



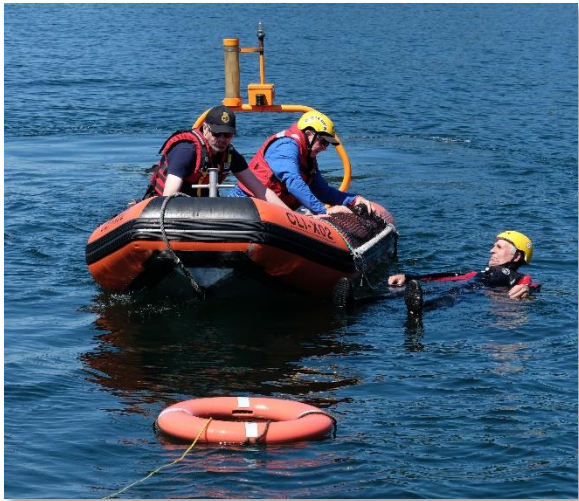
## Extended Training: Gulf Islands

The Canadian Lifeboat Institution deployed the ‘Fraser’ and ‘Delta’ Lifeboats for an extended training deployment over the BC holiday weekend. Both Lifeboats left the Fraser River in the evening of Friday August 2<sup>nd</sup>, sailing in company. En route navigation and deck watches were maintained. Also sailing independently were CLI members Rob Marshall’s 45’ cruiser ‘Still Waters’ with Bill Parsons as coxswain. After transiting Porlier Pass ‘Delta’ Lifeboat went to anchor off Reid Island. ‘Fraser’ Lifeboat and ‘Still Waters’ rafted alongside for the evening. To ensure ‘Delta’s’ anchor would not drag a “backing” anchor was shackled to the main anchor; an old but useful piece of seamanship.

On Saturday August 3<sup>rd</sup>, following breakfast anchors were weighed and the day’s exercises commenced. Navigation through unfamiliar waters was good training followed by Man Over Board (MOB) and recovery exercises. Fire suppression and Tow



Exercises were conducted throughout the forenoon. ‘Delta’ and ‘Fraser’ Lifeboats anchored for lunch in Montague harbour while ‘Still Waters’ continued to Ganges harbour. The lunch was followed by intense MOB recovery training. Ron van der Zwan entered the water in a dry suit, giving CLI crews an opportunity to recover a ‘real live and wet’ person person to recover. This proved to be a lot harder than just using ‘Oscar’ the rescue manikin. Interesting to note that in later discussion with Ganges Lifeboat crew who we meet up with, that even the Coast Guard crews still find this a difficult challenge, with no easy solution except using brute force. Moving from Montague harbour, both Lifeboats transited through Captain’s Passage to anchor off Ganges for the night. This concluded a full and successful day with much achieved.



Sunday August 4<sup>th</sup>. Prior arrangements had been made with the Coast Guard Operations Centre for CLI to exercise with the Ganges Lifeboat Station. At 0900 on Sunday all CLI crew aboard the ‘Fraser’ Lifeboat headed into Ganges coming alongside at Coast Guard Station. Warmly welcomed by the Ganges coxswain and crew ‘Fraser’ and ‘Cape St James’ Lifeboats were toured by both sides which was followed by a briefing in the Station. It was decided to conduct exercises involving CLI’s “multi vessel search pattern” system followed by MOB recoveries and finishing off with a towing exercise. CLI search system was explained and demonstrated with models. Printouts were given to the Coast Guard crew. At 1030 all vessels proceeded to Trincomali Channel for the exercises. ‘Delta’ Lifeboat assumed ‘On Scene Commander’ for the initial search exercise. Orders were passed and 4 vessels including ‘Still Waters’, who had now joined the group, formed up on each other’s beam at 100m spacing. Moving off together station keeping was practiced at 6 knots. At the end of the first leg all vessels were ordered to turn 90° to starboard together and maintaining 100m spacing. This was repeated with turns to port or starboard at the end of each leg. As in real life, when a

