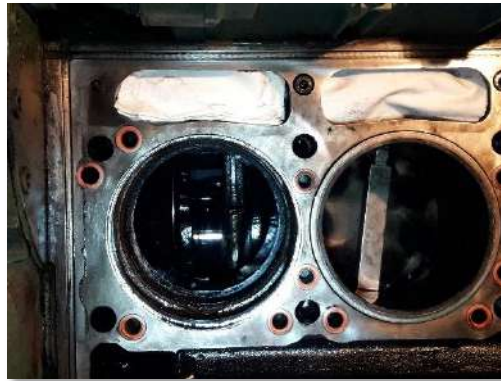




CANADIAN LIFEBOAT INSTITUTION

Fraser port engine repair

January 14. The end of the port engine repair is in sight. When we are done, the port engine had an overhaul and should be good again for years to come.



Training – Saturday 30 January, 2021 by John Horton



Normal Saturday sea training was resumed on the 30th January with strict Covid-19 protocols in place. The crew was limited to 6 members using masks and having temperatures checked. The main thrust of training was to reinforce safety protocols aboard and refine ‘Bridge Team’ work including ‘closed loop’ communications. Navigation, Steering, Radar plotting and lookout duties were shared and a variety of skills were conducted between Ladner and Steveston Bend.

The ‘Delta Lifeboat’ secured alongside the ‘Fraser Lifeboat’ at the Steveston Station for one hour. An alongside training scenario was conducted assuming a vessel taking on water and the pump was transferred to ‘Fraser’ and flash up procedures conducted terminating in full pressure being achieved.

The return trip to Ladner saw good team work, achieving all set goals. The four-hour training secured at 1300. Although Covid restrictions have seen practical training on hold for several weeks, the operational standard was satisfactory.

Alongside training

Saturday January 30. Unfortunately the port engine rebuild has not been finished yet due to a delay in parts but some crewmembers of the Fraser Lifeboat are still doing alongside training to keep their skills up. The generator is tested but doesn't start. Another item for our engineering team to look at. The firepump does start flawlessly. The Delta Lifeboat is performing on the water training and during the morning they come alongside the Fraser Lifeboat. While the Delta crew is testing their firepump the Fraser crew is practicing throwing the lifering. After the Delta Lifeboat left, the Fraser crew launched the X-boat and gave it some necessary air.



Delta Lifeboat in a bottle by Mary Horton

Our dear friend Aaron Turner, who volunteers with the Delta Lifeboat, when he has time, is a very talented carver and model maker (also, he comes from an old Steveston fishing family). In the picture below you will see a model he made of the Delta Lifeboat in a bottle. This is amazing in its own right, but we then gave him 3 miscellaneous hunks of original wood from the boat's big refit, and 2 original nails (remember the boat was built by the US Navy in Pearl Harbor in 1944) and asked if he could do something with them - thinking he might make something for himself as a memento. But no! He came back to us with the 2 supports to hold the bottle above a platform he made out of the 3 hunks of wood, and included the 2 nails. So creative! (oh I almost forgot to mention the rope work!)

A big thanks to Aaron for the great model, and now the very creative stand. Bravo Zulu.



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about 24 hours ago By: Staff Reporter



Delta L/b leaving for Herring roe fishery patrol; Sea Reach, Fraser River. | Bjorn Andersson

With the annual herring fishery fast approaching, local fishers are leaving for the grounds.

Since fishing is an essential service, Worksafe BC and Fishsafe BC have set up protocols to keep fishers safe.

The *Delta Lifeboat* will again be assisting the fleet and left Ladner on Sunday morning with her all-volunteer crew for the fishing grounds that encompass an area between Nanaimo and Comox.

This year, the crew will sport their COVID-19 protective masks and adhere to new additions to their work routines including physical distancing and enhanced hygiene measures to ensure they are safe as well as highly operational. All protocols have been mandated by Worksafe BC and Fishsafe BC.

Delta Lifeboat departed to support the herring fisheries

Sunday February 28. After a few weeks of preparation the Delta Lifeboat departed this morning to support the herring fisheries in the Nanaimo – Comox area. Bjorn got up early to take these departure photos.



