



New crewmember Steve Montgomery

I grew up on the west coast, had sailed the local waters from about 10 years old until about 15 years ago. I missed it so much but kids etc. always got preferential attention. Now that COVID is ending and retirement is looming, I have been searching of some volunteer work and thought that this would be right up my alley. I am currently on a search for a sailboat to re learn my sailing skills and will spend my retirement years gunk-holing around the beautiful west coast.



Welcome

CCG hovercraft base AED

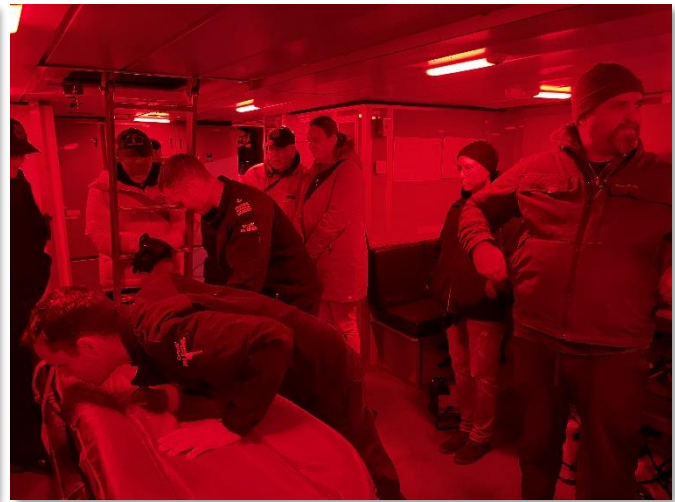
Thursday February 23. AED aboard the Delta L/B is currently not operational due to battery issues. Next week the Delta is going on a fishery patrol and an alternative was sought. John Horton reached out to Tom Moxey of the Canadian Coast Guard hovercraft base and he agreed to lend us one of their AED's for the fisheries.



Today crewmembers visited the base to get instructions on how to use this AED. The crewmembers first watched a YouTube video (<https://www.youtube.com/watch?v=StuiZANe1Uo>) from the manufacturer followed by a discussion. The ease of operation, battery life and price are favorable when compared to our current AED's.



After the AED instructions crewmembers were given a tour aboard the hovercraft Moytel and around the base. Thank you, Tom Moxey and crew, for making this possible. The CLI really appreciate your willingness to work with us.



Maine Lifeboat Station

During the Vancouver International Boat Show coxswain Brian Cook met Bill Watt who shared a story about the restoration of the Maine Lifeboat Station. Bill sent Brian an article from the MaineBoats.com website and below is an excerpt of this article.

For years, when Sam Reid looked out the window of his Kittery Point home he could see the derelict, more than century-old Wood Island Life Saving Station. It was not a pretty sight. The structure's roof had collapsed, the interior had crumbled, a turkey vulture had taken up residence in the watch tower, and there was enough guano to fill a dump truck.





But in its glory days, from when it was built in 1908 until it was decommissioned in 1948, surfmen courageously rowed a surfboat out to sea—in the early years there were no engines in the boats—often at night, and in the winter, enduring howling winds and turbulent waves, to rescue mariners who otherwise might have died. Records show 255 lives were saved by Wood Island Station surfmen in 622 rescues. There were a dozen other such stations along the Maine coast performing similar feats of bravery. Only nine still survive.



Thanks to Reid's leadership and the efforts of a dedicated group of volunteers, the Wood Island Life Saving Station has been restored, and reunited with an original surfboat that served in Maine, possibly at Wood Island.

Formerly Station Portsmouth Harbor, at the mouth of the Piscataqua River in Southern Maine, the station was owned by the U.S. Life Saving Service, which became the U.S. Coast Guard in 1915. During WWII, the U.S. Navy took over Wood Island to help defend the entrance of the river and the nearby Portsmouth

Navy Yard from Nazi U-Boats. The station was turned over to the Town of Kittery in 1973, on the condition the town maintain the property. But it had not. And by the time Reid made it his near full-time mission to save the station, the town was equally dogged in its determination to tear it down or burn it, contending the building's condition was too far gone.

If you want to read the whole article then please follow this link <https://maineboats.com/print/issue-180/surfboat-launch-marks-life-saving-station-rebuild>.



Delta L/B first aid

On Saturday Roz Bell brought the new CLI first Aid manual to the Delta and discussed its contents with the crewmembers. This manual will give the crew a more in-depth knowledge of different medical and trauma events. This manual will be used as the basis for the simplified treatment cards that are currently in development. The same manual is available on the Fraser L/B and on the CLI website. Crewmembers are encouraged to read the manual at their earliest convenience.



