



Canadian Coast Guard Hovercraft Base AED Training

Thursday February 23. The Automated Electronic Deliberator (AED) aboard the Delta Lifeboat is currently not operational due to low battery issues. Next week the Delta is heading out on an extended fishery patrol and an alternative was needed. CLI reached out to Canadian Coast Guard Hovercraft Base and they agreed to lend us one of their AED's for the duration of the fisher patrol.



A number of 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. A big thank you to the CG Hovercraft Base crew, for supporting our operations CLI really appreciate your willingness to work with us.



New First Aid Manual

On Saturday the 4th the new CLI First Aid manual was introduced at the Delta and its contents discussed with the crewmembers. This new manual will give the crew a more in-depth knowledge of different medical and trauma events. The 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 Lifeboat and allows for consistency in approach and treatment.



Fraser Lifeboat Thursday Training

March 9th during Thursday night's training, the Fraser Lifeboat came across 2 vessels near River marker S19 in apparent difficulty. The 44' ferro cement sailboat with one person on board had lost power and was being towed by a smaller vessel. The Fraser took over the tow and brought the sailing vessel into Steveston. Interestingly the Coast Guard was unaware of the situation when the Fraser crew alerted Coast Guard radio of the tow in progress. This is an example of the need for patrols and having the right equipment to safely carry out such activities.



2023 Roe Herring Deployment of Delta Lifeboat 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 coastal roe herring fishery. With an advisory from the fishing industry that an opening might be near “Delta” sailed on March 4, 2023 to join the herring fleet assembled near Comox. 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. Delta arrived at and anchored in Deep Bay; Baynes sound, around, 5pm. A few seine boats were already secured alongside the floats. Other vessels which were 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 and at 1pm the anchor was weighed, and a pleasant transit was made to Comox where 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 alongside.

On March 6th “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).

On March 7th following breakfast, the industry called a pool captain’s meeting in anticipation that an opening might be announced the following day. Delta crew elected to have dinner ashore that evening at the local pub, giving the crew time to chat with the crews of several seine boats waiting for news. All showed much appreciation for CLI’s involvement.

On March 8th “Delta” slipped away along with some seine boats. The first fishery was declared open at 11 am 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 incidents or calls for assistance. 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.



On March 9th following breakfast, “Delta” proceeded into Comox harbour for a crew change. Then proceeded out over the Comox Bar and down Lambert channel where most of the fishing was being conducted. Throughout the deployment Joint Rescue Coordination Centre (JRCC) was given “Delta’s” position reports and updates on the fishery. While Delta was at anchor at the north end of Lambert channel the “Worksafe” patrol boat secured alongside for an hour and gave a briefing on the fishery and discussed safety issues. “Delta” being anchored close to the action remained at anchor but at immediate notice, maintaining a radio and visual watch throughout the night.

On March 10th 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 4pm. Again, heavy weather was forecast but failed to materialize and winds remained at 10-15 knots. A radio watch was maintained.



On March 11th a wind forecast of 15-20 knots S.E. meant any fishing in open water was unlikely. The anchor was weighed and “Delta” proceeded in rain showers, anchoring in Deep Bay by 1pm. Reports received indicated that the seine fleet was close to catching its 2600 ton quota and indications were that the gillnet fishery was still way off. It was felt that no active night watch needed to be held, the JRCC could still call by cell phone if there was an incident requiring Delta’s service.

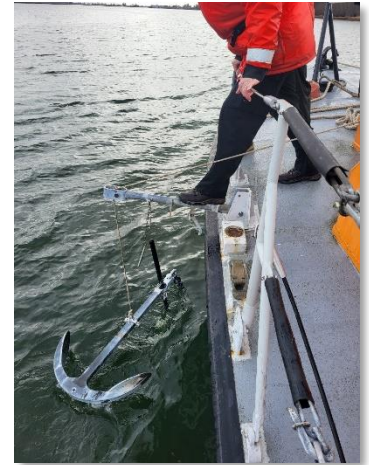
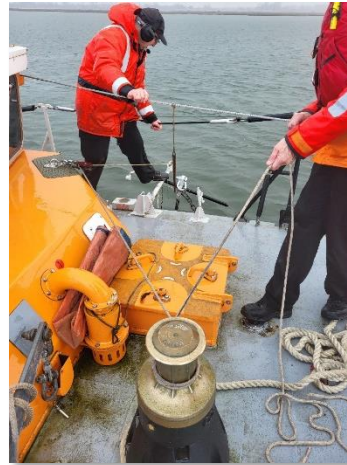
On March 12th a decision had to be made about the length of “Delta’s” deployment. Several crewmembers were running out of time, and the gillnet fishery could still be a week away. With reluctance it was decided to return to Ladner. With a 25 knot S.E. wind blowing it was going to be a wet ride home. It had been a safe worthwhile patrol with skilled crew. T

The CLI thanks all its the volunteers crew for their time and dedication to this service.



Fisherman Anchor Training on Fraser Lifeboat

Saturday March 11 training session at the Fraser Lifeboat. The Fraser is 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 particular anchor as being a dead weight on the boat



and not very practical to use. But a Standard Operating Procedure (SOP) exists which describes the deploying and recovery of this anchor. The crewmembers followed the SOP and after 3 hands on practice the crew gained enough experience to tweak the SOP and be confident in its use for future deployments.

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CLI Relevant NEWS

Maine Lifeboat Station

During the Vancouver International Boat a visitor shared a story about the restoration of the Maine Lifeboat Station. This article is 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. 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.

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

