

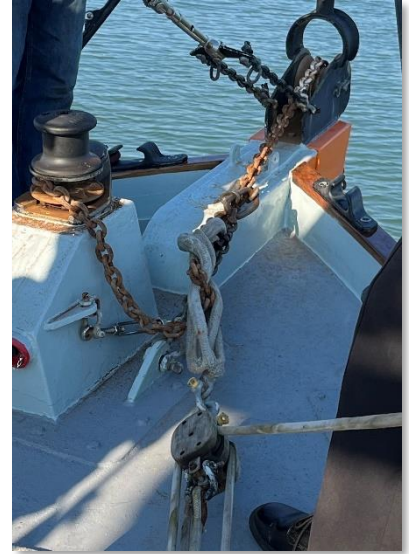
Delta winch malfunction training

On Saturday October 1st, 'Delta's' crew exercised alternative ways of weighing anchor and hoisting the RHIB in case of electric winch failure. The 'Fraser' secured alongside to participate in the training.



Declaring a non-functioning anchor winch a block and tackle was rigged on the foredeck connected to the anchor cable by a rope stop. The cable is then hove up by heaving in on the tackle. When the tackle blocks touch (two blocks) the slip is put on the cable. The tackle overhauled to full scope and the procedure repeated. It is a slow process but it works.

The next exercise after "repairing" the anchor winch was hoisting the RHIB. After declaring the mast winch unusable. On the foredeck a



leading block was rigged. A preventer line rigged to counteract the forward pull of the purchase and the cable gypsy disengaged from the capstan head by using a winch handle. This releases the friction between both parts enabling the capstan to be used for hoisting the RHIB. When properly rigged the setup really works well and can be used for hoisting other heavy loads as well.



Delta L/B October update by John Horton

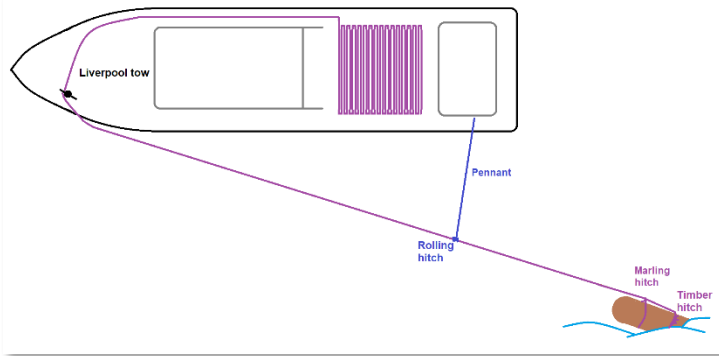
October was busy for the Delta Station; with 21 CLI members donating their time to varying degrees. Training afloat covered a wide range with new members conducting a lot of RHIB and general seamanship training. Deadheads were used to simulate grounded vessels, either aground or on the rocks. These exercises were useful both for Liverpool tow training but also to remove potential hazards from busy navigable channels.



