



Blessing of the Fleet at Fishermen's Wharf, False Creek



On Friday June 10th the Delta L/B departed Ladner harbour at 1750 for False Creek to participate in the annual "Blessing of the Fishing Fleet" ceremony on Saturday at Fishermen's Wharf, False Creek. A skeleton crew manned the Delta on her journey on Friday but on Saturday more crewmembers arrived to assist with the Open House after the ceremony. At 1100 the fishing fleet including the Delta received their blessing which was acknowledged sounding the horns. A lunch was organized on the dock and it was a chance for the crewmembers to mingle with the fishermen and promote the Delta. After the lunch the Delta welcomed visitors to tour the L/B.



Amateur Radio Field Day by David Acton

On 23 June the CLI participated in the Amateur Radio Field Day which is a test of setting up radio equipment in a remote location and trying to work as many stations as possible across North America. Our station was co-run with Delta Amateur Radio Society. We ran HF radio on 20-meter band in digital mode and powered the station via solar backup. We were visited by Captain Dave Aton from Delta Fire Dept and Deputy Commissioner Steve Kern from St John Ambulance. All in all, a very good event. Notice the CLI logo on the Delta Emergency Program trailer.



AGM

Annual General Meeting



was a coxswain for the Fraser Lifeboat, site administrator, training officer, and so much more. He had an amazing passion for SAR and to develop the skills of all crew members. Paul spent time in SAR with the Canadian Forces, was involved with aerial firefighting, was a flight nurse, served with the Canadian Coast Guard Auxiliary, Delta Marine Unit, and the Canadian Lifeboat Institution. Paul will be missed in so many ways, from being a mentor, friend, electronics specialist, coxswain, and so much more. Smooth sailing and fair winds to our good shipmate, gone but not forgotten.

Due to re-scheduling of the AGM not all board and CLI members were able to attend the meeting. Brian presented all the items on the agenda but was not able to share screens so we had to do it all verbally. Still all the motions were unanimously moved and seconded. All the directors agreed to stand for re-election and were re-elected.

Wednesday June 29th. Like last year this year's AGM was held through Zoom. After a welcome message from our society director Brian Cook, the meeting was started with an opening prayer. As part of the prayer we took a moment to reflect on the passing away of coxswain Paul Rasmussen.





Bjorn Andersson farewell dinner

On Thursday June 30th a farewell dinner gathering was organized for Bjorn Andersson at the Beach Grove Golf Club. Bjorn is leaving us after 11 years of service with the CLI for New Brunswick to be near his family. We also used this gathering as a celebration of coming out from under the long COVID shadows. Everyone of the crewmembers has worked one way or another with Bjorn on the Delta and Fraser and learned from him the basic and advanced skills above and below deck. In Brian's speech Bjorn was hailed for all the work, support and guidance he did for the CLI. On behalf of all the crewmembers John presented an artwork of the Delta Lifeboat to Bjorn at which time Bjorn thanked all the members in a speech. A special request was made to Bjorn to sing his famous Swedish drinking song and for those curious about what Bjorn was actually singing here are the lyrics and the translation.



*Helan går
Sjung hopp faderallan lallan lej
Helan går
Sjung hopp faderallan lej
Och den som inte helan tar
Han heller inte halvan får
Helan går
(Drink)
Sjung hopp faderallan lej*

*The whole one goes down
Sing "hup fol-de-rol la la la"
The whole one goes down
Sing "hup fol-de-rol la la"
And he who doesn't take the whole
Doesn't get the half one either
The whole one goes down
[drink]
Sing "hup fol-de-rol la la"*



July 1st long weekend patrols

July 1st fell this year on a Friday and because many boaters take a long weekend opportunity to go boating the Delta LB ran a safety patrol at the beginning and end of the long weekend. Friday we patrolled the Fraser river and north of Sand Heads we did some RHIB handling and search pattern exercises. No incidents were reported in our area.

On Saturday morning the Fraser LB performed a safety patrol in the Reaches, Ladner harbour, Captains Cove Marina and River House Marina (this gave us a chance to practice lowering the mast to go underneath the slough bridge). An area we call Gilligan's Island had 3 open camp fires and plenty of tents with several boats ready to have some fun. A few Mayday calls were heard, but all outside our area of operations. A large raft of logs was seen by Sand Heads light station, probably washed up in high winds.

On Sunday afternoon the Delta LB performed a safety patrol at Sand Heads as the pleasure crafts returned from the long weekend. Again, no incidents were reported in our area which gave us a chance to do some maintenance and navigation training.





Sea Sunday

On Sunday July 10, 10:00 am a Sea Sunday service was held at the St. David's Anglican Church in Tsawwassen to commemorate all those who serve at sea. CLI members decorated the church with John's Goblin, life vests, nets, floaters, flags etc. Reverend Simbarashe E. Basvi was performing the service jointly with Reverend Peter Smyth of the Mission of Seafarers. The service was well attended and after the service both Reverends came aboard the Delta Lifeboat to cast a wreath upon the waters in the Fraser River in memorial.