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multi vessel search is conducted, participating vessels might include tugs, fish boats, or any other available vessel. The CLI system allows for non-SAR trained skippers to be able to follow simple maneuvering instructions in conducting search patterns. After conducting several legs and turns ‘On Scene Commander’ was passed to the ‘Cape St James’. After more legs and turns and a great improvement in station keeping this exercise was concluded. Turning to MOB and recovery each Lifeboat demonstrated its method of retrieving a MOB. All systems though different were well conducted. For the final exercise ‘Delta’ and ‘Fraser’ Lifeboats took ‘Cape St. James’ in tow. Both exercises were well completed quickly and efficiently. All Lifeboats returned to Ganges for a debriefing at the Station. Eager to receive the Coast Guard’s assessment on the CLI search pattern system, CLI was delighted to receive high praise for all exercises. The Coast Guard coxswain liked the CLI’s search system and asked permission to pass it on to the Coast Guard’s Operation Center.

Again, it was interesting that some practical problems faced by CLI crews are also experienced by Coast Guard crews. Following a late lunch and another intense discussion, both Lifeboats proceeded to Reid Island for a night anchorage. Again ‘Delta’ Lifeboat laid out a ‘backing’ anchor and ‘Fraser’ Lifeboat and ‘Still Waters’ secured alongside. An excellent social evening was enjoyed while still remaining On Call to JRCC if required.

Monday August 5<sup>th</sup>. At 0500 on Monday (B.C. Day) ‘Still Waters’ cast off and proceeded for the Fraser River. The vessel was experiencing some mechanical issues and wanted an early start. ‘Fraser’ and ‘Delta’ weighed anchor at 10:30 and after manoeuvring the last of the ebb through Porlier Pass set course for Sand Heads. A fine crossing was enjoyed by all with lots of traffic returning from the holiday weekend along with normal commercial traffic. Both lifeboats went to anchor north of Sand Heads for lunch and a final review. Future ideas and plans were discussed before weighing anchor prior to returning to station. ‘Delta’ finally secured at 1500 after cleaning ship. This was a wonderful and very useful training period. Much was learned and tweaks to our SOP’s will result. Crews remained focused and all performed in a very professional and responsible manner. CLI’s time with the Coast Guard was a rare but valuable experience. The friendship and mutual respect are very much appreciated and CLI is sure this holds well for the future. These extended training periods always prove to be a great source of learning and hugely enjoyable. “BZ”



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## Maximizing the Chances of Survival in Cold Water

*With possibly less than 15 minutes to rescue somebody immersed in cold water before they become unresponsive, time is of the essence to save life. Understanding how the body reacts when you enter cold water and what you can do to delay its damaging effects can increase your chance of survival until help arrives.*

### Seconds Can Save a Life

*When seafarers hear three prolonged blasts on the vessel's horn followed by call outs for "Man Overboard!" they immediately know that an emergency has occurred. A crew member or other person has accidentally fallen from the vessel into the sea, or the vessel could be responding to someone else's emergency, and a quick response is essential.*

*Analysis conducted by the UK Maritime Accident Investigation Branch (MAIB) has revealed that crew have, on average, less than 11 minutes to recover someone who has fallen overboard into cold water before they become unresponsive. Its analysis of 20 incidents that occurred between 2017 and 2021 shows that the time decreases as the water becomes colder or the sea state rougher. In some cases, crew had just 4 or 5 minutes to coordinate a complex recovery under extreme pressure.*

## Fishery Patrol Sunday August 11

A very successful beginning to the fishery season. Delta Lifeboat patrolled up and down the Fraser River, monitoring the scattered groups of gillnetters, at times leading through several tugs and barges. In a few incidents it was necessary to advise several boats of the imminent arrival of large river traffic and requesting they move themselves and their nets to clear the navigable channel.



### Thursday Evening Training

On August 15<sup>th</sup> the Delta and Fraser Lifeboats crews practiced dewatering. The Fraser crew connected hoses and learned to set the valves of the port engine dewatering system. The pump is in line with the port engine and it can be activated by a switch on the engineer panel. The crew has a choice to expel water through the hull on the port side or through a hose on the deck.

Delta crew transferred the portable salvage pump to the Fraser who was "taking on water". The transfer and setup of the pump went

smoothly.



