



May 22nd-28th, 2021



The CSBC Safe Boating Awareness Week messages this season are:

- Wear Your Lifejacket** - Over 80% of Canadians who drown while boating were not wearing their lifejacket or not wearing it properly. There are so many choices for lifejackets / personal floatation devices on the market now, it is easy to pick one that suits your 'boating style' and is one that you are comfortable wearing all the time you are on the water.
- Boat Sober** - Whether it's prescription drugs, alcohol or cannabis, the use of intoxicants is both irresponsible and illegal. In some provinces, being convicted of impaired operation will also affect your automobile license.
- Be Prepared, You and Your Boat** - Make sure you and your boat are up to your planned on-water activities. That means you are knowledgeable about your upcoming trip, your boat is properly equipped with the required and good to have safety equipment, the weather is suitable for the voyage, you have sufficient fuel and you have filed a trip plan. Plus, this is not all about you...it is important to keep in mind that by staying out of trouble you will not be putting pressure on rescue resources.
- Take a Boating Course** - If you are operating a powered recreational vessel, you should have your Pleasure Craft Operator Card or some other proof of competency. But that is just as start, so consider taking some advanced courses. If your boating preference tends towards paddle, this is the perfect time to enroll in some on water training. Or if you are just starting out, log onto and start your boating in a paddle craft responsibly. The site is not a substitute for on water training, but it does provide a great first step in education about paddle craft.
- Be Aware of Cold-Water Risks** - Cold water can severely impact your ability to swim or even just stay afloat. Even the best swimmers will feel the effects of a sudden cold-water immersion. No matter your swimming ability, best chance of surviving an accidental cold-water immersion is to *wear your lifejacket!*



Resume training by David Acton

Thursday June 20. The CLI took a 2-week stand down due to COVID-19 to let more crew members and coxswains get their vaccinations. We have now resumed training and patrols. Thursday both vessels took to the water for training and this long weekend we are conducting safety patrols. Here are some photos of crews on Delta L/B practicing RHIB approaches.



Rescue Round Up: What's new in our world of maritime rescue?

By Adrian Lee

Maritime Search And Rescue or MSAR on our coast has received a few big boosts over the past two quarters with the arrival on scene of a number of significant new boats and birds, along with the activation of a new and unique kind of volunteer marine response service and with the opening of a new, year-round lifeboat station. The Canadian Coast Guard's Western Region recently took delivery of an additional pair of Canadian designed and built heavy weather lifeboats (12m sea state capable, self-righters) while the Royal Canadian Air Force is supplanting its Buffalo fixed wing SAR fleet with a new airframe built by Airbus SAS of Spain. Victoria has a new lifeboat station, less than one month old.

Welcome to: CCGS Florencia Bay & Cadboro Bay

Twenty Bay Class high endurance lifeboats are to be stationed on Canada's Pacific (4) and Atlantic* (16) coasts. (*replacing all ten of the Arun Class lifeboats now reaching the ends of their lifecycles).

CLASS	LENGTH
Bay	62' 4"
Severn	56' 9"
Arun	52' 0"
Cape	47' 11"
Tyne	46' 10"
Falkins	33' 0"



Welcome to: the RCAF CC-295 Kingfisher

Base location: 442 Transport & Rescue Squadron, 19 Wing Comox
 Replaces: outlived CC-115 Buffalo Taskings: slated for 2022
 Capability examples: delivering SKAD (Sea Kit Air Droppable) life-rafts to persons in the water; launching illumination flares for night visual searches and rescue recoveries Tactical Call Sign Examples: AF Rescue 501 (Kingfisher) and AF Rescue 901 (Cormorant)



Welcome to: Victoria's New Lifeboat Station

Four new lifeboat stations are being added to the coastal network. Victoria's station, recently opened near the regional base of the CCG on Huron Street, and will operate the Cape Calvert and a 753 FRC.



Welcome to the: CN-CGA Coastal Nations Coast Guard Auxiliary



The first of several new marine emergency response stations on the BC coast has been activated following a period of start up development under the auspices of the Canadian Coast Guard's Western Region. These auxiliary units will be staffed by First Nations community volunteers who have been trained for search and rescue, marine first aid, and inter-agency communications protocols to established auxiliary standards.