Fraser Lifeboat alongside training

Saturday March 27. With the port engine repair at its final stage crewmembers did an alongside training on the Fraser.

Today plotting a course with the Nobeltec TimeZero and Raymarine systems were done. We all agree that TimeZero is the most userfriendly software but we have to be able to use the Raymarine as an alternative.

In case both systems would fail we also have an independent chart plotter on our Hummingbird sidescan sonar system and of course paper charts.

All in all it was a very useful training and we learned a lot.



WAAS

On the Fraser Lifeboat we have a Furuno WAAS GPS unit. But what is WAAS? WAAS stands for Wide Area Augmentation System. It's a system of satellites and ground stations that provide GPS signal corrections, giving you even better position accuracy.

The U.S. Federal Aviation Administration (FAA) and the U.S. Department of Transportation (DOT) are developing the WAAS program for use in precision flight approaches. WAAS corrects for GPS signal errors caused by ionospheric disturbances, timing and satellite orbit errors, and it provides vital integrity information regarding the health of each GPS satellite.

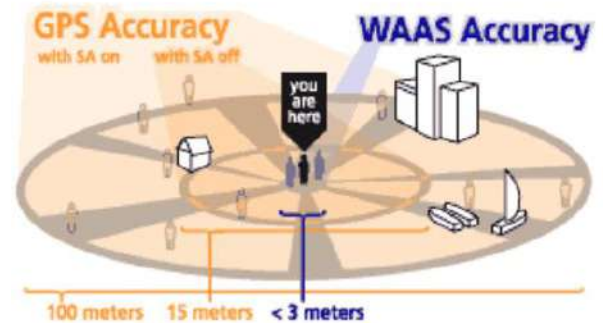
The ground WAAS reference stations are positioned across North America. The closest one for the Georgia Strait is in the state of Washington.

Although originally developed for aviation any WAAS capable GPS unit benefits from the WAAS accuracy.

15 m: Typical GPS position accuracy without SA.

3-5 m: Typical differential GPS (DGPS) position accuracy.

< 3 m: Typical WAAS position accuracy.



Who is John Butterworth?



I joined the Royal Navy in 1959 at the age of 17. The last time you could sign on for at that time was 9 years and that time didn't begin until you turned 18. I left the Navy in 1969 after serving on the following ships.

Training for a Radio Operator took place in Portsmouth at HMS Mercury, and it lasted approximately one year.

When my training was finished, I joined HMS BLAKE, this was a Light Cruiser of the Tiger Class with a crew of 716. There were 3 of this type HMS Blake, HMS Lion and HMS Tiger. Blake set sail for sea trials and then left for the Mediterranean mid 1961.

We also were in the Caribbean for the celebration of Jamaica and Trinidad independence, and Blake was also part of the NATO fleet off Cuba during the Cuba Missile Crisis. I left Blake in 1963.



I married a Wren in 1964 and was posted to Singapore, where I spent 2 years at HMS KRANJI, a Naval radio station.

In 1966 I had the privilege of being accepted on the ROYAL YACHT BRITANNIA as a radio operator, in 1967 we visited Montreal for Expo67, I liked Canada so much we emigrated here in 1969. My next posting was in 1968 on HMS TROUBRIDGE, she had just finished a refit in Portsmouth and was fitted with antisubmarine mortars and other antisubmarine equipment. She was a T Class Destroyer and was converted to



a Type 15 class. Laid down in 1941 and decommissioned in 1969. We were in the Mediterranean playing silly with Russian subs and small Russian convoys during the cold war. I left the Royal Navy in 1969.

I would note that being in the Royal Navy gave me next to none experience in general sailing and Navigational procedures. You were trained in your trade and the able seamen etc. took care of the physical upper deck etc. I am proud to be a part of the CLI, but learning how to be a competent crew member is an experience I enjoy, but sometimes frustrating not only for me but my other ship mates, being able to be part of a crew such as Delta is amazing but sometimes very taxing for an old salt such as I. But I truly do enjoy the experience of being around such great men and women, who are doing a wonderful job of ensuring safety at sea.