



Lucille Johnson Workingboat Parade by Keith Murray

Delta L/B made its way up river from Ladner, taking the opportunity to conduct some navigation and conning work in the river. Met up in the river south of the Marshalling point for the Parade. The event started on schedule right at 1400 with Fraser and Delta L/B's coming up at the rear of the parade which was led by a number of other river workboats, many of them tugboats. The boats all passed by the New Westminster waterfront as far down as the newly built Westminster Pier Park at the north end. The more agile boats in the parade line took the opportunity to show off and do some spins, close quarters approaches and bounding over the wakes of the other vessels. The crowds were small but enthusiastic as people waved to the crews from shore. After a second loop around the lifeboats headed back to their respective stations. The Delta crew resumed the helm training on the way back.



By Roz Bell I heard it was kind of organized late with COVID and all. A lot of boats milled around close together, little tugs and RCMSAR doing "wheelies" plus one aluminum boat roaring through the pack various times, so we had to keep a keen lookout for him. We had a beautiful day. Delta left early, Fraser hung around longer. We caught up with them, of course, and John had a heavy metal piece to shore up the towing guide on Fraser's stern plus a piece of aluminum that Paul wanted. It was a beautiful day and wonderful to be out on the water!

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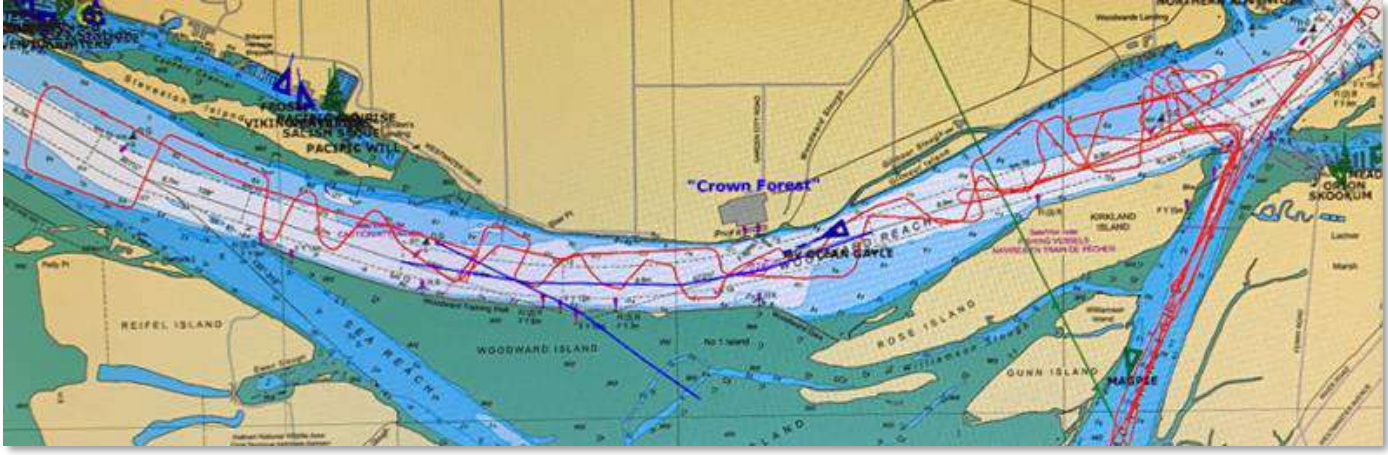
BOATS ON PARADE: Thousands of people showed up for the annual RiverFest event that included the Lucille Johnson Workingboat Parade on the Fraser River. PHOTOS: JENNIFER GAUTHIER

Conning orders training

Saturday October 9. During today's training crewmembers of the Delta L/B practised conning orders. To improve closed loop communication and to prevent errors / confusion, it is important that clear steering commands and responses are given between the coxswain and helmsman. The

coxswain or Officer Of Watch gives an order to change a course or speed, the helmsman acknowledge the order, carries out the order, informs the coxswain or OOW when order is accomplished and the coxswain or OOW acknowledges the accomplishment.

Below is a screenshot showing our track during the training. On our website you can find the SOP Steering by compass with all the conning orders.



Fraser LB starts a refit at Shelter Island



Tuesday October 12. The Fraser LB was brought over from Steveston to Shelter Island to start a short refit. On the list are cleaning and painting the hull, replacing the zincs, moving the Hummingbird depth sounder and repairing the hydraulic steering.

Wednesday October 13. Update from Jim; new tow fairlead ready to be welded. Anodes were all removed. The hydraulic ram cages for the trim tabs removed. The Rams disconnected from the trim tabs. Gurdy soaped and washed the entire hull. Johnny O is sanding around the stern. Got all the tools and materials organized in the stern cabin. We're starting to hum.



