



SAFE BOATING
Awareness Week



May 21st-27th, 2022

1. Wear Your Lifejacket
2. Boat Sober
3. Take a Boating Course
4. Be Prepared, You and Your Vessel
5. Be Cold Water Safe

Fraser LB heavy casualty retrieval



Saturday April 9. One of our goals during this training was to come up with a method to retrieve a heavy casualty from the water. There was a lot of wind and the waves made the exercise challenging. We installed the Jason's Cradle at the starboard side and retrieved Oscar in the X-boat using the parbuckle method (victim horizontal in the water, two lines tied to the X-boat, one around the shoulders, the other around the back of the knee joint and then rolling the victim in the X-boat).

Once Oscar was in the X-boat we laid him on the Jason's Cradle and rigged a line from the Cradle to the mast through a pulley back to one of the lower stanchions

to the anchor winch. This setup works surprisingly well and can be used for getting heavier loads on deck. A davit would be ideal for this job and it is on our wish list.



Southern Straits Yacht Race – Dundarave Pier / Fraser LB safety patrol

Saturday April 16. Early in the morning Jim, John, Brian and Ron setup our CLI tent at the Dundarave Pier in West Vancouver at the start and finish line of the 2022 Southern Straits Yacht Race. We educated passersby about the CLI and the role we play with the Delta LB. In the meantime, we also tried to encourage people to donate for the good cause. The weather was rainy and cold but we had a good time. We had an excellent view of the starting line and the Delta LB. After all the sail boat divisions had started we packed up our tent and went to the Fraser LB to conduct an Easter long weekend safety patrol. Due to the cold weather, not many boats were out there and at 1700 hour we stood down.





2022 Southern Straits Yacht Race by John Horton

With the easing of COVID restrictions the West Vancouver Yacht Club was able to hold its annual classic Southern Street Yacht Race. WVYC requested CLI give safety and communications support for the race and so the 'Delta Lifeboat' transited to Fisherman's Cove on Thursday, April 14 with a crew of 7 where they were treated to dinner and attended the pre-race meeting.

Following breakfast on Good Friday the lifeboat transited to Dundarave pier where she came to anchor for the start. Ashore CLI volunteers erected the tent and engaged many of the spectators who had come down to view the start.



At 1030 the first division crossed the line en route for their first turn mark at Sisters Islands. The other divisions followed in order to race over a long, medium, short and inshore courses.

After weighing anchor, the 'Delta Lifeboat' set course for Sisters Island keeping pace with the leaders in a rising south east wind and sea. Monitoring radios and keeping visual watch kept lookouts and plot busy. Heavy rain showers and a cold wind made the half hour watch changes even more important for the crew to keep everybody alert and warm. Also, experience was gained in all positions.

Sisters Island was reached at 1725. The drogue was deployed to reduce drift while hands went to supper while maintaining visual and radio watch. At 1925 with most of the long course yachts having rounded Sisters, it was decided to cruise slowly to Ballenas Island as both long and medium course yachts would be rounding throughout the night.

Arriving at Ballenas Island at 2120 it was decided the best plan of action was to anchor on the east side where a visual watch could be maintained out over the Gulf. The crew went into an anchor/communication watch enabling off watch crew to sleep.

At 0350 on Saturday morning a call from Race Control alerted the lifeboat that a MOB beacon was being received. Calling all hands, the beacons GPS position was plotted and JRCC was advised who declared a Mayday.

'Delta' weighed anchor following a quick briefing and proceeded to the last known position. At 0435 JRCC stood 'Delta' down as it was determined the MOB beacon had been accidentally activated and all crew of the yacht 'Intuition' were safe and accounted for. 'Delta' returned to the previous anchorage.



Following colours and breakfast, 'Delta' weighed at 0810 and proceeded at slow speed to track the races tail end boats. After coming up on them it was decided to travel back with them to the finish line.

The winds during the night had switched to the N.W. varying between 10-20 knots now with heavy rain clouds over various parts, bright sunny periods were experienced.