Liverpool tow and knots

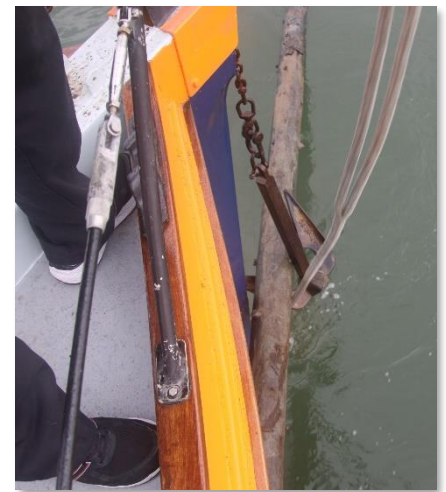
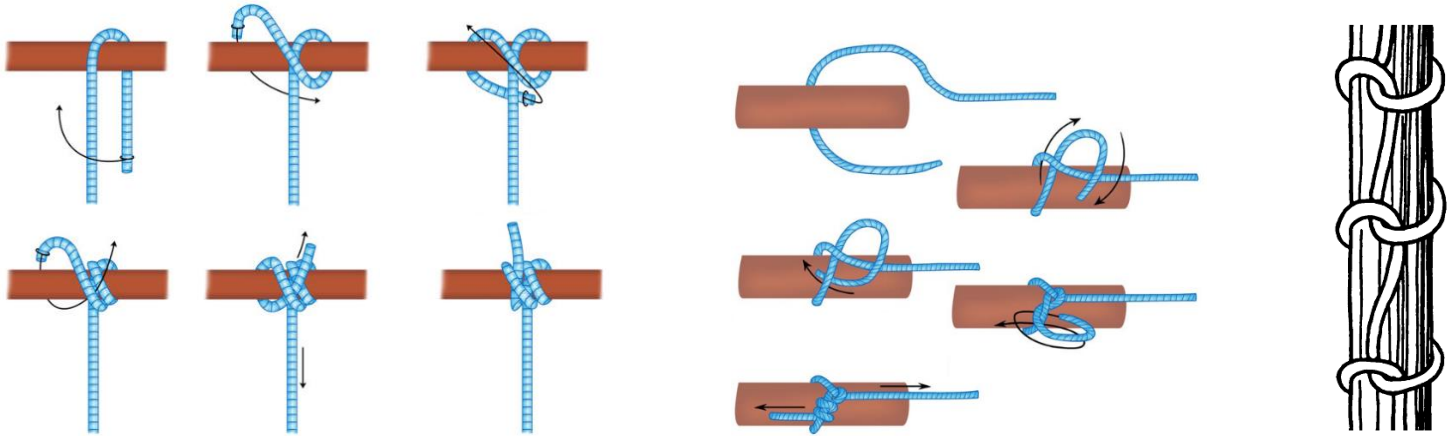
For those who haven't experienced a Liverpool tow, here is a short explanation. It is used when vessel is a ground in a strong current, such as the Fraser River. Instead of towing from the stern, the towline is deployed from the foredeck. The towing vessel can now steam into the current

while maintaining full steering control. A pennant is rigged, using a rolling hitch and is kept in hand by a deckhand. It's hauled in or payed out as the angle changes but its main role is to ensure the towline does not foul the propeller. The Liverpool tow is also used when towing deadheads that are stuck in the bottom. To secure the towline a Timber hitch and a Marling hitch are used. Towing deadheads by this means is excellent training for when assistance is given to grounded vessels.



On the left you can see the setup of the Liverpool tow. The 3 knots we need to know are the rolling-, timber- and Marling hitch. The rolling hitch is used because it can only move in one direction so we can add the line while already towing and it holds very well on another line. In the example above, it can move towards the deadhead if done correctly. To tow a deadhead, we use a timber hitch and a Marling hitch (to keep the log in line with the tow line) as shown above and below. On the left is the

rolling hitch (it can move to the left, but not to the right), in the middle the timber hitch and on the right the Marling hitch.



Delta L/B October update *continued*

Clearing a foul anchor was exercised when a sunken 30' log was found jammed in the anchor while weighing. Not an uncommon occurrence, but good training for when it does happen.

Several Chum fisheries were conducted by first nations gillnetters and 'Delta' L/B carried out useful patrols, again escorting deep sea ships, tug and barges, and on the last patrol 4 tugs towing 1000 feet of dredge pipeline.



During the final patrol in October a very large deadhead was sighted mid channel off Don Island. It stood 4 feet out of the water! At a recent VFPA meeting, the increased number of deadhead reports was raising concerns, especially by operators of docking tugs who had sucked logs into their propellers while docking ships. And so 'Delta', using recent training, launched her RHIB, laid out the towline and towed the log out of the channel. It was secured in 13' of water. VTS offered their gratitude for the removal of the hazard.



