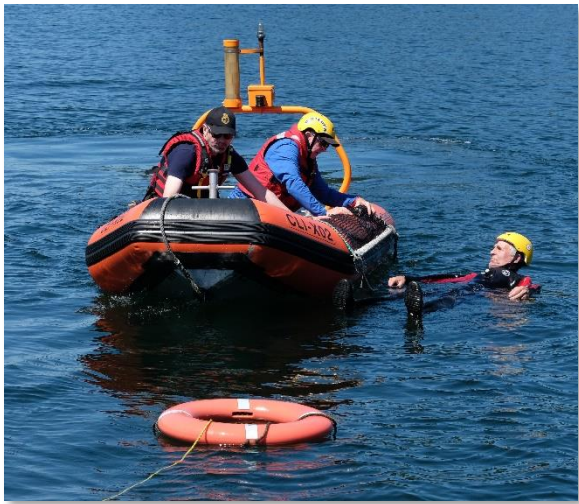


Extended training period

By John Horton

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 2nd, 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’ and ‘Still Waters’ secured alongside. To ensure ‘Delta’s’ anchor would not drag a second “backing” anchor was also shackled to the main anchor (an old but useful piece of seamanship!).

Saturday August 3rd. Following breakfast and cleanup anchors were weighed and the day’s exercises commenced. Navigation through unfamiliar waters was good training followed by MOB and recovery. Fire suppression and



TOWEX’s were conducted throughout the forenoon. ‘Delta’ and ‘Fraser’ 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, heavy, wet’ person! It proved to be a lot harder than just using ‘Oscar’. Later in discussion with Ganges lifeboat crew it was interesting to note that even the professional CGD crews still find this a difficult challenge, with no easy solution except brute force. Moving from Montague harbour, both lifeboats transited through Captain’s Passage to anchor off Ganges for the night. This concluded a full day with much achieved.

Sunday August 4th. Prior arrangements had been made with the CGD Ops Centre for CLI to exercise with the Ganges Lifeboat station. At 0900 on Sunday all CLI crews repaired aboard ‘Fraser’ and proceeded



alongside the Coast Guard station. Warmly welcomed by the Ganges coxswain and crew ‘Fraser’ and ‘Cape St James’ lifeboats were toured by both sides followed by a briefing in the station. It was decided to exercise CLI’s “multi vessel search pattern” system followed by MOB recovery and 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’ assumed ‘On Scene Commander’ for the search exercise. Orders were passed and 4 vessels including ‘Still Waters’ formed up on each other’s beam at half cable spacing. Moving off together station keeping was practiced. At the end of the first leg all vessels were ordered to turn 90° to starboard together. 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. Without SAR training skippers have to be able to follow simple instructions. After conducting several legs and turns OSC 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' took 'Cape St James' in tow. Both were well done. All lifeboats returned to Ganges for a debrief at the station. Eager to receive the Coast Guard's assessment CLI was delighted to receive high praise. The coxswain liked the CLI's search system and asked permission to pass it on to the Coast Guard's Operation Center. All other exercises also brought praise. Again, it was interesting that some practical problems faced by CLI crews are also experienced by Coast Guard crews. After thanking our Coast Guard

friends our time with them came to an end. Wonderful training and public lifeboats proceeded to Reid Island for a night anchorage. Again 'Delta' alongside. An excellent social evening was enjoyed while still remaining On Call to JRCC if required.

Monday August 5th. 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"



August 12, e-news

From John Horton

Maximizing the chances of survival in cold water



MASTER MARINERS OF CANADA





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.

Want to know more? The full e-newsletter can be found on our restricted website @ File list/First Aid/Other/ "2024 08 15 maximizing the chances of survival in cold water Published.pdf".

Fishery patrol Sunday August 11

By Ken Robertson

A very successful beginning to the fishery season, such as it may be. DELTA patrolled between buoy S19 and BTU, monitoring the scattered, small groups of gillnetters, briefly leading through several tugs and barges, including advising several boats of the imminent arrival of river traffic and requesting they move to clear the navigable channel.

Learning moment: ensure Log is well maintained to describe every interaction, either with fishboats or commercial traffic: time, details, lessons learned, etc.