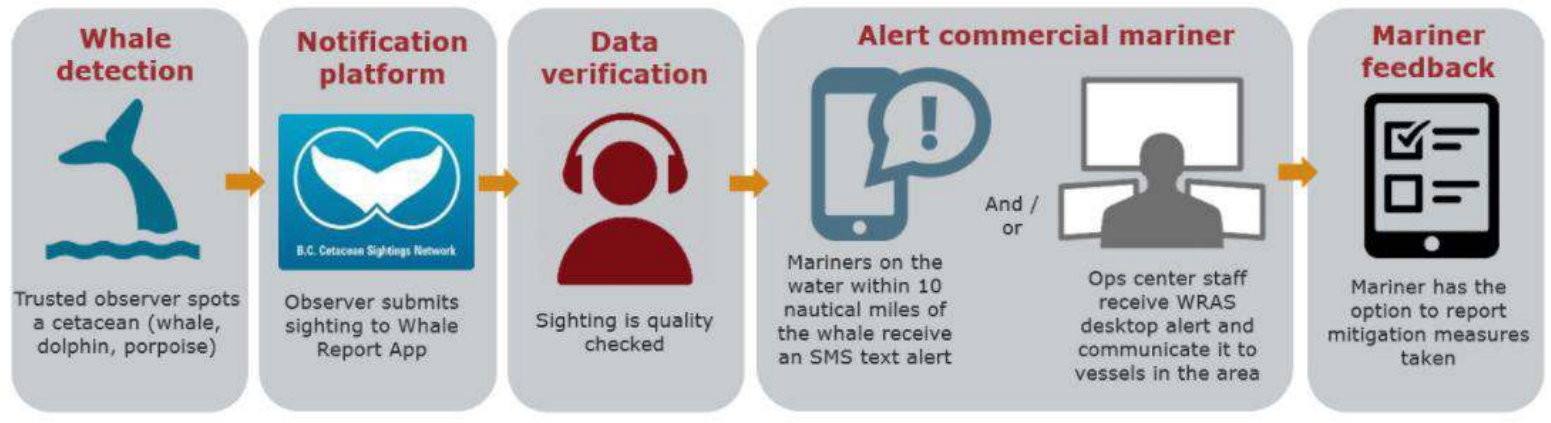
Ahousaht First Nation responders operate a 29 foot aluminium DRV (dedicated response vessel) with a 32 knot cruising speed.

Victoria Day long weekend

Friday May 21 – Monday May 24. Historically this long weekend is the beginning of the boating season. The Delta and Fraser Lifeboats perform safety patrols throughout the weekend. On the first few days we see a lot of boaters heading out but due to a change of weather it becomes more quiet at the end of the weekend. Some boating incidents were reported on the VHF but none in the vicinity of our Lifeboats. On Victoria Day the Fraser Lifeboat encountered a humpback whale just north of Sand Heads. We observed the whale for a while and reported the sighting through a new website called WhaleReport.



In October 2018, the B.C. Cetacean Sightings Network launched an alert system that broadcasts pertinent details of whale presence to large commercial vessels. Information on whale presence is obtained from real-time observations reported to the B.C. Cetacean Sightings Network via the WhaleReport app. The alerts inform shipmasters and pilots of cetacean occurrence in their vicinity. This awareness better enables vessels to undertake adaptive mitigation measures, such as slowing down or altering course in the presence of cetaceans, to reduce the risk of collision and disturbance.



Towing exercise

Thursday June 3. As part of our Thursday night training the Delta took the Fraser in tow. Because we stood down for a few weeks due to COVID-19 it was for many a good refresher. After transferring to an alongside tow and maneuvering with the alongside tow we anchored to discuss the exercise. A few lessons were learned and the towing exercise was successfully ended.



Hello from our fellow crewmembers!