At 1337, while sailing south of Keats Island, the lookouts reported a RHIB adrift. Closing to investigate it appeared to have broken adrift, because the painter was in the water. There was no outboard or oars and nothing but a bailer inside. JRCC was advised and being sure this was not a MOB situation the RHIB was hauled aboard where an investigation showed it was from Bellingham Washington. However, an identification plate marking had been etched out.



John Horton
Contributor

At 10:30 a.m. on Good Friday morning, and with COVID restrictions eased, the West Vancouver Yacht Club was able to start its classic Southern Straits Yacht Race.

With Orca-class patrol vessel Cosgar anchored at the start line, approximately 70 yachts started in class order, under cloudy skies and rising winds; it promised well for a good race. Following the race start, Cosgar continued with its training mission.

Assisting with safety and communication was the 52 foot "Delta Lifeboat" under the command of naval war artist John Horton. The lifeboat, which is owned and operated by the Canadian Lifeboat Institution, stayed at sea for the duration of the race, which ended Saturday evening.

At 0350 on Saturday morning, Delta Lifeboat was tasked to search for a possible man overboard (MOB) following receipt of a MOB beacon transmission five miles north of Ballenas Island. Forty minutes later the Lifeboat's mission was stood down by Joint Rescue Coordination Centre as it was determined the beacon transmission was an accidental activation.

In the afternoon while transiting to the finish at Point Atkinson, the lookout on board Delta Lifeboat sighted a drifting 10-foot rigid hull inflatable boat (RHIB). A quick investigation and search of the area ensured the RHIB had no occupants; so it was lifted on board and secured.

Delta Lifeboat returned to its station in Ladner after 34 hours at sea.

The race finished with no reported damage or injuries. Having sighted two Orca class vessels training in the Gulf, it was satisfying for the Delta Lifeboat crew to know there was naval presence that could further assist if required.

For further interest, the Delta Lifeboat was built by the U.S. Navy in Pearl Harbor in 1944 and served aboard two U.S. aircraft carriers.



Continuing onto Point Atkinson 'Delta' stood down from race duties and proceeded south to the Fraser taking green seas in an 18 knots north westerly. 'Delta' secured at its lifeboat station 1737. The crew all performed well maintaining the watch system for 34 hours. Grateful thanks was received from the race committee and Don Smith at Coastguard radio.

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On the left an article written by John Horton and published in the Lookout, the CFB Esquimalt Navy newspaper.

Easter long weekend safety patrol by David Acton



Over the Easter long weekend, the Fraser Lifeboat conducted safety patrols of the Fraser River approaches, plus main and secondary channels. It was still a fairly cool weekend and Monday brought considerable rain. Pleasure craft traffic was very negligible and mostly commercial vessels were observed. Several Mayday calls were heard but all well outside our area of operation. All in all, it was fairly quiet for us but great experience for the attending crews.

RCYC Pleasure Craft Courtesy Checks

Saturday April 23. After receiving our yearly Transport Canada PCCC training on January 2022, today is our first PCCC of the year and for some crew members their first one. Crewmember Doug Maxwell organized this annual event for the Royal City Yacht Club. Besides the PCCC Doug contacted a company that inspected (and sold for \$700) fire extinguishers. He also organized expired flare collection, a swap meet and a potluck. The 12 vessels and owners that participated were very well prepared as it was not the first time they did this. Most owners had all the required items ready for inspection. All vessels complied with the checks and received their annual decal. Due to the variation of vessels and owners the CLI crewmembers who did the inspections learned a lot. The CLI received \$720.00 in donations. The comments from RCYC about the CLI crew were polite, respectful and knowledgeable. They would like us to do it again next year. This was a very successful PCCC. Thank you, Doug Maxwell, for organizing this.



Delta lifeboat National Day of Mourning

Thursday April 28. Today the Delta lifeboat and crew participated in the National Day of Mourning at The Fishermen's Memorial, located in Garry Point Park. This memorial remembers those who used Steveston as their base and passed away pursuing their fishing careers.

Bob McIlwaine laid a wreath at the memorial on behalf of the CLI and John Horton laid a wreath on the Fraser river from the Delta lifeboat, station keeping south of the memorial.

