



Training Fraser Lifeboat

by David Acton

Saturday March 14. Fraser Lifeboat has been kept quite busy with an influx of new crew members. Today we practiced launching the x-boat with bringing the portable fire pump ashore and putting water on a simulated fire. We also promoted Juan to crew level training.



A unique partnership

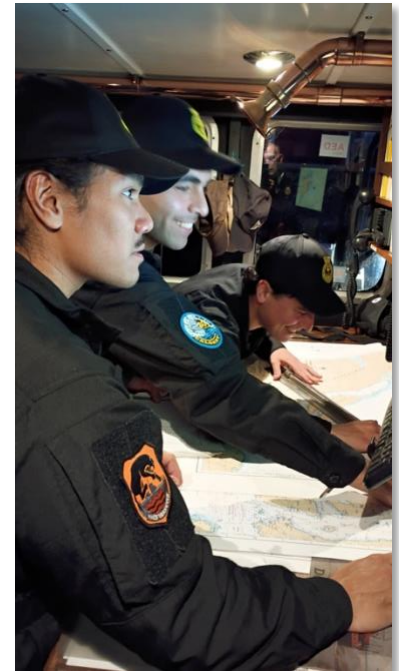
by John Horton

The Canadian Lifeboat Institution who owns and operates the 'Delta Lifeboat' again deployed her as a SAR support vessel for the 2026 roe herring fishery in the Strait of Georgia. Following a request from the Royal Canadian Navy, 3 junior officers joined the CLI



crew for training and sea time. The Delta Lifeboat departed at 2000 on the 1st of March, arriving off Hornby Island at 0300, where active fishing had commenced.

Throughout the next 11 days the RCN members integrated with the CLI 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. 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 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 a clamshell stretcher. He





was transferred to the 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 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. Both CLI, Navy and Coast Guard crew worked well together when all the hard training came to the fore.

It was all carried out in cold, dark, wet and rough conditions. Ron Vanderzwan was CLI's primary caregiver. He is to be congratulated for a job well done under extremely difficult conditions. 'BZ'

On Sunday 8th fishing ceased temporarily as bad weather washed out the spawn. 'Delta' 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.

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.

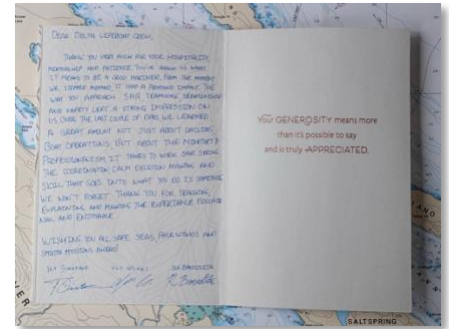
The Navy crew left the ship in Nanaimo on Wednesday 11th. Three CLI crew members joined from Tsawwassen keeping the ship at full strength. The crew were sorry to see the Navy contingent depart as a strong bond had developed between both crews. The following card sums up their feelings.



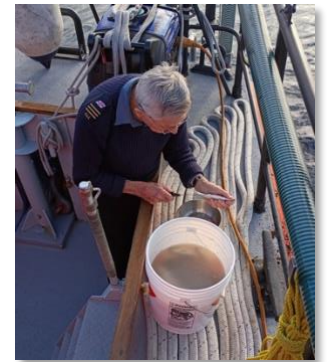
*Dear Delta Lifeboat crew,
Thank you very much for your hospitality, mentorship and patience. You've shown us what it means to be a good mariner. From the moment we stepped aboard, it had a profound impact. The way you approach SAR, teamwork, seamanship and safety left a strong impression on us. Over 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.

SLT Dinatale SLT Aflaki SLT Bancolita



The fishery officially closed on the 13th of March so the Lifeboat returned to Delta 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.





Fraser Lifeboat responds to a Mayday call

On Saturday March 21 the Fraser Lifeboat was practicing a 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 at S10 a Mayday call at 1120 on CH 16 was heard from a sailboat ‘New Age’, a 30 ft Catalina, who ran aground near YVR, at the south side of Iona. Fraser responded to the Coast Guard on CH 83A that they would turn around and steam 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 arrived at 1200 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 to standby to take over the tow if necessary. Sea Island 2 took the vessel in tow but due to the dropping tide the sailboat keel was touching the seabed. At 1230 Sea Island 2 requested Fraser to tow the sailboat to Mill Town marina because they encountered damage due to the pounding waves. At 1305 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.

Richard was acting coxswain today as part of his training to become a coxswain. This was his first response to an incident in his new role and he did a good job. 🇳🇪



Community



Busy roe herring fishery for Delta Lifeboat

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PHOTO SUBMITTED

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-Submitted



Hey Team,

my name is Henry Beasley, and I'm one of CLI's newest members! Born and raised in New Westminster, I've lived all across Canada, and worked all across North America and Europe as an actor, musician, cook, goatherd, and teacher.

I grew up around the water, often heading out to Pitt Lake for the summers, Vancouver Island on fishing trips with my dad, and coastal excursions with my grandfather on his Nordic Tug. About a year ago, I graduated from BCIT's Bridge Watch Rating program, where I applied with the intention of reignite my love of the water – and, gratefully, it brought me to CLI. I couldn't be happier with where the path has led me. I'm interested in SAR because I want to help people, and it's so refreshing to be with such a thoughtful, dedicated, and generous group who share this goal. I look forward to learning from (and with) you all.

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>. If your 'old' CDN number is shorter than 8 alpha numeric characters then add zero's (0) before the CDN till you have 8. The final test has 10 questions of which you need 80% or higher to receive your certificate. Email the certificate to admin@cli.vr-sar.org attention David Acton so he can update your records.





Transport Canada Making Waves on the Fraser

Transport Canada has caused an uproar on the Fraser River after imposing a toll on all boats passing under the Stałəwasəm (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 on the expansion of the fleet by Simon Postma

Hello all, just wanted to give a quick update on the progress of the build of the newest boat in the fleet, a 24-foot remake of the Colin Archer RSI, as I was unable to make it to the last AGM. I have procured the original drawings of the RSI 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 West 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 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 – which I will fund as we haven't agreed as an organisation to undertake such a project, nor agreed on positioning ourselves as the "last line of defense on the water" in BC. I understand this news may come as a shock to some and as an overreach to others, but 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 hopefully they do) and I hope that all 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.

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.

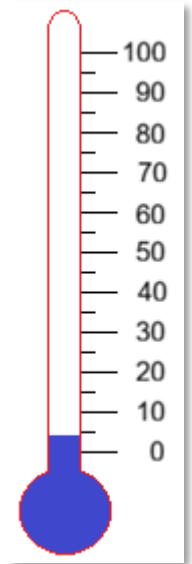
Why is the CLI looking for more support? As a not-for-profit, non-government funded, nationally registered charitable marine Search and Rescue organization, the CLI has to rely on support from the community to do what they do best, saving lives and property at sea. By broadening its support, the CLI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

With the current 55 crewmembers and 17 supporting members this goal should be easily reachable as each member only has to sign up 1.4 new supporting member.

For the month of March 4 new members have already signed up. Thank you (🚩) to those crewmembers who made this possible.

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!





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: *******

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

In-person by cash or cheque to Brian Cook.

Send a cheque to our mailing address at:

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



Thank you for your support!

