



BABE THE SAFETY POOCH
This column gives me a headache, please pass the Excedrin.

QUIZ 116

Pilotage Exams: when general knowledge becomes specific

BY CAPT BARB HOWE

That was a great article on the BC Coast Pilots (BCCP) in the July issue of WM where author Simon Hill reports that the BCCP tells their pilots to “look out the window”, underscoring the value of visual navigation in these times of easy electronic seduction. We might well all follow this advice.

After completing the familiarization program, the first pilotage exam is a written “general knowledge” paper. Actually I think this is a bit of a misnomer as general knowledge can become very specific when it appears as an examination question or quiz show poser. Ken Jennings with his 74 straight Jeopardy wins had enough specific general knowledge to answer 2,693 questions correctly. Actually I think he had a lot of general specific knowledge – there’s a difference – though not enough when he was asked, “Most of this firm’s 70,000 seasonal white collar employees work only 4 months out of the year” and replied, “What is Fed Ex?” Nancy Zerg toppled the champ with her correct answer, “What is H&R Block?”

I’ve had the pleasure of working with guys who were preparing for BCCP general knowledge exam, and thought it might be handy this month to have a look at the kind of questions that have been asked in the past. This certainly doesn’t mean that these questions are representative of the current BCCP general knowledge examinations, but a look back may be useful.

I doubt that Mr. Jennings will be applying to the BCCP; he’s short on sea time.

1. From a chart the course required is 151(T). The gyro error is 1 low, what is the gyro course to steer?
2. A vessel is heading 020 by gyro. The gyro error is 1 high, what is the true heading of the vessel?
3. Two beacons are in line bearing 136 by gyro. According to the chart the true bearing of the beacons in line is 138. What is the gyro error?
4. A bridge has a vertical clearance of 120ft at HHW which is 12ft. The vessel’s air draft is 90ft 6in. The height of the tide is 9ft 6in at the time of transit. What will be the clearance under the bridge?
5. A bridge has a clearance of 35m at HHW which is 4.30m. The height of the tide when the bridge is to be transited is 3.75m. The distance from the deck line to the top of the mast is 30m, and the vessel’s freeboard is 4.5m. What will be the clearance under the bridge?
6. A power line has a clearance of 41m at HHW which is 4.5m. A vessel has an air draft of 35m at a summer draft which is 10.5m. The vessel’s draft approaching the power line is 9.25m. What will be the clearance under the power line when the vessel transits at HHW?
7. From a known position a vessel steers 090 (T), speed 7 knots. A current is setting 200 (T) at a rate of 2 knots. What is the course made good (CMG) and speed made good (SMG)?
8. At 1200 a vessel steering 090(T), speed 6 knots, sights Point A bearing 160 (T) at a range of 5 miles. At 1330 Point A is bearing 239(T) at a range of 10 miles. What has been the set, drift, and rate of the current? And what has been the CMG and SMG? Remember that the lines in this vector triangle are short, and some pencils are sharper than others, so give yourself 5 or so for accuracy.
9. The course to make good is 045 (T). What is the course to steer if a current is setting NW at 2 knots and the leeway is estimated at 8 for a SE’yly wind. The vessel speed is 14 knots.
10. A vessel has a displacement of 12,060 tonnes. The length is 126m, breadth 20m and the Cw is .78. The vessel is loading at a dock where the water density is 1010 kg/m3. By how much can the ship submerge her load marks so that she will rise to them when she enters salt water?

Answers on page 67



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Working safely on the Fraser River - A collaborative effort for the 2014 Fishery

BY GINA MCKAY, Program Manager, Fish Safe

After a few close calls during a very foggy chum fishery in the river last fall (see Note below), I got a call from Captain Peter Pederson of Seaspan Ferries. He wanted to know if there was anything we could do to improve planning and communication during salmon fisheries. This request was brought to the December 2013 Fish Safe Advisory Committee Meeting and a subcommittee was formed to take on the task. Fish Safe took on the coordinating role and all users were invited to a Fraser River Safety Committee Meeting in May 2014. An amazing group of 22, representative of a variety of users, attended this first meeting to discuss collision avoidance in the river.

Several key deliverables were determined from that first meeting:

- the recognition that the summer salmon fishery could operate seven days per week if the forecasted 7-75 million fish show up;
- the recognition that the traffic on the river is going to increase in numbers and size of vessels;
- an email distribution list be established for pre-season openings and communication amongst users;



Some members of the Fraser River Safety Committee meeting at the Fish Safe offices in Richmond (left to right): Barb Mueller, Glenn Budden, Harold Wulff, Brian Cook, Gina McKay, James McQuibban, Andy Allan, Bob Gibney, Randy Smigel, Peter Pederson, John Horton.

- an educational brochure that documents best practices for all users be created.

With a common goal of improving safety in the river we all rolled up our sleeves and pulled together the components needed to go into the education brochure. The result is an amazing combination of visuals set atop the actual chart of the

WORKING SAFELY

ON THE FRASER RIVER



A Guide for Fishermen and Mariners, prepared by the Fraser River Safety Committee.

