

Subsection 5.—Marine Services of the Federal Government

The Marine Services of the Department of Transport comprises five Branches—Marine Works, Marine Regulations, Marine Operations, Shipbuilding, and Marine Hydraulics—each headed by a director responsible to the Assistant Deputy Minister, Marine.

The *Marine Works Branch* responsibilities include provision and maintenance of aids to navigation, maintenance and management of Canada's secondary canals, administration of public harbours and wharves, and general supervision of harbour commissions. It has three Divisions—Aids to Navigation, Canals and Harbours, and Property.

The *Marine Regulations Branch*, with three Divisions—Ships Machinery Inspection, Hulls and Equipment Inspection, and Nautical and Pilotage—is responsible for the administration of those parts of the Canada Shipping Act that relate to the operations of Canadian ships and ships within Canadian waters. It is charged with the registry and licensing of ships, the certification of ships' officers and the engagement and discharge of ships' crews. Other responsibilities include pilotage, safety inspection of ships, handling of dangerous cargoes, prevention of oil pollution of Canadian waterways and air pollution by ships, and the investigation of marine accidents. It is also responsible for the co-ordination of Canada's participation in the Intergovernmental Maritime Consultative Organization, a United Nations body charged with the promotion of marine safety on an international basis.

The *Marine Operations Branch* is responsible for operating the departmental fleet, the Canadian Coast Guard, which consists of 146 ships of various types including both heavy and light icebreakers, an icebreaking cable repair ship, a special Arctic service ship, and two weather-oceanographic ships, the CCGS *Vancouver* and CCGS *Quadra*, which alternate in manning Weather Station "Papa" in the Pacific Ocean.



The CCGS John A. Macdonald back on the job of patrolling the Gulf of St. Lawrence after its epic voyage of 1967. The journey started on July 4 as a routine re-supply mission in the Eastern Arctic but took the icebreaker unexpectedly through the famous Northwest Passage and a rescue deep in the Polar ice, then through the Bering Strait to Vancouver and eventually home to Dartmouth, N.S., by way of the Panama Canal.