Fraser L/B training Thursday March 9 by David Acton

During Thursday night's training, the Fraser L/B came across 2 vessels near S19 in apparent difficulty. The 44' ferro cement sailboat Van Kam with one person on board had lost power and was being towed by a small vessel that was having difficulty with the tow. Fraser took over and brought the vessel into Steveston and alerted CG radio. The sailboat had sustained some damage caused by the other vessel, apparently, they struck some pilings.



This was also a wonderful opportunity for Ron, our coxswain in training under the watchful eye of senior coxswain David.

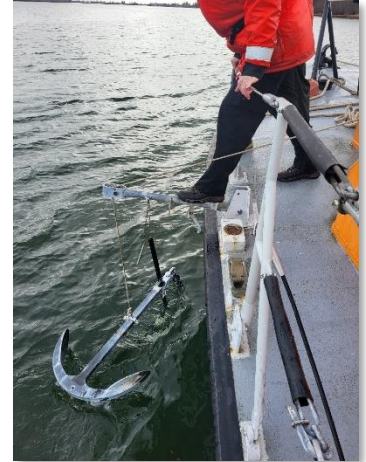
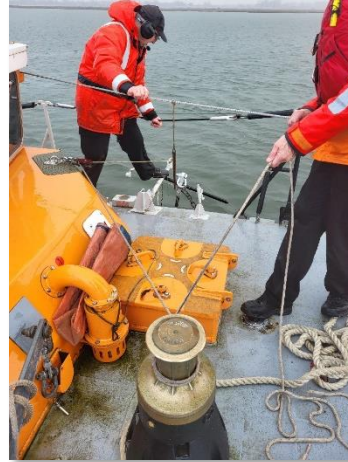
Fisherman anchor Fraser L/B

Saturday March 11. The Fraser Lifeboat came equipped with several anchors, one of which is called a fisherman's anchor, something the crew





hadn't used before. The crewmembers always looked at this anchor as being a dead weight on the boat and not very practical to use. Richard mentioned to David and Ron the existing SOP which described the deploying and recovery of this anchor. Today the crewmembers followed the SOP and after 3 revolutions the crew gained enough experience and photos to tweak the SOP and be confident in its use for future deployments.



BC Coastal Mariners
Jordan Geo Tyers · 1d · 📷
DELTA LIFEBOAT 03/04/2023



Like Comment

46

David Gibson
Where did that great boat come from?
23h Like Reply

Adrian Lee
David Gibson She ties up at Ladner Harbour (but as the Steveston LB a few years ago was based there). The wooden-hulled, 52 footer began her life as the gig (water taxi) for the admiral-in-charge of Pearl Harbour base of the USN during the Second WW (so Nimitz apparently). Then she was converted to a live aboard cruiser and subsequently outfitted for conducting safety patrols for fisheries SAR patrols (roe herring presently) etc. Following where the fleet goes to fish and standing by (and training), the boat was underway and got 'on-scene' within minutes for two serious medical emergencies during a fishery in recent memory.

Unlike most dedicated motor lifeboats and rescue RHIBs on the west coast, the vessel has a complete galley, sick bay, head, full size fridge/freezer and crew accommodations... so can put to sea for extended periods of time, including overnight. This craft has responded to many hundreds of calls for assistance over several decades.

She is now owned by the CLI non-profit society (as of last year) and wears pendant number prefix 1B as she is not self-righting.
Canadian Lifeboat

16h Like Reply

4 🗨️

Jordan Geo Tyers Author
Adrian Lee thanks for the history lesson, that's awesome!
14h Like Reply

2 🗨️

David Gibson
Adrian Lee Great story. Thanks.
3h Like Reply

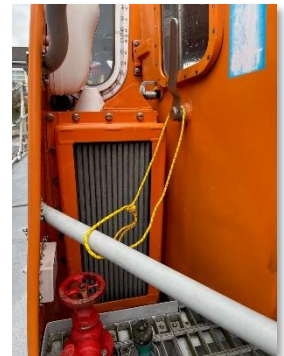
Stan Sandstrom
Great crew of volunteers operate that boat.

Riding turn and new safety feature Fraser L/B



For all the crewmembers who heard about a riding turn but didn't encounter one themselves the image on the left shows clearly what is meant by it. When there is a load on it, in this case the fisherman anchor, it is very hard to get the line from underneath the riding turn. The crew did managed to free the turn by using a spike and brute force.

On the Fraser L/B we have to make sure that the door to the main cabin is secured properly. When the latch is not secured properly, the door can close by itself and cause severe injuries because it is very heavy (and not supported by a spring like the hatch of the survivor's cabin). As an extra safety, crewmembers are asked to use a piece of rope as shown on the image on the right once the door is opened and latched.