Two incidents were handled by 'Delta' in October. Both while on a fishery patrol. The first was on 23 October. JRCC tasked 'Delta' to assist a 23 ft Mastercraft disabled near 23 buoy in the Fraser. On this occasion it was decided to send the RHIB on ahead. Its crew were on scene about 15 minutes ahead of 'Delta' and relayed position and requirements there being one man and his dog aboard. Coming on scene the owner requested a tow to Captain's Cove Marina. This was carried out with the RHIB maneuvering the subject vessel into the ramp area. A concerning issue from this incident was that although the

owner had fired 3 flares, 6 vessels had passed without giving any response.

The second tasking was on 29th October. Following removal of the deadhead off Don Island 'Delta' monitored a call for assistance for a 35 ft powerboat disabled and drifting towards rocks at Sand Heads in a rising wind. Coming to full power an ETA of 1 hr was given to JRCC. "Delta" would stand down if another vessel was assisting first. Which in fact is what came to pass. On reaching Steveston Island 'Delta' was advised that the tug 'Ocean Betty' was on scene and had the subject vessel in tow and so 'Delta' was able to stand down. However once again the moment was not wasted with the crew preparing the vessel for whatever it may be required.



The wonderful models that CLI's old shipmate Aaron Turner made have been put to good use this month giving theory training in towing. They are a great asset and the crew learn well from tabletop training before doing it for real.

Coxswain John attended the first in person VFPA meeting since COVID. One of the subjects was the new tunnel crossing with an in-depth briefing on the construction and dredging process. CLI may have an important role to play in this for safety and to assist during river closures that will be as long as 48 hrs while tunnel sections are floated into position and sunk.

VFPA is going to host a special meeting in November to discuss with stakeholders, including first nations, the problems encountered during this year's fishery. CLI will be a major player. Captain Mike Armstrong (CLI Director and now retired pilot) will join Brian Cook and John Horton in this important meeting.

'Delta's RHIB had to go to Polaris Boats for urgent repairs. 3 leaks in the rubber pontoon meant the boat had to be pumped up twice a day! Although now repaired it is obvious that a new pontoon will have to be fitted sometime next year. The RHIB has worked hard for 15 years but is now in need of a totally new pontoon. The cost is estimated to be approximately \$11,000.00.

'Delta' is working hard, training several new crewmembers who are demonstrating keenness and willingness to learn. We welcome you all and are delighted how efficient you are becoming.

'Delta' conducted two environmental audits in the Fraser estuary. A survey on bird migrations gives environmentalists a really good check on how the estuary is faring, owing to changing weather patterns caused by global warming.

Peter is to be thanked for clearing leaves off the 'Delta' on a daily basis. If the leaves were left they would badly stain the paintwork. Thank you Peter, Bravo Zulu.

LEST WE FORGET
Remembrance Day

Friday November 11 by David Acton

Nov 11 is a very important day for the CLI. Many of our members have served, or have family who have served. This includes many different armed forces around the world. The common thread is 'Lest We Forget', for the freedom we enjoy today was attained at a high cost.

Fraser Lifeboat flew the veteran's flag on a small patrol today, including lowering of the flag and moment of silence near Garry Point Park in Steveston, then on to Ladner. Other members attended services all over the Lower mainland. John Horton and Sean Weymouth laid a wreath at the Ladner cenotaph.



Welcome



Paul Holden

I grew up here on the west coast, doing a lot of canoeing and kayaking. Aside from that, my primary maritime experience is riding BC Ferries to visit my family on the island. I've

lived in Burnaby for the past seven years working as a software developer at a couple of different local shops. So far, I've enjoyed every minute of my time on the lifeboats and my new hobby is watching lifeboat videos on YouTube during my lunch breaks. Besides lifeboat work, I enjoy curling, lawn bowling, and riding my motorcycle.



Saturday training by David Acton

The 12th of Nov provided some interesting training for our crews. Delta Lifeboat practiced the transfer of dewatering pumps to simulated sinking vessels as well as firefighting. Fraser Lifeboat conducted sonar search training. A tug had recently sunk in the area providing a great training opportunity. At the same time, we had to contend with the busy traffic on the Fraser river.



Saturday November 19, towing exercise Delta and Fraser photos by Evan Klegeris

