



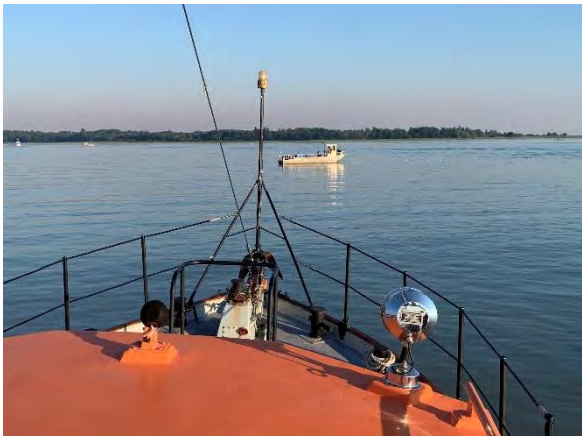
Firefighting training

Thursday July 28. A regular recurring training on the lifeboats is operating our salvage / fire pumps. This evening crewmembers of the Delta Lifeboat simulated a fire on a fishing vessel and dock. The “fire” on the fishing vessel was attacked by using the RHIB. The “fire” on the dock was done from the bow of the Delta. One nozzle was set to a fan to protect the firefighters and vessel, while the other hose was used to fight the “fire”.



Native Fishery (by David Acton)

Saturday July 30. The CLI was advised of a Native Fishery opening on the Fraser River. Delta Lifeboat conducted a fishery safety patrol and Fraser Lifeboat conducted a general safety patrol for the Aug long weekend. Lots of First Nations vessels were observed in several locations, and a near incident was witnessed and resolved between 2 boats. A few pleasure boats were also out enjoying the beautiful weather.

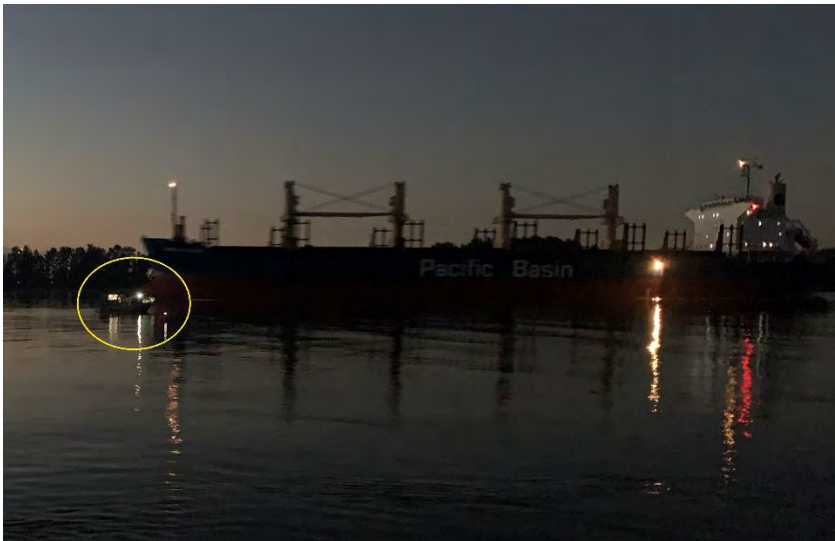


(by Ron vd Zwan) The Delta Lifeboat was on patrol from 1000 to 2200 between the Alex Fraser bridge and the Albion bent. During the patrol the Delta cleared the way for some tugs and barges and rail ferries.

John, with the help of David, prepared for the crew a great spaghetti meat sauce which was greatly appreciated by the crewmembers.



Unfortunately for the native fishers the catch we were able to observe was minimal. While retrieving their 50 fathom nets we only saw a few salmon in the nets. And even those few salmon were



challenged by seals waiting to be snatched away.

The last escort of the day was a deep sea, the Pacific Basin. A fishing vessel in the vicinity of Sea Reach had its nets across the shipping lane. We first hailed them on our loud hailer but there was no response from the fishing crew while the Pacific Basin was closing in. We gave them a few times four blasts on the horn, which means – pick up your net, and finally they started to pick up their net. As they were too late doing this the pilot steered the Pacific Basin north of the shipping channel preventing a collision with the fishing vessel. It was a narrow escape. John was thanked, by name, by the pilot for his assistance.