Tuesday October 19. Prime example of leading by example. Brian and Bill painting the hul.



Thursday October 21. The paintin of the hul is coming along.



Portable fire/salvage pump training

Saturday October 23. When a vessel is on fire or taking on water time is of the essence. To improve our response times we have to train repetitively and this is especially true because we have regularly different crewmembers on board. Today the Delta LB is practising in Ladner harhour firefighting from the boat, on the dock, on the beach and dewatering on a dock. We do the drills multiple times so we all have a chance to take charge. At the end of the exercise we discuss what went wrong, what can be improved and what went right. Valuable lessons were learned and the crew did an excellent job.





Fraser LB operational again

Thursday October 28. After just over 2 weeks of refit, work on the Fraser LB has been finished and the LB is operational again. Great work of all who have contributed to this refit but a special thanks goes out to Jim Fox for his efforts and dedication.



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Horton painting links two historic voyages through Northwest Passage - Delta Optimist



Horton painting links two historic voyages through Northwest Passage

2 days ago By: Elizabeth Murray/Contributing Writer

Delta marine artist John Horton could not have imagined his painting of the Franklin Expedition's *HMS Erebus* would one day hang aboard *HMCS Harry DeWolf*.

Harry DeWolf sailed into Vancouver Harbour earlier this month, having completed the first Northwest Passage transit of a Canadian Naval vessel since 1954.

In 2014, inspired by discovery of the wrecked Franklin ship, Horton painted a rendition of *HMS Erebus*, which unexpectedly would have special significance to Harry DeWolf's Commanding Officer Corey Gleason, and his crew.

Horton presented his painting to the ship's company, at the end of a three-day RCN Canadian Leaders at Sea (CLaS) outreach program in which he participated. Horton was invited to join a group of 15 prominent Canadian community leaders from across Canada who boarded Canada's newest warship at Lower Lonsdale's Burrard Dry Dock Pier in North Vancouver and sailed in her to Victoria's Ogden Point.

It is interesting to note that the famed RCMP *St. Roch*, first Canadian vessel, and second only to sail through the Northwest Passage, was built at the same Lonsdale location in 1928.

This brand-new Arctic and offshore patrol ship is the lead ship of its class and one of six built or under construction to ensure Canada's Arctic interests are secure.

These patrol vessels are designed to operate anywhere in the world, but especially in first-year ice of up to one and a half metres thick. Unlike icebreaking- vessels that normally operate only in icy waters, this new ship can operate in a wider range of conditions. During the voyage to Victoria, where a large crowd was on hand to welcome the ship, the CLaS group learned to appreciate the ship's amazing capabilities.

While transiting the Gulf of Georgia and Haro Strait, the crew carried out in-depth demonstrations of the ship's potentials including search and rescue, fire-fighting, damage control and weapons firing. The following day's agenda included informative tours of the Esquimalt fleet maintenance facility and its operations centres, time onboard *HMCS Calgary* and submarine *HMCS Victoria*, and finally the fleet diving unit and damage control school.

On a personal level, Horton's special interest in the Arctic prompted a rewarding conversation with Gleason whereby they discussed at length the ill-fated Franklin Expedition and how *Harry DeWolf* had followed Franklin's tragic path. "Hearing how the ship anchored near the wreck sites enabling visits to graves of the crew, was an unparalleled privilege," said Horton. "It was gratifying to learn that the ship's company of approximately 87 sailors had become fully engaged with the history of the 1848 Expedition and gained a huge respect for those who had gone before."

HMCS Harry DeWolf also called in at several hamlets inviting leaders and community members aboard. This was all about strengthening relations with communities in the Arctic and developing meaningful commitments to the people of the High North. From B.C.'s South Coast, *Harry DeWolf* will transit the Panama Canal to complete a circumnavigation of North America and return to Halifax in December.

At the conclusion of this recent segment of Canadian Leaders at Sea, participants were requested to involve their communities in furthering awareness of the important part played by the RCN in ensuring Canada secures its position and respect internationally.



John Horton with Commander Corey Gleason, HMCS Harry DeWolf. | Corporal Simon Arcand.



To record this historic voyage, Horton is now working on a painting of *Harry DeWolf* in an Arctic setting.

Editor's note: Horton, OBC, CSMA, FCA, resides in Tsawwassen and is captain of the 52-foot Delta Lifeboat stationed in Ladner. He is a current recipient of The Order of British Columbia.

Delta Lifeboat – Extended training weekend by John Horton

An extended training period was planned for the weekend of November 5-6-7.