For more information contact Fish Safe
tel: 604-261-9700 email: fishsafe@fishsafebc.com web: fishsafebc.com

















BEST PRACTICES FOR ALL VESSELS




SAFETY NET

Fraser River Safety Committee:

Gina McKay, Fish Safe, Chair
 Peter Pederson, Seaspan Ferries
 Phill Nelson, Council of Marine Carriers
 Bob Gibney, River Pilots
 John Horton, Canadian Lifeboat Institution
 Glenn Budden, Transportation Safety Board
 Barb Mueller, Fisheries and Oceans
 Chris Jensen, Seaspan Tugs
 Shawn Strukoff, Commercial Fisherman
 Harold Wulff, Canoe Pass Fishermen's Association
 Mike Emes, UFAWU/Unifor
 Bruce Logan, WorkSafeBC
 Kim Nguyen, Canadian Fishing Company
 Mas Shima, Canadian Fishing Company
 John Swann, Canadian Lifeboat Institution
 Carly Gilchrist, Port Metro Vancouver
 Andy Allan, Transport Canada
 Kyle Flindt, Tsawwassen First Nation
 James Earles, Seaspan Ferries
 Barb Howe, Quinte Marine
 Randy Smigel, River Pilot
 Roger Todd, Seaspan Ferries
 John Krgovich, Fish Safe

river with clear guidance on improving communication amongst all users. It is the goal of the Fraser River Safety Committee that with a better understanding of how and when all vessels work the river, we will continue to have a safe and productive waterway.

Note: Apparently the timing of this fishery is dictated by the Prov. Ministry of Forestry, Lands, and Natural Resources Operations. Their lack of flexibility around timing in 2013 forced a fishery during extreme fog. I am not sure when saving Coho became more important than the safety of fishermen and commercial mariners?

Here's what some of the Fraser River Safety Committee members have to say:

Capt. Phil Nelson, Council of Marine Carriers: "This brochure is intended to close the gap in communications between fishers and other river users. Hopefully it will do just that by widening the gap between their vessels!"

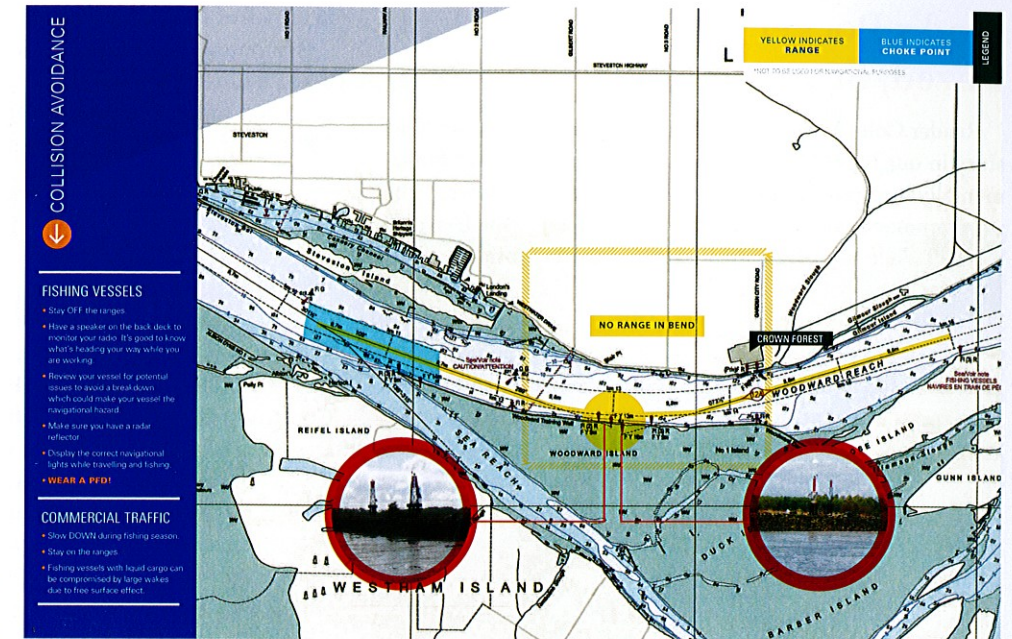
Capt. Peter Pedersen, Seaspan Ferries: "With so many different groups working the Fraser River it is our hope that this will go a long way to ensuring that at the end of the day everyone goes home safely."

Capt. Bob Gibney, River Pilots: "It was a pleasure to work with all on the committee. Thanks to Gina for her thoughtful, positive, can-do attitude combined with coordination skills which brought the brochure to timely production with the hopeful outcome of a safer fishery for all for years to come."

Capt. John Horton, Canadian Lifeboat Institution: "I am sure this unique proactive collaboration will result in saving lives and property."

Harold Wulff, Canoe Pass Fisherman's Coop: "It will go a long way with fishermen when they know the brochure is a joint effort between all users. Mariners looking after each other, not waiting for a tragic incident to happen — good job!"

Copies of *Working Safely on the Fraser River* are available through members of the Fraser River Safety Committee or contact Fish Safe 604-261-9700 fish-safe@fishsafebc.com fish-safebc.com ◀



A sample page from *Working Safely on the Fraser River* shows detailed information on ranges, choke points and visibility hazards overlaid onto river charts for ease of use.

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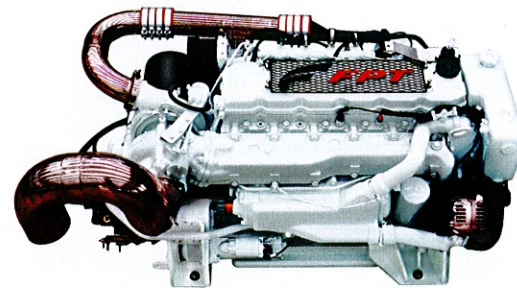
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