Native Fishery Patrols Fraser and Delta Lifeboats

Saturday August 6. Both boats were out today (Fraser morning only) for another fishery patrol on the Fraser River. This time it was expected that more native boats would be on the water and we were not disappointed. In total about 30 boats were fishing and although in the morning their catch was minimal, in the afternoon and evening it increased (influence of the rising tide). During the day we escorted several tug and barges up and down river in the shipping lane. Native fishing vessels were asked to pick up or move their nets out of the way. At 1430 a partial crew change took place. P.J. had some lobsters to cook for his guests and in his place Brian, Jim and John O. came aboard. In the afternoon John Horton was called on his cell that a broken-down fishing vessel was tied up at the fuel dock in Captains Cove marina and requested a tow to Steveston. When we arrived at the fuel dock there was no fishing vessel. Back out on the river we saw the vessel fishing and we hailed them to know what the issue was. Their battery failed but lucky they were able to get another battery which allowed them to continue fishing. No other incidents were encountered besides observing some small fishing and pleasure crafts being towed by others and who didn't need our assistance. Keith made an excellent chili for us for dinner which was greatly appreciated by the crewmembers. At 2100 the Delta returned at the dock.



Native fishery patrol Delta Lifeboat by Ken Robertson

Saturday August 13 – Sunday August 14. Here are some photos I took last weekend during the fishery open. We had to tow a boat into Steveston with a flat battery. I had Pat standing by with an axe (as per regulations). We also rescued a large scotch man fender right off the breakwater at Steveston Bend. Due to the high tide, John was able to put the Delta bow right on top of breakwater while Pat used a grapnel to pull the fender





alongside, enabling Sean to use a long boat hook to snag and lift it aboard. If you are interested, I could write up a longer explanation for the tow, the fender recovery, as well as Saturday's activities. Sunday was very quiet until the tide turned and the fish swam with the incoming tide. That is when the boats came out in earnest, until about 9pm, when things quietened, allowing us to get an early evening. We were back at Ladner by 9:45. Is that early? The 309 dredge was very active during the opening, so we had to negotiate with them which was the preferred side they wanted us to pass on. All in all it was a great weekend to be aboard Delta.



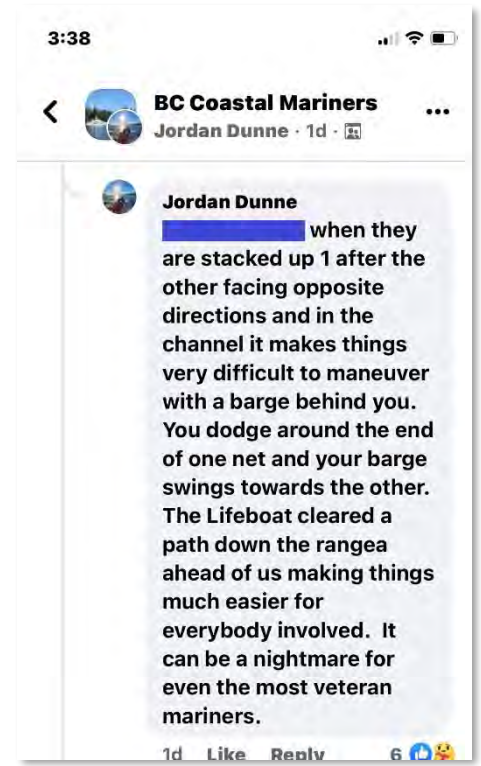
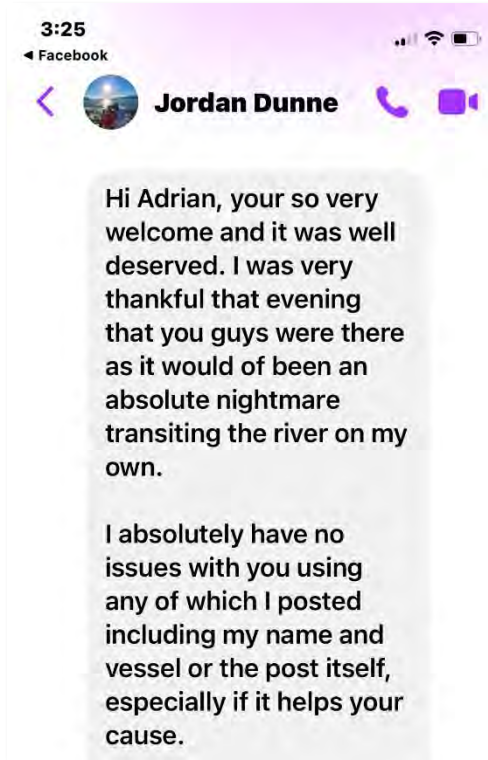
By John Horton The CLI was again invited to send its "Delta Lifeboat" to attend the 2 day Richmond Maritime Festival. Moored alongside the Britannia Heritage Shipyard, approximately 2000 people toured through the vessel and learned more of the CLI's search and rescue commitment and service.

