



NATIONAL DROWNING PREVENTION WEEK

Knowing July sees the peak of water-related incidents each year, the Lifesaving Society chooses the 3rd week of July as National Drowning Prevention Week (NDPW). This is a public awareness campaign each year to build community and media support for the drowning prevention cause.

NDPW provides an opportunity for local Water Smart® experts to promote the Society’s messages of safety on the water and to encourage everyone to think ahead before heading for their favourite lake or river. Pools and waterfronts throughout BC & Yukon help to communicate preventative drowning information and promote water safety education through public events and media campaigns.

The Lifesaving Society of BC & Yukon provides resources for local government proclamation initiatives, media campaigns, public training and public events.



Thursday June 10th. Like last year this year’s AGM was held through Zoom. The meeting is well attended (29) by crew-, society- and boardmembers. After a welcome message from our society president Bob McIlwaine, John Horton starts the meeting with an opening prayer. All the items on the agenda are presented one by one and all the motions are unanimously moved and seconded. All the existing directors agreed to stand for re-election and two new directors, Kevin Irvine – VP Finance and CFO, JJM Construction and Ken Lewis – Master 500 GT Near Coastal were nominated. The new nominations and existing board were re-elected. Holding a meeting online like this makes it very efficient and after approximately an hour the meeting was adjourned.

On the water training

Thursday June 17. Both the Delta L/B and Fraser L/B are on the water this evening doing training exercises. It’s summer which means there is a lot of activity on the water. At Gilligan’s Island we see many young people enjoying the beautiful evening. The number of powerboats and seedoes lined up on the shore attest to this. Showing the flag and being visible as a Search and Rescue organization hopefully influences their joyous behavior resulting in wearing lifevests and adapting speeds when the circumstances dictate this.



Community

St. David's to recognize global Sea Sunday

ELIZABETH MURRAY
Contributing Writer

Veteran's Naval Band bugler John More, St. David's Anglican Church parishioners Captain John Horton and Nick Robinson of The Delta Lifeboat, along with Brian Cook also from The Delta Lifeboat, will par-

ticipate in a global tribute to mariners when the parish marks Sea Sunday this Sunday, June 27.

The sanctuary of St. David's will be transformed for the 9 a.m. service when a dinghy and trappings of the sea will remind online ZOOM and in-person attendees of the debt owed to 'They

that go down to the seas in ships.'

Here in Ladner/ Tsawwassen, local dependence on seafarers is fairly obvious given the area's proximity to BC Ferries, Seaspan's barge/ ferry terminals on the Fraser River in Delta and Surrey, tugs and barges hauling wood products,

rock, gravel and cement, not forgetting the fisher folk who provide food for the table.

The Delta Lifeboat, based in Ladner Harbour, plays a pivotal role in providing search and rescue support for commercial and native fisheries, along with other duties related to a Canadian

Lifeboat Institute vessel. The Delta is captained by Horton, a senior lifeboat commander with CLI.

The Sea Sunday Service will include Horton's description and significance of a ship's 'eight bells' and the bugler's call.

A wreath in memory of souls lost at sea will be

blessed by St. David's rector, The Rev. Simbarashi Basvi, and later cast afloat in the main channel of the Fraser River. The ceremony will take place from the upper deck of The Delta Lifeboat 'to the sound of eight bells,' 'the Bosun's call' and prayers by Rev. Basvi.