Hi Everybody! It's so great to have a chance to say "Hi" to you all. I really miss you. I hope everyone is getting their shots and things will be back to the new "normal" soon. I have had my first and I'll be getting my second one soon. I stayed away initially because I had severe pain in my neck from arthritis which decreased my movement substantially. I've since had two Facet Joint injections in to my neck which have helped quite a bit. Then Covid hit. I have several co-morbidities and so decided to play it safe and stay away for the time being.

So, what's been going on with me in the last year? In the beginning of July my dog Bailey disappeared from the Strathcona Community Garden, where I am a gardener. Immediately other gardeners helped me search. I called everywhere, went over to the park, the tent city. She was gone! I believe she was scooped up. Taken.



This really hit me hard! I have searched everywhere I can think of. I put up over 600 posters. I joined numerous FaceBook groups. I was on CTV, on Global, and in the Province. I believe she has now probably been sold or rehomed. I have had only one sighting, in the West End by someone who knew her previously. On July 12 she will have been gone one year, She will be 15 then. I have been completely devastated by the loss of my little dog, companion for 14 years.

If that were not enough there was a flood in my apartment just before Christmas and I went to live with a friend till the end of March. All the floors had to be replaced.

And then I crashed in to a store front! No-one was hurt, nor was I hurt. I was waiting for my friend, the car started to role forward, I panicked and put my foot on the gas instead of the brake. I flew in to the window of a music

store! I lost it totally at that point. Someone called 911. My mental health was pretty fragile in those days.

I am better now. I'm back in my apartment. I've been doing quite a bit of gardening, long walks in nature, Skype Spanish classes, and of course CLI classes have all kept me busy. Lots of phone calls with friends and several get together on restaurant patios with bubble mates have helped my sanity. I have seen my son and his wife as well from time to time. Looks like I might be a Grandma in the Fall. (Photos on the right: My garden when I first got it and last summer. Can you tell which is which??) Stay safe and healthy and I hope to see you all soon. Roz

Roz Bell



Continuing Who is John Horton?

After the arrival of the White Rose of Yorkshire John negotiated moorage and the establishment of a new CLI station at the Roberts Bank superport. Combined training of the White Rose of Yorkshire (with a new crew from Delta) and the Steveston Lifeboat quickly brought the new acquisition on line and into service.

After 2 years of successful service CLI suffered a serious internal setback. The Coast Guard decided that to continue as a SAR resource, CLI would have to join the Coast Guard auxiliary. CLI was assured that it was merely a formality as Ottawa only wanted to deal with one organization. CLI could still paint its lifeboat in their own colours, wear their own uniform and fly their own flag. However once an agreement was signed the auxiliary quickly made it clear that they only viewed the CLI as a fundraising organization for them. The agreement was not favourable to the CLI, which continued providing service as "lifeboats of opportunity", a role that exists to this day.

Happily CLI's excellent relationship with the regular Coast Guard continued and remains as strong as ever mainly because the CCG has always been able to rely on the CLI's professional ability. Unfortunately the whole episode caused a rift in CLI's ranks and the Roberts Bank crew split away, joining the auxiliary and forming their own fundraising society.

About a year later CLI was faced with yet another crisis. Pat Mordaunt, CLI's dedicated and financially generous president passed away very suddenly after a major move of his company, during which time there were no board meetings. This left a serious hole in CLI's leadership, with only three board members remaining; Bob McIlwaine, Lars Mathieson, and Robin Gardner. Robin, a member from the Roberts bank station, was elected by the board to assume the role of president until the next election. The CLI had no funds and consideration was being given to developing the organization as a fundraiser. In the meantime, John continued to operate the Steveston Lifeboat with his own funds and the 'White Rose' continued with the Roberts Bank Lifeboat Society where it served under the auxiliary flag. This situation meant that the CLI was basically down to one lifeboat, although two other private vessels were available, one on the Fraser and one in Port Moody.

The 'Steveston Lifeboat' continued her support of the fishing fleet and continued to rack up incidents into the 700's. By this time Commander Bob McIlwaine who had already served on the board was elected president and through his leadership and the election of several master mariner and Naval personnel CLI has survived. With all these changes CLI had carved its own path. It had been realized that rather than



anchoring out waiting for a call for assistance, CLI could focus on preventing accidents and making the river safer for fishermen and commercial shipping by escorting ahead to give early warning of approaching traffic so that nets could be cleared in a timely fashion. This proved highly successful and a strong relationship has developed between pilots, Seaspan ferries, tug companies, commercial and native fishermen. Assisting fishing vessels when in trouble always keeps the CLI crews on their toes.