Owing to an ongoing Aboriginal Fishery, the "Fraser Lifeboat" conducted a patrol during part of the day. The "Delta Lifeboat" relieved "Fraser" for a 2 hour evening patrol.

Several serious inquiries for membership were received which will hopefully help swell our ranks. Also, many generous donations were received. All in all, a very busy weekend with grateful thanks to all the crew members who assisted in extremely hot conditions. "BZ".



Monday August 29. Adrian found on Facebook a recent posting from Captain Jordan Dunne, tug Sea Imp XI Catherwood Towing, with a thank you note to the Steveston (Delta) L/B for their fishery support. Below are some of the comments made on FB.



Board of Directors Corner

John Ashikian came up with the idea for the CLI Board of Directors to use this newsletter as an outlet for their ideas and activities. Thank you, John, for this great idea. We will strive to give you regular updates and today we would like to share an email from Director Mike Armstrong to Shri Madiwall of the Port of Vancouver regarding Gillnet Fishery Safety issue in the Fraser River and his response.

Friday August 26, 2022 - Good morning Shri:

I'm contacting you wearing my directors' hat for the Canadian Lifeboat Institution (CLI). As you may know CLI, as a non-profit, operates 2 vessels based in the river for SAR purposes and has done many years of hard work to make the gillnet fishery in the river safer. As a former river pilot I can tell you that the fishery can be one of the most hazardous things I've witnessed in my 46 years in this industry. It's obviously hazardous for the fishers interacting with large commercial traffic, but there's also a risk of a ship taking evasive action that results in an inadvertent collision/allision.

Some years ago, we used to have "fish meetings" where all stakeholders attended: TC, CCG, Port, Pilots, Fishers, DFO, MCTS etc. If my memory serves me correct it was chaired by TC. I always found these meetings while helpful to get discussion going, in the end fruitless in terms of making things safer. At the end of the day the only substantial hazard mitigation was CLI providing vessel support by way of running ahead of the commercial traffic warning the fishers. This can be a difficult task for CLI from technical point of view, but also from a regulatory view. CLI has no authority and the fishers know it, sometimes directing abusive behaviour towards the vessel crews. BTW, I commend the port the last few years for making a port vessel available for this as well.

But more is needed, the fact there has not been a major incident between a F/V and a large commercial vessel is more about good luck than good management.

I would like to suggest that some sort of "Fish Meeting" be re-started to make the port safer for all. It's too late to get anything going for this year's fishery, but certainly not too early for next year's fishery, indeed this fall is the time for that. Waiting until spring when the fishery is once again on our doorstep is too late.



Your leadership for this issue that's in your own back yard could really help improve safety around this issue. I'm available anytime to email/chat.

Brgdrs, Mike Armstrong, CLI director

Monday August 29, 2022 - Hi Mike,

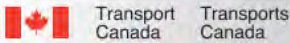
Thanks for reaching out and hope you're doing well. The navigation safety is paramount for all port users and we look forward to supporting in meaningful ways. I'm copying my Manager Jason Krott in this email chain. He is the right person to kick-start the conversation with your team. He's away for few days and will contact you shortly.

