



Fraser Lifeboat New Crew Training

The Fraser Lifeboat has been kept quite busy with an influx of new crew members. On Saturday March 14, we practiced launching the x-boat and deploying the portable fire pump to the shore and putting water on a simulated fire.

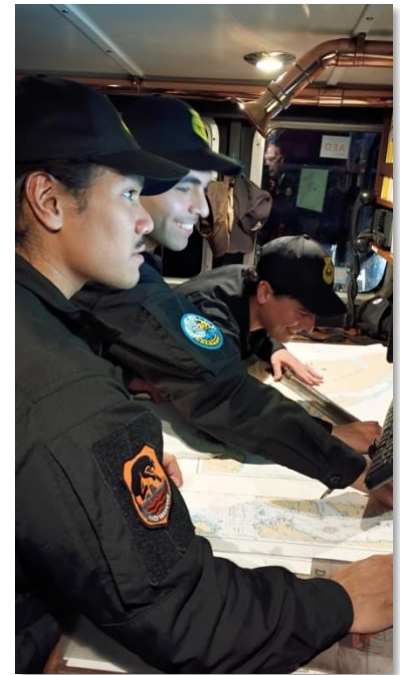


A Unique Partnership

The CLI again deployed the 'Delta Lifeboat' as a SAR support vessel for the 2026 Roe Herring Fishery into the Strait of Georgia. Following a request from the Royal Canadian Navy (RCN), 3 junior naval officers joined the CLI crew for experience and sea time. The Delta Lifeboat departed at 2000 hours on the 1st of March, arriving off Hornby Island at 0300 hours, where active fishing had already commenced.



Throughout the next 11 days the RCN members integrated with the CLI crew conducting a range of operational training exercises while remaining on high alert for any calls for assistance from the fishing fleet. Training topics included navigation, helm (steering – 'at the wheel'), lookout duties, watch officer, radio work and log keeping. Exercises included vessel towing, firefighting, vessel dewatering (pumping out water), RHIB operations, search patterns, line



gun usage and ship maneuvering including learning to steer a weather course in high seas.

A continual radio watch was maintained throughout the fishery deployment. The crew responded to two requests for medical assistance. The first for a semi-conscious fisherman who was transported to Deep Bay aboard his own high-speed fishing vessel.

The second was more serious. A semi-conscious fisherman collapsed on the deck of a herring punt, face down in the fish and its crew not knowing what to do, especially as a spinal injury was also suspected. The Delta Lifeboat was on scene in 15 minutes and secured alongside with difficulty as it was dark, the sea

was rough, and the punt was hanging onto its net still out and full of fish. Two Lifeboat crew members boarded the punt to conduct an assessment, after which the patient was secured in the clamshell stretcher. He was transferred to the Delta Lifeboat where further assessment of vitals was made and a warming process begun as hypothermia was suspected. He soon regained his faculties. During the whole transfer the two vessels were rolling heavily and the Delta Lifeboat suffered some minor damage.



The Rescue Centre also tasked the Coast Guard Lifeboat out of French Creek. The Delta Lifeboat transited from the Northeast side of Hornby Island to Shingle Spit where in calmer water Coast Guard 'Cape Cockburn' and 'Delta Lifeboat' were able to come alongside each other for a patient transfer



for delivery to Deep Bay and hospital. As it was all carried out in cold, dark, wet and rough conditions all groups involved - CLI, Navy and Coast Guard - crew worked well together to complete the task.

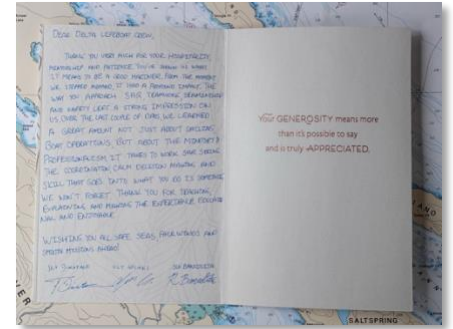
On Sunday March 8th fishing ceased temporarily as bad weather washed out the herring spawn. 'Delta Lifeboat' took the opportunity to travel to Comox to reprovision and top up on fuel. In the evening a signal from DFO indicated fishing would recommence off Nanoose, the gillnetters still had 4,000 tons of quota to catch. So, Delta departed Comox for Nanoose arriving there at 0130 hours.

Although no other incidents occurred during the fishery, several signals were received from fishing vessels thanking CLI for again standing by and supporting their often-dangerous work in a unpredictable environment.