## Delta Lifeboat Aboriginal Fishery Patrols

Aboriginal fishery patrols were declared for Saturday August 17 from noon until 2000, Sunday August 18 from 0900 – 2100 and another one was later added for Monday August 19 from 0900 – 2100. On Saturday Delta Lifeboat planned to depart at noon but due to the low tide it had to be postponed until 1240. Fraser Lifeboat tried to depart for their morning training, but it hit the bottom in the harbour close to the Delta Lifeboat Station. A dockside training was held instead. At 1240 the Delta Lifeboat was able to depart for the fishery and two Delta crewmembers took the Fraser Lifeboat to transition her back to the Steveston Lifeboat Station. At 1340 Delta retrieved the two crewmembers from the Fraser Station and began the patrol. Approximate 8 vessels were fishing in Woodward Reach area and some more were scattered all over the river up until the Alex



Fraser bridge. While escorting the deep sea ‘MV Qindao’ downriver, Delta Lifeboat approached fishing vessel ‘Riding High’, who had its net over the navigable channel (range). The crew thought that ships were to go to the outside of the red channel buoy, e.g. red to red. Delta crew explained that a vessel returning to sea passed a red channel buoy at its starboard side, e.g. green to red, to stay in the shipping lane. The crew quickly understood and they picked up their net to give the ‘MV Qindao’ free passage. During the patrol Delta Lifeboat was constantly in contact with Vancouver Traffic Services (VTS) and at 1645 Delta Lifeboat anchored at the south side of Woodward Reach for dinner as VTS reported that no escort was needed for the coming hour. At 1750 Delta weighed anchor to escort the tug ‘Westcoast Evolution’ and its barge upriver. At 1828 the escort was dropped and Delta turned downriver to pick up deep sea ‘Aegean Highway’ on her way to Annacis Island Auto Terminal 1. At 2000 Delta dropped the escort as there were

no more fishing vessels impeding ‘Aegean Highways’ passage. At 2050 Delta secured at Delta Lifeboat Station.

On Sunday Delta Lifeboat departed the Station 0942 to beat the low tide. As the tide was still dropping there were no fishing vessels in the river because the fish “waits” for a rising tide before they swim upriver. The Delta Lifeboat anchored at Woodward Reach and monitored the river and VTS. Anchor was weighed at 1305 to proceed upriver to escort ‘Aegean Highway’ downriver. At 1528 the escort was dropped near Steveston and the Delta Lifeboat entered the harbour to pick up additional crewmember. Some more vessels were escorted like the tug ‘MV Harken No 7’ with barge and ‘Seaspan Trader’. At 1943 one crewmember was dropped off at Steveston harbour and at 2040 Delta Lifeboat was secured at Delta Station.



On Monday Delta departed at 1458 but once in the Fraser River only 1 boat was fishing. Delta advised VTS and stood down operations and returned to the its Lifeboat Station where Delta Lifeboat was secured at 1610.



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## 21<sup>st</sup> Annual Richmond Maritime Festival August 24 & 25, 2024 Saturday and Sunday, 1100 – 1800

Delta Lifeboat sailed on Friday afternoon August 23<sup>rd</sup> to Richmond to participate in the Festival. A reception was held for the participants with speeches from Mayor Malcolm Brodie and council members followed by a buffet. Unlike previous years it was announced that event visitors were not able to board the vessels.

Crewmembers arrived early on Saturday morning to set up the tent, tables, mug and earbud's displays and the new flag game. When visitors donate \$40.00 or more they received a set, when they donated \$20, they received a CLI mug. A flag game was created to engage children and their parents. The game consists of small laminated cards, with a flag on one side and the corresponding letter on the other side, sheets with nautical words and CLI branded paper the concept was the kids could write their names and then spell it with flags.

