

of dangerous cargoes, investigating marine accidents and administering regulations regarding oil pollution in Canadian waterways.

The Marine Safety Branch protects the interests of the owners of wrecked ships and their cargoes and the interests of the Crown in unclaimed wrecks. It has responsibilities for policy formulation in such matters as the coastal trade, the limitation of liability of ship, wharf and canal owners and the rights and liabilities in disputes between ship owners and cargo owners, stevedores' liens and salvage claims.

The Canadian Coast Guard is responsible for the over-all direction of the Canadian Coast Guard fleet which consists of more than 80 active ships including heavy, medium and light icebreakers, an icebreaker-cable repair ship and two weather-oceanographic ships which alternate in manning Pacific Weather Station "Papa", 900 miles west of Victoria, BC.

The fleet services thousands of lightstations, shore lights, buoys and other navigation aids along Canada's coasts and inland waterways. During the Ministry of Transport's Arctic re-supply operations each summer, Coast Guard ships work in conjunction with chartered commercial vessels to move approximately 500 tons of cargo to five or six northern ports. In the winter the icebreakers aid commercial shipping in the Gulf of St. Lawrence from Cabot Strait to the Quebec north shore and break ice jams to prevent flooding along the St. Lawrence River, particularly between Trois-Rivières and Montreal.

In addition, Coast Guard ships patrol the St. Lawrence Ship Channel to ensure that it is maintained at its advertised depth; carry out most marine search and rescue operations; and assist other departments doing oceanographic and hydrographic research or investigating Arctic developments. Often a Coast Guard ship is the operational base for the scientific research team.

The Marine Pilotage Branch was established as a separate entity in February 1972 to provide advice on pilotage matters, and is responsible for establishing national technical standards and conducting research required to ensure that these standards are maintained. It is also responsible for prescribing standards for health, uniform financial reporting procedures, procedures for hearings held by Pilotage Authorities, and recommending the establishment of compulsory pilotage areas where an Authority fails to do so and it is considered to be in the public interest.

The Pilotage Act, which came into force February 1, 1972, established the Atlantic Pilotage Authority, Laurentian Pilotage Authority, Great Lakes Pilotage Authority and Pacific Pilotage Authority. Their objectives are to establish, operate, maintain and administer, in the interest of safety, an efficient pilotage service within their respective regions.

The Marine Telecommunications and Electronics Branch is responsible for operating a communications and electronics engineering service in support of Marine Services ships and operations, for developing new or improved specialized equipment and for providing electronic navigational systems.

The major function of the Marine Emergency Office is the development and execution of oil pollution contingency plans for all territorial waters including those which are contiguous with US waters.

Field organization. In the field, a regional management organization within the Marine Services has been developed to provide the Ministry with more efficient means of matching resources to workloads in all areas. Included in the completed system are 11 established District Marine Agencies, and 15 other Marine Services field offices that in the past have reported individually to Marine Services directors or to the Administrator, Canadian Marine Transportation Administration.

The first step was completed in 1967 with the establishment of the Maritimes Region, covering the Maritime Provinces and outlying islands including Sable Island and the Magdalen Islands, and including all Marine Services activities in the three provinces. In 1968 the Western Region, including the Pacific Coast, western and northwestern Canadian waterways and the western Arctic, was established with the same responsibilities as the Maritime Region. Later, Newfoundland (and Labrador) was reorganized using an area concept and reporting through an area manager located at St. John's. The Laurentian Region was established early in 1972 and covers all Marine Services field responsibilities in Quebec other than the Magdalen Islands. The Central Region was established in the summer of 1972 covering Ontario and Manitoba.