Thursday evening training

On August 15th the Delta and Fraser lifeboat 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. Lessons learned today: Always tie down your pump and suction hose. Always fill and connect the suction hose last and start the pump when connected.

Delta lifeboat aboriginal fishery patrols

Aboriginal fishery patrols were declared for Saturday August 17 from noon till 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 till 1240. Fraser lifeboat tried to depart for their morning training, but it hit the bottom in the harbour close to the Delta station. A dockside training was held instead. At 1240 the Delta was able to depart for the fishery and two Delta crewmembers took the Fraser to transition her back to the Steveston station. At 1340 Delta picked up the two crewmembers from the Fraser and started the patrol. Approximate 8 vessels were fishing in Woodward Reach and some more were scattered all over the river up till the Alex Fraser bridge. While escorting deep sea 'MV





Qindao' downriver, Delta approached fishing vessel 'Riding High', who had its net over the range. The captain 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 captain understood and they picked up their net to give the 'MV Qindao' free passage. During the patrol Delta was constantly in contact with VTS and at 1645 Delta 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 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 station.

On Sunday Delta departed at 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 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 entered the harbour to pick up another 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 secured at Delta station.



On Monday Delta departed at 1458 but once in the Fraser river only 1 Burrard Band boat was fishing. Delta advised VTS, stood down and returned to the lifeboat station where Delta secured at 1610.



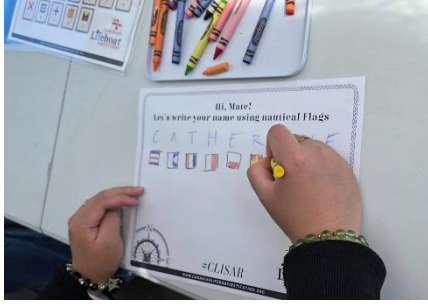
21st Annual Richmond Maritime Festival August 24 & 25, 2024 Saturday and Sunday, 1100 – 1800

Delta lifeboat sailed on Friday afternoon August 23rd 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 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. John Ashekian was able to win a bid on an auction site for Accent Airbud's Pro's. When visitors donate \$40.00 or more they will receive a set. A flag game was introduced to draw in children with their parents. The game was made by Isabella, Monika, Jovan, Krista and Ron. The game consists of small laminated cards, with a flag on one

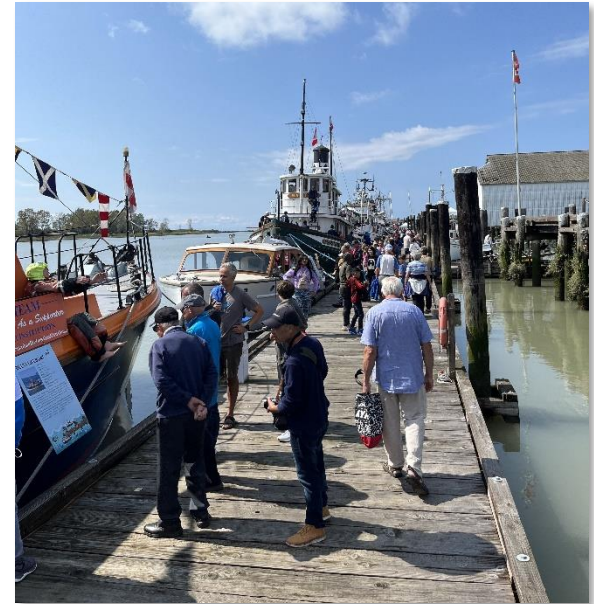
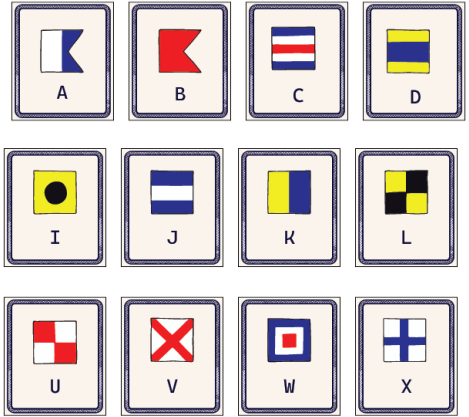


side and the corresponding letter on the other side, sheets with nautical words and CLI branded paper where kids can write their names and then spell it with flags.



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. Ken R. was picked up by the Fraser lifeboat around noon to perform 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.



