacific Region. "That's equivalent to two and three quarter times around the equator in a small open boat, 12 months per year."

The $5 million contract was awarded under the Federal Government's Economic Action Plan last September and the company has been working diligently to ensure the last boat was delivered by the end of March 2010. To keep up with production, Zodiac was completing three to four boats per month to keep up with the quantity required by the end of the contract.

Timing of the contract was especially beneficial from the company's perspective as lower than normal production levels in months previous necessitated downsizing their workforce. Once the contract began Zodiac was able to rehire back some of its employees.

"This project is going to support about 10 to 12 hands-on workers in the production workforce as well as the support staff, engineering and other quality assurance people," said Jean-Jacques Arignon President of Zodiac Hurricane Technologies. "Had this contact not occurred, we probably would not be in this position today, so certainly for our employees and the local community it has been an added bonus to maintain employment and grow employment as well."

While RHIB's have been used in the region for many years, the overall design has evolved, resulting in the latest iteration of the 753. Some key differences in the new boats include locally produced shock mitigating seats and a different console configuration.

"Since the first prototype came off the line, the new shock mitigating seats have proven to be very effective for us," said Kevin Tomsett. "We are finding that our crews are far better protected in rough weather out on the water, so safety-wise this new design is of great benefit for our crews."

In order to ensure that crews are trained with the latest technology, new programs were developed and the first boat of the contract was delivered to the Coast Guard Rigid Hull Inflatable Operator Training School in Bamfield, B.C. in December. Later versions will be replacing older assets on ships or at stations.

Canadian Coast Guard - Pacific

The crew of a Canadian Coast Guard, 733 Rigid Hull Inflatable Boat (RHIB) stops to verify a position off Imperial Eagle Channel near Bamfield B.C.

Canadian Coast Guard Vessels of the Pacific Region

CCGC Cape Edensaw

47ft. Multi-Task High Endurance Lifeboat

Mike Mitchell

Call Sign: CFN 4210
Official Number: 827458
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 B.C.
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 **Draft:** 1.37 m (4.5ft)
Length: 14.36 m (47ft 11 7/8in) **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 iwmp 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.

Canada