Canada Day Delta LB patrol by Adrian Lee

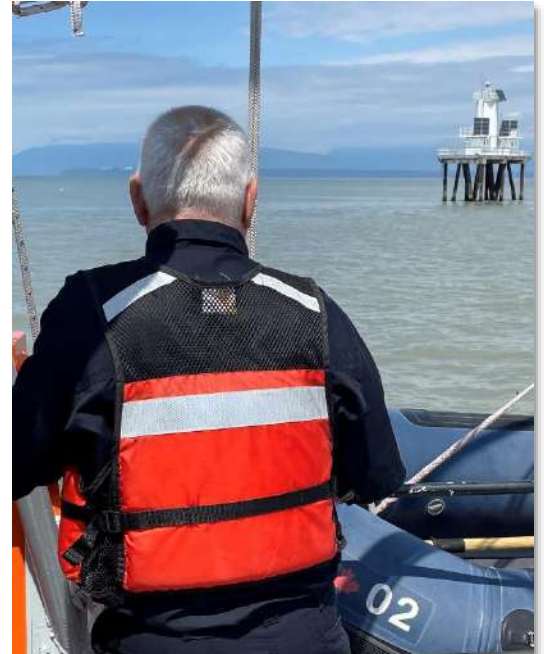
Thursday July 1. A hearty complement of five slipped the lines of the CLIV Delta departing Ladner at 13:00 on July 1st, bound for Sand Heads in response to patrol support invited by local CCG. Being a Thursday, recreational small craft traffic was quite light despite the loosening of



provincial COVID restrictions that very morning. Sea conditions were excellent.

Excellent use was made of the excursion as all crew (including one who was last active aboard when the 52 footer was named Steveston Lifeboat and without a davit winch) underwent recurrency or ab initio training handling the daughter RHIBoat, 'pacing and sticking' upstream alongside Delta underway.

The four-function rotating watch procedure was put to excellent use allowing the seasoned crew to cross-train with regular predictability: at the helm, nav and p/s lookout positions, for one hour in total for each role, and with reprieve from sun exposure. Smooth teamwork made for a crisp and enjoyable deployment.



FRASER LB safety patrols Canada Day "long" weekend

Thursday July 1. The Fraser LB performed a safety patrol the first half of the day and the Delta did the second half. After rounding Sand Heads we went for anchor while keeping on eye on the busy traffic. Both coxswains, Bill and Brian, had a chance to refresh their anchoring skills while we dropped the anchor. No major incidents were reported on channel 16 and after about an hour we lifted the anchor and proceeded the patrol up river.

Saturday July 3. This time David and Paul were the acting coxswains and we started our morning patrol by going down river, into the Strait of Georgia up to Iona Beach. After standing down for a while Roz joined us today on this safety patrol.





Great to have you back! There was enough wind and 1 meter waves to practice our helm skills. On our way back we went up Sea Reach, past Gilligan's Island, into Ladner Harbour where we moored alongside the Delta LB. The Delta crew was preparing to sail for the afternoon shift.

After we cast off from the Delta we continued our patrol up Ladner Reach into Captain's Cove where we lowered the mast to go underneath the bridge to show the flag in Deas Slough.



Sunday July 4. Today's coxswain was Brian. Like on Thursday there was still a lot of wind and waves in the Strait of Georgia. After checking the area around Sand Heads we headed back to patrol the river when we noticed a small tug making erratic movements swaying from left to right. When we stopped to investigate we were flagged down by the tugboat coxswain who asked for a tow to Steveston harbour because his rudder was not responding to helm corrections. It was either hard starboard or hard port. We took them in tow but because of the erratic behaviour the Fraser was pulled left and right and we were also fighting the river current. Because of this behaviour there was a risk of us pulling the tug over but by adapting our speed we managed to tow the tug to Steveston Harbour. There the tugboat coxswain decided to cut the tow line and use his skiff to pull himself to his mooring dock at which time the Fraser stood down. After the Fraser moored at her dock some crewmembers went to see the tugboat coxswain to get his personal information and to get our heaving line. The coxswain told us the tug just had a refit and it looked like the hydraulic line filling the reservoir was undersized causing its steering issues.



Celebrating Coast to Coast to Coast



The SARscene 2021 conference is being held September 25 to October 3, 2021 and we're going virtual! SARscene 2021 will bring together search and rescue responders from all SAR agencies and disciplines, emergency response and emergency management organizations from across Canada and beyond to share knowledge, best practices, and discuss emerging issues.

Hosted by Search and Rescue Saskatchewan Association of Volunteers (SARSAV), the conference coincides with our 25th Anniversary. Come celebrate with us! This is the first ever SARscene hosted by SARSAV and has been made possible by the SAR NIF Program through Public Safety Canada and the National Search and Rescue Secretariat.