RNLI Waveney class lifeboat

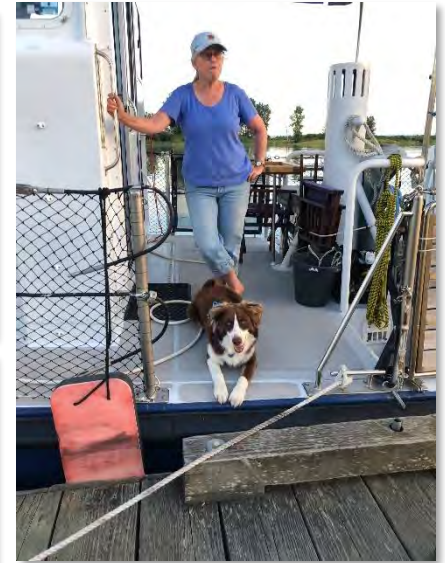
Thursday July 14. During our training evening we passed a boat named "Gryphon", moored at the government dock, that looked like the "White Rose of Yorkshire". The "White Rose of Yorkshire" was purchased in 1999 from the RNLI and was the first lifeboat owned by the CLI. Lesley made a flawless approach to the dock and moored the Fraser at which time we all went to see the owners of this beautiful vessel.

The 44-022, "The William and Jane", was the last Waveney build in 1982. It was in service with the RNLI from 1982 – 1998 at Blyth, UK. After its service it was sold to

Kaikoura Coastguard, New Zealand. Tom and Kris Carpenter purchased her from the Royal New Zealand Coast Guard. After a 12-year refit, and 6 years cruising New Zealand and Australia, they shipped the Gryphon to the West Coast of the USA (Oregon) to start new adventures, exploring the coast from San Diego to Northern Alaska. The Gryphon is registered at Hilo, Hawaii. The 44-022 is almost certainly the most travelled 44, with many years of faithful service still left in her. This boat has to be seen to be believed! Those who



have served on a 44 could probably not imagine living in style on one but the owners did an excellent job converting this lifeboat to a cruiser. The engine room itself looks like new. All the original watertight doors and hatches are still in place. Kris kept the instruments as original as possible only adding a few flow meters to monitor the fuel consumption of both engines. Great to see that Tom and Kris have taken such good care of this beautiful lifeboat.



The Maritime Executive

INTELLECTUAL CAPITAL FOR LEADERS

UK MAIB: Improper Mooring Arrangement Led to Chief Mate's Death

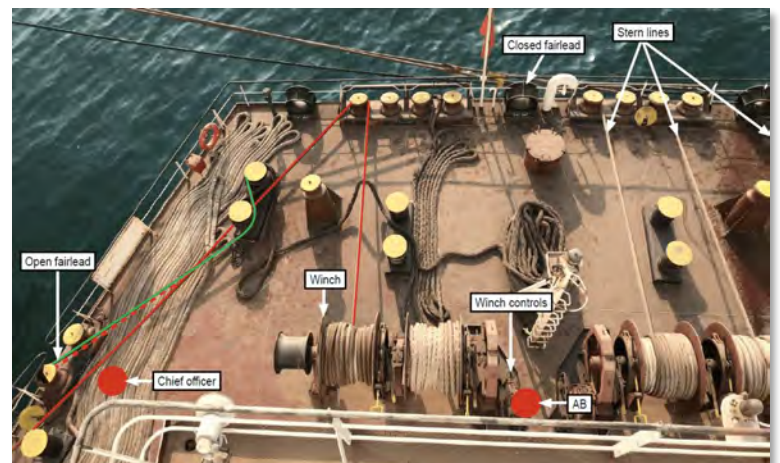
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The UK MAIB has published a report on the death of a chief officer who was struck in the head by a tensioned mooring line aboard a bulker in 2021, finding that a short-handed operation and an unfamiliarity with the mooring arrangement contributed to his death.

On August 29, 2021, the bulker *Teal Bay* arrived at Kavkaz, Russia, to rendezvous with a transloading vessel and take on grain from small powered barges. With guidance from the local pilot, *Teal Bay* tied up with the geared bulker *Kavkaz V* on the *Kavkaz's* port side. The crew had never made fast to another vessel of this size, nor had they conducted ship-to-ship loading operations in this manner before. They used a combination of three head lines, three stern lines, two bow spring lines and two stern spring lines. (Spring line naming conventions vary among maritime nations, and "stern spring line" refers here to an forward-leading spring line originating from the stern.)