Kind Regards,
Shri

Capt. Shri Madiwal, MM, MBA
Director, Marine Operations & Harbour Master



PORT of vancouver | Vancouver Fraser Port Authority



DISTRESS AND SAFETY RADIOTELEPHONE PROCEDURES

TO BE DISPLAYED RESIDE RADIOTELEPHONE

Name of ship:

MMSI number:

BEFORE DEPARTING

- » Have you left a sail plan with a responsible person ashore?
- » Does your voyage plan take into consideration adverse weather, navigational hazards and fuel requirements?
- » Have you verified that your radio equipment is operational?
- » Have you charged and checked any batteries used to power radio equipment for emergency communications?
- » If equipped with VHF-DSC (Digital Selective Calling), do you have a valid MMSI* number and have you connected the radio to your GPS?
- » If equipped with an EPIRB, have you registered* your EPIRB with the Canadian beacon registry?
- » Do you have suitable visual distress signals onboard? (flares, signaling light, etc)

EARLY ALERTING OF SAR

Transport Canada strongly recommends you report, without delay, any situation that has the potential to constitute a danger to life. Time lost in the initial stages of a potential distress incident cannot be regained and may be crucial to the outcome. See example for **URGENCY (PAN PAN)** message.

DISTRESS PROCEDURES

For use only when in grave and imminent danger and IMMEDIATE ASSISTANCE is required.

1. Send DSC Alert
2. Send distress call on VHF CH16
3. Activate EPIRB

1. Send DSC Alert

Ensure radio is switched on. Press and hold the red "distress" button for 5 seconds.

2. Send distress call on VHF CH16

Switch to VHF CH16 and transmit distress call and message:

MAYDAY MAYDAY MAYDAY

THIS IS _____ (Vessel name 3 times)

MAYDAY followed by vessel name and MMSI number

POSITION _____

NATURE OF DISTRESS _____

AID REQUIRED _____

NUMBER OF PERSONS ON BOARD _____

If outside of VHF coverage, send the distress message on **2182 kHz** or use other suitable means of communication.

3. Activate EPIRB

Activate EPIRB (or PLB) by following directions printed on beacon body.

Take EPIRB with you to the survival craft.

Ensure EPIRB is vertical, with antenna pointed upward.

Distress, Urgency and Safety Signals

MAYDAY means a mobile unit or person is threatened by grave and imminent danger and requests immediate assistance.

MAYDAY RELAY means the calling station is relaying a distress message on behalf of a mobile unit or person is threatened by grave and imminent danger.

PAN PAN means the calling station has a very urgent message to transmit concerning the safety of a mobile unit or a person.

SÉCURITÉ means the calling station has an important navigational or meteorological warning to transmit.

Canceling a False VHF-DSC Distress Alert

Transmit on VHF CH16: All stations, All stations, this is _____ (vessel name) MMSI number _____, position _____ North, _____ West. Cancel my distress alert of date and time. This is _____ (vessel name) MMSI number _____, Out.

Phonetic Alphabet

A	Alfa	I	India	Q	Quebec	Y	Yankee
B	Bravo	J	Juliett	R	Romeo	Z	Zulu
C	Charlie	K	Kilo	S	Sierra		
D	Delta	L	Lima	T	Tango		
E	Echo	M	Mike	U	Uniform		
F	Foxtrot	N	November	V	Victor		
G	Golf	O	Oscar	W	Whiskey		
H	Hotel	P	Papa	X	X-Ray		

EXAMPLE OF DISTRESS PROCEDURE (MAYDAY)

Press distress alert button followed by distress message "MAYDAY, MAYDAY, MAYDAY, This is NONSUCH, NONSUCH, NONSUCH. MAYDAY NONSUCH MMSI 316999999, position 49° 04.6' North 123° 18.8' West. Ship has taken on water and in danger of capsizing, I require immediate assistance, 4 persons on board, are taking to liferaft, Over."

EXAMPLE OF URGENCY PROCEDURE (PAN PAN)

"PAN PAN, PAN PAN, PAN PAN, St. John's Coast Guard Radio, St. John's Coast Guard Radio, St. John's Coast Guard Radio, This is NONSUCH, NONSUCH, NONSUCH. MMSI 316999999, 5 miles East of Cape Bonavista, we have taken on water in lazarette and are presently trying to pump out excess water, Over".



* MMSI numbers and 406 MHz EPIRB registration are available free-of-charge from Industry Canada and the National Search and Rescue Secretariat, 1-800-727-9414 respectively.