Registration is free! Check out the website (<https://www.sarscene2021.ca/sarscene2021/1138986>) and sign up if you can.



Safety patrol

On Saturday 10 Jul 2021 near the end of Fraser L/B safety patrol, a call came in to assist a boater who reported a vessel adrift near Wellington Point in Ladner. The Delta L/B was originally going to handle; however, Fraser L/B was closer. Upon arrival, we found the vessel already secured to a fishing camp dock by a passing pleasure boater. We checked if anyone was aboard but it was vacant, also checked if taking on water as a slight list with engine hatches open and



garbage bags all over. Coast Guard Rescue Centre took the report and advised us to leave the vessel where it was and they would record it in case of a report of loss. Fraser L/B was stood down and carried on with the conclusion of its patrol.

Safety patrol and search patterns

Sunday July 11. The Delta left her berth at 12pm to commence a safety patrol. With not many vessels on the water we decided to practice creeping line search patterns in preparations for next weekend exercises with the CCG hovercraft Moytel. This time we used the Delta's autopilot to stay on course and the result can be seen on the screenshot on the right.



On our way back to Ladner Harbour we were overtaken by the Pacific Pilot Two. This is the vessel the CLI is looking at to use in possible joint operations with the pilots.



Search exercise with the Canadian Coast Guard.

Saturday July 17. Today the Delta and Fraser L/B's went out to carry out a search training with the CCG hovercraft Moytel at buoy T10. When we arrived at our rendez-vous a RHIB from the CCG arrived too, later followed by the CCG hovercraft Siyay instead of the Moytel. We all came alongside the Siyay so we could discuss the exercise. John explained the search pattern and commands and it was decided that the Delta would be the Guide for the first search and the Siyay for the second. The exercise went well and when we were done we came again alongside the Siyay so we could be debriefed. We all learned a lot this day and next time we will invite other vessels to join the exercise during the day (or night).





Who is Leonard Cheveldave?

I just love being out on the water. My father had a couple of pleasure boats that he used primarily for fishing. I would often go out with him on the Slocan Lake when I was a kid and later on the Shuswap Lake when we moved to Sicamous. In those days, fun and catching fish were the primary objectives. There was little thought for safety and seamanship. This makes it easy to relate to the not very prepared boaters that wander out on the strait. When I was a teenager, an older cousin lived with us who had a dream of restoring a sailboat and travelling around the Pacific. His dream rubbed off on me and 30 years later I bought my first boat for \$500.

It was a 20 foot Luger that was totally reinforced. The owner kept saying that he did not want to drown. It took about 10 months of hard work to get the boat seaworthy and I sailed it around the Strait of Georgia and the San Juan Islands. Wherever I anchored, I was guaranteed to have the smallest boat around. After a few years, five footitis set in and I bought a Cal 25 also for the price of \$500.



The boat was in rough shape, but I did not want to miss a summer of sailing to fix it, so I sailed it as it was through the summer. I put it on the hard in the fall. Ten months of almost daily work and it was ready to be launched. It was far from finished, but in the words of my sailing cousin, "It isn't finished until it is sunk." To prepare for my nautical adventures, I took a number of classes - first a sailing class at Crescent Beach, my pleasure craft operators card, then a radio operators class and finally my Coastal Navigation class. These classes helped me understand all the nautical signs and symbols that I had ignored for so long. My first contact with the CLI was about 5 years ago at the boat show. The person I talked to showed me around the Fraser, answered a lot of questions and sowed the seeds of interest in marine rescue. He did say that sometimes the work gets physical, so I thought that I should get in better shape before I applied. I can't remember if I got in better shape, but I lost the brochure he gave me and even forgot the name of the organization. In 2020, I went to the boat show with hopes of finding the same group. Tim took my money and I talked to Brian and the rest is history. Except for my first boat which sits in my backyard, dreaming of a new owner that will give her the attention that she deserves.