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. Ken R. was going to join the patrol and had to be picked up from the Delta. The Fraser had to carefully navigate the inner harbour because of ongoing dragon boat races. At buoy S25 Fraser escorted the tug 'Ocean Warlock' and barge down river. The escort was dropped at 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 Krista ashore to retrieve the fender. This was successful and the Fraser has now a "new" fender which was named the "Krista ball". Because there were not many vessels fishing and no deep seas were expected the Fraser 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 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 tunnel. The escort was dropped at Canfisco but Fraser 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 to sail her back to Ladner after the festival. Fraser secured at 1549 at the lifeboat station.

Another fishery for Monday was announced yesterday so Ken R. quickly got hold of crewmembers to man the Delta for today’s patrol. At 0925 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 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 secured at 1500.

Delta replacing Ladner boat launch

SANDOR GYARMATI
sgyarmati@delta-optimist.com

The two-lane boat launch at Ferry Road in Ladner is going to be closed for a few months starting later this year.

The City of Delta has been planning for the reconstruction of the existing boat launch, located at the north end of Ferry Road, which has reached the end of its service life with replacement of the float system and the complete reconstruction of the concrete ramp needed.

The replacement boat launch will have improved functional use outside of high tide conditions, the city notes.

A civic report says

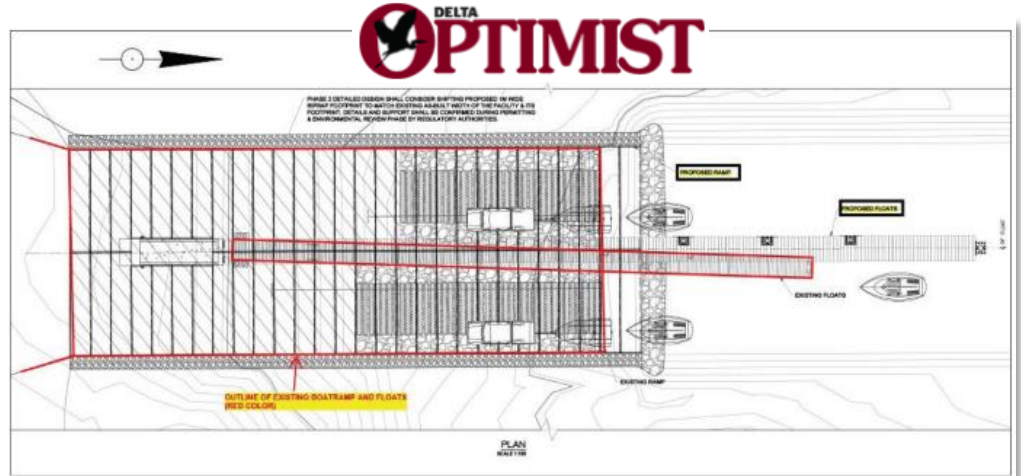
government approvals have been obtained, which have identified an in-stream work window of Nov. 1, 2024 to Jan. 31, 2025 for the project.

Total cost of the project is budgeted at \$1.65 million.

Meanwhile, the city is also planning a replacement for the boat launch ramp at Wellington Point.

The boat launch’s wooden float system was replaced in 2022 and included the installation of new piles to restrain the float system.

While the top three-quarters of the concrete ramp is in relatively sound condition, the lower quarter is deteriorated and broken with the waterside edge of the ramp being



CITY OF DELTA IMAGE

The project includes dredging of approximately 685 square metres of sediment from the area approaching the boat ramp and extension of the float to increase boat capacity.

noticeably undermined, according to the city.

A complete replacement of the concrete ramp is required.

Staff anticipate that an in-stream construction work window would take place between November

2025 and January 2026.

As well, the city this summer issued a request for bids for the rehabilitation of the viewing wharf at Wellington Point Park on River Road West, which has been closed to the public since January.

The city notes that, based on a January 2024 marine-structural consultant’s site review, further deficiencies in addition to recommended rehabilitation work in a 2019 inspection report were identified.

The report says the estimated costs of the refurbishment are considerably higher than budgeted, owing to additional deficiencies identified and the escalation in construction costs over the past several years.

Victoria Classic Boat Festival August 30 – September 1 More information about this festival will be in the September newsletter.