2023 Roe Herring Deployment By John Horton 4 March to 12 March 2023

In past years, one of the most important deployments of the "Delta Lifeboat" has been in support of the roe herring fishery. With a warning from the industry that an opening might be near "Delta" sailed on March 4, 2023 at 0950 to join the herring fleet.

An easy transit was made with a following S.E. wind and sea and occasional rain showers. Off French Creek rain turned to snow and visibility reduced to just to under 2 miles. At 1725 "Delta" anchored in Deep Bay, Baynes sound. A few seine boats were secured alongside the floats. Vessels chartered to sound for fish were tracked by AIS from Cape Lazo down to Northwest Bay.

On March 5th the forenoon was spent cleaning ship and checking gear. At 1300 the anchor was weighed and a pleasant transit was made to Comox where it appeared most of the seine fleet was waiting. Prior to entering harbour the RHIB

was launched and proceeded into harbour to check if moorage was available at the fuel dock as in previous years. Being given the all clear, "Delta" secured.

6th March - "Delta" continued to receive text messages updating the fishery reports from industry. There not being any opening declared "Delta's" crew conducted maintenance and first aid training on the AED (on loan from the hovercraft base) and oxygen.



7th March - Following breakfast, industry called a pool captain's meeting. It appeared an opening might be announced the following day. The crew voted to have dinner ashore that evening at the local pub. The crew was able to chat with the crews of several seine boats waiting for news. All showed much appreciation for CLI's involvement.



8th March - Following breakfast "Delta" slipped along with some seine boats. The first fishery was declared open at 1100 with strict order and rules announced by industry. Seven boats were allowed in the first set. Delta stayed close to the active area ready to help in the case of any accidents. In the evening a gale warning was

received but as fishing would continue "Delta" anchored in the lee of Sandy Island maintaining a radio and visual watch throughout the night.

9th March - Following breakfast "Delta" proceeded into Comox harbour for a crew change where Bill Parsons and John Oystensen would leave and PJ join. At 1025 "Delta" slipped and proceeded out over the Comox Bar and down Lambert channel where most of the fishing was being conducted. Throughout the deployment JRCC was given

"Delta's" position reports and updates on the fishery. At 1245 "Delta" went to anchor at the north end of Lambert channel. The "Worksafe" patrol boat secured alongside for an hour and CLI's friend (and member) Bruce Logan gave his perspective on the fishery and discussed safety issues. "Delta" being anchored close to the action remained at anchor but at immediate notice. Again, a radio and visual watch was maintained throughout the night.

10th March - Noting the position of most of the fleet and the fact that no gillnet opening seemed likely for quite a while, "Delta" weighed anchor and ran a patrol down Lambert channel and up Baynes Sound, anchoring in Henry Bay at 1547. Again, heavy weather was forecast but failed to materialize and remaining at 10-15 knots. A radio watch was maintained.

11th March - With a forecast of 15-20 knots S.E. any fishing in open water was unlikely. The anchor was weighed and "Delta" proceeded in rain showers, anchoring in Deep Bay at 1247. Reports indicated that the seine fleet was close to catching its 2600 ton quota. Indications were that the gillnet fishery was still a way off. It was felt that no active night watch needed to be held, but JRCC could still call by cell phone if there was an incident.

12th March - A decision had to be made about the length of "Delta's" deployment. Several crewmembers were running out of time, and the gillnet fishery could still be a week away. With reluctance it was decided to return to Ladner and the anchor was raised at 0800 for transit back. JRCC and industry were advised and gratitude was received back for CLI's service. With a 25 knot S.E. wind blowing it was going to be a wet ride home. The RHIB and all loose items had been stowed and lashed down. Clearing Chrome Island, "Delta" dipped her bow into a rough 3' sea,



however once abeam of Nanaimo the wind decreased to 20 knots with a 1.5-2' sea. At 1440 approximately 4 miles north of Sand Heads the lookout reported a 38' sailing ketch stopped ahead with no sails up. On closing to investigate the lone sailor reported his engine out of fuel, but that he had extra fuel that he would transfer. This he accomplished and continued his voyage. "Delta" stood by to ensure all was well before proceeding. JRCC was advised. As soon as Sand Heads was reached, off watch crewmembers turned too, cleaning the vessel prior to returning to Ladner. Entering Ladner harbour was made difficult again owing to a very low tide. Although the lifeboat touched bottom at the entrance it was possible to power over the shallow patch securing at the Ladner Station at 1615.

It had been a safe worthwhile patrol with skilled crew. The CLI thanks you all for your time and dedication. We could not do it without you "BZ". Crew members: Brian Cook, Bill Parsons, Ken Lewis, John Horton, Brian Vanvliet, PJ MacLellan, Len Cheveldave, John Oystensen.