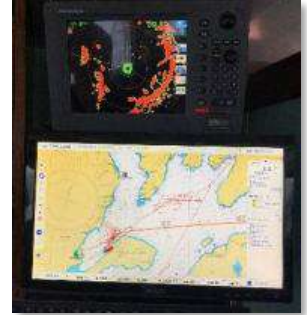
CLI crew participants were:

Len Cheveldave	Richard Kaufmann	John Horton	David Keller
Lynn Harrison	Ken Robertson	Ron van der Zwan	

5 Nov. Following a full briefing 'Delta' slipped from her Ladner station at 1915 for a night transit to Port Graves in Howe Sound. The weather forecast was rain and S.E. winds 10-20 knots. The crew was in standard watch rotation and Robertson and van der Zwan went into 2 hr. rotation as O.O.W.

Courses were planned from Ladner to Sand Heads and Collingwood Channel travelling up the North bound lane. Communications and navigation were conducted to safely negotiate deep sea ships and several tugs with log tows. The helmsman received good training with a moderate quartering sea running. 'Delta' passed Cape Rodger Curtis at 2218 and proceeded up Collingwood Channel through rain squalls to Howe Sound, anchoring in Port Graves at 2330.

Navigation was conducted using all electronic systems. The half hour watch rotation gave crew members good experience and training in all positions.



6 Nov. Hands were called at 0700 with breakfast at 0745. Following cleanup, a briefing was held and a full program was planned. The anchor was weighed at 0900 and M.O.B. search and recovery training were conducted south of Gambier Island close to the ferry lanes. A tornado warning was received for the Georgia Strait and Howe Sound however the wind remained from the S.E. with rain sometimes heavy. The sea ran from 1 to 2 ft and gave crewmembers in the RHIB a good workout in boat handling. 'Oscar' was deployed, recovered and hoisted aboard 'Delta'. This exercise was conducted many times with great improvement achieved.

At 1130 the drogue was set to slow drift and hands went to lunch. A debrief was conducted. At 1300 the drogue was hauled in and 'stick' training continued in a moderate sea and heavy rain. At 1400 'Delta' proceeded to the North end of Shoal Channel where a creeping line search pattern was plotted and run. All crewmembers were engaged and both O.O.W. took command demonstrating good control. But continued practice of this will improve pattern keeping still further. It's fun and it develops good bridge teamwork.

'Delta' went to anchor in Plumper Cove at 1515 in preparation for joint operations with RCMSAR station 14 out of Gibsons. The SAR RHIB secured alongside 1610 and a briefing and cross vessel tour was conducted. 'SAR14' requested a pacing exercise and towex. This was conducted in Shoal Channel with 'Delta' running at 10 knots with 'SAR14' and 'Delta RHIB' practicing 'sticks'. For some 'SAR14' crewmembers this was training not always available for them. 'SAR14' also conducted a towex with 'Delta' which resulted in some good lessons learnt.

A debrief was held and thanks extended all round. Special thanks to Bill Parsons who arranged this joint opportunity and reported back a very positive response to the exercise from 'SAR14'.



'Delta' went to anchor in Plumper Cove for a welcome supper with Parsons staying on board. At 2130 'Delta' weighed anchor and proceeded to Gibsons where Parsons disembarked. 'Delta' returned to her former anchorage at 2215 which again provided excellent night training and navigation in tight quarters with mooring buoys and anchored vessels all conducted in high wind, rain and reduced visibility.



7 Nov. Hands were called at 0700 (following the time change). Following breakfast and clean up, hand turned to conducting engineering checks and greasing all points. A briefing was held for the day's activities and return transit. The anchor was weighed at 0930 and ship secured for sea. The forecast was for winds S.E. 15/25 and rain sometimes heavy. Visibility in Howe Sound was 1.5 miles with the crew close up in the watch system, all members rotated through all positions.

Ferries, tugs and tows and small pleasure boats were sighted, plotted and passing decisions made. Passage down Queen Charlotte Channel was made into a steep head sea which again provided good training for those on the wheel. Clearing Point Atkinson course was set for the North Arm. A large fleet of racing yachts was encountered coming out of English Bay and course and speed had to be adjusted to give them room. Again, all good practice.

'Delta' entered the North Arm at 1200 communicating with tugs and tows and tugs working booms. Transit was made to New Westminster and to Ladner. Conditions were very changeable with very heavy rain and hail to blinding sunshine that created a spectacular rainbow. Off watch members commenced cleaning the ship prior to arriving in Ladner where 'Delta' secured at 1527. Brian Cook was there to meet the crew and hear the debrief.

In summary: A wonderful well-run training period – everybody learnt a lot and improved their skills. Not all planned activities were conducted, as more time was given to some procedures. Moral was very high with everybody fully engaged at all times. Even though the conditions were sometimes quite challenging. It was agreed that the whole period was very worthwhile with requests for more in the future.