In 2012 CLI was made aware of a 'Tyne' class lifeboat, the Famous Grouse for sale from the RNLI. It had been realized for some time that the 'Steveston Lifeboat' could not handle the growing Fraser River traffic alone. She also lacked the speed required for some deep-sea transits. The 'Tyne' might solve this problem, but the asking price set by the RNLI was beyond our reach.

Negotiations with the RNLI, coupled with the default of a UK purchaser, resulted in a half-price offer by the RNLI, provided the CLI could accept the vessel within a few weeks. A suitable loan was arranged with Gulf & Fraser Finance and with the funding and transportation in place John and Bruce Docherty were sent to England to sail the 'Tyne' from the RNLI depot in Poole to Holland where she would be loaded aboard a Star shipping vessel bound for the Fraser wharves in the Fraser River. Sailing out of his native harbour was a particular thrill for John, this being the very harbour where he had learned to sail and race as a boy. On passing the bell buoy off the harbour entrance John laid a wreath in memory of his parents whose ashes had been scattered there years before.

Overnight stops were made in Gosport and Dover before crossing the very busy Dover Strait and navigating through the convoluted sandbanks that sit off the French, Belgium and Dutch coasts. Met by the KNRM Breskens lifeboat and escorted into port John and Bruce enjoyed a tremendous welcome and hospitality. While John had to fly home, Bruce stayed and took responsibility for the lifeboat loading. When the ship arrived at Fraser wharves she was met by the 'Steveston Lifeboat' with extra crew and CLI directors aboard. After a quick survey on board by Captain Rose and Captain Scott the lifeboat was hoisted out on the ship's gantry and lowered into the Fraser River.

While passing the tunnel a distress call was monitored for a motor vessel in trouble in the Albion Box. It was quickly decided that because John had good local knowledge of the tricky Albion Box that he should attempt to rescue it with the 'Tyne'. Arriving on scene the 25' motor vessel was found disabled. Taking it in tow, a course was set for Steveston. And so the 'Famous Grouse' arrived in her new home port having performed her first Canadian rescue.

Once a refit and early training had been completed both lifeboats provided a continued CLI presence on the Fraser. Both vessels even deployed together for the herring fishery in the Comox area. As an example of just how busy CLI can be; between August and October 2014 during a time that saw 45 days of fishing, 'Delta' and 'Fraser' lifeboats successfully resolved 25 incidents between them and escorted a huge number of commercial transits.

In 2014 the 'Steveston Lifeboat' suffered an accident whilst training. The result was a major refit and upgrades that greatly enhanced the vessel's general condition and efficiency. Soon after returning to service, CLI heard that the City of Delta would entertain a request to establish a SAR station in Ladner. Following negotiations a berth was donated by the city and the 'Steveston Lifeboat' was renamed 'Delta Lifeboat'. Arriving in Ladner escorted by the 'Fraser Lifeboat' and the Coast Guard hovercraft. 'Delta' was given a huge civic welcome. In attendance was the mayor and council, MP's, MLA's, representatives from the Admiral, Coast Guard and Rescue Center. CLI members, patrons and supporters enjoyed a fabulous civic luncheon in City Hall. What a wonderful start to a continuing relationship.



Now with two dedicated lifeboats providing service in the Fraser they train together and continue to develop strong bonds.

In 2020 John and Mary Horton donated their much loved lifeboat to the CLI. Whilst remaining as principle coxswain John is now attempting to pass his knowledge on by training a new breed of coxswains. It is hoped that the 'Delta Lifeboat' will continue to be a beacon of hope for those in distress for many years to come.

Some of the rewards that John received a recognition of his SAR service:



The Order of BC



The Queens Golden Jubilee Medal



The Sovereigns Volunteer Medal



The RLSS Gold Medal