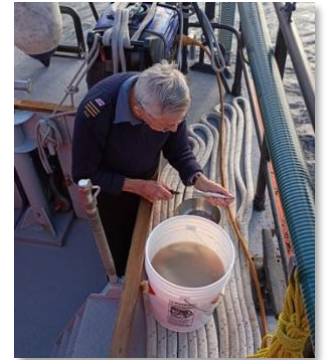
The Navy crew left the ship in Nanaimo on Wednesday March 11th. Three CLI additional crew members joined from Tsawwassen keeping the ship at full strength. The crew were sorry to see the Navy contingent depart as a strong bond had developed between both crews. The following card sums up their feelings.

*Dear Delta Lifeboat crew,
Thank you very much for your hospitality, mentorship and patience. You've shown us what it means to be a good mariner. From the moment we stepped aboard, it had a profound impact. The way you approach SAR, teamwork, seamanship and safety left a strong impression on us. Over the last couple of days, we learned a great amount not just about sailing boat operations, but about the mindset and professionalism it takes to work SAR. The coordination, calm decision making and skill that goes into what you do is some something we won't forget. Thank you for teaching, explaining and making the experience educational and enjoyable.*

Wishing you all safe seas, fair winds and smooth missions ahead.



The fishery officially closed on the 13th of March so the Delta Lifeboat returned to Delta Lifeboat Station after a very successful and worthwhile patrol. 12 Days at sea and only one in harbour. It is anticipated that with the success of the naval deployment the partnership between the RCN and CLI will continue with huge benefits for both services.



If you like what we do, donate NOW through:



pay@cli.vr-sar.org

You can find us on:



Like to JOIN?





Fraser Lifeboat Responds to a Mayday Call

On Saturday March 21 the Fraser Lifeboat was practicing a SAR Sector Search between Sand Heads and Iona Beach in 4–5-foot seas. Due to the sea state not many vessels were out but two sailboats were seen under sail enjoying the wind and waves. While returning to the Lifeboat Station going upriver a Mayday call at 1120 hours on CH 16 was transmitted from the sailboat 'New Age', a 30 ft Catalina, who ran aground near Vancouver Airport, at the south side of Iona Spitt. Fraser Lifeboat responded to the Coast Guard on CH 83A that they would turn around and head to the last known position 49.18.188 N 123.16.11.W, Sturgeon Bank east of buoy T10. At the same time the Coast Guard RHIB Sea Island 2 was dispatched.

The Fraser Lifeboat arrived at 1200 hours on site but it was too shallow to continue the approach. Sea Island 2 did however continue their approach as they have a very shallow draft. The Coast Guard asked Fraser Lifeboat to standby to take over the tow if necessary. Sea Island 2 took the vessel in tow. At 1230 hours Sea Island 2 requested Fraser Lifeboat to take over the tow of the sailboat to Mill Town Marina because they encountered damage due to the pounding waves. At 1305 hours Sea Island 2 decided to stop the tow due to low tide and the sailboat running further aground. The vessel dropped their anchor and were advised to wait for the rising tide. The Fraser Lifeboat was released from the incident.



Fatigue Management at Sea (CCOHS)

Transport Canada advises seafarers that they must complete an online fatigue management course when enrolling in any Marine Emergency Duties Training. This training is provided at no cost to registered (Candidate Document Number) Canadian seafarers. With your CDN you can register at <https://www.ccohs.ca/distributors/transport-canada>.

Transport Canada Making Waves on the Fraser River

Transport Canada has caused an uproar on the Fraser River after imposing a toll on all boats passing under the Sta'łwaxəm (Riverview) Bridge. Spokesperson for Transport Canada, April Poole, made it clear in a press release that due to the excessive wake made by modern power boats and overloaded tug and barges, all boats passing under the new Pattullo bridge will be subject to a small fee, or "wake toll", to offset the damage to the pilings and the footings done by the splashing water. An engineer for the project, Mr. A. Stulte, when asked how long the toll would need to be in place in order to cover the projected costs of the damage replied that the toll would "likely be in place for the lifespan of the bridge". A yearly "under bridge toll pass" can be purchased through the Transport Canada website beginning April 1st. Boaters may also pay "per use" by depositing \$2.50 into the drop box built into the northern most piling. Local log salvager Mr. Tulling, when asked for comment said "this is ridiculous, no one is going to pay and the drop box is likely to be stolen if there is any money in it anyhow". Transport Canada is taking public comments until June regarding the changes, please email april.poole@transportcanada.ca

Update: Norwegian rescue vessel "Colin Archer", built in Rekkevik - Norway in 1893, 14 meter, 4.65 meter beam vessel that served the Norwegian Sea Rescue for 40 years.

