



**ORDER/ADDRESS OF THE HOUSE OF COMMONS
ORDRE/ADRESSE DE LA CHAMBRE DES COMMUNES**

NO.-N° Q-14	BY / DE Mr. Cummins (Delta-Richmond East)	DATE October 12, 2004
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RETURN BY THE LEADER OF THE GOVERNMENT IN THE HOUSE OF COMMONS
DÉPÔT DU LEADER DU GOUVERNEMENT À LA CHAMBRE DES COMMUNES

SIGNATURE
MINISTER OR PARLIAMENTARY SECRETARY
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

(TABLED FORTHWITH/DÉPOSÉ AUSSITÔT)

DEC 10 2004



INQUIRY OF MINISTRY
DEMANDE DE RENSEIGNEMENT AU GOUVERNEMENT

PREPARE IN ENGLISH AND FRENCH MARKING "TEXT" AND "TRANSLATION"
PRÉPARER EN ANGLAIS ET EN FRANÇAIS INSCRIVANT "TEXTE" ET "TRADUCTION"

N NO.	BY / DE Mr. Cummins	DATE 2004/10/26
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REPLY BY THE MINISTER OF FISHERIES AND OCEANS
RÉPONSE PAR LE MINISTRE DES PÊCHES ET DES OCÉANS



SIGNATURE
MINISTER OR PARLIAMENTARY SECRETARY
MINISTRE OU SECRÉTAIRE PARLEMENTAIRE

14 — October 12, 2004 — Mr. Cummins (Delta—Richmond East) — With regard to the used hovercraft, the Liv Viking, which was recently acquired by the Canadian Coast Guard base at Vancouver International Airport to provide search and rescue service: (a) what was the original purchase price of the Liv Viking when originally constructed; (b) what was the purchase price of the Liv Viking paid by the Government of Canada; (c) what was the cost of the refit; (d) what were the design costs; (e) what were the costs of survey engineering and related feasibility work; (f) what were the travel and associated expenses of the Coast Guard, Public Works and other government agencies associated with the selection, design, purchase and refit of the Liv Viking; (g) what were the total administrative charges levied against the project; (h) what was the cost to put the Liv Viking into service; (i) when was the Liv Viking originally constructed; (j) when did it go into service in Europe; (k) what was the nature of the service in Europe; (l) when was it withdrawn from service in Europe; (m) why was it withdrawn from service in Europe; (n) how many hours of service did it have in Europe; (o) what happened to the hovercraft when it was taken out of service in Europe; (p) what are the maximum wind conditions (in knots) in the Coast Guard's Search and Rescue (SAR) Area 303 (where the Liv

Viking will be expected to operate) in (i) spring, (ii) summer, (iii) fall, and (iv) winter and is the craft certified to operate in such conditions; (q) what is the wave height (percentage of time) in SAR Area 303 for the following wave height conditions — 0-1 metre, 1-2 metres, 2-3 metres and 3 or more metres — in (i) spring, (ii) summer, (iii) fall, and (iv) winter and has the craft been accredited to operate in such conditions; (r) do the operational performance requirements ensure that the craft has the ability to (i) undertake search and rescue operations in wave heights of 3 metres and winds of 40 knots, (ii) maintain a speed of 35 knots for a continuous period of 8 hours; and (iii) maintain a speed of 20 knots in wave heights of 1 metre and winds of 25 knots; (s) does the Liv Viking have a bow-ramp for use in medical evacuations and if not, why not; (t) as part of the refit, were the "lift" engines replaced, if not, why not, and how many hours have they been in service; (u) after going into service in Canada has the Liv Viking had any breakdowns or repairs, if so what were they; and (v) what kind of diving platform does the Liv Viking have, how do rescue divers enter the water from it, how do rescue divers and those in the water in need of assistance get aboard, and are they able to get onboard without assistance?

- (a) CCG is not privy to the original purchase price information. As a point of clarification, LIV VIKING was re-christened PENAC when it entered service with the CCG.
- (b) The contract currently is valued at \$ 7,792,900.00, and although the contract will remain open until the one-year warranty provision expires in June 2005, its value is not expected to change significantly as a result of any warranty activity. CCG, however, is considering the allocation of unused project contingency funds for the purchase of additional spares, valued at approximately \$500,000.00. In that event, the anticipated contract value will not exceed \$8,300,000.00.
- (c) The cost of the refit, which included an extensive refurbishment or renewal of all fitted equipment and systems, was negotiated in the contracted price. In effect, as a result of the refit, the vessel has been returned to a like-new condition and is ready to undertake Search and Rescue operations.
- (d) The design study, which was performed under a separate contract, cost \$ 169,400.00.
- (e) These costs were included in the design study.
- (f) The only Government departments involved in the project were the Department of Fisheries and Oceans (DFO) and PWGSC. Total travel costs for DFO were \$181,700.00.
- (g) CCG Project Management costs totaled \$279,400.00.
- (h) The craft was delivered ready for operations.
- (i) The craft was built by British Hovercraft Corporation (later named GKN Westland Aerospace) at their East Cowes facility on the Isle of Wight in 1984.
- (j) The craft entered into service in 1985.
- (k) The craft provided passenger service between Kastrup Airport, Denmark and Malmo, Sweden until approximately 1992.
- (l) CCG understands that the craft was withdrawn from service between 1992 and 1997, but was fully maintained during this period.
- (m) CCG understands that the craft was originally retained for use over ice, however, higher than anticipated winter temperatures reduced the need for the craft.
- (n) The craft had accumulated 14,000 operating hours from 1985 to 1992.
- (o) The craft was sold to Hoverwork Ltd

	Spring	Summer	Fall	Winter
Wind (knots)				
Average	7	7	10	10
Maximum	39	46	70	64
Prevailing Direction	S	NW	SE	S

These figures characterize historical environmental conditions. The seakeeping capabilities of PENAC meet its operational requirements, and are similar to those of the primary SAR hovercraft SIYAY which has operated safely and effectively in the assigned area since 1998. The most extreme conditions listed above exceed the craft's normal operating envelope. Under those circumstances, SAR missions can be assigned to other assets.

(q)

	Spring	Summer	Fall	Winter
Wave Height (% of time)				
0 – 1 meter	50	50	42	42
1 – 2 meters	37	40	30	31
2 – 3 meters	6	3	16	13
> 3 meters	7	7	12	14

These figures characterize historical environmental conditions. The seakeeping capabilities of PENAC meet its operational requirements, and are similar to those of the primary SAR hovercraft SIYAY which has operated safely and effectively in the assigned area since 1998. The most extreme conditions listed above exceed the craft's normal operating envelope. Under those circumstances SAR missions can be assigned to other assets.

(r)

- (i) The operational requirements for this craft do not require it to operate in the conditions stated in (r)(i). The seakeeping capabilities of PENAC meet its operational requirements, and are similar to those of the primary SAR hovercraft SIYAY which has operated safely and effectively in the assigned area since 1998.
 - (ii) Yes.
 - (iii) Yes.
- (s) No, the PENAC does not have a bow ramp. Medical evacuations can be safely carried out from the side of the craft.

- (t) The lift engines were completely rebuilt to an “as-new” condition as part of the refit. As a result, the hour meters were returned to zero.
- (u) The craft has not experienced any breakdowns since entering service. Minor repairs have been made to the starboard lift engine and the port lift fan coupling. These types of repair are considered part of the normal maintenance requirement of a high performance craft.
- (v) Diving is conducted off the side decks. Recovery of persons in the water is conducted from the side decks with the assistance of the crew. Divers are able to board unassisted, if necessary.