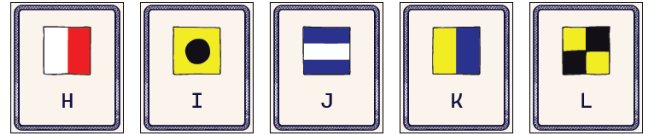
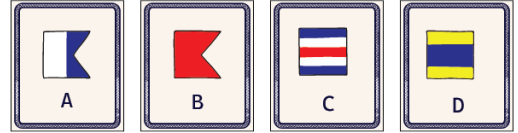
All boats sounded their horns at 1100 and John fired the ceremonial canon to declare that the festival was opened. The morning started with clouds and rain

but luckily it cleared up quickly and the sun broke through.

Crewmembers

were picked up by the Fraser Lifeboat around noon to continue a fishery patrol. The flag game was hugely popular with the children, teenagers and adults. Donations were received throughout the day with the help of the mugs and Airbuds. Some visitors were interested in joining the CLI and brochures with contact information were handed out to them. Although no visitors were allowed on the vessels, visitors who were seriously interested in joining did get a tour on the Delta. At 1800 horns and canon sounded the end of day one of the festival.

Sunday turned out to be even busier than Saturday due to the beautiful weather. Crew ran out of flag game paper during the day but spelling words with the flags kept on being popular. Some of the festival crew had to man the Fraser lifeboat because today was another fishery opening in the Fraser River. Other crewmembers stepped in to welcome the visitors on the dock. Retired crewmember Tim Carry joined the team for the two days, charming the visitors like only he can do. At 1800 the successful festival was closed and the Delta returned to Ladner where it secured at 1915.





## Fishery Patrols August 24 - 26

On Saturday the Fraser Lifeboat departed at 1200 for a fishery patrol. The Fraser Lifeboat had to carefully navigate the inner harbour because of ongoing dragon boat races. At buoy S25 Fraser escorted the tug 'Ocean Warlock' and its barge down river. The escort was dropped as S19 at which time crewmembers spotted an orange fender on Steveston Island. The decision was made to do a shore extraction by beaching the Lifeboat and using the extension ladder to bring a crewmember ashore to retrieve the fender. This was successful and the Fraser Lifeboat has now acquired a "new" fender which was named the "Krista ball". Because there were not many vessels fishing and no deep seas were expected the Fraser Lifeboat returned to the Lifeboat Station and secured at 1635.

On Sunday the Fraser Lifeboat departed at 1000 because VTS had informed the crew that a deep sea 'Glovis Sunrise' would arrive at 1030. Fraser Lifeboat picked up the escort at 1020 with destination New Westminster. More fishing vessels were encountered compared to Saturday with a concentration of vessels between Steveston and the Massey Tunnel. The escort was dropped at Canfisco but Fraser Lifeboat did continue to the Alex Fraser bridge to pick up bulk carrier 'Larch Arrow' at 1145. At Woodward's Landing 12 fishing vessels were counted and the majority had their nets or vessels in the shipping lane. The Fraser approached each vessel and advised them of the bulk carrier coming down river. All the fishermen appreciated the heads up and made sure their vessels and nets were out of the way giving 'Larch Arrow' free passage. Tug 'Captain Cook' and barge were escorted up river and after successfully dropping the escort Fraser anchored in the river near Ladner Reach monitoring traffic channel 74. VTS was contacted to see if anymore deep seas were expected. The next one would arrive at midnight so it was decided to weigh anchor and return to the Lifeboat Station because the crew needed to transfer to the Delta Lifeboat to sail her back to Ladner after the festival. Fraser Lifeboat secured at 1549 at the Steveston Lifeboat Station.

Another fishery for Monday was announced and crewmembers to man the Delta Lifeboat for the patrol was accomplished. At 0925 Delta Lifeboat slipped and proceeded to the Alex Fraser Bridge to pick up an escort of a deep sea. Only one fishing vessel was encountered near Crown Forrest. Delta Lifeboat anchored at 1120 in Sea Reach while monitoring traffic. At 1200 anchor was raised to meet the deep sea 'Tonga Chief' and escorted her downriver. Because no deep seas were expected anymore and only one vessel fishing it was decided to return to the Lifeboat Station where the Delta Lifeboat was secured at 1500.



## Victoria Classic Boat Festival August 30 – September 1

More information about this festival will be in the September newsletter.



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