The following is a crew member update on the progress of the build of the 'newest boat in the fleet', a 24-foot remake of the [Colin Archer RS1](#). I have procured the original drawings of the RS1 from the Norwegian Maritime Museum – it is from these plans which we will make our final design and do the lofting from. I have spoken to the Sapperton Landing Traditional Boat Society about using some of the space at their building in New Westminster to see the build through to completion. The initial meeting with the SLTBS went well and they seem quite open to the idea. I will be making a large presentation to their board at their next board meeting. I am planning on running it as an open to the public project, from lofting to launch, with the lofting to begin hopefully in July and the full build taking 5-6 months, in this way we will hopefully attract many new people to our organisation (as well as re-invigorate some of the current members). I will be overseeing the project six days a week (Mon- Sat), from 10am-6pm, and we will be open to the public during those hours. Hopefully we will be creating a strong partnership with the SLTBS as this will allow us to have space to build our expanding fleet without too much overhead costs, and even perhaps a space to do a full refit of the Delta Lifeboat in the future. If we can get as many CLI members to also become members of the Sapperton Landing Traditional Boat Society, it will go a long way





towards creating a working partnership between the two organisations. As some of you may already know, I believe there is a huge opportunity for us to expand and fill a void in the safety and rescue landscape on the water in BC, that being, traditional boating skills and knowledge, and as "the last line of defense", so to speak, in case of emergency, both natural and man-made. The boat will be in the traditional style, that is, without an engine or electronics, and will be equipped with oars to row when needed and sails for most other instances. I hope to equip her with a small RHIB, with outboard motor to assist with any rescue efforts. The overall costs of the build should be around \$20,000- \$25,000. I believe in the CLI and I believe in the need for a massively expanded network of rescue and safety boats up and down our coast and inland waters. I am always available to discuss the project should anyone wish to and I hope that of our membership will consider this endeavour to be an exciting undertaking and a great opportunity to increase our presence on the water and in the public sphere and a way to help grow our membership and organisation.

DELTA OPTIMIST Community

Busy roe herring fishery for Delta Lifeboat

The Canadian Lifeboat Institution, who owns and operates the *Delta Lifeboat*, again deployed her as a search and rescue support vessel for the 2026 roe herring fishery in the Strait of Georgia.

Following a request from the Royal Canadian Navy (RCN), three junior officers joined the crew for training and sea time.

The *Delta Lifeboat* departed on March 1, arriving off Hornby Island at where active fishing had commenced.

Throughout the next 11 days the RCN members integrated with the Delta Lifeboat crew conducting a range of training exercises while remaining on high alert for any calls for assistance from the fishing fleet.

Training covered navigation, steering (sometimes in heavy seas), lookout duties and being officer of the watch, radio work and log keeping.

Exercises included towing, firefighting, dewatering (vessels taking on water), operating the lifeboat's rubber boat, search patterns, firing the line gun, general ship handling, including learning to steer a weather course in high seas.

A continual radio watch was maintained throughout the deployment.

The crew responded to two requests for medical assistance.

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PHOTO SUBMITTED

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Although no other incidents occurred during the fishery, several signals were received from fishing vessels thanking the *Lifeboat* for again standing by and supporting their often dangerous work.

-Submitted

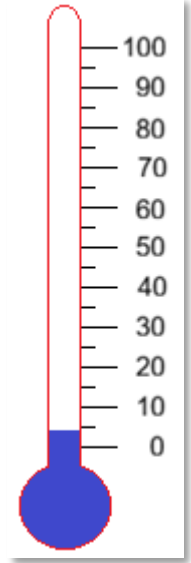
Supporting Members

A campaign has started on March 23rd to increase the number of supporting members of the Canadian Lifeboat Institution with as goal to reach 100 supporting members by the end of 2026.

Why is the CLI looking for more support? As a not-for-profit, non-government funded, nationally registered charitable marine Search and Rescue organization, the CLI has to rely on support from the community to do what they do best, saving lives and property at sea. By broadening its support, the CLI is building and strengthening their foundation for many more years to come.

Please use the form shown on the following page or the one attached to the email sent on March 23rd to sign up new supporting members, who pay only \$20.00 / year.

Email the form to cli.sar.bc@gmail.com and pay as instructed on the form.



Thank you all for helping the CLI reaching its goal!

If you like what we do, donate NOW through:



pay@cli.vr-sar.org

You can find us on:



Like to JOIN?





Supporting Membership Dues – \$20 / year.

Name: _____

Address: _____

City: _____

Province: _____ Postal Code: _____

Email address: _____

Phone number: _____

I'm also interested in:

Vessel Maintenance Publication Fundraising

Assisting with training Administration Maritime lore

Please complete and return by email to: cli.sar.bc@gmail.com

***** Pay \$20.00 Dues: *****

e-transfer to pay@cli.vr-sar.org and please indicate year.

CANADIAN LIFEBOAT INSTITUTION
12740 Trites Road, Richmond, B.C. V7E 3R8



If you like what we do, donate NOW through:



You can find us on:



Like to JOIN?