The transloading operation got under way, and the crane operators aboard the *Kavkaz V* scooped up grain from small barges on *Kavkaz's* starboard side, swung the cargo over the deck and over the port side, depositing it into *Teal Bay's* holds. As the operation proceeded and her holds filled up, *Teal Bay's* freeboard decreased. Over the course of the next day, her main deck level dropped to about 25 feet below the deck of the *Kavkaz*, and her mooring lines took on an upward lead.

At about 2220 on August 30, loading was nearly complete. The third officer aboard *Kavkaz V* asked *Teal Bay* to move ahead so that the crane operator could reach another part of *Teal Bay's* hold. *Teal Bay's* master decided to warp ahead, since this was a small move. He could have treated this as a full mooring operation per the SMS, but this would have meant waking up the off-watch crew to add more personnel on deck. He did not want to wake the crew, so he sent the chief mate to the stern and the third mate to the bow, each with one AB.





At about 2235, as the team on the bow slacked off their spring line, the AB on the stern spring line activated the winch to pull in and warp the ship ahead. The line was run through an open roller fairlead, and the chief mate was standing next to the fairlead near the deck edge, where he would have been able to watch and supervise the evolution. As soon as the line came under tension - with a vertical lead towards the *Kavkaz's* higher main deck level - the line popped up and out of the roller fairlead and struck the chief mate in the head. He fell immediately unconscious to the deck.



The local maritime rescue coordination center was contacted and *Teal Bay's* second officer gave the chief mate first aid, including oxygen. The victim had a pulse and was breathing, and there were no outward signs of injury.

A tug arrived to evacuate the victim at 2316, but the crew would not take him aboard before receiving permission from the port. Alternate arrangements for a helicopter were discussed but none were available. The tug ultimately took the chief mate aboard, getting under way for shore at 2350. At this point, the officer's pulse had weakened. By the time a paramedic met the tugboat at the pier at 0045, the chief mate had no vital signs. An autopsy determined that he had died from a brain hemorrhage resulting from blunt force trauma.

Through its investigation, MAIB determined that the crew's decision to run the line through an open roller fairlead, combined with the vertical lead from the deck of the *Teal Bay* to the deck of the *Kavkaz*, allowed the line to pop out of the fairlead when it came under tension. The appropriate choice would have been to select a closed roller fairlead; the crew may not have known this as they were unfamiliar with this particular mooring operation. No risk assessment was conducted before the evolution, and so the opportunity to identify this hazard was lost.

The short distance of the move and the desire to complete the loading operation quickly could have motivated the master to warp ahead without making a fuller assessment of the situation. As the captain did not bring out the crew for a full mooring operation, the chief mate was operating with fewer people on hand than he usually would have, and was tasked with supervising both the aft deck and the evolution as a whole. If the full crew had turned

out, the chief mate would not have been on the stern.

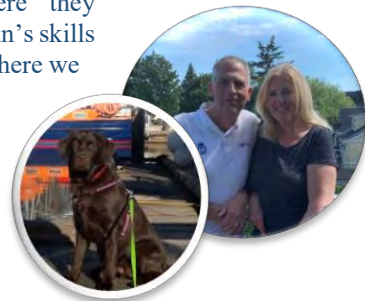
The extra time taken up in making medevac arrangements reduced the officer's chances of survival, MAIB determined, though it is impossible to know whether he would have survived even with prompt care. Among other post-casualty recommendations, the ship manager has been advised to remove all open fairleads from its fleet and replace them with closed or universal type fairleads, which will not release a line with an upward lead.

Out of fuel by Ron van der Zwan

Thursday July 22. Crewmember Ron van der Zwan, his wife Elvi and dog Ruby went a few days to the Gulf Islands with their new motor vessel *Kameleon*, a Cutwater 28. It was their first trip with this MV and like any new toy it is a matter of getting used to. The return voyage from Nanaimo to Ladner went well although the waves and wind were not really pleasant. The fuel indicator was still showing the fuel tank 3/8 full when entering Sea Reach but at the first Westham Island marina the engine stalled. The anchor was quickly dropped and when trying to restart the engine the fuel meter indicated that it was completely empty. We called John Horton to see if he



would be able to help us get to the Steveston fuel dock. John immediately dropped his gardening tools and got a hold of Ken Lewis and John Ashikian to help him. I now know what it feels like to see the Delta lifeboat coming to rescue you. What a relieve to see them coming around the bend and steaming towards us. The Delta took us in tow to the entrance of Steveston harbour where they changed it to an alongside tow. With John's skills we moored flawlessly at the fuel dock where we took in a full tank of diesel. After we gave them our thanks and gratitude, John and crew sailed back to Ladner. After fueling, the engine still didn't start but getting rid of the air out of the



fuel lines did the trick. Getting back to Ladner harbour was uneventful and like John said, never fully trust your meters. Thanks again John and crew, we owe you all a big hug. Ron, Elvi and Ruby.

